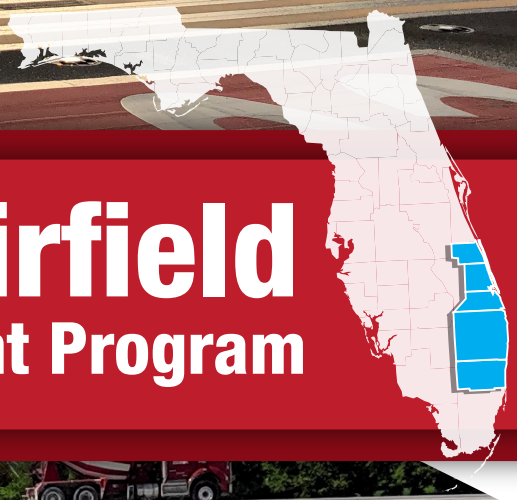
FLORIDA DEPARTMENT OF TRANSPORTATION
AVIATION AND SPACEPORTS OFFICE



Statewide Airfield Pavement Management Program

DISTRICT 4

NOVEMBER 2019

FDOT

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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Executive Summary

FDOT

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**
BCT	RL	92	85	-	92	90
F45	RL	69	75	79	69	70
FLL	PR	98	84	-	78	84
FPR	GA	78	77	-	60	72
FXE	RL	67	83	-	88	79
HWO	RL	89	80	-	37	79
LNA	RL	74	80	-	81	78
PBI	PR	82	81	-	75	79
PHK	GA	52	78	81	92	70
PMP	GA	78	74	47	75	75
SUA	GA	94	66	74	68	79
VRB	PR	77	82	77	62	72
X26	GA	77	68	-	65	71
OVERALL DISTRICT		**83**	**81**	**65**	**73**	**78**

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
BCT	RL	RW 5-23	RUNWAY 5-23	6,276	150	92	GOOD	
F45	RL	RW 14-32	RUNWAY 14-32	4,300	75	70	FAIR	X
F45	RL	RW 9R-27L	RUNWAY 9R-27L	4,300	100	69	FAIR	X
FLL	PR	RW 10L-28R	RUNWAY 10L-28R	9,000	150	100	GOOD	
FLL	PR	RW 10R-28L	RUNWAY 10R-28L	8,000	150	97	GOOD	
FPR	GA	RW 10L-28R	RUNWAY 10L-28R	4,000	75	92	GOOD	
FPR	GA	RW 10R-28L	RUNWAY 10R-28L	6,492	150	86	GOOD	
FPR	GA	RW 14-32	RUNWAY 14-32	4,755	100	53	POOR	X
FXE	RL	RW 13-31	RUNWAY 13-31	4,000	100	75	SATISFACTORY	
FXE	RL	RW 9-27	RUNWAY 9-27	6,002	100	62	FAIR	X
HWO	RL	RW 01L-19R	RUNWAY 01L-19R	3,350	100	89	GOOD	
HWO	RL	RW 01R-19L	RUNWAY 01R-19L	3,260	100	93	GOOD	
HWO	RL	RW 10L-28R	RUNWAY 10L-28R	3,241	100	93	GOOD	
HWO	RL	RW 10R-28L	RUNWAY 10R-28L	3,255	100	81	SATISFACTORY	
LNA	RL	RW 10-28	RUNWAY 10-28	3,489	75	79	SATISFACTORY	
LNA	RL	RW 16-34	RUNWAY 16-34	3,421	100	72	SATISFACTORY	X
LNA	RL	RW 4-22	RUNWAY 4-22	3,256	75	71	SATISFACTORY	X
PBI	PR	RW 10L-28R	RUNWAY 10L-28R	10,001	150	82	SATISFACTORY	
PBI	PR	RW 10R-28L	RUNWAY 10R-28L	3,214	75	100	GOOD	
PBI	PR	RW 14-32	RUNWAY 14-32	6,926	150	78	SATISFACTORY	
PHK	GA	RW 17-35	RUNWAY 17-35	4,116	75	52	POOR	X
PMP	GA	RW 10-28	RUNWAY 10-28	3,502	100	69	FAIR	X
PMP	GA	RW 15-33	RUNWAY 15-33	4,918	150	92	GOOD	
PMP	GA	RW 6-24	RUNWAY 6-24	4,001	150	66	FAIR	X
SUA	GA	RW 12-30	RUNWAY 12-30	5,828	100	100	GOOD	
SUA	GA	RW 16-34	RUNWAY 16-34	4,998	100	100	GOOD	
SUA	GA	RW 7-25	RUNWAY 7-25	4,652	100	82	SATISFACTORY	
VRB	PR	RW 12L-30R	RUNWAY 12L-30R	3,504	75	86	GOOD	
VRB	PR	RW 12R-30L	RUNWAY 12R-30L	7,314	106	68	FAIR	X
VRB	PR	RW 4-22	RUNWAY 4-22	4,974	100	88	GOOD	
X26	GA	RW 10-28	Runway 10-28	3,199	75	81	SATISFACTORY	
X26	GA	RW 5-23	RUNWAY 5-23	4,023	75	75	SATISFACTORY	

Figure E-3 Runway Condition

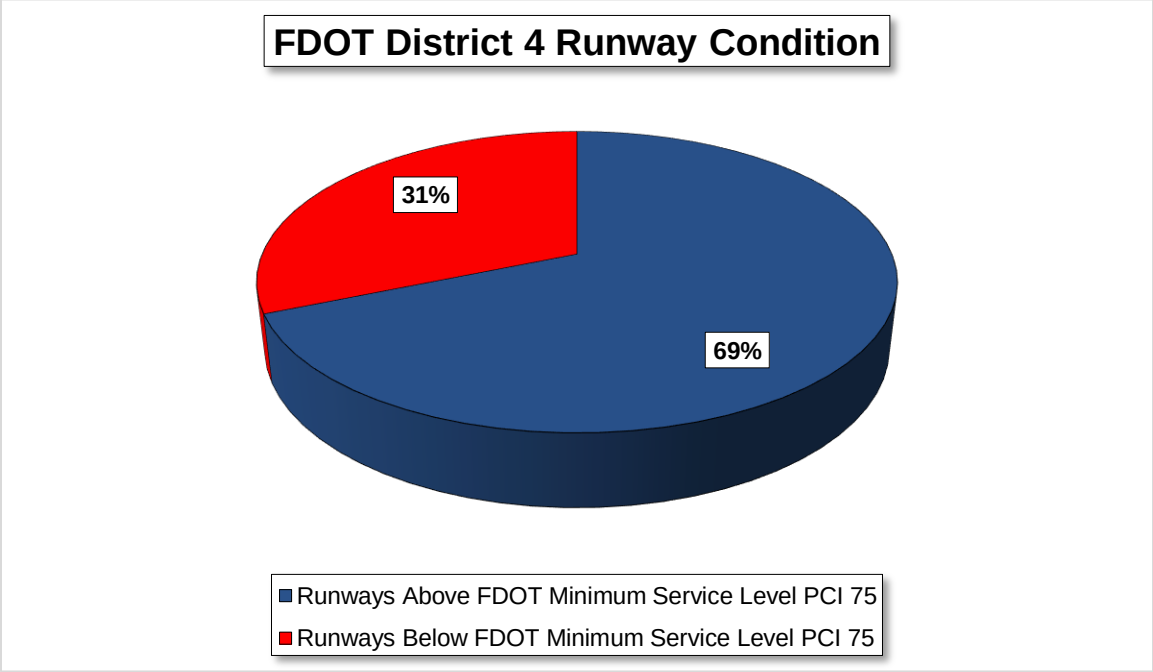


Figure E-4 Runway Pavement Condition Index Comparison to FDOT Minimum PCI

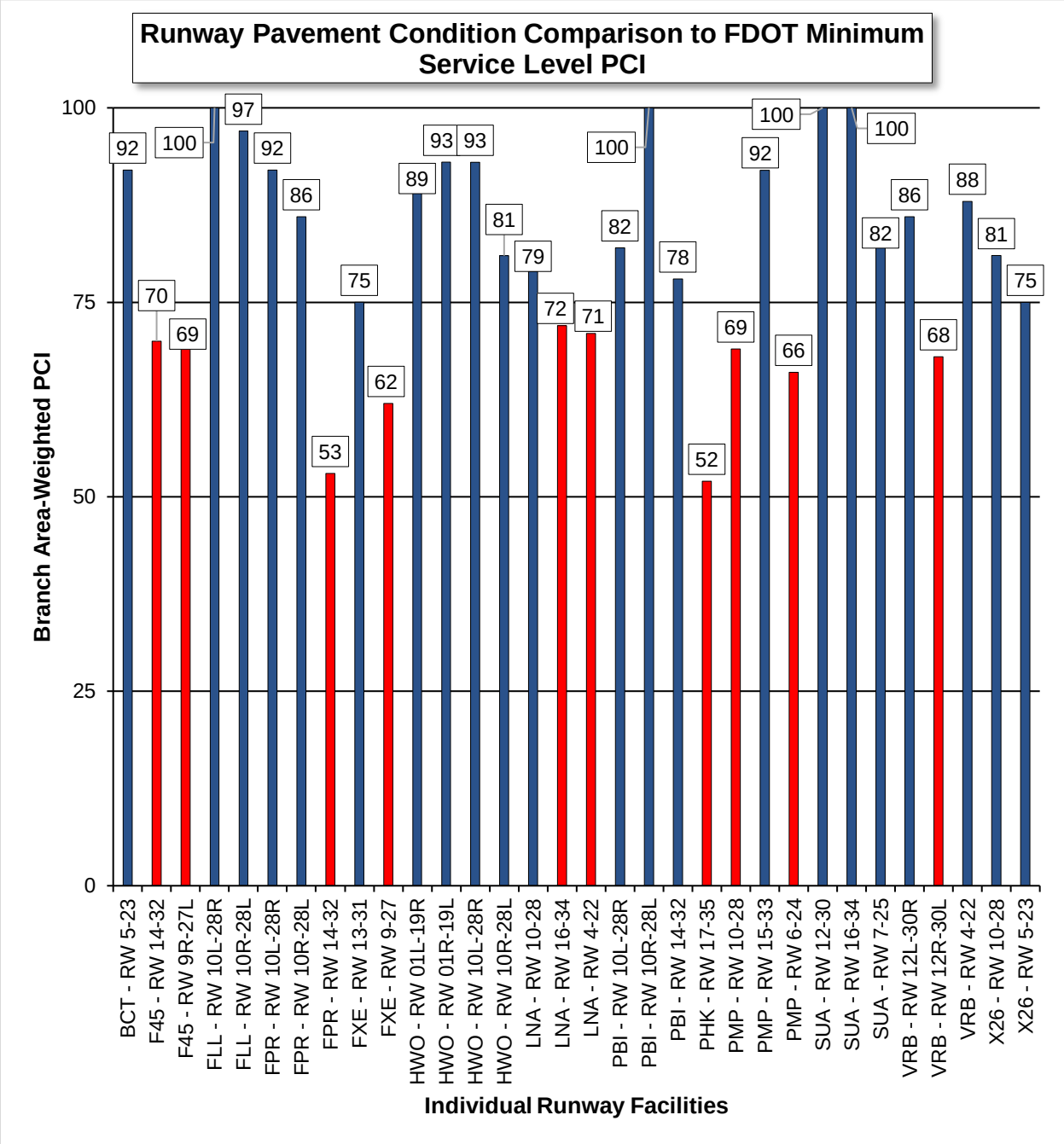
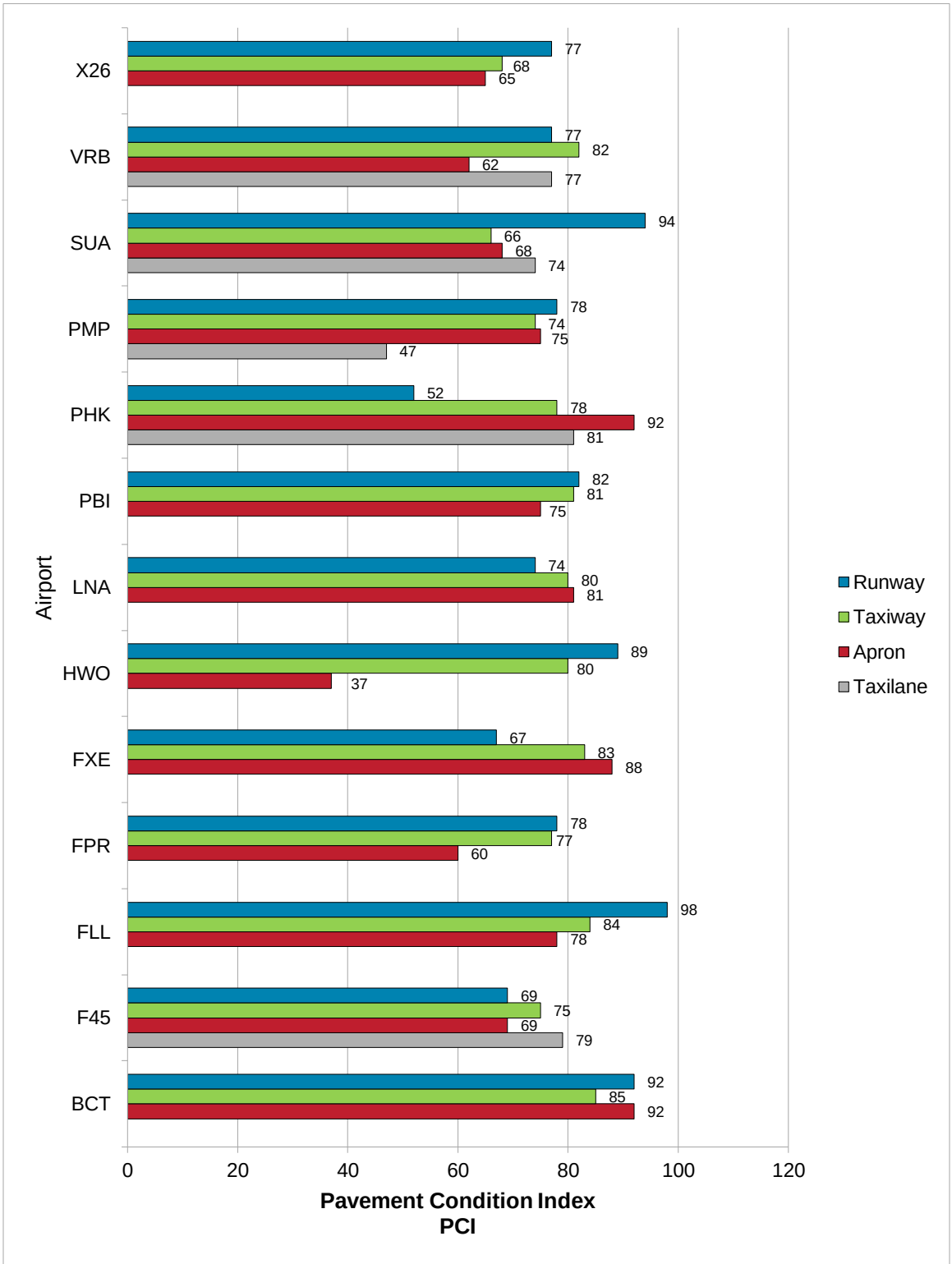


Table E-5 District Summary of Area by Use by Airport

Network ID	Airport Type	Pavement Area (Square Feet)				
		Runway	Taxiway	Taxilane	Apron	Overall
BCT	RL	941,550	378,396	-	146,013	1,465,959
F45	RL	751,908	632,229	44,962	1,193,307	2,622,406
FLL	PR	2,449,295	8,450,060	-	6,098,112	16,997,467
FPR	GA	1,759,616	1,939,101	-	1,765,395	5,464,112
FXE	RL	986,082	2,519,317	-	318,232	3,823,631
HWO	RL	1,279,568	1,342,974	-	346,500	2,969,042
LNA	RL	824,999	459,463	-	937,882	2,222,344
PBI	PR	2,748,601	5,843,260	-	6,646,488	15,238,349
PHK	GA	308,794	201,773	17,132	184,498	712,197
PMP	GA	1,623,648	1,220,144	209,595	842,220	3,895,607
SUA	GA	1,559,199	893,661	82,050	1,138,784	3,673,694
VRB	PR	1,516,740	1,410,587	191,304	2,412,756	5,531,387
X26	GA	535,188	376,425	-	417,409	1,329,022
OVERALL DISTRICT		**17,285,188**	**25,667,390**	**545,043**	**22,447,596**	**65,945,217**

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
BCT	RL	90	GOOD	$ -
F45	RL	70	FAIR	$ 140,000
FLL	PR	84	SATISFACTORY	$ 36,721,000
FPR	GA	72	SATISFACTORY	$ 17,036,000
FXE	RL	79	SATISFACTORY	$ 9,078,000
HWO	RL	79	SATISFACTORY	$ 6,044,000
LNA	RL	78	SATISFACTORY	$ 2,261,000
PBI	PR	79	SATISFACTORY	$ 43,180,000
PHK	GA	70	FAIR	$ 2,288,000
PMP	GA	75	SATISFACTORY	$ 15,160,000
SUA	GA	79	SATISFACTORY	$ 6,240,000
VRB	PR	72	SATISFACTORY	$ 30,140,000
X26	GA	71	SATISFACTORY	$ 1,808,000
OVERALL DISTRICT		**78**	**SATISFACTORY**	**$ 170,096,000**

**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
BCT	RL	90	GOOD	$ 505,000
F45	RL	70	FAIR	$ 23,070,000
FLL	PR	84	SATISFACTORY	$ 81,452,000
FPR	GA	72	SATISFACTORY	$ 22,778,000
FXE	RL	79	SATISFACTORY	$ 13,583,000
HWO	RL	79	SATISFACTORY	$ 8,204,000
LNA	RL	78	SATISFACTORY	$ 8,586,000
PBI	PR	79	SATISFACTORY	$ 85,585,000
PHK	GA	70	FAIR	$ 2,412,000
PMP	GA	75	SATISFACTORY	$ 15,873,000
SUA	GA	79	SATISFACTORY	$ 14,498,000
VRB	PR	72	SATISFACTORY	$ 38,438,000
X26	GA	71	SATISFACTORY	$ 6,570,000
OVERALL DISTRICT		**78**	**SATISFACTORY**	**$ 321,554,000**

**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
BCT	-	-	0M	0M	0M	0M	0M	0.14M	0M	0.25M	0.11M	0M
F45	-	-	0.14M	2.48M	6.39M	0.06M	0.14M	2.12M	0.92M	5.27M	2.42M	3.13M
FLL	-	-	36.72M	0.51M	3.97M	15.03M	4.5M	9.56M	1.4M	0.78M	8.99M	0M
FPR	17.04M	0.3M	0M	0M	0.07M	0.16M	1.01M	1.75M	2.01M	0.44M	-	-
FXE	-	-	9.08M	0M	0.78M	0M	0M	0.76M	0.59M	0.44M	0.93M	1M
HWO	-	-	6.04M	0M	0M	0M	0M	0.09M	0.92M	0.88M	0.28M	0M
LNA	-	-	2.26M	0M	0M	0M	0.04M	0.03M	0.94M	2.99M	0M	2.32M
PBI	-	-	43.18M	0.12M	0.31M	6.51M	5.57M	1.66M	2.28M	21.15M	1.35M	3.45M
PHK	2.29M	0M	0M	0M	0M	0M	0.06M	0.06M	0M	0M	-	-
PMP	15.16M	0.09M	0.15M	0M	0.2M	0.12M	0M	0M	0M	0.16M	-	-
SUA	6.24M	1.08M	0.13M	0M	2.48M	0.19M	0.18M	0.89M	3.31M	0M	-	-
VRB	-	-	30.14M	0.45M	0M	0.16M	1.32M	1.42M	0.67M	2.95M	0.98M	0.35M
X26	1.81M	0M	0M	0M	2.07M	0M	0M	0.2M	1.42M	1.07M	-	-
DISTRICT	**42.53M**	**1.47M**	**127.84M**	**3.56M**	**16.26M**	**22.23M**	**12.82M**	**18.68M**	**14.45M**	**36.39M**	**15.07M**	**10.25M**

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
BCT	RUNWAY 5-23	***No Major Rehabilitation***	$ -
F45	RUNWAY 14-32	***No Major Rehabilitation***	$ -
F45	RUNWAY 9R-27L	***No Major Rehabilitation***	$ -
FLL	RUNWAY 10L-28R	***No Major Rehabilitation***	$ -
FLL	RUNWAY 10R-28L	***No Major Rehabilitation***	$ -
FPR	RUNWAY 10L-28R	***No Major Rehabilitation***	$ -
FPR	RUNWAY 10R-28L	***No Major Rehabilitation***	$ -
FPR	RUNWAY 14-32	6205	$ 3,398,000
FXE	RUNWAY 13-31	***No Major Rehabilitation***	$ -
FXE	RUNWAY 9-27	6105	$ 5,702,000
HWO	RUNWAY 01L-19R	***No Major Rehabilitation***	$ -
HWO	RUNWAY 01R-19L	***No Major Rehabilitation***	$ -
HWO	RUNWAY 10L-28R	***No Major Rehabilitation***	$ -
HWO	RUNWAY 10R-28L	***No Major Rehabilitation***	$ -
LNA	RUNWAY 10-28	***No Major Rehabilitation***	$ -
LNA	RUNWAY 16-34	***No Major Rehabilitation***	$ -
LNA	RUNWAY 4-22	***No Major Rehabilitation***	$ -
PBI	RUNWAY 10L-28R	***No Major Rehabilitation***	$ -
PBI	RUNWAY 10R-28L	***No Major Rehabilitation***	$ -
PBI	RUNWAY 14-32	***No Major Rehabilitation***	$ -
PHK	RUNWAY 17-35	6105, 6110	$ 2,179,000
PMP	RUNWAY 10-28	6105	$ 1,899,000
PMP	RUNWAY 15-33	***No Major Rehabilitation***	$ -
PMP	RUNWAY 6-24	6205, 6210	$ 3,528,000
SUA	RUNWAY 12-30	***No Major Rehabilitation***	$ -
SUA	RUNWAY 16-34	***No Major Rehabilitation***	$ -
SUA	RUNWAY 7-25	***No Major Rehabilitation***	$ -
VRB	RUNWAY 12L-30R	***No Major Rehabilitation***	$ -
VRB	RUNWAY 12R-30L	6110	$ 6,304,000
VRB	RUNWAY 4-22	***No Major Rehabilitation***	$ -
X26	Runway 10-28	***No Major Rehabilitation***	$ -
X26	RUNWAY 5-23	***No Major Rehabilitation***	$ -

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

Summary of District 4

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

- BCT, Boca Raton Airport
- F45, North Palm Beach County General Aviation Airport
- FLL, Fort Lauderdale/Hollywood International Airport
- FPR, Treasure Coast International Airport
- FXE, Fort Lauderdale Executive Airport
- HWO, North Perry Airport
- LNA, Palm Beach County Park Airport
- PBI, Palm Beach International Airport
- PHK, Palm Beach County Glades Airport
- PMP, Pompano Beach Airpark
- SUA, Witham Field
- VRB, Vero Beach Regional Airport
- X26, Sebastian Municipal Airport

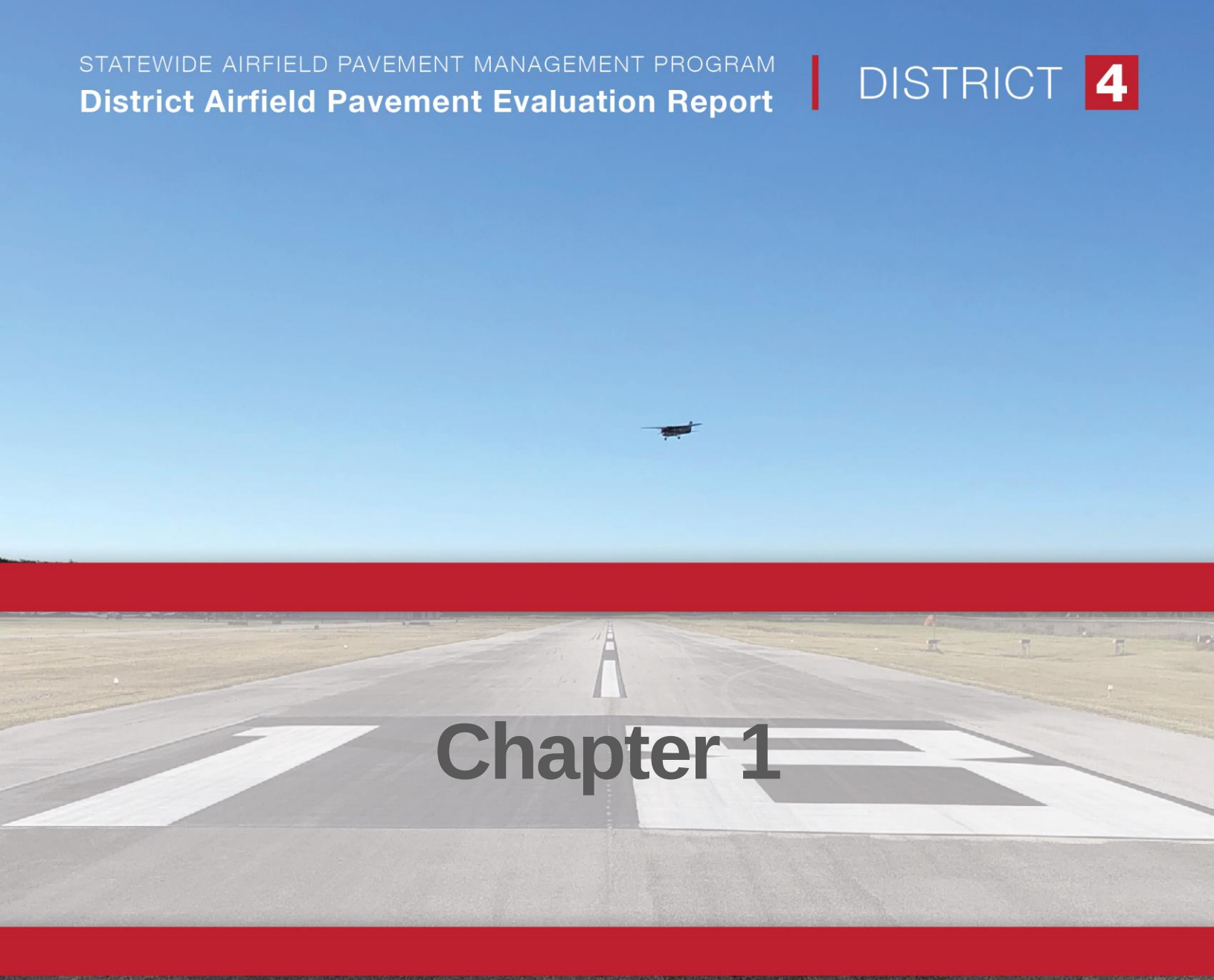
Belle Glade State Municipal Airport, which is managed by the City of Belle Glade, recently performed major rehabilitation on the entirety of its airfield pavement and therefore was not included in the inspection efforts as part of this program update.

District 4's overall area-weighted Pavement Condition Index (PCI) is at a 78, 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 4 ranged from 70 (Fair) to 90 (Good). 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 4



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.

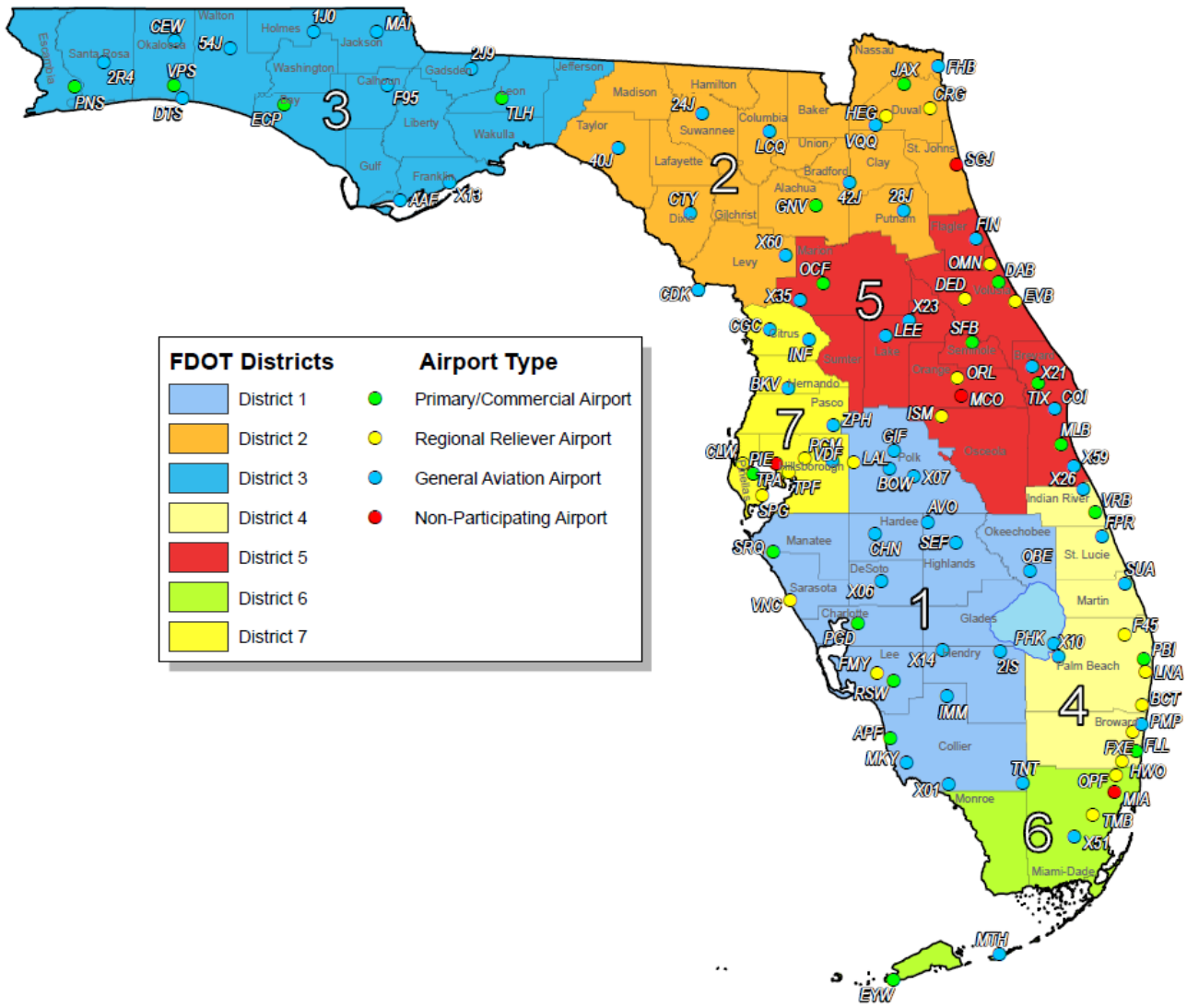
In general, adherence to the FAA Advisory Circulars are mandatory for all projects funded with federal grant monies through the Airport Improvement Program (AIP) and with revenue from the Passenger Facilities Charges (PFC) Program. Further information is detailed in FAA Grant Assurance No. 11 "Pavement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

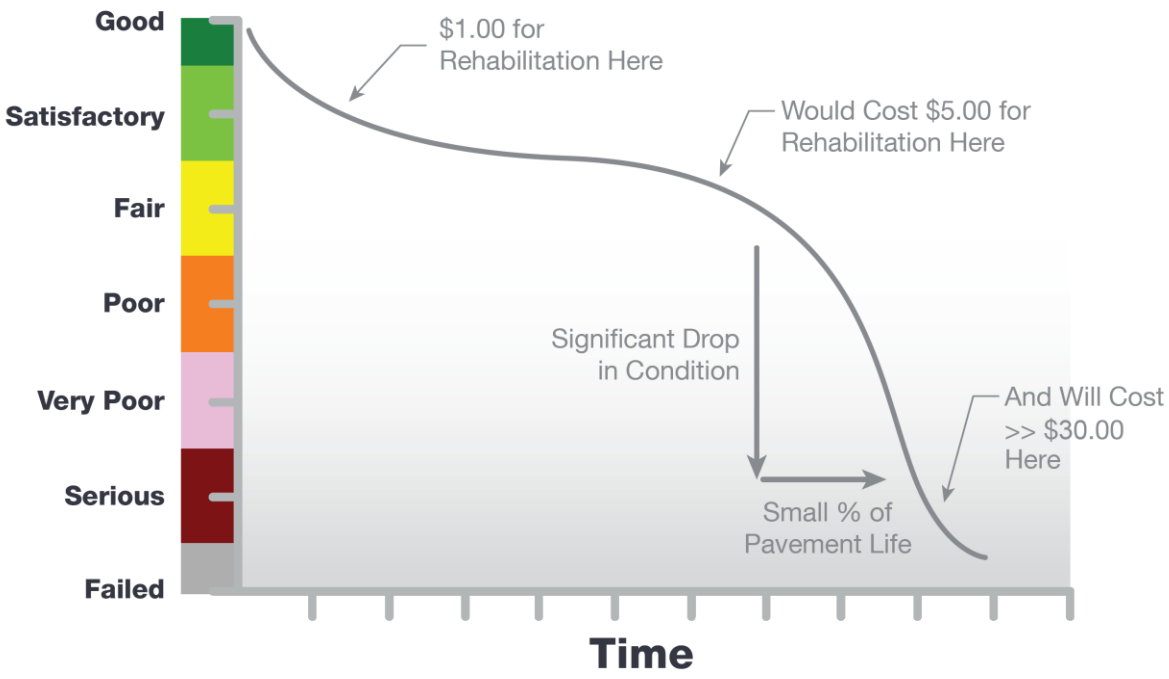
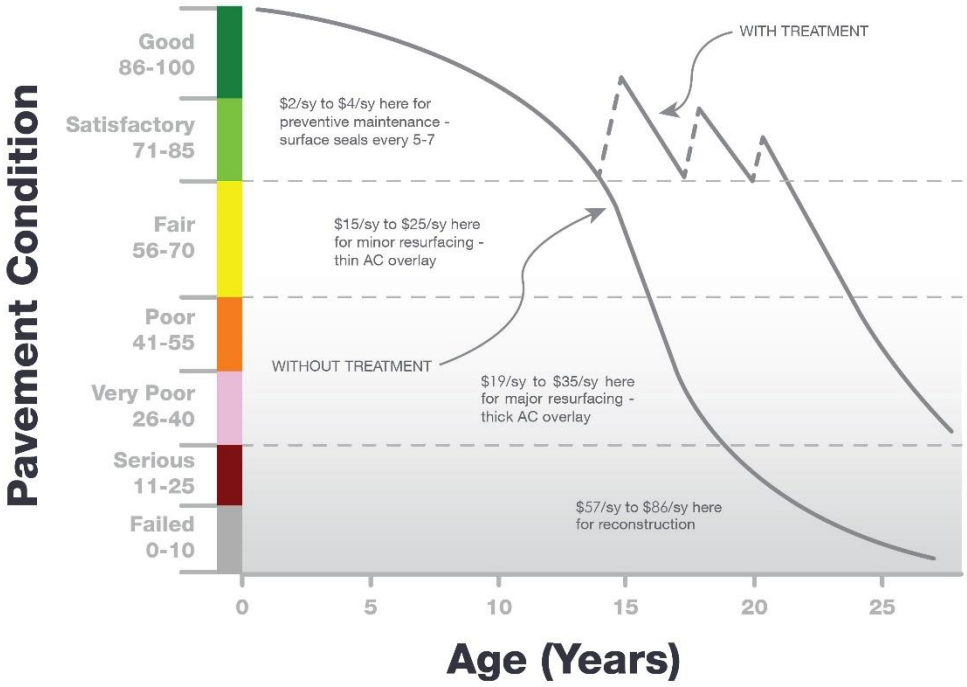


**Figure is for conceptual purposes only – unit costs are not specific to airfield pavements (AC vs PCC).*

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

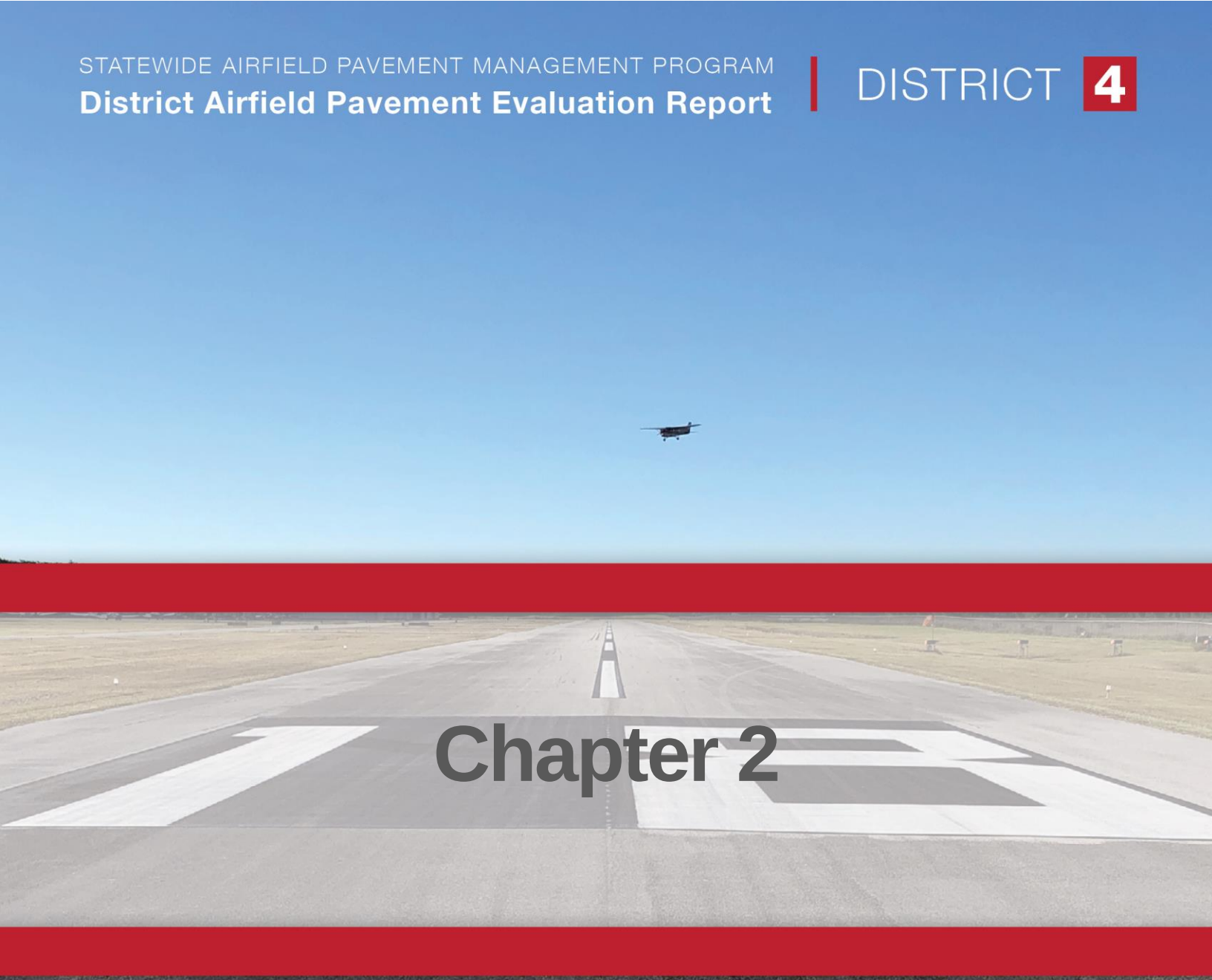
The following reference documents were referenced as specific guidelines and procedures for maintaining airport pavements; establishing an effective pavement maintenance program; and identifying specific pavement distresses, probable causes of distresses, inspection guidelines, and recommended methods 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 4



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.

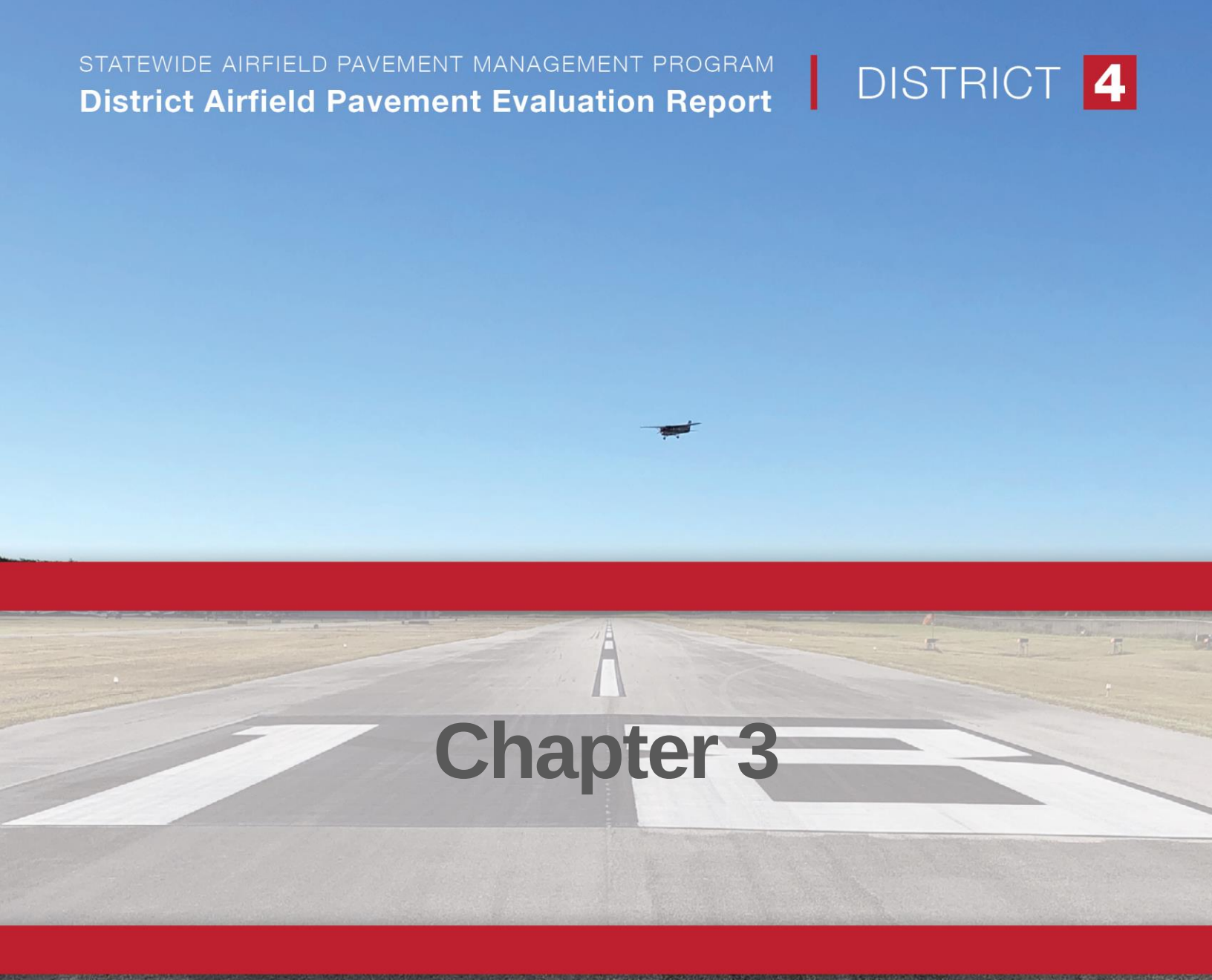
Table 2.6.4 Summary of Updates to ASTM D5340-12

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 4



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.

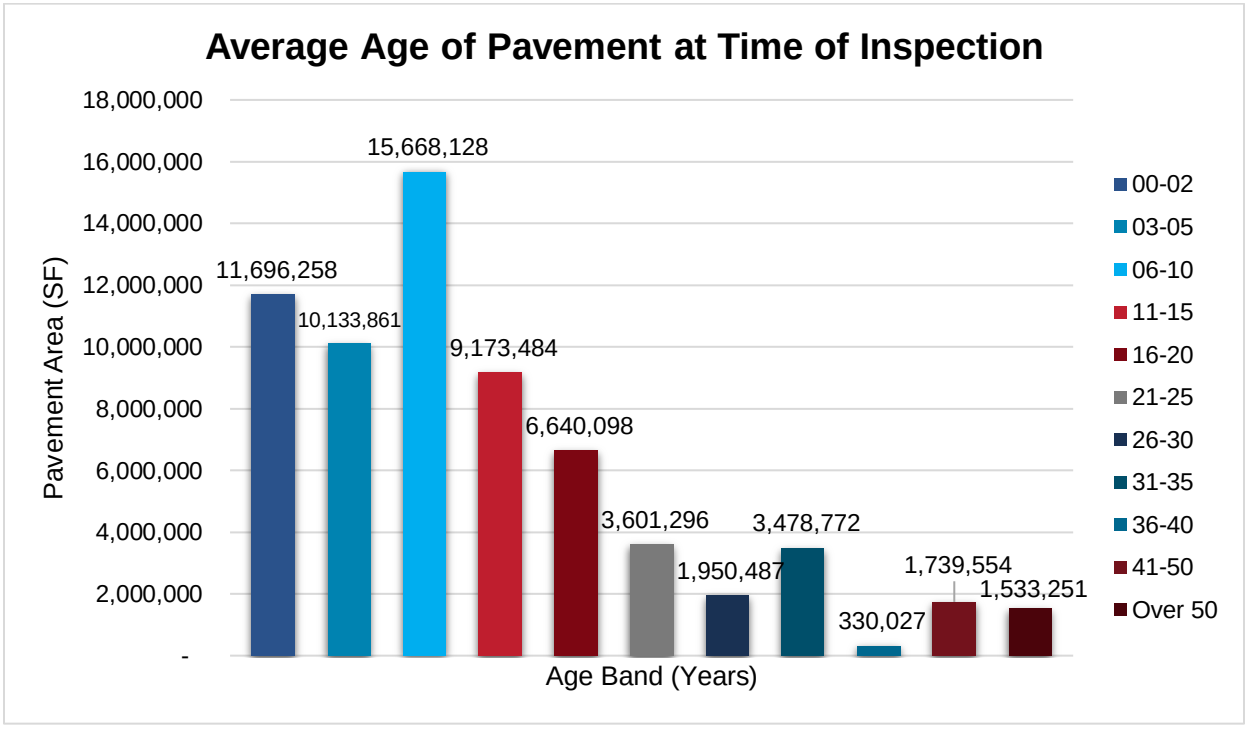
The **Airfield Pavement Network Definition Exhibit** provides details to the PCI Survey inspection efforts. The exhibit identifies the pavement facilities, surface type, section definition, and sample unit delineation.

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
BCT	RL	941,550	378,396	-	146,013	1,465,959
F45	RL	751,908	632,229	44,962	1,193,307	2,622,406
FLL	PR	2,449,295	8,450,060	-	6,098,112	16,997,467
FPR	GA	1,759,616	1,939,101	-	1,765,395	5,464,112
FXE	RL	986,082	2,519,317	-	318,232	3,823,631
HWO	RL	1,279,568	1,342,974	-	346,500	2,969,042
LNA	RL	824,999	459,463	-	937,882	2,222,344
PBI	PR	2,748,601	5,843,260	-	6,646,488	15,238,349
PHK	GA	308,794	201,773	17,132	184,498	712,197
PMP	GA	1,623,648	1,220,144	209,595	842,220	3,895,607
SUA	GA	1,559,199	893,661	82,050	1,138,784	3,673,694
VRB	PR	1,516,740	1,410,587	191,304	2,412,756	5,531,387
X26	GA	535,188	376,425	-	417,409	1,329,022
OVERALL DISTRICT		**17,285,188**	**25,667,390**	**545,043**	**22,447,596**	**65,945,217**

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

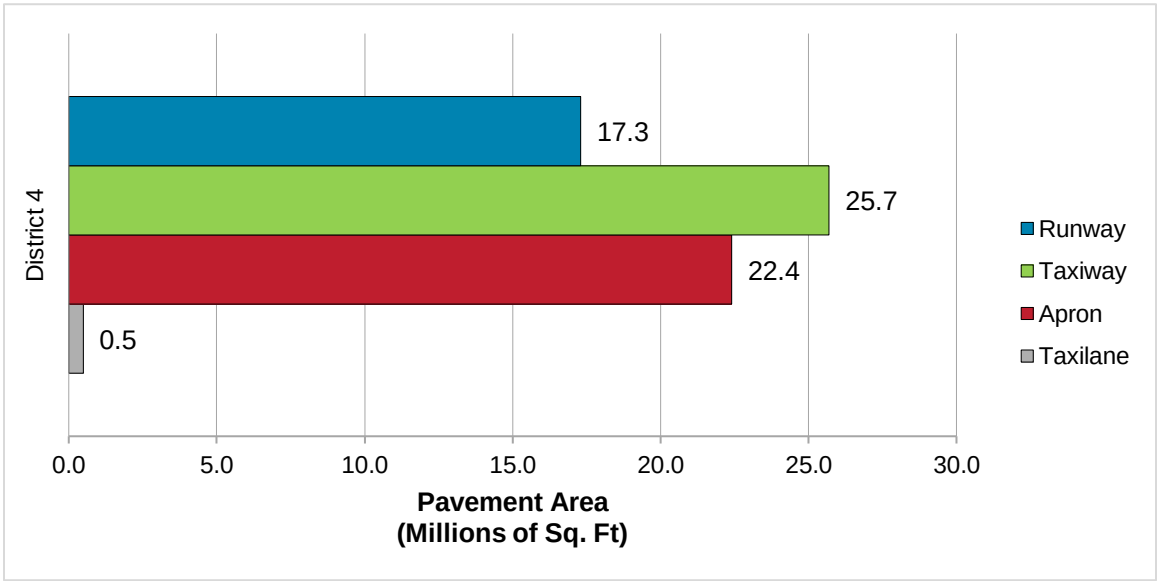
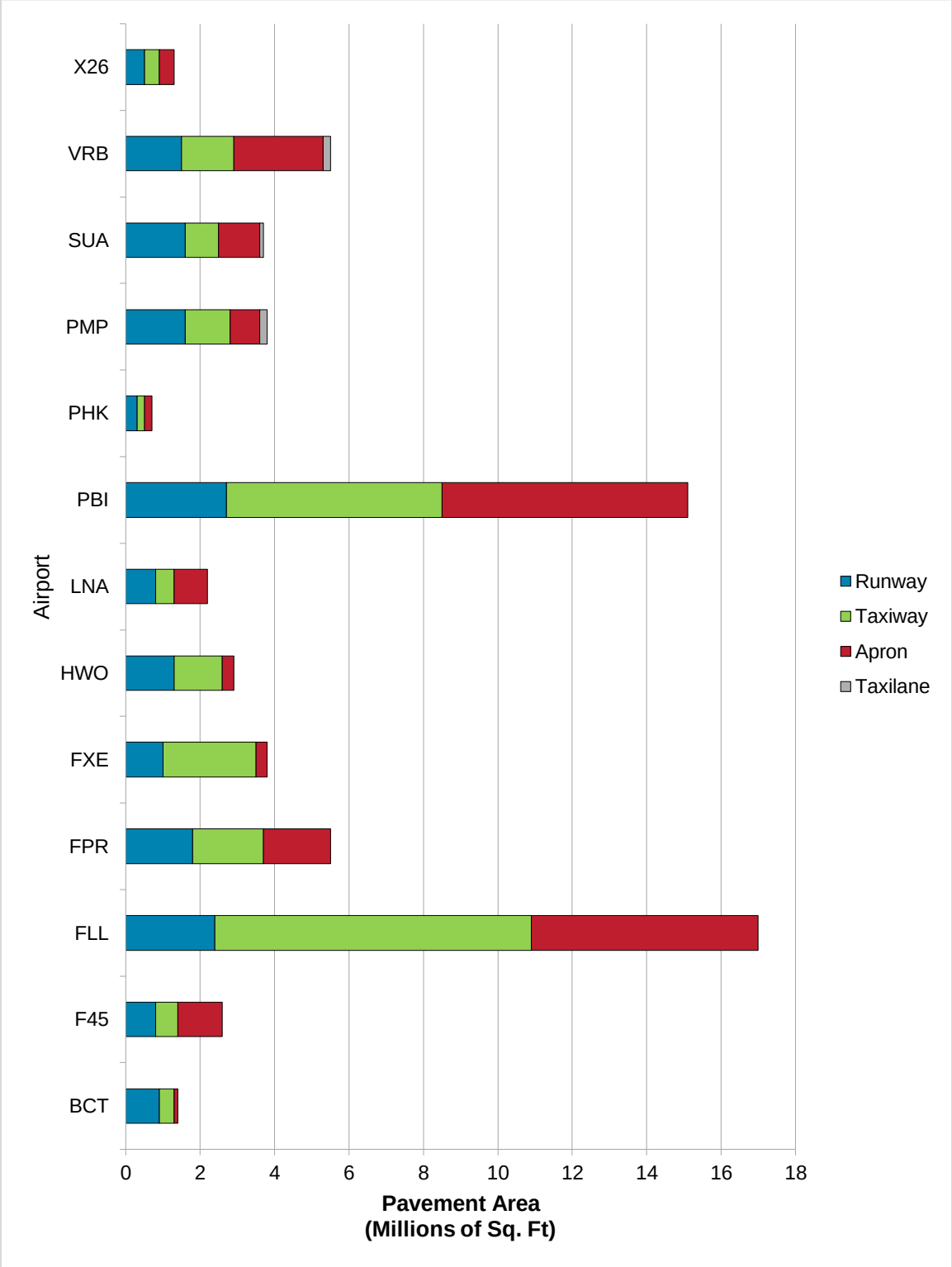


Figure 3.1.3 (b) Functional Classification Use by Area by Airport

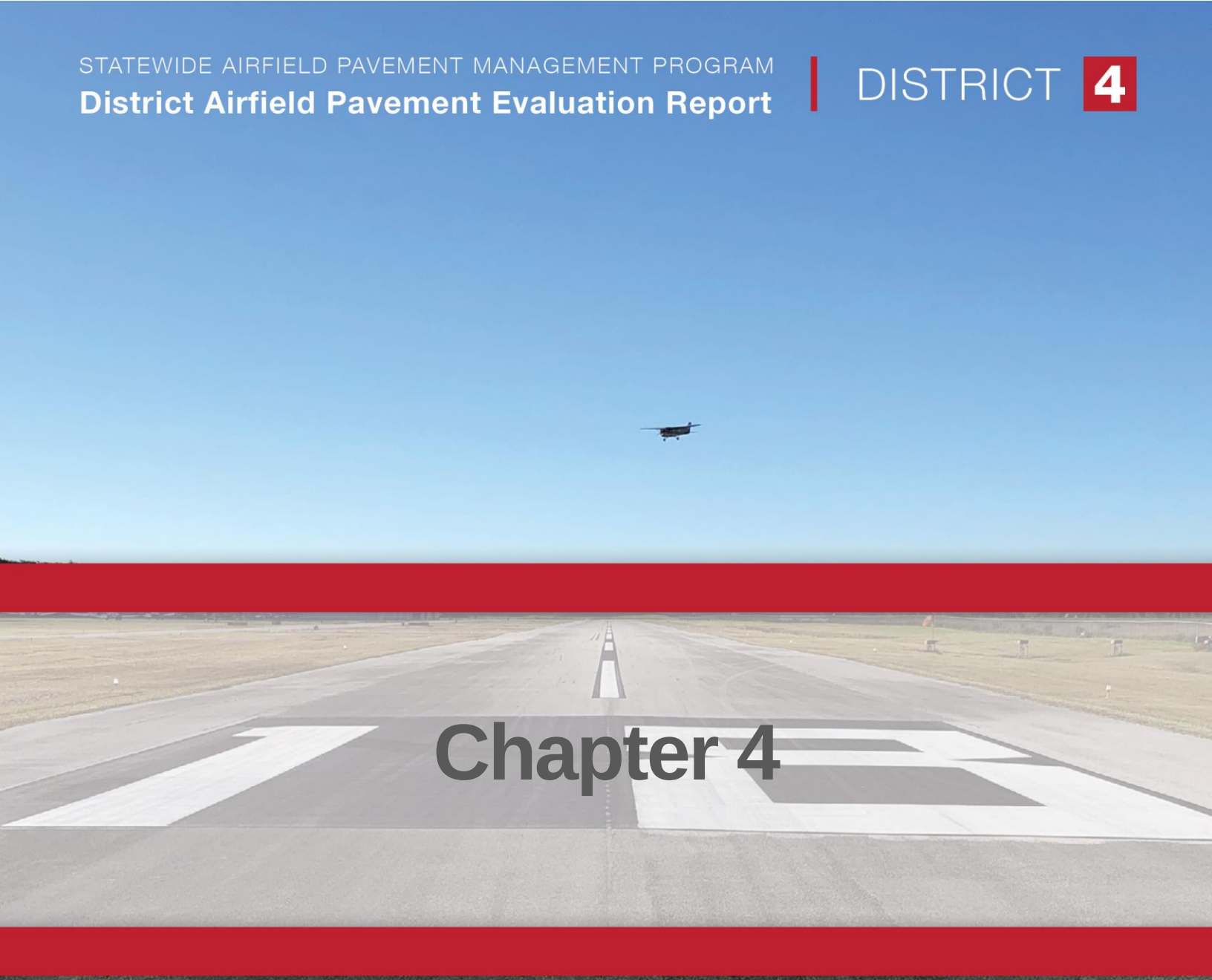


*All areas are rounded to the nearest 0.1 Million Square Feet.

STATEWIDE AIRFIELD PAVEMENT MANAGEMENT PROGRAM

District Airfield Pavement Evaluation Report

DISTRICT 4



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**
BCT	RL	92	85	-	92	90
F45	RL	69	75	79	69	70
FLL	PR	98	84	-	78	84
FPR	GA	78	77	-	60	72
FXE	RL	67	83	-	88	79
HWO	RL	89	80	-	37	79
LNA	RL	74	80	-	81	78
PBI	PR	82	81	-	75	79
PHK	GA	52	78	81	92	70
PMP	GA	78	74	47	75	75
SUA	GA	94	66	74	68	79
VRB	PR	77	82	77	62	72
X26	GA	77	68	-	65	71
OVERALL DISTRICT		**83**	**81**	**65**	**73**	**78**

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

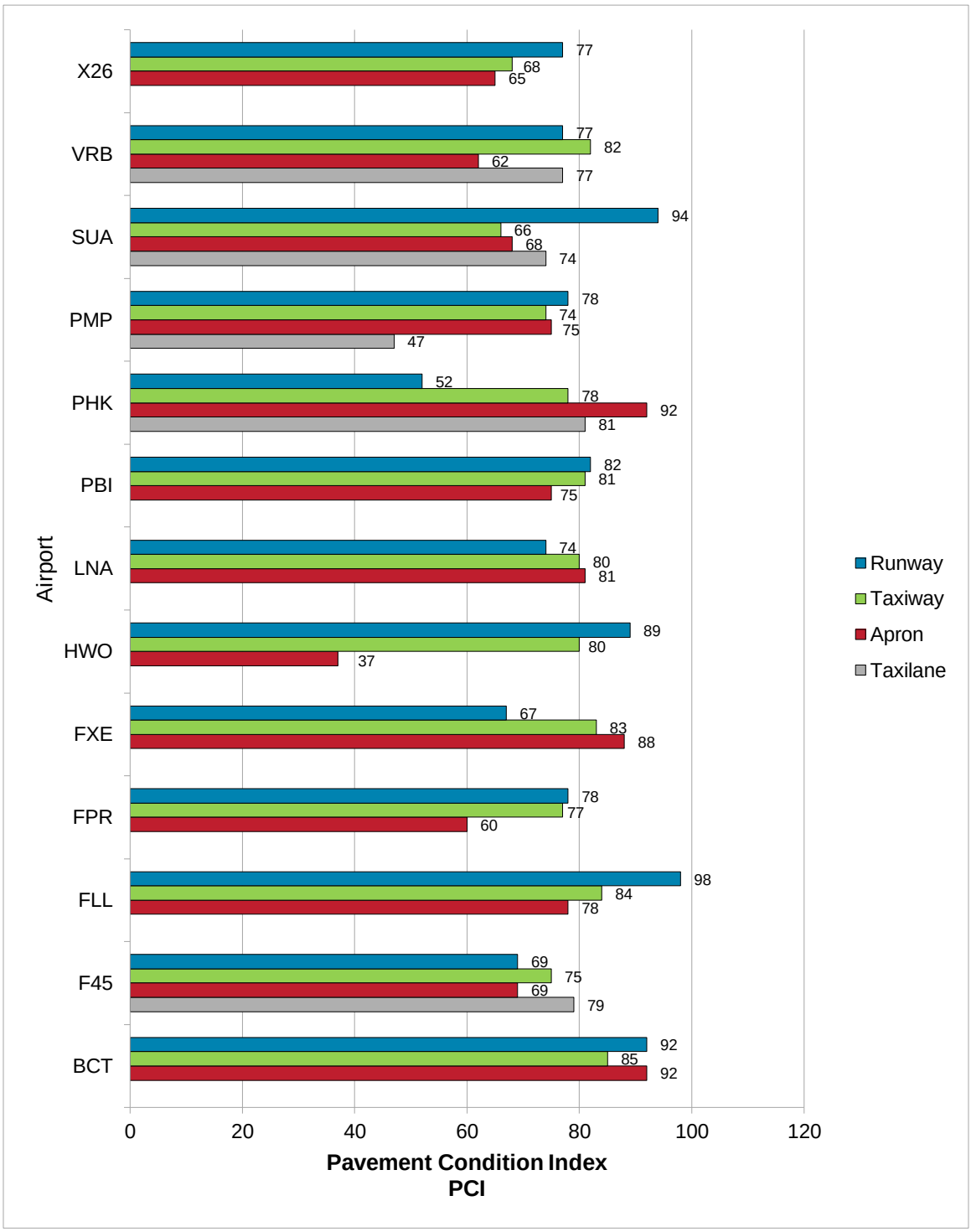
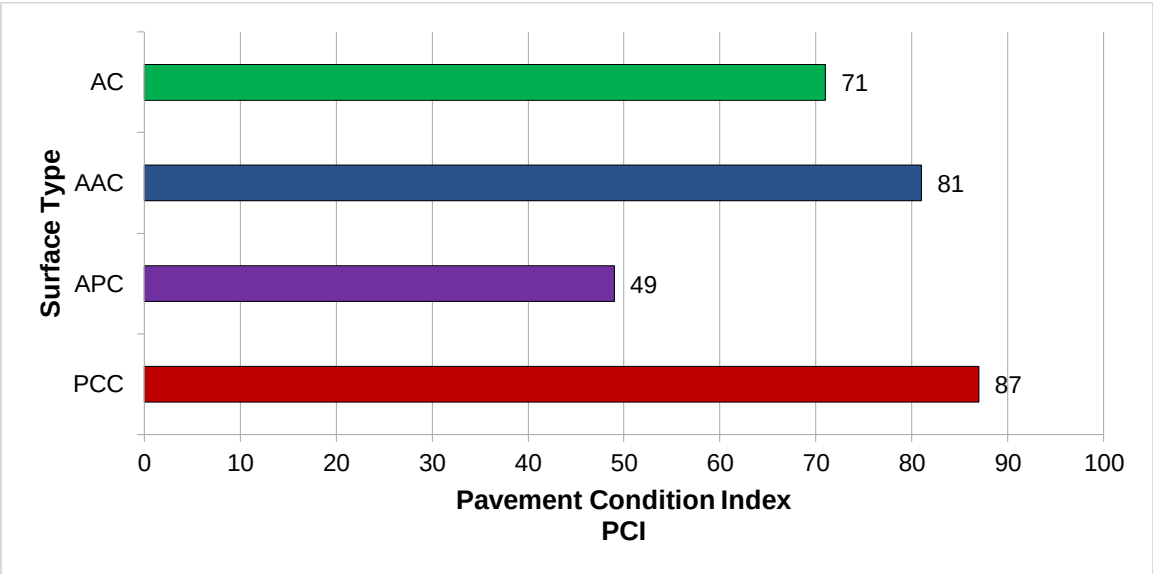


Figure 4.1.2 (b) PCI by Pavement Functional Use

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
BCT	88	86	84	82	81	79	77	76	74	73
F45	70	69	67	66	65	64	64	63	62	61
FLL	83	81	79	78	76	75	73	72	71	70
FPR	66	64	62	60	58	57	55	54	52	51
FXE	78	77	75	74	73	71	70	69	68	66
HWO	78	76	74	73	71	70	68	67	66	65
LNA	77	75	74	72	71	70	69	67	66	65
PBI	77	75	73	71	69	67	65	63	61	60
PHK	64	62	60	58	56	54	52	50	48	46
PMP	70	68	66	65	63	62	60	59	58	57
SUA	73	71	69	68	66	64	62	61	59	57
VRB	69	67	65	63	62	60	58	57	55	54
X26	65	63	62	60	59	58	57	56	55	54
DISTRICT	**76**	**74**	**72**	**71**	**69**	**67**	**66**	**64**	**63**	**62**

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
BCT	90	88	86	84	82	80	78	77	75	74
F45	69	68	67	67	66	66	65	65	64	64
FLL	98	96	94	91	89	88	86	85	84	83
FPR	72	69	66	64	62	60	58	56	54	52
FXE	66	65	64	64	63	62	61	60	60	59
HWO	88	85	83	82	80	78	77	75	74	73
LNA	73	72	71	70	69	68	67	66	66	65
PBI	80	79	77	75	73	71	68	66	64	62
PHK	44	41	38	35	32	30	27	24	22	19
PMP	74	72	71	69	68	66	65	63	62	61
SUA	87	85	82	80	78	76	73	71	70	68
VRB	74	72	70	69	68	67	65	64	62	60
X26	71	69	68	66	65	64	63	62	61	61
DISTRICT	**80**	**78**	**76**	**74**	**73**	**71**	**69**	**68**	**66**	**65**

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
BCT	84	83	81	79	78	76	75	74	72	71
F45	74	73	71	70	69	68	66	65	64	63
FLL	83	81	79	78	76	75	74	72	71	70
FPR	71	69	67	66	64	63	62	61	60	59
FXE	82	80	79	77	76	74	73	72	70	69
HWO	79	78	76	74	73	71	70	69	67	66
LNA	79	78	76	75	73	72	71	69	68	67
PBI	78	76	74	72	70	68	66	64	62	61
PHK	73	71	70	68	67	66	65	64	63	62
PMP	65	64	62	60	59	57	56	54	53	52
SUA	62	60	59	57	55	54	52	51	50	48
VRB	78	77	75	73	72	70	69	67	66	65
X26	62	60	59	58	57	56	55	55	54	53
DISTRICT	**78**	**76**	**74**	**73**	**71**	**70**	**68**	**67**	**65**	**64**

4.2.5 APRON-LEVEL PAVEMENT CONDITION FORECAST

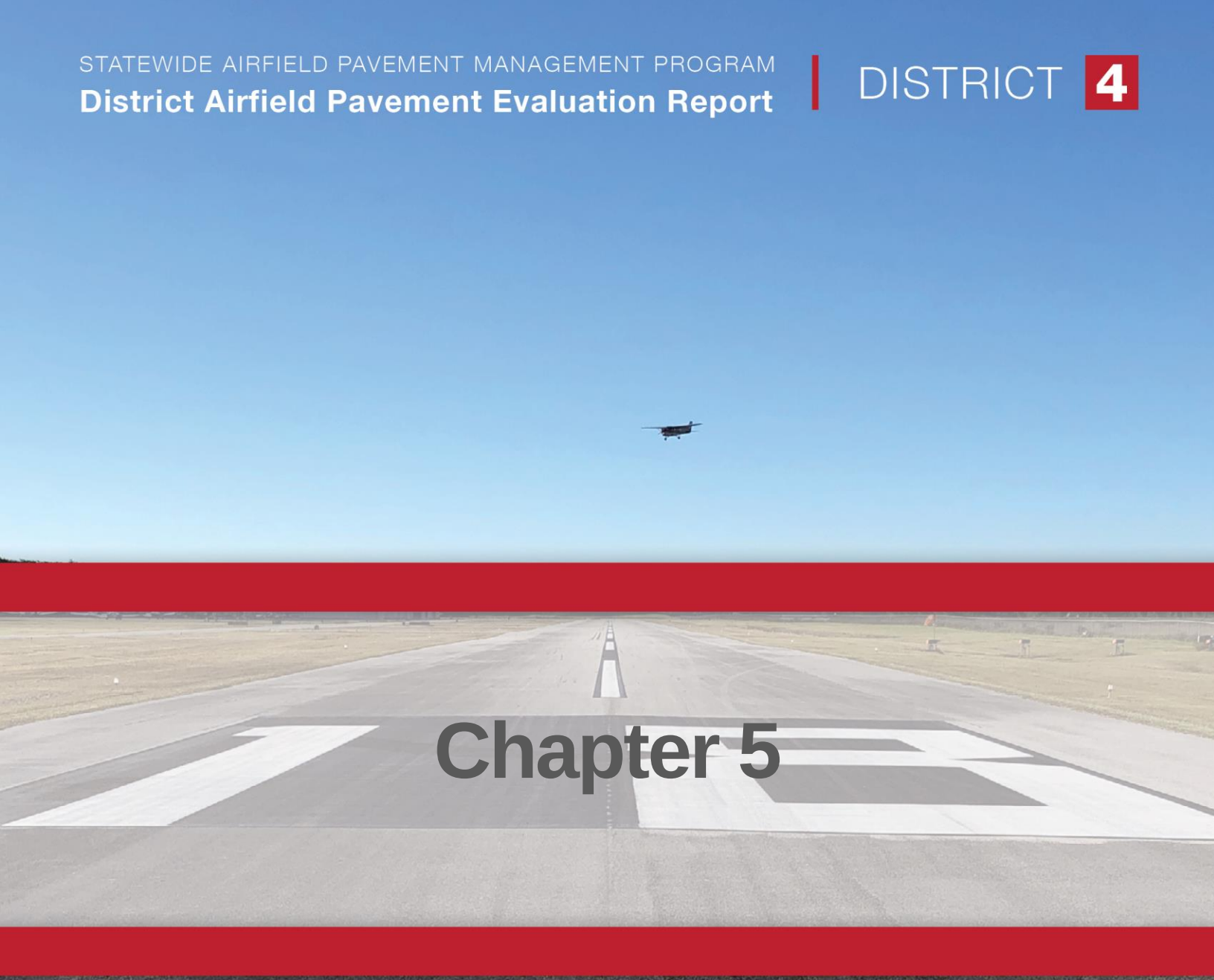
The following **Table 4.2.5** depict the apron-level pavement condition forecast for each airport within the District. The forecasted conditions are for a 10-year duration starting in January 2020 through January 2029.

Table 4.2.5 Forecasted Apron Pavement Performance

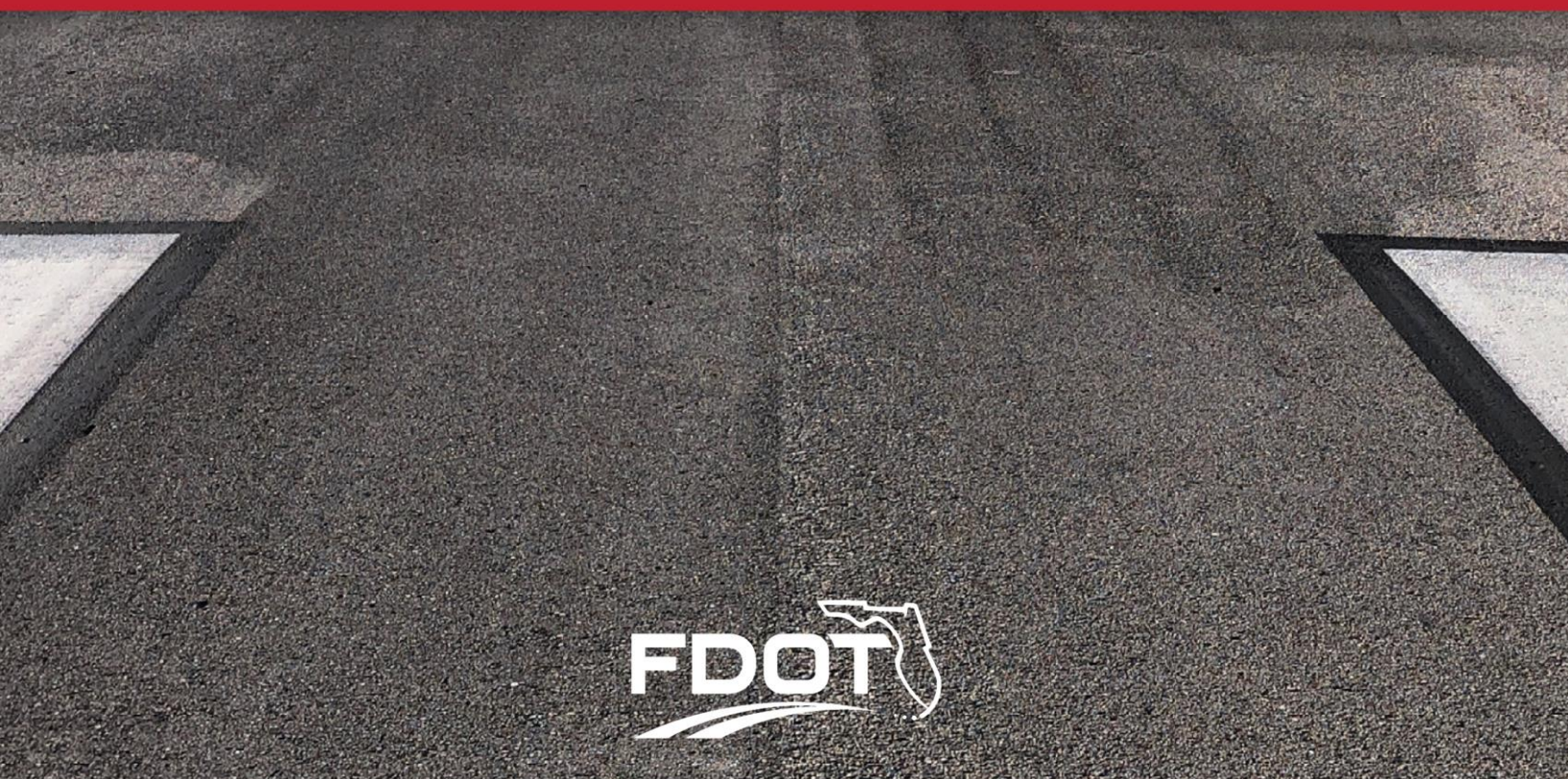
Network ID	Program Year Overall Apron Branch Area-Weighted PCI									
	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
BCT	89	87	85	82	80	78	76	74	72	70
F45	68	67	65	64	63	62	61	60	59	58
FLL	76	75	73	72	70	69	67	66	65	64
FPR	55	53	52	50	49	47	45	43	42	40
FXE	87	85	83	81	78	77	75	73	71	70
HWO	37	36	35	34	33	32	31	30	30	29
LNA	79	78	76	74	72	71	69	67	66	64
PBI	74	72	70	68	66	64	62	61	59	58
PHK	87	85	84	82	81	79	77	76	74	73
PMP	68	67	65	64	63	61	60	59	58	57
SUA	64	63	61	60	58	57	55	54	52	51
VRB	59	57	55	53	51	49	47	46	44	42
X26	59	58	56	55	53	51	50	48	47	45
DISTRICT	**70**	**68**	**67**	**65**	**63**	**62**	**60**	**59**	**57**	**56**

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.



Chapter 5



Chapter 5 – Localized Maintenance and Repair Planning

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

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

This chapter discusses the FDOT SAPMP Localized Maintenance and Repair Planning approach. Proactive localized maintenance and repair, specifically preservation, is highly recommended to the airports. However, it is certainly recognized that once pavements have deteriorated below a certain condition, the facility would benefit from 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.

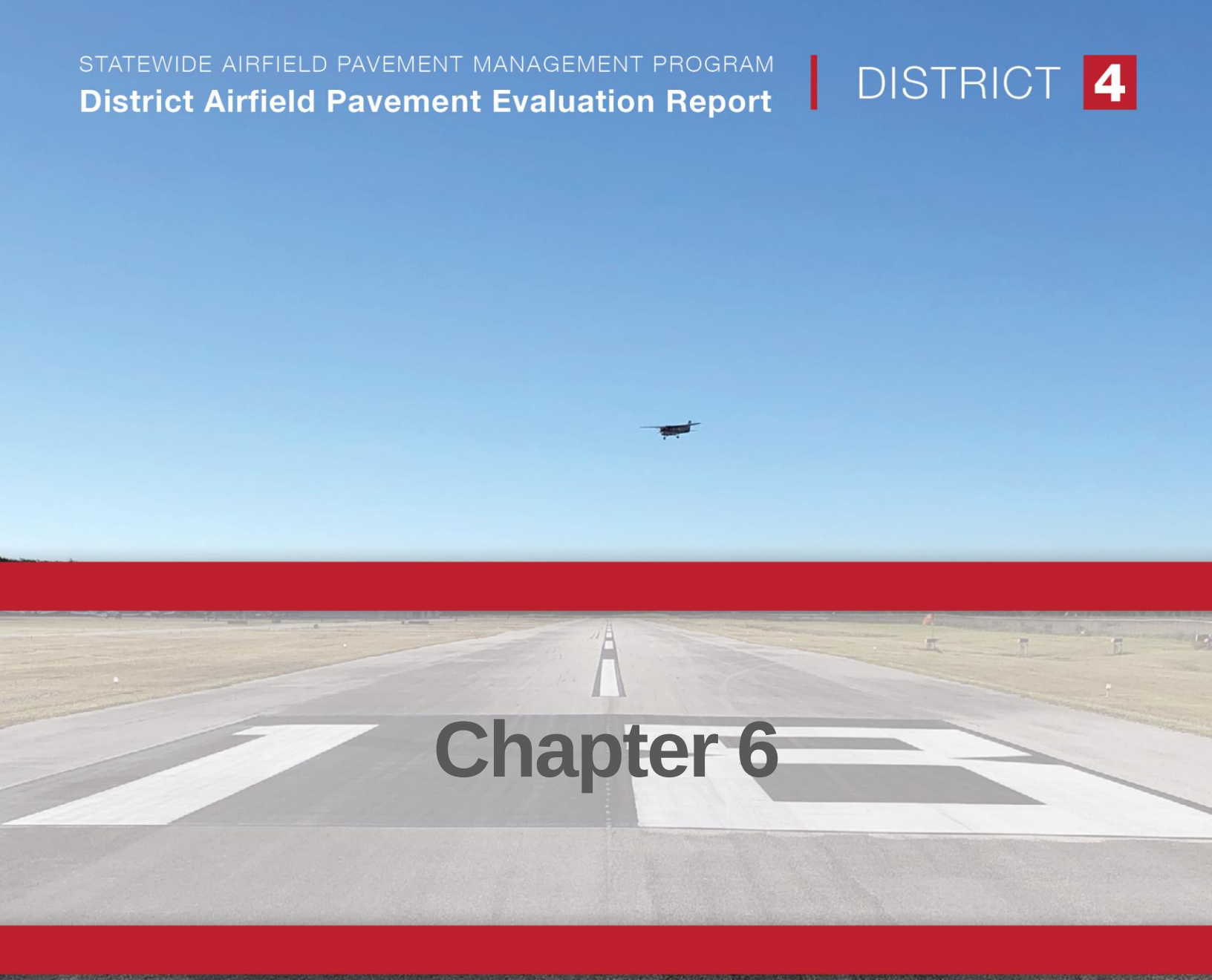
Table 5.3 Summary of Localized M&R Planning Needs by Airport

Network ID	Localized Preventive	Localized Stopgap	TOTAL Localized Maintenance
BCT	$ 25,510	$ -	$ 25,510
F45	$ 399,150	$ 6,460	$ 405,610
FLL	$ 1,787,830	$ 2,970,350	$ 4,758,180
FPR	$ 98,690	$ 2,867,790	$ 2,966,480
FXE	$ 75,290	$ 197,180	$ 272,470
HWO	$ 52,630	$ 970,500	$ 1,023,130
LNA	$ 185,710	$ 209,510	$ 395,220
PBI	$ 1,007,560	$ 6,334,450	$ 7,342,010
PHK	$ 7,580	$ 77,650	$ 85,230
PMP	$ 181,160	$ 575,410	$ 756,570
SUA	$ 100,360	$ 1,039,680	$ 1,140,040
VRB	$ 142,990	$ 4,495,770	$ 4,638,760
X26	$ 22,520	$ 441,150	$ 463,670
DISTRICT	**$ 4,086,980**	**$ 20,185,900**	**$ 24,272,880**

STATEWIDE AIRFIELD PAVEMENT MANAGEMENT PROGRAM

District Airfield Pavement Evaluation Report

DISTRICT 4



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

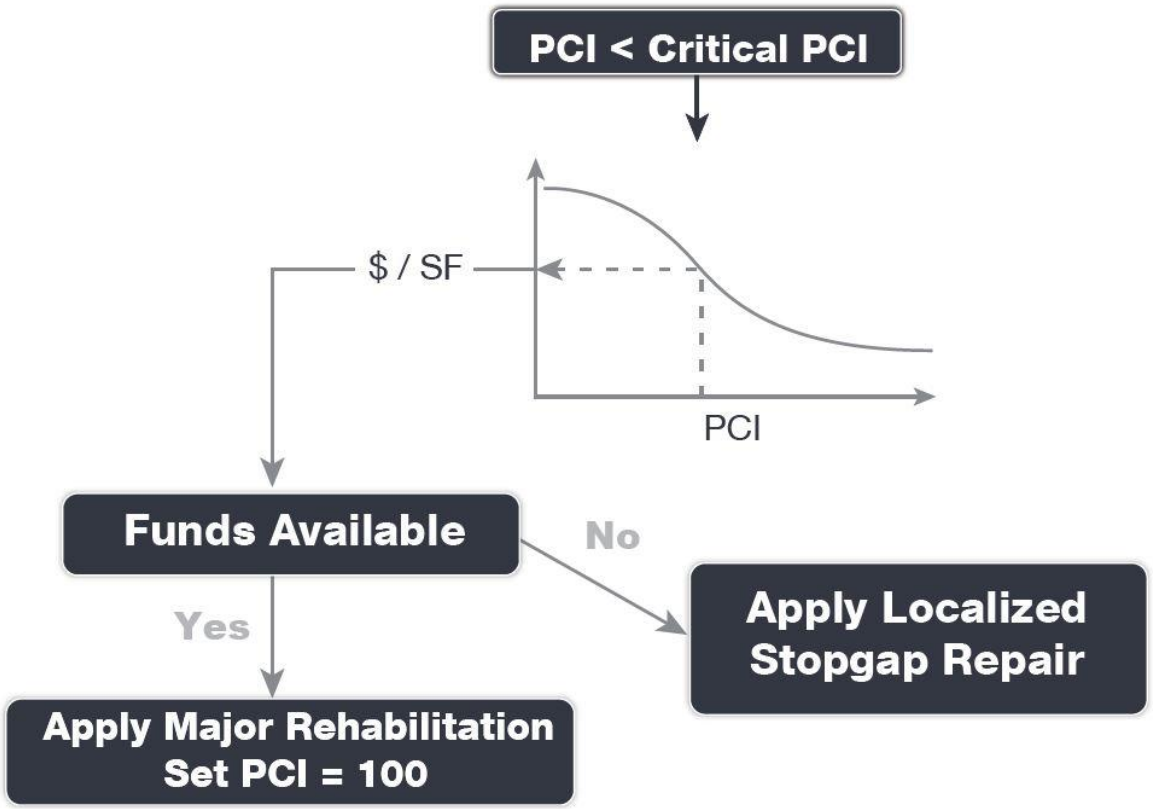
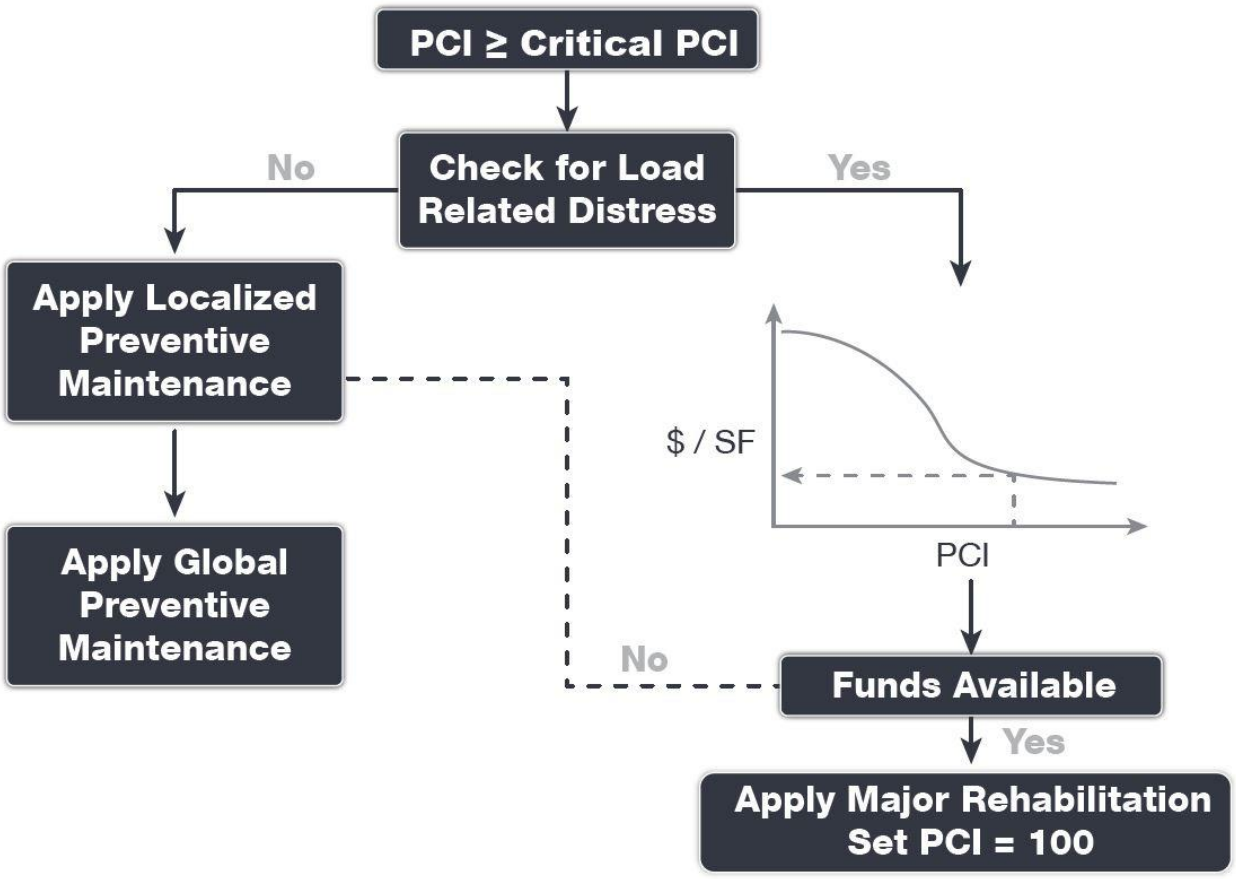


Figure 6.1 (b) Major Rehabilitation Planning Decision Diagram, PCI > Critical PCI



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
BCT	RL	90	GOOD	$ -
F45	RL	70	FAIR	$ 140,000
FLL	PR	84	SATISFACTORY	$ 36,721,000
FPR	GA	72	SATISFACTORY	$ 17,036,000
FXE	RL	79	SATISFACTORY	$ 9,078,000
HWO	RL	79	SATISFACTORY	$ 6,044,000
LNA	RL	78	SATISFACTORY	$ 2,261,000
PBI	PR	79	SATISFACTORY	$ 43,180,000
PHK	GA	70	FAIR	$ 2,288,000
PMP	GA	75	SATISFACTORY	$ 15,160,000
SUA	GA	79	SATISFACTORY	$ 6,240,000
VRB	PR	72	SATISFACTORY	$ 30,140,000
X26	GA	71	SATISFACTORY	$ 1,808,000
OVERALL DISTRICT		**78**	**SATISFACTORY**	**$ 170,096,000**

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
BCT	RL	90	GOOD	$ 505,000
F45	RL	70	FAIR	$ 23,070,000
FLL	PR	84	SATISFACTORY	$ 81,452,000
FPR	GA	72	SATISFACTORY	$ 22,778,000
FXE	RL	79	SATISFACTORY	$ 13,583,000
HWO	RL	79	SATISFACTORY	$ 8,204,000
LNA	RL	78	SATISFACTORY	$ 8,586,000
PBI	PR	79	SATISFACTORY	$ 85,585,000
PHK	GA	70	FAIR	$ 2,412,000
PMP	GA	75	SATISFACTORY	$ 15,873,000
SUA	GA	79	SATISFACTORY	$ 14,498,000
VRB	PR	72	SATISFACTORY	$ 38,438,000
X26	GA	71	SATISFACTORY	$ 6,570,000
OVERALL DISTRICT		**78**	**SATISFACTORY**	**$ 321,554,000**

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

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

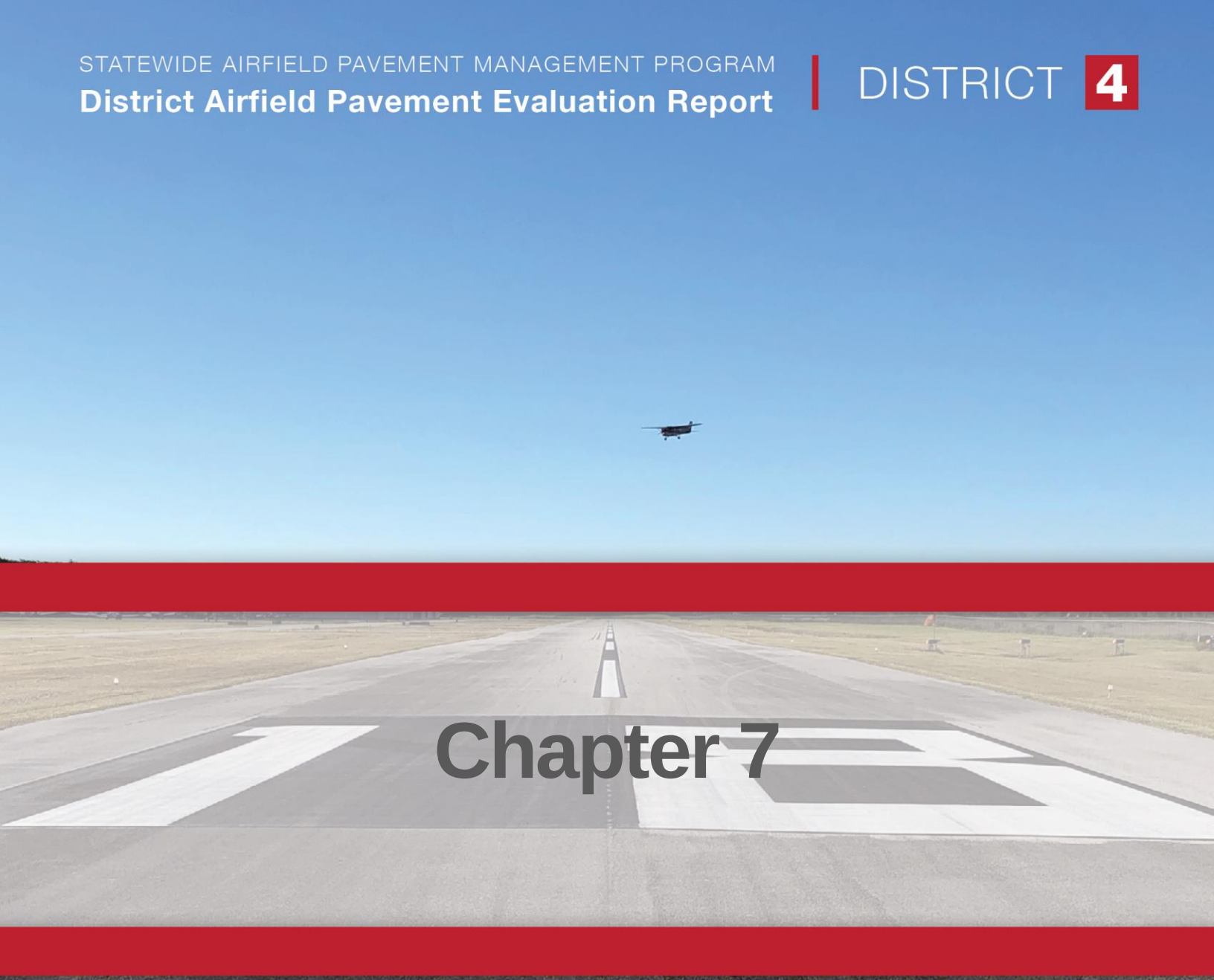
Major Rehabilitation ($ in Millions)												
Network ID	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
BCT	-	-	0M	0M	0M	0M	0M	0.14M	0M	0.25M	0.11M	0M
F45	-	-	0.14M	2.48M	6.39M	0.06M	0.14M	2.12M	0.92M	5.27M	2.42M	3.13M
FLL	-	-	36.72M	0.51M	3.97M	15.03M	4.5M	9.56M	1.4M	0.78M	8.99M	0M
FPR	17.04M	0.3M	0M	0M	0.07M	0.16M	1.01M	1.75M	2.01M	0.44M	-	-
FXE	-	-	9.08M	0M	0.78M	0M	0M	0.76M	0.59M	0.44M	0.93M	1M
HWO	-	-	6.04M	0M	0M	0M	0M	0.09M	0.92M	0.88M	0.28M	0M
LNA	-	-	2.26M	0M	0M	0M	0.04M	0.03M	0.94M	2.99M	0M	2.32M
PBI	-	-	43.18M	0.12M	0.31M	6.51M	5.57M	1.66M	2.28M	21.15M	1.35M	3.45M
PHK	2.29M	0M	0M	0M	0M	0M	0.06M	0.06M	0M	0M	-	-
PMP	15.16M	0.09M	0.15M	0M	0.2M	0.12M	0M	0M	0M	0.16M	-	-
SUA	6.24M	1.08M	0.13M	0M	2.48M	0.19M	0.18M	0.89M	3.31M	0M	-	-
VRB	-	-	30.14M	0.45M	0M	0.16M	1.32M	1.42M	0.67M	2.95M	0.98M	0.35M
X26	1.81M	0M	0M	0M	2.07M	0M	0M	0.2M	1.42M	1.07M	-	-
DISTRICT	**42.53M**	**1.47M**	**127.84M**	**3.56M**	**16.26M**	**22.23M**	**12.82M**	**18.68M**	**14.45M**	**36.39M**	**15.07M**	**10.25M**

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

STATEWIDE AIRFIELD PAVEMENT MANAGEMENT PROGRAM

District Airfield Pavement Evaluation Report

DISTRICT 4



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 4

Appendix A

District Section Condition Report

FDOT

Pavement Database: FDOT *NetworkId: BCT*

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
AP CUSTOMS	4105	2/24/2018	AC	APRON	P	0	82,166.00	2/24/2018	0	100
AP RU 23	5110	1/1/2010	AAC	APRON	P	0	25,516.00	5/16/2019	9	88
AP RU 5	5105	1/1/2010	AAC	APRON	P	0	26,544.00	5/16/2019	9	80
AP RU 5	5115	1/1/2010	AC	APRON	P	0	11,787.00	5/16/2019	9	79
RW 5-23	6105	1/1/2010	AAC	RUNWAY	P	0	520,000.00	5/16/2019	9	92
RW 5-23	6106	1/1/2010	AAC	RUNWAY	P	0	72,700.00	5/16/2019	9	93
RW 5-23	6107	1/1/2010	AAC	RUNWAY	P	0	35,000.00	5/16/2019	9	96
RW 5-23	6110	1/1/2010	AAC	RUNWAY	P	0	260,000.00	5/16/2019	9	91
RW 5-23	6111	1/1/2010	AAC	RUNWAY	P	0	36,350.00	5/16/2019	9	90
RW 5-23	6112	1/1/2010	AAC	RUNWAY	P	0	17,500.00	5/16/2019	9	100
TW A	130	1/1/2010	AAC	TAXIWAY	P	0	8,671.00	5/16/2019	9	81
TW B	125	1/1/2010	AAC	TAXIWAY	P	0	9,396.00	5/16/2019	9	85
TW C	120	1/1/2010	AAC	TAXIWAY	P	0	7,946.00	5/16/2019	9	82
TW C	220	1/1/2010	AAC	TAXIWAY	P	0	3,501.00	5/16/2019	9	83
TW E	116	1/1/2010	AC	TAXIWAY	P	0	14,729.00	5/16/2019	9	71
TW F	115	1/1/2010	AAC	TAXIWAY	P	0	7,946.00	5/16/2019	9	86
TW G	110	1/1/2010	AAC	TAXIWAY	P	0	8,671.00	5/16/2019	9	85
TW H	111	1/1/2010	AAC	TAXIWAY	P	0	7,946.00	5/16/2019	9	82
TW P	105	1/1/2010	AAC	TAXIWAY	P	0	193,060.00	5/16/2019	9	87
TW P	106	1/1/2010	AAC	TAXIWAY	P	0	29,080.00	5/16/2019	9	90
TW P	107	1/1/2010	AAC	TAXIWAY	P	0	14,241.00	5/16/2019	9	89
TW P	108	1/1/2010	AAC	TAXIWAY	P	0	10,940.00	5/16/2019	9	80
TW P	112	1/1/2010	AAC	TAXIWAY	P	0	12,673.00	5/16/2019	9	85
TW P	113	1/1/2010	AAC	TAXIWAY	P	0	4,000.00	5/16/2019	9	90
TW P	131	1/1/2010	AAC	TAXIWAY	P	0	12,673.00	5/16/2019	9	84
TW P10	250	1/1/2010	AAC	TAXIWAY	P	0	4,078.00	5/16/2019	9	81
TW P2	210	1/1/2010	AAC	TAXIWAY	P	0	2,572.00	5/16/2019	9	83
TW P3	215	1/1/2010	AAC	TAXIWAY	P	0	1,488.00	5/16/2019	9	77
TW P4	225	1/1/2010	AAC	TAXIWAY	P	0	3,670.00	5/16/2019	9	85
TW P5	230	1/1/2010	AAC	TAXIWAY	P	0	4,056.00	5/16/2019	9	88
TW P6	222	2/24/2018	AC	TAXIWAY	P	0	4,897.00	2/24/2018	0	100
TW P7	221	2/24/2018	AC	TAXIWAY	P	0	4,924.00	2/24/2018	0	100
TW P8	260	1/1/2010	AAC	TAXIWAY	P	0	3,165.00	5/16/2019	9	84
TW P9	240	1/1/2010	AAC	TAXIWAY	P	0	4,073.00	5/16/2019	9	85

Pavement Database: FDOT *NetworkId: F45*

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
AP N	4105	1/1/1994	AC	APRON	P	0	657,596.00	5/15/2019	25	68
AP N	4110	1/1/1994	PCC	APRON	P	0	4,320.00	5/15/2019	25	95
AP N	4115	1/1/1994	PCC	APRON	P	0	8,250.00	5/15/2019	25	76
AP N	4120	1/1/1996	AC	APRON	P	0	172,695.00	5/15/2019	23	67
AP RU 27L	5110	1/1/1994	AC	APRON	P	0	27,136.50	5/15/2019	25	73
AP RU 9R	5105	1/1/1994	AC	APRON	P	0	27,416.50	5/15/2019	25	73
AP T-HANG	4205	1/1/1994	AC	APRON	P	0	87,823.00	5/15/2019	25	67
AP T-HANGE	4415	1/1/1996	AC	APRON	P	0	7,892.00	5/15/2019	23	62
AP T-HANGE	4420	1/1/1996	AC	APRON	P	0	77,198.00	5/15/2019	23	75
AP T-HANGN	4305	1/1/2004	AC	APRON	P	0	93,738.00	5/15/2019	15	76
AP T-HANGN	4310	1/1/2004	AC	APRON	P	0	19,855.00	5/15/2019	15	77
AP T-HANGN	4315	1/1/2010	AC	APRON	P	0	9,386.00	5/15/2019	9	78
RW 14-32	6205	1/1/1994	AC	RUNWAY	S	0	329,838.00	5/15/2019	25	70
RW 9R-27L	6105	1/1/1994	AC	RUNWAY	P	0	422,070.00	5/15/2019	25	69
TL A	4320	1/1/2004	AC	TAXILANE	P	0	44,962.00	5/15/2019	15	79
TW A1	805	1/1/2004	AC	TAXIWAY	P	0	7,977.00	5/15/2019	15	74
TW A2	705	1/1/2004	AC	TAXIWAY	P	0	5,309.00	5/15/2019	15	78
TW C	305	1/1/2004	AC	TAXIWAY	P	0	44,337.00	5/15/2019	15	78
TW C	310	1/1/2004	AC	TAXIWAY	P	0	11,172.00	5/15/2019	15	76
TW D	405	1/1/1994	AC	TAXIWAY	P	0	14,861.00	5/15/2019	25	70
TW D	410	1/1/1996	AC	TAXIWAY	P	0	21,306.00	5/15/2019	23	78
TW D	415	1/1/2014	AC	TAXIWAY	P	0	52,424.00	5/15/2019	5	88
TW F	605	1/1/1994	AC	TAXIWAY	P	0	147,430.00	5/15/2019	25	72
TW F	610	1/1/1994	AC	TAXIWAY	P	0	22,478.00	5/15/2019	25	75
TW F	615	1/1/1994	AC	TAXIWAY	P	0	6,198.00	5/15/2019	25	69
TW F1	600	1/1/1994	AC	TAXIWAY	P	0	7,710.00	5/15/2019	25	75
TW J	1005	1/1/1994	AC	TAXIWAY	P	0	8,967.00	5/15/2019	25	73
TW J	1010	1/1/1994	AC	TAXIWAY	P	0	6,812.00	5/15/2019	25	61
TW K	1105	1/1/1994	AC	TAXIWAY	P	0	158,522.00	5/15/2019	25	75
TW K	1110	1/1/1994	AC	TAXIWAY	P	0	11,576.00	5/15/2019	25	76
TW K	1115	1/1/1994	AC	TAXIWAY	P	0	12,183.00	5/15/2019	25	76
TW K1	1705	1/1/1994	AC	TAXIWAY	P	0	9,384.00	5/15/2019	25	78
TW K2	1605	1/1/1994	AC	TAXIWAY	P	0	10,265.00	5/15/2019	25	71
TW K3	1505	1/1/1994	AC	TAXIWAY	P	0	10,654.00	5/15/2019	25	71
TW K4	505	1/1/1994	AC	TAXIWAY	P	0	17,143.00	5/15/2019	25	78
TW K5	1405	1/1/1994	AC	TAXIWAY	P	0	10,756.00	5/15/2019	25	74
TW K6	1305	1/1/1994	AC	TAXIWAY	P	0	10,520.00	5/15/2019	25	73
TW K7	1205	1/1/1994	AC	TAXIWAY	P	0	9,384.00	5/15/2019	25	75
TW R	1805	1/1/1994	AC	TAXIWAY	P	0	14,861.00	5/15/2019	25	68

Pavement Database: FDOT *NetworkId: FLL*

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
AP CC D	4205	1/1/1987	PCC	APRON	P	0	268,824.00	5/20/2019	32	73
AP CC E	4305	1/1/1987	PCC	APRON	P	0	335,372.00	5/20/2019	32	70
AP CC F	4405	1/1/1987	PCC	APRON	P	0	233,336.00	5/20/2019	32	68
AP CC F	4410	1/1/2017	PCC	APRON	P	0	11,200.00	1/1/2017	0	100
AP CC G	4105	1/1/2018	PCC	APRON	P	0	1,090,733.	1/1/2018	0	100
AP CC G	4110	1/1/2018	AC	APRON	P	0	126,182.00	1/1/2018	0	100
AP CC G	4115	1/1/2018	PCC	APRON	P	0	247,074.00	1/1/2018	0	100
AP COMMON	4010	1/1/1987	AC	APRON	P	0	24,000.00	5/20/2019	32	40
AP COMMON	4011	1/1/2010	AAC	APRON	P	0	805,774.00	5/20/2019	9	72
AP COMMON	4020	1/1/1987	AC	APRON	P	0	579,850.00	5/20/2019	32	50
AP COMMON	4025	1/2/2005	AAC	APRON	P	0	117,040.00	5/20/2019	14	52
AP COMMON	4040	1/1/1987	AC	APRON	P	0	22,667.00	5/20/2019	32	45
AP COMMON	4045	1/1/1996	AC	APRON	P	0	36,044.00	5/20/2019	23	55
AP COMMON	4075	1/1/1999	AC	APRON	P	0	56,984.00	5/20/2019	20	60
AP COMMON	4080	1/1/1999	PCC	APRON	P	0	517,246.00	5/20/2019	20	76
AP COMMON	4082	1/1/1999	PCC	APRON	P	0	115,252.00	5/20/2019	20	82
AP COMMON	4085	1/1/2007	AC	APRON	P	0	210,476.00	5/20/2019	12	42
AP COMMON	4087	12/1/2017	AAC	APRON	P	0	54,735.00	12/1/2017	0	100
AP COMMON	4092	12/1/2017	AC	APRON	P	0	104,673.00	12/1/2017	0	100
AP COMMON	4095	12/1/2017	PCC	APRON	P	0	222,129.00	12/1/2017	0	100
AP HOLD Z	5305	12/1/2014	PCC	APRON	P	0	478,970.00	5/20/2019	5	95
AP RU 10L	5105	1/1/2007	AC	APRON	P	0	361,733.00	5/20/2019	12	71
AP RU 28R	5210	1/1/2001	AC	APRON	S	0	15,200.00	5/20/2019	18	35
AP RU 28R	5211	6/1/2019	AAC	APRON	S	0	29,850.00	6/1/2019	0	100
AP RU 28R	5212	6/1/2019	AAC	APRON	P	0	32,768.00	6/1/2019	0	100
RW 10L-28R	6105	6/1/2019	PCC	RUNWAY	P	0	25,000.00	6/1/2019	0	100
RW 10L-28R	6110	6/1/2019	AAC	RUNWAY	P	0	50,000.00	6/1/2019	0	100
RW 10L-28R	6115	6/1/2019	PCC	RUNWAY	P	0	20,000.00	6/1/2019	0	100
RW 10L-28R	6120	6/1/2019	AAC	RUNWAY	P	0	40,000.00	6/1/2019	0	100
RW 10L-28R	6125	6/1/2019	PCC	RUNWAY	P	0	75,000.00	6/1/2019	0	100
RW 10L-28R	6130	6/1/2019	AAC	RUNWAY	P	0	150,000.00	6/1/2019	0	100
RW 10L-28R	6135	6/1/2019	PCC	RUNWAY	P	0	40,000.00	6/1/2019	0	100
RW 10L-28R	6140	6/1/2019	AAC	RUNWAY	P	0	80,000.00	6/1/2019	0	100
RW 10L-28R	6145	6/1/2019	PCC	RUNWAY	P	0	225,000.00	6/1/2019	0	100
RW 10L-28R	6150	6/1/2019	AAC	RUNWAY	P	0	450,000.00	6/1/2019	0	100
RW 10L-28R	6155	6/1/2019	PCC	RUNWAY	P	0	15,000.00	6/1/2019	0	100
RW 10L-28R	6160	6/1/2019	AAC	RUNWAY	P	0	30,000.00	6/1/2019	0	100
RW 10L-28R	6165	6/1/2019	PCC	RUNWAY	P	0	50,000.00	6/1/2019	0	100
RW 10L-28R	6170	6/1/2019	AAC	RUNWAY	P	0	100,000.00	6/1/2019	0	100
RW 10R-28L	6205	12/1/2014	PCC	RUNWAY	P	0	412,500.00	5/20/2019	5	97
RW 10R-28L	6210	12/1/2014	PCC	RUNWAY	P	0	412,500.00	5/20/2019	5	98
RW 10R-28L	6215	12/1/2014	PCC	RUNWAY	P	0	20,625.00	5/20/2019	5	95
RW 10R-28L	6220	12/1/2014	PCC	RUNWAY	P	0	31,776.00	5/20/2019	5	93
RW 10R-28L	6225	12/1/2014	PCC	RUNWAY	P	0	110,947.00	5/20/2019	5	98
RW 10R-28L	6230	12/1/2014	PCC	RUNWAY	P	0	110,947.00	5/20/2019	5	98
TW A	102	6/1/2019	AAC	TAXIWAY	P	0	19,995.00	6/1/2019	0	100
TW A	105	6/1/2019	AAC	TAXIWAY	P	0	144,501.00	6/1/2019	0	100
TW A	110	6/1/2019	AAC	TAXIWAY	P	0	56,494.00	6/1/2019	0	100
TW A	112	6/1/2019	AAC	TAXIWAY	P	0	31,339.00	6/1/2019	0	100
TW A	115	6/1/2019	AAC	TAXIWAY	P	0	4,524.00	6/1/2019	0	100

TW A	116	6/1/2019	AAC	TAXIWAY	P	0	24,722.00	6/1/2019	0	100
TW A	120	6/1/2019	AAC	TAXIWAY	P	0	3,711.00	6/1/2019	0	100
TW A	124	6/1/2019	AAC	TAXIWAY	P	0	29,794.00	6/1/2019	0	100
TW A	125	1/2/2005	AAC	TAXIWAY	P	0	18,975.00	5/20/2019	14	53
TW A	126	12/25/1999	AC	TAXIWAY	P	0	17,589.00	5/20/2019	20	59
TW A	130	1/2/2005	AAC	TAXIWAY	P	0	110,738.00	5/20/2019	14	52
TW A	132	12/25/1999	AC	TAXIWAY	P	0	10,294.00	5/20/2019	20	62
TW A	133	12/25/1999	AC	TAXIWAY	P	0	11,769.00	5/20/2019	20	66
TW A	135	1/2/2005	AAC	TAXIWAY	P	0	59,250.00	5/20/2019	14	58
TW A	136	12/25/1999	AC	TAXIWAY	P	0	10,290.00	5/20/2019	20	70
TW A	137	12/25/1999	AC	TAXIWAY	P	0	11,306.00	5/20/2019	20	70
TW A	140	1/2/2005	AAC	TAXIWAY	P	0	126,300.00	5/20/2019	14	61
TW A	141	12/25/1999	AC	TAXIWAY	P	0	10,988.00	5/20/2019	20	59
TW A	142	1/2/2005	AAC	TAXIWAY	P	0	18,750.00	5/20/2019	14	57
TW A	143	12/25/1999	AC	TAXIWAY	P	0	11,216.00	5/20/2019	20	59
TW A	144	12/25/1999	AC	TAXIWAY	P	0	7,095.00	5/20/2019	20	48
TW A	146	12/25/1999	AC	TAXIWAY	P	0	12,252.00	5/20/2019	20	61
TW A	155	1/2/2005	AAC	TAXIWAY	P	0	48,750.00	5/20/2019	14	47
TW A	156	12/25/1999	AC	TAXIWAY	P	0	8,660.00	5/20/2019	20	63
TW A	157	1/2/2005	AAC	TAXIWAY	P	0	86,076.00	5/20/2019	14	57
TW A	160	6/1/2019	AAC	TAXIWAY	P	0	17,000.00	6/1/2019	0	100
TW A	162	6/1/2019	AAC	TAXIWAY	P	0	105,420.00	6/1/2019	0	100
TW A1	165	6/1/2019	AAC	TAXIWAY	P	0	11,628.00	6/1/2019	0	100
TW A1	170	6/1/2019	AAC	TAXIWAY	P	0	2,699.00	6/1/2019	0	100
TW A1	175	6/1/2019	AAC	TAXIWAY	P	0	34,416.00	6/1/2019	0	100
TW A4	182	12/25/2011	AC	TAXIWAY	P	0	168,396.00	5/20/2019	8	76
TW A5	190	6/1/2019	AAC	TAXIWAY	P	0	52,841.00	6/1/2019	0	100
TW B	205	6/1/2019	PCC	TAXIWAY	T	0	124,292.00	6/1/2019	0	100
TW B	210	6/1/2019	PCC	TAXIWAY	P	0	124,875.00	6/1/2019	0	100
TW B	215	6/1/2019	AC	TAXIWAY	P	0	23,665.00	6/1/2019	0	100
TW B	216	6/1/2019	AC	TAXIWAY	P	0	19,018.00	6/1/2019	0	100
TW B	218	6/1/2019	AC	TAXIWAY	P	0	21,183.00	6/1/2019	0	100
TW B	220	1/1/2009	AAC	TAXIWAY	P	0	47,250.00	5/20/2019	10	72
TW B	225	1/1/2009	AAC	TAXIWAY	P	0	37,500.00	5/20/2019	10	74
TW B	230	1/1/2009	AAC	TAXIWAY	P	0	192,750.00	5/20/2019	10	73
TW B	235	6/1/2019	AAC	TAXIWAY	P	0	139,300.00	6/1/2019	0	100
TW B	252	6/1/2019	AAC	TAXIWAY	P	0	28,353.00	6/1/2019	0	100
TW B	253	6/1/2019	AAC	TAXIWAY	P	0	95,556.00	6/1/2019	0	100
TW B	255	6/1/2019	PCC	TAXIWAY	P	0	94,191.00	6/1/2019	0	100
TW B1	260	6/1/2019	AAC	TAXIWAY	P	0	59,605.00	6/1/2019	0	100
TW B2	265	6/1/2019	AAC	TAXIWAY	P	0	96,641.00	6/1/2019	0	100
TW B2	267	6/1/2019	AAC	TAXIWAY	P	0	78,133.00	6/1/2019	0	100
TW B4	270	6/1/2019	AAC	TAXIWAY	P	0	28,703.00	6/1/2019	0	100
TW B4	275	6/1/2019	AAC	TAXIWAY	P	0	47,639.00	6/1/2019	0	100
TW B4	278	6/1/2019	AAC	TAXIWAY	P	0	28,582.00	6/1/2019	0	100
TW B5	295	12/25/2011	AC	TAXIWAY	P	0	160,017.00	5/20/2019	8	70
TW B6	280	6/1/2019	AAC	TAXIWAY	P	0	59,122.00	6/1/2019	0	100
TW B6	282	6/1/2019	AAC	TAXIWAY	P	0	43,982.00	6/1/2019	0	100
TW B7	285	6/1/2019	AAC	TAXIWAY	P	0	29,560.00	6/1/2019	0	100
TW B7	287	6/1/2019	AAC	TAXIWAY	P	0	21,148.00	6/1/2019	0	100
TW B8	290	6/1/2019	AAC	TAXIWAY	P	0	69,246.00	6/1/2019	0	100
TW C	305	6/1/2019	PCC	TAXIWAY	P	0	109,902.00	6/1/2019	0	100
TW C	306	6/1/2019	AAC	TAXIWAY	P	0	48,160.00	6/1/2019	0	100
TW C	307	12/25/2013	AC	TAXIWAY	P	0	182,608.00	5/20/2019	6	64
TW C	310	1/1/2013	AAC	TAXIWAY	P	0	43,949.00	5/20/2019	6	64

TW C	311	1/1/2013	AAC	TAXIWAY	P	0	23,722.00	5/20/2019	6	58
TW C	315	1/1/2013	AAC	TAXIWAY	P	0	37,463.00	5/20/2019	6	59
TW C	320	1/1/2013	AAC	TAXIWAY	P	0	29,090.00	5/20/2019	6	62
TW C	325	1/1/2011	AC	TAXIWAY	P	0	243,395.00	5/20/2019	8	62
TW C	350	12/25/2013	AC	TAXIWAY	P	0	25,888.00	5/20/2019	6	83
TW C	355	6/1/2019	AAC	TAXIWAY	P	0	26,218.00	6/1/2019	0	100
TW D	180	6/1/2019	AC	TAXIWAY	P	0	54,495.00	6/1/2019	0	100
TW D	425	6/1/2019	AC	TAXIWAY	P	0	35,200.00	6/1/2019	0	100
TW D	430	6/1/2019	AC	TAXIWAY	P	0	25,971.00	6/1/2019	0	100
TW D	432	6/1/2019	AC	TAXIWAY	P	0	9,226.00	6/1/2019	0	100
TW D	433	1/1/2010	AAC	TAXIWAY	P	0	37,063.00	5/20/2019	9	63
TW D	434	1/1/2013	AAC	TAXIWAY	P	0	29,218.00	5/20/2019	6	78
TW E	505	6/1/2019	AAC	TAXIWAY	T	0	67,978.00	6/1/2019	0	100
TW E	510	6/1/2019	AAC	TAXIWAY	P	0	64,727.00	6/1/2019	0	100
TW E	515	6/1/2019	AAC	TAXIWAY	P	0	39,265.00	6/1/2019	0	100
TW E	522	1/1/2010	AAC	TAXIWAY	P	0	17,700.00	5/20/2019	9	79
TW E	524	1/1/1981	AC	TAXIWAY	P	0	80,197.00	5/20/2019	38	39
TW E	525	6/1/2015	AAC	TAXIWAY	P	0	96,413.00	5/20/2019	4	89
TW E	526	1/1/2007	AC	TAXIWAY	P	0	101,326.00	5/20/2019	12	71
TW E	528	1/1/2013	AAC	TAXIWAY	P	0	18,827.00	5/20/2019	6	69
TW E	540	12/1/2015	PCC	TAXIWAY	P	0	17,913.00	5/20/2019	4	91
TW F	605	12/1/2015	PCC	TAXIWAY	P	0	54,072.00	5/20/2019	4	96
TW G	705	12/1/2015	PCC	TAXIWAY	P	0	205,988.00	5/20/2019	4	96
TW H	805	12/1/2014	PCC	TAXIWAY	P	0	360,506.00	5/20/2019	5	97
TW H	810	12/1/2014	PCC	TAXIWAY	P	0	47,051.00	5/20/2019	5	61
TW H3	825	12/1/2014	PCC	TAXIWAY	P	0	17,001.00	5/20/2019	5	97
TW H4	835	12/1/2014	PCC	TAXIWAY	P	0	17,679.00	5/20/2019	5	100
TW H5	845	12/1/2014	PCC	TAXIWAY	P	0	17,695.00	5/20/2019	5	97
TW H6	855	12/1/2014	PCC	TAXIWAY	P	0	17,709.00	5/20/2019	5	99
TW J	905	12/1/2014	PCC	TAXIWAY	P	0	715,690.00	5/20/2019	5	97
TW J	910	12/1/2014	PCC	TAXIWAY	P	0	11,166.00	5/20/2019	5	94
TW J	915	12/1/2014	PCC	TAXIWAY	P	0	46,928.00	5/20/2019	5	94
TW J	920	12/1/2014	PCC	TAXIWAY	P	0	89,016.00	5/20/2019	5	99
TW J1	925	12/1/2014	PCC	TAXIWAY	P	0	28,221.00	5/20/2019	5	94
TW J10	965	12/1/2014	PCC	TAXIWAY	P	0	47,992.00	5/20/2019	5	97
TW J11	970	12/1/2014	PCC	TAXIWAY	P	0	48,189.00	5/20/2019	5	98
TW J12	975	12/1/2014	PCC	TAXIWAY	P	0	46,252.00	5/20/2019	5	96
TW J2	930	12/1/2014	PCC	TAXIWAY	P	0	30,566.00	5/20/2019	5	93
TW J3	935	12/1/2014	PCC	TAXIWAY	P	0	26,082.00	5/20/2019	5	94
TW J4	940	12/1/2014	PCC	TAXIWAY	P	0	70,178.00	5/20/2019	5	96
TW J5	945	12/1/2014	PCC	TAXIWAY	P	0	70,136.00	5/20/2019	5	97
TW J7	950	12/1/2014	PCC	TAXIWAY	P	0	55,331.00	5/20/2019	5	95
TW J8	955	12/1/2014	PCC	TAXIWAY	P	0	70,438.00	5/20/2019	5	97
TW J9	960	12/1/2014	PCC	TAXIWAY	P	0	47,131.00	5/20/2019	5	91
TW J9	962	12/1/2014	PCC	TAXIWAY	P	0	19,647.00	5/20/2019	5	100
TW L	1205	1/1/2011	AC	TAXIWAY	P	0	45,277.00	5/20/2019	8	78
TW L	1210	1/1/2011	AC	TAXIWAY	P	0	17,148.00	5/20/2019	8	80
TW L	1220	12/1/2015	PCC	TAXIWAY	P	0	243,466.00	5/20/2019	4	97
TW L	1240	12/1/2015	PCC	TAXIWAY	P	0	20,776.00	5/20/2019	4	91
TW N	1432	12/1/2015	AAC	TAXIWAY	P	0	22,818.00	5/20/2019	4	94
TW N	1435	1/1/1989	AAC	TAXIWAY	P	0	68,687.00	5/20/2019	30	32
TW N	1442	1/1/2014	AAC	TAXIWAY	P	0	49,104.00	5/20/2019	5	88

TW N	1445	12/1/2014	PCC	TAXIWAY	P	0	52,751.00	5/20/2019	5	92
TW N	1450	12/1/2014	PCC	TAXIWAY	P	0	18,160.00	5/20/2019	5	100
TW Q	1705	6/1/2019	AAC	TAXIWAY	P	0	20,683.00	6/1/2019	0	100
TW Q	1707	6/1/2019	AAC	TAXIWAY	P	0	37,554.00	6/1/2019	0	100
TW Q	1710	6/1/2019	AAC	TAXIWAY	P	0	33,134.00	6/1/2019	0	100
TW Q	1712	6/1/2019	AAC	TAXIWAY	P	0	25,574.00	6/1/2019	0	100
TW Q	1715	12/1/2015	AAC	TAXIWAY	P	0	9,000.00	5/20/2019	4	94
TW Q	1716	1/1/2012	AAC	TAXIWAY	P	0	39,680.00	5/20/2019	7	65
TW Q	1717	1/1/2009	AAC	TAXIWAY	P	0	25,805.00	5/20/2019	10	75
TW Q	1718	1/1/2012	AAC	TAXIWAY	P	0	41,406.00	5/20/2019	7	77
TW Q	1730	12/1/2015	PCC	TAXIWAY	P	0	208,618.00	5/20/2019	4	93
TW S	1905	1/1/2009	AAC	TAXIWAY	P	0	21,741.00	5/20/2019	10	58
TW S	1907	1/1/2011	AC	TAXIWAY	P	0	31,244.00	5/20/2019	8	62
TW S	1910	1/1/2009	AAC	TAXIWAY	P	0	78,759.00	5/20/2019	10	60
TW T	2005	1/1/2005	AC	TAXIWAY	T	0	317,126.00	5/20/2019	14	37
TW T	2010	1/1/2016	PCC	TAXIWAY	P	0	129,796.00	5/20/2019	3	87
TW T2	2020	6/1/2019	AAC	TAXIWAY	P	0	43,504.00	6/1/2019	0	100
TW T3	2025	1/1/2005	AC	TAXIWAY	P	0	26,256.00	5/20/2019	14	52
TW T3	2031	1/1/2009	AAC	TAXIWAY	P	0	26,668.00	5/20/2019	10	86
TW T4	2035	1/1/2005	AC	TAXIWAY	P	0	18,295.00	5/20/2019	14	59
TW T4	2040	1/1/2009	AAC	TAXIWAY	P	0	34,433.00	5/20/2019	10	67
TW T5	2045	1/1/2009	AAC	TAXIWAY	P	0	41,056.00	5/20/2019	10	73
TW T5	2080	1/1/2009	AAC	TAXIWAY	P	0	23,489.00	5/20/2019	10	70
TW T6	2050	1/1/2005	AC	TAXIWAY	P	0	12,629.00	5/20/2019	14	55
TW T6	2055	1/1/1989	AAC	TAXIWAY	P	0	20,390.00	5/20/2019	30	17
TW T6	2057	12/1/2015	PCC	TAXIWAY	P	0	19,588.00	5/20/2019	4	97
TW T7	2060	1/1/2005	AC	TAXIWAY	P	0	7,556.00	5/20/2019	14	55
TW T7	2065	1/1/2005	AC	TAXIWAY	P	0	10,151.00	5/20/2019	14	28
TW T7	2070	1/1/1989	AAC	TAXIWAY	P	0	23,071.00	5/20/2019	30	26

Pavement Database: FDOT *NetworkId: FPR*

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
AP CENTER	4105	1/1/1991	AC	APRON	P	0	397,367.00	5/2/2017	26	64
AP CENTER	4110	1/1/1991	PCC	APRON	P	0	42,132.00	5/2/2017	26	31
AP CENTER	4112	1/1/1942	PCC	APRON	P	0	26,357.00	5/2/2017	75	0
AP CENTER	4115	1/1/1991	AC	APRON	P	0	63,222.00	5/2/2017	26	80
AP CENTER	4120	1/1/1991	AC	APRON	P	0	54,083.00	5/2/2017	26	56
AP CENTER	4125	1/1/1955	AAC	APRON	P	0	149,877.00	5/2/2017	62	39
AP CENTER	4127	1/1/1942	AC	APRON	P	0	71,447.00	5/2/2017	75	32
AP E	4405	1/1/1984	AC	APRON	P	0	235,155.00	5/2/2017	33	63
AP RU RW10	5105	1/1/2011	AAC	APRON	P	0	36,313.00	5/2/2017	6	91
AP S	4205	1/1/1984	AC	APRON	P	0	128,080.00	5/2/2017	33	48
AP S	4210	1/1/2013	AAC	APRON	P	0	95,822.00	5/2/2017	4	89
AP S	4212	1/1/2013	AAC	APRON	P	0	57,702.00	5/2/2017	4	89
AP S	4215	1/1/1984	AC	APRON	P	0	29,067.00	5/2/2017	33	59
AP S	4220	1/1/2004	AAC	APRON	P	0	23,742.00	5/2/2017	13	55
AP S	4225	1/1/1984	AC	APRON	P	0	20,701.00	5/2/2017	33	54
AP S	4230	4/15/2013	AAC	APRON	P	0	8,773.00	5/2/2017	4	89
AP S	4240	1/1/2002	AC	APRON	P	0	144,278.00	5/2/2017	15	75
AP SE	4305	12/25/1999	PCC	APRON	P	0	25,850.00	5/2/2017	18	39
AP SE	4310	12/25/1999	AC	APRON	P	0	113,629.00	5/2/2017	18	52
AP SE	4315	12/25/1999	PCC	APRON	P	0	30,090.00	5/2/2017	18	67
AP SE	4320	12/25/1999	PCC	APRON	P	0	11,708.00	5/2/2017	18	31
RW 10L-28R	6305	1/1/2009	AC	RUNWAY	P	0	300,150.00	5/2/2017	8	92
RW 10R-28L	6105	1/1/2010	AAC	RUNWAY	P	0	240,000.00	5/2/2017	7	81
RW 10R-28L	6110	1/1/2010	AAC	RUNWAY	P	0	480,000.00	5/2/2017	7	90
RW 10R-28L	6115	1/1/2010	AAC	RUNWAY	P	0	75,000.00	5/2/2017	7	83
RW 10R-28L	6120	1/1/2010	AAC	RUNWAY	P	0	150,000.00	5/2/2017	7	88
RW 10R-28L	6125	1/1/2010	AAC	RUNWAY	P	0	9,700.00	5/2/2017	7	79
RW 10R-28L	6130	1/1/2010	AAC	RUNWAY	P	0	19,400.00	5/2/2017	7	88
RW 14-32	6205	1/1/2004	AAC	RUNWAY	S	0	485,366.00	5/2/2017	13	53
TW A	102	1/1/2011	AAC	TAXIWAY	P	0	109,512.00	5/2/2017	6	88
TW A	104	1/1/2004	AC	TAXIWAY	P	0	31,997.00	5/2/2017	13	56
TW A	105	1/1/2006	AAC	TAXIWAY	T	0	51,433.00	5/2/2017	11	76
TW A	106	1/1/2011	AAC	TAXIWAY	T	0	145,054.00	5/2/2017	6	89
TW A	108	1/1/2006	AC	TAXIWAY	T	0	8,386.00	5/2/2017	11	84
TW A	109	1/1/2005	AC	TAXIWAY	T	0	23,232.00	5/2/2017	12	86
TW A1	110	3/1/2015	AC	TAXIWAY	P	0	23,390.00	3/1/2015	0	100
TW A2	120	1/1/2002	AC	TAXIWAY	P	0	54,200.00	5/2/2017	15	77
TW A2	125	1/1/2010	AAC	TAXIWAY	P	0	13,660.00	5/2/2017	7	78
TW A3	130	1/1/2011	AAC	TAXIWAY	P	0	30,422.00	5/2/2017	6	89
TW A4	140	1/1/2011	AAC	TAXIWAY	P	0	31,703.00	5/2/2017	6	88
TW B	205	1/1/2011	AAC	TAXIWAY	P	0	218,543.00	5/2/2017	6	89
TW B	207	1/1/2004	AC	TAXIWAY	P	0	23,150.00	5/2/2017	13	70
TW B1	210	1/1/2011	AAC	TAXIWAY	P	0	6,787.00	5/2/2017	6	59
TW B2	220	1/1/2011	AAC	TAXIWAY	P	0	3,607.00	5/2/2017	6	87
TW B3	230	1/1/2011	AAC	TAXIWAY	P	0	3,607.00	5/2/2017	6	89
TW C	305	4/15/2013	AAC	TAXIWAY	P	0	159,821.00	5/2/2017	4	91
TW C	307	4/15/2013	AAC	TAXIWAY	P	0	78,660.00	5/2/2017	4	87
TW C1	312	1/1/2004	AAC	TAXIWAY	P	0	7,843.00	5/2/2017	13	45

TW C1	315	4/15/2013	AAC	TAXIWAY	P	0	15,501.00	5/2/2017	4	88
TW C1	318	1/1/1984	AC	TAXIWAY	P	0	44,966.00	5/2/2017	33	61
TW C4	340	1/1/2004	AAC	TAXIWAY	P	0	13,877.00	5/2/2017	13	59
TW C4	345	4/15/2013	AAC	TAXIWAY	P	0	17,337.00	5/2/2017	4	91
TW C5	350	4/15/2013	AAC	TAXIWAY	P	0	7,772.00	5/2/2017	4	77
TW C7	370	1/1/2004	AAC	TAXIWAY	P	0	6,603.00	5/2/2017	13	64
TW C7	375	1/1/1991	AC	TAXIWAY	P	0	3,640.00	5/2/2017	26	58
TW C7	377	4/15/2013	AAC	TAXIWAY	P	0	8,016.00	5/2/2017	4	87
TW C8	380	1/1/1988	AC	TAXIWAY	P	0	11,317.00	5/2/2017	29	74
TW C8	385	4/15/2013	AAC	TAXIWAY	P	0	8,406.00	5/2/2017	4	92
TW C8	387	4/15/2013	AAC	TAXIWAY	P	0	11,376.00	5/2/2017	4	80
TW D	405	1/1/1985	AAC	TAXIWAY	P	0	47,750.00	5/2/2017	32	23
TW D	410	4/15/2013	AAC	TAXIWAY	P	0	13,389.00	5/2/2017	4	89
TW D	411	1/1/2004	AAC	TAXIWAY	P	0	16,042.00	5/2/2017	13	57
TW D	412	1/1/2011	AAC	TAXIWAY	P	0	47,471.00	5/2/2017	6	85
TW D	415	1/1/1942	AC	TAXIWAY	P	0	100,658.00	5/2/2017	75	27
TW E	503	1/1/1985	AAC	TAXIWAY	P	0	3,610.00	5/2/2017	32	33
TW E	505	1/1/1942	AC	TAXIWAY	T	0	72,647.00	5/2/2017	75	36
TW E	506	1/1/2007	AC	TAXIWAY	P	0	47,798.00	5/2/2017	10	81
TW E	509	4/15/2013	AAC	TAXIWAY	P	0	8,509.00	5/2/2017	4	85
TW E	510	1/1/2004	AAC	TAXIWAY	P	0	9,607.00	5/2/2017	13	69
TW E	515	1/1/2007	AC	TAXIWAY	P	0	164,640.00	5/2/2017	10	74
TW E	520	1/1/2006	AAC	TAXIWAY	T	0	35,522.00	5/2/2017	11	73
TW F	605	1/1/2009	AC	TAXIWAY	P	0	140,070.00	5/2/2017	8	92
TW F1	610	1/1/2009	AC	TAXIWAY	P	0	13,620.00	5/2/2017	8	90
TW F2	620	1/1/2009	AC	TAXIWAY	P	0	15,165.00	5/2/2017	8	92
TW F3	630	1/1/2009	AC	TAXIWAY	P	0	15,165.00	5/2/2017	8	91
TW F4	640	1/1/2009	AC	TAXIWAY	P	0	13,620.00	5/2/2017	8	92

Pavement Database: FDOT *NetworkId: FXE*

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
AP BANYAN	5910	6/1/2014	AC	APRON	P	0	12,036.00	6/24/2019	5	94
AP CUSTOMS	5605	1/1/2014	AC	APRON	P	0	65,754.00	6/24/2019	5	92
AP HTW A-C	5305	1/1/2009	AC	APRON	T	0	33,360.00	6/24/2019	10	89
AP HTW A-E	5505	1/1/2009	AC	APRON	P	0	32,963.00	6/24/2019	10	89
AP MAINT	5405	1/1/2009	AC	APRON	P	0	49,757.00	6/24/2019	10	79
AP MAINT	5410	1/1/2009	PCC	APRON	P	0	2,231.00	6/24/2019	10	79
AP RU 13	5105	6/1/2018	AC	APRON	P	0	16,287.00	6/1/2018	0	100
AP RU 27	5205	1/1/1998	AC	APRON	P	0	29,849.00	6/24/2019	21	85
AP RU 31	5705	1/1/2010	AAC	APRON	P	0	13,356.00	6/24/2019	9	89
AP RU 9	5805	1/1/2009	AC	APRON	P	0	35,246.00	6/24/2019	10	91
AP SHERIFF	5905	6/1/2014	AC	APRON	P	0	27,393.00	6/24/2019	5	91
RW 13-31	6205	1/1/2004	AAC	RUNWAY	P	0	58,940.00	6/24/2019	15	67
RW 13-31	6210	1/1/2007	AAC	RUNWAY	P	0	326,966.00	6/24/2019	12	77
RW 9-27	6105	1/1/2004	AAC	RUNWAY	P	0	600,176.00	6/24/2019	15	62
TW A	105	1/1/2009	AC	TAXIWAY	T	0	109,575.00	6/24/2019	10	89
TW A	107	1/1/2009	AC	TAXIWAY	T	0	37,997.00	6/24/2019	10	90
TW A	110	1/1/2009	AC	TAXIWAY	P	0	148,870.00	6/24/2019	10	88
TW B	205	6/1/2018	AC	TAXIWAY	P	0	33,104.00	6/1/2018	0	100
TW B	210	1/1/1978	AAC	TAXIWAY	P	0	34,911.00	6/24/2019	41	62
TW B	212	1/1/2010	AC	TAXIWAY	P	0	13,392.00	6/24/2019	9	82
TW B	215	1/1/2010	AC	TAXIWAY	P	0	146,128.00	6/24/2019	9	89
TW B	217	1/1/2010	AAC	TAXIWAY	P	0	24,547.00	6/24/2019	9	83
TW B	220	1/1/2007	AAC	TAXIWAY	P	0	11,274.00	6/24/2019	12	82
TW B1	250	1/1/2010	AAC	TAXIWAY	P	0	17,976.00	6/24/2019	9	89
TW B2	260	1/1/2010	AC	TAXIWAY	P	0	15,526.00	6/24/2019	9	89
TW B3	270	1/1/2010	AAC	TAXIWAY	P	0	15,502.00	6/24/2019	9	89
TW B4	280	1/1/2010	AAC	TAXIWAY	P	0	16,439.00	6/24/2019	9	82
TW B5	290	1/1/2010	AAC	TAXIWAY	P	0	4,092.00	6/24/2019	9	78
TW C	305	6/1/2014	AAC	TAXIWAY	P	0	64,814.00	6/24/2019	5	84
TW C	315	1/1/2009	AAC	TAXIWAY	P	0	27,629.00	6/24/2019	10	81
TW C	320	1/1/1997	AAC	TAXIWAY	P	0	16,888.00	6/24/2019	22	72
TW C	321	1/1/2014	AAC	TAXIWAY	P	0	26,633.00	6/24/2019	5	93
TW C	323	1/1/2012	AAC	TAXIWAY	P	0	72,907.00	6/24/2019	7	91
TW C	325	1/1/2009	AAC	TAXIWAY	P	0	21,111.00	6/24/2019	10	84
TW C	335	1/1/2004	AAC	TAXIWAY	P	0	9,722.00	6/24/2019	15	77
TW C4	350	1/1/2012	AAC	TAXIWAY	P	0	12,351.00	6/24/2019	7	87
TW D	405	1/1/2012	AAC	TAXIWAY	T	0	9,364.00	6/24/2019	7	89
TW D	410	1/1/1978	AAC	TAXIWAY	P	0	20,952.00	6/24/2019	41	74
TW D	412	1/1/2009	AC	TAXIWAY	P	0	15,860.00	6/24/2019	10	81
TW D	414	1/1/1978	AC	TAXIWAY	P	0	21,409.00	6/24/2019	41	32
TW D	415	1/1/2012	AAC	TAXIWAY	P	0	49,428.00	6/24/2019	7	86
TW D1	450	9/1/2012	AAC	TAXIWAY	P	0	39,273.00	6/24/2019	7	89
TW D1	455	1/1/1997	PCC	TAXIWAY	P	0	1,600.00	6/24/2019	22	85
TW E	502	1/1/2004	AAC	TAXIWAY	T	0	9,176.00	6/24/2019	15	64
TW E	505	1/1/2009	AAC	TAXIWAY	P	0	25,381.00	6/24/2019	10	81
TW E	520	1/1/1997	AAC	TAXIWAY	P	0	94,132.00	6/24/2019	22	53

TW E	522	12/14/2017	AAC	TAXIWAY	P	0	14,550.00	12/14/2017	0	100
TW E	523	1/1/2010	AAC	TAXIWAY	P	0	17,925.00	6/24/2019	9	88
TW E	525	1/1/2007	AC	TAXIWAY	P	0	27,187.00	6/24/2019	12	80
TW E	527	6/1/2018	AAC	TAXIWAY	P	0	36,000.00	6/1/2018	0	100
TW E	530	1/1/2008	AC	TAXIWAY	P	0	66,700.00	6/24/2019	11	71
TW E	535	5/1/2012	AAC	TAXIWAY	P	0	14,052.00	6/24/2019	7	91
TW E1	575	1/1/2009	AC	TAXIWAY	P	0	29,392.00	6/24/2019	10	76
TW E2	580	1/1/1997	AAC	TAXIWAY	P	0	5,457.00	6/24/2019	22	62
TW F	602	6/1/2018	AC	TAXIWAY	P	0	17,635.00	6/1/2018	0	100
TW F	605	1/1/1996	AAC	TAXIWAY	P	0	4,496.00	6/24/2019	23	60
TW F	607	1/1/1998	AAC	TAXIWAY	P	0	96,780.00	6/24/2019	21	64
TW F	610	1/1/2012	AAC	TAXIWAY	P	0	12,000.00	6/24/2019	7	89
TW F	620	1/1/1998	AC	TAXIWAY	P	0	49,586.00	6/24/2019	21	72
TW F	640	6/1/2018	AC	TAXIWAY	P	0	128,595.00	6/1/2018	0	100
TW F5	630	1/1/1996	AAC	TAXIWAY	P	0	10,637.00	6/24/2019	23	67
TW F5	635	6/1/2018	AC	TAXIWAY	P	0	14,467.00	6/1/2018	0	100
TW F9	625	1/1/1999	AC	TAXIWAY	P	0	19,175.00	6/24/2019	20	77
TW G	705	1/1/2004	AAC	TAXIWAY	P	0	12,870.00	6/24/2019	15	83
TW G	710	1/1/2009	AC	TAXIWAY	P	0	27,892.00	6/24/2019	10	89
TW G	720	6/1/2018	AAC	TAXIWAY	P	0	16,538.00	6/1/2018	0	100
TW G	722	6/1/2018	AAC	TAXIWAY	P	0	24,513.00	6/1/2018	0	100
TW G	723	1/1/1984	AC	TAXIWAY	P	0	45,747.00	6/24/2019	35	54
TW G	725	1/1/2014	AC	TAXIWAY	P	0	75,450.00	6/24/2019	5	93
TW G7	740	1/1/2014	AC	TAXIWAY	P	0	6,473.00	6/24/2019	5	94
TW G8	745	1/1/2014	AC	TAXIWAY	P	0	3,448.00	6/24/2019	5	91
TW H	805	1/1/2004	AC	TAXIWAY	P	0	16,956.00	6/24/2019	15	74
TW H	807	1/1/2009	AC	TAXIWAY	P	0	17,154.00	6/24/2019	10	89
TW H	809	1/1/2004	AC	TAXIWAY	P	0	12,754.00	6/24/2019	15	67
TW H	810	1/1/1997	AC	TAXIWAY	P	0	3,889.00	6/24/2019	22	55
TW HANG 1	360	6/1/2014	AC	TAXIWAY	P	0	3,353.00	6/24/2019	5	93
TW HANG 2	365	6/1/2014	AC	TAXIWAY	P	0	2,420.00	6/24/2019	5	94
TW HANG 3	370	6/1/2014	AC	TAXIWAY	P	0	2,921.00	6/24/2019	5	92
TW HANG 4	375	6/1/2014	AC	TAXIWAY	P	0	2,475.00	6/24/2019	5	92
TW HANG 5	380	6/1/2014	AC	TAXIWAY	P	0	4,804.00	6/24/2019	5	91
TW HANG 6	385	6/1/2014	AC	TAXIWAY	P	0	3,313.00	6/24/2019	5	91
TW HANG 7	390	6/1/2014	AC	TAXIWAY	P	0	4,037.00	6/24/2019	5	94
TW HANG 8	395	6/1/2014	AC	TAXIWAY	P	0	3,487.00	6/24/2019	5	91
TW J	1005	1/1/2004	AC	TAXIWAY	P	0	12,257.00	6/24/2019	15	73
TW J	1010	1/1/2009	AC	TAXIWAY	P	0	12,205.00	6/24/2019	10	74
TW K	1125	1/1/2007	AAC	TAXIWAY	P	0	8,237.00	6/24/2019	12	88
TW K	1130	1/1/2010	AC	TAXIWAY	P	0	10,422.00	6/24/2019	9	89
TW K	1135	1/1/2010	AAC	TAXIWAY	P	0	15,505.00	6/24/2019	9	88
TW L	1206	6/1/2018	AC	TAXIWAY	P	0	53,506.00	6/1/2018	0	100
TW L	1210	1/1/2004	AAC	TAXIWAY	P	0	12,479.00	6/24/2019	15	81
TW M	1310	1/1/2010	AC	TAXIWAY	P	0	14,836.00	6/24/2019	9	83
TW M	1315	1/1/1984	AC	TAXIWAY	P	0	36,492.00	6/24/2019	35	77
TW M	1320	1/1/1984	AC	TAXIWAY	P	0	19,869.00	6/24/2019	35	58
TW N	1405	1/1/2004	AAC	TAXIWAY	T	0	47,395.00	6/24/2019	15	74
TW N	1410	1/1/2009	AAC	TAXIWAY	P	0	17,688.00	6/24/2019	10	87
TW N	1415	1/1/1984	AC	TAXIWAY	P	0	3,405.00	6/24/2019	35	86
TW N	1420	6/1/2018	AAC	TAXIWAY	P	0	8,745.00	6/1/2018	0	100

TW N	1440	6/1/2018	AC	TAXIWAY	P	0	20,806.00	6/1/2018	0	100
TW P	1605	6/1/2018	AC	TAXIWAY	P	0	10,510.00	6/1/2018	0	100
TW P	1610	1/1/2004	AAC	TAXIWAY	P	0	13,106.00	6/24/2019	15	70
TW Q	1705	1/1/2004	AAC	TAXIWAY	P	0	18,840.00	6/24/2019	15	82
TW Q	1707	1/1/2009	AC	TAXIWAY	P	0	24,842.00	6/24/2019	10	90
TW Q	1710	12/14/2017	AAC	TAXIWAY	P	0	11,538.00	12/14/2017	0	100
TW Q	1715	12/14/2017	AAC	TAXIWAY	P	0	4,966.00	12/14/2017	0	100
TW R	1805	1/1/1999	AC	TAXIWAY	P	0	22,393.00	6/24/2019	20	80
TW S	1905	1/1/2004	AAC	TAXIWAY	P	0	18,547.00	6/24/2019	15	76
TW S	1910	1/1/1999	AC	TAXIWAY	P	0	12,253.00	6/24/2019	20	61
TW S	1915	4/1/2016	AAC	TAXIWAY	P	0	18,853.00	6/24/2019	3	94
TW S1	1950	4/1/2016	AAC	TAXIWAY	P	0	4,893.00	6/24/2019	3	94
TW S3	1960	4/1/2016	AAC	TAXIWAY	P	0	5,705.00	6/24/2019	3	92
TW S3	1965	4/1/2016	AAC	TAXIWAY	P	0	35,933.00	6/24/2019	3	93

Pavement Database: FDOT *NetworkId: HWO*

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
AP SOUTH	4105	1/1/1968	AC	APRON	S	0	262,500.00	6/25/2019	51	36
AP SOUTH	4110	1/1/1968	PCC	APRON	S	0	84,000.00	6/25/2019	51	44
RW 01L-19R	6105	3/1/2007	AAC	RUNWAY	P	0	275,500.00	6/25/2019	12	89
RW 01L-19R	6110	12/1/2012	AAC	RUNWAY	P	0	14,500.00	6/25/2019	7	90
RW 01L-19R	6115	12/1/2012	AAC	RUNWAY	P	0	15,000.00	6/25/2019	7	94
RW 01L-19R	6120	1/1/2001	AC	RUNWAY	P	0	30,000.00	6/25/2019	18	92
RW 01R-19L	6305	1/1/2013	AAC	RUNWAY	S	0	314,367.00	6/25/2019	6	93
RW 10L-28R	6205	1/1/2012	AAC	RUNWAY	S	0	314,433.00	6/25/2019	7	93
RW 10R-28L	6405	1/1/1996	AAC	RUNWAY	P	0	270,700.00	6/25/2019	23	80
RW 10R-28L	6410	12/1/2012	AAC	RUNWAY	P	0	14,700.00	6/25/2019	7	91
RW 10R-28L	6415	12/1/2012	AAC	RUNWAY	P	0	14,600.00	6/25/2019	7	83
RW 10R-28L	6420	3/1/2007	AAC	RUNWAY	P	0	15,768.00	6/25/2019	12	89
TW A	105	3/1/2007	AAC	TAXIWAY	P	0	2,647.00	6/25/2019	12	90
TW A	110	1/1/2001	AC	TAXIWAY	P	0	8,438.00	6/25/2019	18	86
TW A	115	1/1/2012	AAC	TAXIWAY	P	0	7,846.00	6/25/2019	7	88
TW A	120	1/1/2014	AAC	TAXIWAY	P	0	8,823.00	6/25/2019	5	92
TW A	125	1/1/2014	AAC	TAXIWAY	P	0	2,872.00	6/25/2019	5	90
TW B	200	1/1/2012	AAC	TAXIWAY	P	0	4,873.00	6/25/2019	7	94
TW B	202	3/1/2007	AAC	TAXIWAY	P	0	16,704.00	6/25/2019	12	82
TW B	205	1/1/2008	AAC	TAXIWAY	P	0	120,769.00	6/25/2019	11	86
TW B	210	1/1/2012	AAC	TAXIWAY	P	0	4,473.00	6/25/2019	7	94
TW B	215	1/1/2008	AAC	TAXIWAY	P	0	16,260.00	6/25/2019	11	83
TW B	220	12/1/2014	AAC	TAXIWAY	P	0	3,873.00	6/25/2019	5	88
TW B	225	12/1/2014	AAC	TAXIWAY	P	0	4,273.00	6/25/2019	5	94
TW B1	1905	1/1/2008	AAC	TAXIWAY	P	0	18,259.00	6/25/2019	11	76
TW D	403	1/1/1996	AC	TAXIWAY	P	0	9,097.00	6/25/2019	23	71
TW D	405	3/1/2007	AAC	TAXIWAY	P	0	106,779.00	6/25/2019	12	89
TW D	406	1/1/2012	AAC	TAXIWAY	P	0	4,793.00	6/25/2019	7	94
TW D	407	1/1/2012	AAC	TAXIWAY	P	0	4,553.00	6/25/2019	7	90
TW D	410	1/1/2014	AAC	TAXIWAY	P	0	8,066.00	6/25/2019	5	94
TW D	415	1/1/2013	AAC	TAXIWAY	P	0	10,406.00	6/25/2019	6	92
TW D1	430	3/1/2007	AAC	TAXIWAY	P	0	4,076.00	6/25/2019	12	91
TW D1	435	3/1/2013	AAC	TAXIWAY	P	0	7,528.00	6/25/2019	6	93
TW D2	450	3/1/2007	AAC	TAXIWAY	P	0	4,325.00	6/25/2019	12	84
TW D2	455	3/1/2013	AAC	TAXIWAY	P	0	7,181.00	6/25/2019	6	92
TW E	505	3/1/2007	AAC	TAXIWAY	P	0	8,843.00	6/25/2019	12	71
TW E	506	3/1/2007	AAC	TAXIWAY	P	0	8,043.00	6/25/2019	12	73
TW E	510	1/1/1996	AC	TAXIWAY	P	0	8,656.00	6/25/2019	23	85
TW E	520	1/1/2003	AC	TAXIWAY	P	0	32,472.00	6/25/2019	16	82
TW E	530	12/1/2014	AAC	TAXIWAY	P	0	4,345.00	6/25/2019	5	91
TW E	540	1/1/2014	AAC	TAXIWAY	P	0	3,890.00	6/25/2019	5	88
TW E	545	1/1/2012	AAC	TAXIWAY	P	0	4,153.00	6/25/2019	7	91
TW E	550	1/1/2012	AAC	TAXIWAY	P	0	3,523.00	6/25/2019	7	94
TW E	555	10/1/2016	AAC	TAXIWAY	P	0	5,132.00	6/25/2019	3	94
TW E	560	10/1/2016	AAC	TAXIWAY	P	0	3,907.00	6/25/2019	3	94
TW E	565	1/1/2003	AC	TAXIWAY	P	0	50,638.00	6/25/2019	16	73
TW E	570	1/1/2013	AAC	TAXIWAY	P	0	9,467.00	6/25/2019	6	92
TW E1	525	1/1/2013	AAC	TAXIWAY	P	0	4,095.00	6/25/2019	6	82
TW E1	527	3/1/2013	AAC	TAXIWAY	P	0	5,105.00	6/25/2019	6	94

TW E2	585	1/1/2013	AAC	TAXIWAY	P	0	4,161.00	6/25/2019	6	83
TW E2	587	3/1/2013	AAC	TAXIWAY	P	0	4,372.00	6/25/2019	6	89
TW J	1109	3/1/2007	AAC	TAXIWAY	P	0	19,913.00	6/25/2019	12	77
TW J	1110	1/1/1968	AAC	TAXIWAY	P	0	58,977.00	6/25/2019	51	15
TW L	1205	3/1/2007	AAC	TAXIWAY	P	0	107,466.00	6/25/2019	12	91
TW L	1215	3/1/2007	AAC	TAXIWAY	P	0	16,734.00	6/25/2019	12	82
TW L	1220	3/1/2007	AAC	TAXIWAY	P	0	3,966.00	6/25/2019	12	87
TW L	1225	1/1/2001	AC	TAXIWAY	P	0	11,456.00	6/25/2019	18	87
TW L	1230	3/1/2013	AAC	TAXIWAY	P	0	12,000.00	6/25/2019	6	94
TW L1	805	3/1/2007	AAC	TAXIWAY	P	0	9,896.00	6/25/2019	12	76
TW L2	1005	3/1/2007	AAC	TAXIWAY	P	0	18,386.00	6/25/2019	12	84
TW L3	1105	3/1/2007	AAC	TAXIWAY	P	0	19,105.00	6/25/2019	12	78
TW M	2005	3/1/2007	AAC	TAXIWAY	P	0	17,244.00	6/25/2019	12	73
TW M	2010	1/1/1996	AC	TAXIWAY	P	0	92,202.00	6/25/2019	23	74
TW M	2012	3/1/2013	AAC	TAXIWAY	P	0	8,465.00	6/25/2019	6	92
TW M	2025	1/1/1996	AC	TAXIWAY	P	0	18,509.00	6/25/2019	23	62
TW M1	2020	1/1/1996	AC	TAXIWAY	P	0	7,027.00	6/25/2019	23	85
TW M3	1102	3/1/2007	AAC	TAXIWAY	P	0	11,092.00	6/25/2019	12	78
TW N	1405	1/1/2014	AAC	TAXIWAY	P	0	112,128.00	6/25/2019	5	92
TW N	1410	1/1/2014	AAC	TAXIWAY	P	0	4,473.00	6/25/2019	5	91
TW N	1415	1/1/2014	AAC	TAXIWAY	P	0	5,950.00	6/25/2019	5	84
TW N	1420	1/1/2012	AAC	TAXIWAY	P	0	10,945.00	6/25/2019	7	92
TW N1	310	1/1/2012	AAC	TAXIWAY	P	0	7,431.00	6/25/2019	7	91
TW N1	315	1/1/2014	AAC	TAXIWAY	P	0	4,070.00	6/25/2019	5	87
TW N2	705	1/1/2012	AAC	TAXIWAY	P	0	7,030.00	6/25/2019	7	94
TW N2	710	1/1/2014	AAC	TAXIWAY	P	0	4,477.00	6/25/2019	5	89
TW P	1602	3/1/2007	AAC	TAXIWAY	P	0	3,978.00	6/25/2019	12	71
TW P	1605	1/1/1989	AC	TAXIWAY	P	0	32,923.00	6/25/2019	30	73
TW P	1607	1/1/2008	AAC	TAXIWAY	P	0	6,888.00	6/25/2019	11	84
TW P	1610	1/1/1968	AAC	TAXIWAY	P	0	3,511.00	6/25/2019	51	78
TW P	1612	3/1/2013	AAC	TAXIWAY	P	0	4,448.00	6/25/2019	6	89
TW P	1617	3/1/2013	AAC	TAXIWAY	P	0	3,418.00	6/25/2019	6	95
TW P	1620	10/1/2016	AAC	TAXIWAY	P	0	44,816.00	6/25/2019	3	94
TW P	1623	10/1/2016	AC	TAXIWAY	P	0	4,830.00	6/25/2019	3	94
TW P	1630	10/1/2016	AAC	TAXIWAY	P	0	10,775.00	6/25/2019	3	94
TW P	1635	1/1/2012	AAC	TAXIWAY	P	0	7,537.00	6/25/2019	7	94
TW P1	305	1/1/1989	AC	TAXIWAY	P	0	3,960.00	6/25/2019	30	75
TW P1	307	1/1/2012	AAC	TAXIWAY	P	0	5,821.00	6/25/2019	7	94
TW P2	1625	10/1/2016	AAC	TAXIWAY	P	0	5,178.00	6/25/2019	3	94
TW P2	1627	1/1/2012	AAC	TAXIWAY	P	0	5,086.00	6/25/2019	7	94
TW R	1803	3/1/2007	AAC	TAXIWAY	P	0	13,261.00	6/25/2019	12	79
TW R	1805	1/1/1996	AAC	TAXIWAY	P	0	28,097.00	6/25/2019	23	41
TW R	1807	1/1/2008	AAC	TAXIWAY	P	0	12,670.00	6/25/2019	11	80
TW R	1810	1/1/1996	AAC	TAXIWAY	P	0	9,119.00	6/25/2019	23	77

Pavement Database: FDOT *NetworkId: LNA*

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
AP GA	4105	6/1/2016	AC	APRON	P	0	406,856.00	5/16/2019	3	89
AP GA	4110	1/1/1985	AC	APRON	P	0	231,470.00	5/16/2019	34	59
AP GA	4120	7/12/2013	AAC	APRON	P	0	124,452.00	5/16/2019	6	87
AP GA	4125	6/1/2016	AC	APRON	P	0	137,906.00	5/16/2019	3	89
AP RU RW10	4205	7/12/2013	AC	APRON	P	0	30,821.00	5/16/2019	6	87
AP RU RW16	4305	1/1/1993	AC	APRON	P	0	6,377.00	5/16/2019	26	63
RW 10-28	6103	1/1/2016	AC	RUNWAY	P	0	29,577.00	5/16/2019	3	89
RW 10-28	6105	6/1/2007	AC	RUNWAY	T	0	223,605.00	5/16/2019	12	78
RW 16-34	6205	7/12/2013	AAC	RUNWAY	P	0	27,600.00	5/16/2019	6	74
RW 16-34	6215	7/12/2013	AAC	RUNWAY	P	0	315,000.00	5/16/2019	6	72
RW 4-22	6305	1/1/1993	AC	RUNWAY	P	0	216,104.00	5/16/2019	26	70
RW 4-22	6310	1/1/2016	AC	RUNWAY	P	0	13,113.00	5/16/2019	3	89
TW A	310	6/1/2007	AC	TAXIWAY	P	0	110,651.00	5/16/2019	12	78
TW B	205	1/1/1993	AC	TAXIWAY	P	0	99,105.00	5/16/2019	26	73
TW B	207	1/1/2016	AAC	TAXIWAY	P	0	5,659.00	5/16/2019	3	89
TW B	210	7/12/2013	AAC	TAXIWAY	P	0	11,820.00	5/16/2019	6	80
TW B	215	1/1/1993	AC	TAXIWAY	P	0	3,442.00	5/16/2019	26	72
TW B	217	7/12/2013	AAC	TAXIWAY	P	0	5,087.00	5/16/2019	6	86
TW B1	220	1/1/1993	AC	TAXIWAY	P	0	4,124.00	5/16/2019	26	70
TW B1	223	7/12/2013	AAC	TAXIWAY	P	0	5,529.00	5/16/2019	6	84
TW C	103	1/1/2007	AC	TAXIWAY	P	0	16,849.00	5/16/2019	12	79
TW C	105	7/12/2013	AC	TAXIWAY	P	0	170,104.00	5/16/2019	6	87
TW C	115	6/1/2007	AC	TAXIWAY	P	0	12,354.00	5/16/2019	12	78
TW D	120	1/1/2016	AAC	TAXIWAY	P	0	5,048.00	5/16/2019	3	92
TW D	125	7/12/2013	AAC	TAXIWAY	P	0	9,691.00	5/16/2019	6	78

Pavement Database: FDOT *NetworkId: PBI*

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
AP CARGO	4205	4/22/2016	PCC	APRON	P	0	89,000.00	5/13/2019	3	99
AP CARGO	4210	1/1/1999	AC	APRON	P	0	108,440.00	5/13/2019	20	64
AP CARGO	4215	1/1/2009	AC	APRON	P	0	12,250.00	5/13/2019	10	83
AP CARGO	4220	1/1/2009	PCC	APRON	P	0	56,750.00	5/13/2019	10	96
AP CARGO	4225	4/22/2016	PCC	APRON	P	0	25,250.00	5/13/2019	3	99
AP N TERM	4103	1/1/2011	PCC	APRON	P	0	129,150.00	5/13/2019	8	88
AP N TERM	4104	1/1/2016	PCC	APRON	P	0	31,500.00	5/13/2019	3	97
AP N TERM	4105	1/1/2016	AAC	APRON	P	0	95,870.00	5/13/2019	3	90
AP N TERM	4106	1/1/2016	AC	APRON	P	0	113,713.00	5/13/2019	3	88
AP N TERM	4107	1/1/2016	AC	APRON	P	0	90,116.00	5/13/2019	3	89
AP N TERM	4110	1/1/2016	AC	APRON	P	0	238,027.00	5/13/2019	3	93
AP N TERM	4115	1/1/1987	PCC	APRON	P	0	419,303.00	5/13/2019	32	85
AP N TERM	4120	1/1/2008	AAC	APRON	P	0	774,199.00	5/13/2019	11	83
AP N TERM	4125	1/1/1987	PCC	APRON	P	0	382,714.00	5/13/2019	32	70
AP N TERM	4130	5/20/2019	AAC	APRON	P	0	134,443.00	5/20/2019	0	100
AP N TERM	4135	5/20/2019	AC	APRON	P	0	82,283.00	5/20/2019	0	100
AP N TERM	4140	1/1/1987	PCC	APRON	P	0	101,751.00	5/13/2019	32	64
AP N TERM	4145	5/20/2019	AC	APRON	P	0	236,467.00	5/20/2019	0	100
AP N TERM	4150	5/20/2019	PCC	APRON	P	0	163,437.00	5/20/2019	0	100
AP N TERM	4155	5/20/2019	AAC	APRON	P	0	125,928.00	5/20/2019	0	100
AP N TERM	4160	5/20/2019	AAC	APRON	P	0	63,255.00	5/20/2019	0	100
AP N TERM	4165	5/20/2019	AAC	APRON	P	0	55,566.00	5/20/2019	0	100
AP NW	4605	1/1/2014	PCC	APRON	P	0	259,787.00	5/13/2019	5	100
AP NW	4615	1/1/2017	PCC	APRON	P	0	81,158.00	1/1/2017	0	100
AP NW	4620	1/1/2017	PCC	APRON	P	0	31,764.00	1/1/2017	0	100
AP S	4410	1/1/1991	AC	APRON	P	0	289,502.00	5/13/2019	28	51
AP S	4420	1/1/1991	AC	APRON	P	0	11,258.00	5/13/2019	28	67
AP S	4430	1/1/1991	AC	APRON	P	0	5,362.00	5/13/2019	28	66
AP SE GA	4501	7/1/2016	AC	APRON	P	0	58,802.00	5/13/2019	3	91
AP SE GA	4502	1/1/1995	APC	APRON	P	0	55,534.00	5/13/2019	24	36
AP SE GA	4505	1/1/1999	PCC	APRON	P	0	625,748.00	5/13/2019	20	88
AP SE GA	4510	1/1/1998	PCC	APRON	P	0	171,874.00	5/13/2019	21	25
AP SE GA	4515	1/1/1993	PCC	APRON	P	0	37,813.00	5/13/2019	26	12
AP SE GA	4520	12/25/1999	AC	APRON	P	0	96,728.00	5/13/2019	20	54
AP SE GA	4522	1/1/1989	PCC	APRON	P	0	51,217.00	5/13/2019	30	16
AP SE GA	4525	1/1/2005	APC	APRON	P	0	104,360.00	5/13/2019	14	77
AP SE GA	4530	1/1/2011	AAC	APRON	P	0	25,338.00	5/13/2019	8	83
AP SW GA	4305	1/1/1999	AAC	APRON	P	0	1,091,636.	5/13/2019	20	53
AP SW GA	4307	1/1/1943	PCC	APRON	P	0	34,461.00	5/13/2019	76	0
AP SW GA	4310	1/1/2001	APC	APRON	P	0	70,781.00	5/13/2019	18	39
AP SW GA	4315	12/25/1995	APC	APRON	P	0	13,953.00	5/13/2019	24	7
RW 10L-28R	6105	1/1/2012	AAC	RUNWAY	P	0	1,000,821.	5/13/2019	7	80
RW 10L-28R	6110	1/1/2012	AAC	RUNWAY	P	0	500,411.00	5/13/2019	7	87
RW 10R-28L	6202	9/1/2017	AAC	RUNWAY	S	0	13,125.00	9/1/2017	0	100
RW 10R-28L	6205	9/1/2017	AAC	RUNWAY	P	0	14,075.00	9/1/2017	0	100
RW 10R-28L	6210	9/1/2017	AAC	RUNWAY	S	0	200,660.00	9/1/2017	0	100
RW 10R-28L	6215	9/1/2017	AAC	RUNWAY	P	0	13,125.00	9/1/2017	0	100
RW 14-32	6305	1/1/2010	AAC	RUNWAY	P	0	463,497.00	5/13/2019	9	75
RW 14-32	6310	1/1/2010	AAC	RUNWAY	P	0	231,748.00	5/13/2019	9	83
RW 14-32	6315	1/1/2010	AAC	RUNWAY	P	0	207,426.00	5/13/2019	9	78
RW 14-32	6320	1/1/2010	AAC	RUNWAY	P	0	103,713.00	5/13/2019	9	84

TW A	103	1/1/2003	AC	TAXIWAY	P	0	63,464.00	5/13/2019	16	82
TW A	104	4/6/2017	AAC	TAXIWAY	P	0	23,130.00	4/6/2017	0	100
TW A	105	4/6/2017	AAC	TAXIWAY	P	0	112,508.00	4/6/2017	0	100
TW A	110	4/6/2017	AAC	TAXIWAY	P	0	90,889.00	4/6/2017	0	100
TW A	120	1/1/2009	AAC	TAXIWAY	P	0	30,335.00	5/13/2019	10	74
TW A	125	1/1/2009	AAC	TAXIWAY	P	0	98,076.00	5/13/2019	10	84
TW A1	102	12/1/2017	AAC	TAXIWAY	P	0	9,875.00	12/1/2017	0	100
TW A1	106	1/1/2003	AC	TAXIWAY	P	0	24,878.00	5/13/2019	16	80
TW A2	150	4/6/2017	AAC	TAXIWAY	P	0	56,437.00	4/6/2017	0	100
TW A3	160	12/1/2017	AAC	TAXIWAY	P	0	67,203.00	12/1/2017	0	100
TW B	205	1/1/1978	AAC	TAXIWAY	P	0	88,749.00	5/13/2019	41	47
TW B	210	1/1/1978	AAC	TAXIWAY	P	0	118,057.00	5/13/2019	41	46
TW B	215	1/1/1978	AAC	TAXIWAY	P	0	70,883.00	5/13/2019	41	58
TW B	220	1/1/1993	AC	TAXIWAY	P	0	117,193.00	5/13/2019	26	28
TW B	235	1/1/2011	AAC	TAXIWAY	P	0	32,479.00	5/13/2019	8	81
TW B1	225	1/1/1987	AC	TAXIWAY	P	0	40,559.00	5/13/2019	32	52
TW B2	230	1/1/2009	AAC	TAXIWAY	P	0	28,602.00	5/13/2019	10	79
TW C	301	12/1/2017	AAC	TAXIWAY	P	0	114,824.00	12/1/2017	0	100
TW C	305	12/1/2017	AAC	TAXIWAY	P	0	40,307.00	12/1/2017	0	100
TW C	310	12/1/2017	AAC	TAXIWAY	P	0	183,571.00	12/1/2017	0	100
TW C	312	1/1/2010	AAC	TAXIWAY	P	0	42,575.00	5/13/2019	9	71
TW C	314	1/1/2010	AAC	TAXIWAY	P	0	17,797.00	5/13/2019	9	82
TW C	320	12/1/2017	AAC	TAXIWAY	P	0	298,638.00	12/1/2017	0	100
TW C	325	5/20/2019	AAC	TAXIWAY	P	0	92,318.00	5/20/2019	0	100
TW C1	302	1/1/2012	AAC	TAXIWAY	P	0	34,844.00	5/13/2019	7	91
TW C11	355	12/1/2017	AAC	TAXIWAY	P	0	10,974.00	12/1/2017	0	100
TW C11	358	1/1/2012	AAC	TAXIWAY	P	0	25,028.00	5/13/2019	7	90
TW C12	360	12/1/2017	AAC	TAXIWAY	P	0	79,399.00	12/1/2017	0	100
TW C12	362	12/1/2017	AC	TAXIWAY	P	0	6,832.00	12/1/2017	0	100
TW C12	365	1/1/2012	AAC	TAXIWAY	P	0	26,646.00	5/13/2019	7	90
TW C12	370	12/1/2017	AAC	TAXIWAY	P	0	8,438.00	12/1/2017	0	100
TW C13	363	1/1/2012	AAC	TAXIWAY	P	0	37,348.00	5/13/2019	7	91
TW C2	303	1/1/2012	AAC	TAXIWAY	P	0	27,839.00	5/13/2019	7	90
TW C3	308	1/1/2012	AAC	TAXIWAY	P	0	29,893.00	5/13/2019	7	88
TW C4	330	12/1/2017	AAC	TAXIWAY	P	0	7,941.00	12/1/2017	0	100
TW C4	333	1/1/2012	AAC	TAXIWAY	P	0	26,670.00	5/13/2019	7	79
TW C5	340	1/1/2012	AAC	TAXIWAY	P	0	95,233.00	5/13/2019	7	87
TW C9	350	1/1/2010	AAC	TAXIWAY	P	0	13,786.00	5/13/2019	9	88
TW C9	351	12/1/2017	AAC	TAXIWAY	P	0	38,453.00	12/1/2017	0	100
TW D	404	7/1/2016	AC	TAXIWAY	P	0	29,639.00	5/13/2019	3	94
TW D	405	7/1/2016	AAC	TAXIWAY	P	0	73,500.00	5/13/2019	3	94
TW D	407	1/1/2012	AAC	TAXIWAY	P	0	20,943.00	5/13/2019	7	77
TW D	411	1/1/2010	AC	TAXIWAY	P	0	90,929.00	5/13/2019	9	75
TW D	420	5/20/2019	AC	TAXIWAY	P	0	32,173.00	5/20/2019	0	100
TW E	501	7/1/2016	AC	TAXIWAY	P	0	11,105.00	5/13/2019	3	94
TW E	502	7/1/2016	AC	TAXIWAY	P	0	45,128.00	5/13/2019	3	93
TW E	509	7/1/2016	AC	TAXIWAY	P	0	91,995.00	5/13/2019	3	94
TW E	535	7/1/2016	AC	TAXIWAY	P	0	37,820.00	5/13/2019	3	93
TW E	540	7/1/2016	AC	TAXIWAY	P	0	31,650.00	5/13/2019	3	92
TW F	603	1/1/2012	AAC	TAXIWAY	P	0	35,601.00	5/13/2019	7	80
TW F	605	1/1/1983	AC	TAXIWAY	P	0	204,484.00	5/13/2019	36	46
TW F	610	12/1/2017	AAC	TAXIWAY	P	0	21,975.00	12/1/2017	0	100
TW F	613	1/1/2012	AAC	TAXIWAY	P	0	36,665.00	5/13/2019	7	85

TW F	632	1/1/1983	AC	TAXIWAY	P	0	9,566.00	5/13/2019	36	41
TW F	640	1/1/2009	AC	TAXIWAY	P	0	139,389.00	5/13/2019	10	84
TW F	645	1/1/2009	AC	TAXIWAY	P	0	32,086.00	5/13/2019	10	73
TW F	650	1/1/2009	AC	TAXIWAY	P	0	63,404.00	5/13/2019	10	84
TW F	655	1/1/2009	AC	TAXIWAY	P	0	33,394.00	5/13/2019	10	72
TW F1	642	1/1/2009	AC	TAXIWAY	P	0	23,550.00	5/13/2019	10	89
TW F2	630	1/1/1978	AC	TAXIWAY	P	0	21,542.00	5/13/2019	41	36
TW G	710	5/20/2019	AAC	TAXIWAY	P	0	21,198.00	5/20/2019	0	100
TW G	713	1/1/2012	AAC	TAXIWAY	P	0	68,265.00	5/13/2019	7	78
TW G	720	5/20/2019	AC	TAXIWAY	P	0	61,336.00	5/20/2019	0	100
TW H	805	1/1/1993	AC	TAXIWAY	P	0	24,318.00	5/13/2019	26	67
TW H	810	1/1/1987	AAC	TAXIWAY	P	0	96,357.00	5/13/2019	32	55
TW H	815	1/1/2012	AAC	TAXIWAY	P	0	24,793.00	5/13/2019	7	85
TW H	820	12/1/2017	AAC	TAXIWAY	P	0	15,862.00	12/1/2017	0	100
TW H	823	1/1/2012	AAC	TAXIWAY	P	0	29,035.00	5/13/2019	7	89
TW H	830	5/20/2019	AAC	TAXIWAY	P	0	20,039.00	5/20/2019	0	100
TW H	835	5/20/2019	AAC	TAXIWAY	P	0	11,285.00	5/20/2019	0	100
TW J	905	7/1/2016	AC	TAXIWAY	P	0	27,775.00	5/13/2019	3	92
TW K	1105	7/1/2016	AAC	TAXIWAY	P	0	61,909.00	5/13/2019	3	90
TW K	1107	1/1/2012	AAC	TAXIWAY	P	0	16,079.00	5/13/2019	7	74
TW L	1005	8/18/2005	AC	TAXIWAY	P	0	231,869.00	5/13/2019	14	86
TW L	1045	1/1/2012	AC	TAXIWAY	P	0	60,450.00	5/13/2019	7	88
TW L	1055	1/1/2012	AC	TAXIWAY	P	0	66,993.00	5/13/2019	7	84
TW L	1060	1/1/2012	AC	TAXIWAY	P	0	64,222.00	5/13/2019	7	88
TW L	1065	1/1/2012	AC	TAXIWAY	P	0	60,329.00	5/13/2019	7	85
TW L	1070	1/1/2012	AC	TAXIWAY	P	0	106,531.00	5/13/2019	7	77
TW L	1075	1/1/2011	AAC	TAXIWAY	P	0	29,102.00	5/13/2019	8	87
TW L	1080	1/1/2001	AC	TAXIWAY	P	0	31,205.00	5/13/2019	18	74
TW L1	1010	1/1/2012	AAC	TAXIWAY	P	0	23,886.00	5/13/2019	7	88
TW L2	1205	9/1/2017	AC	TAXIWAY	P	0	21,947.00	9/1/2017	0	100
TW L3	1907	1/1/2012	AAC	TAXIWAY	P	0	15,031.00	5/13/2019	7	85
TW L3	1910	1/1/2005	AAC	TAXIWAY	P	0	8,236.00	5/13/2019	14	58
TW L4	1040	1/1/2005	AC	TAXIWAY	P	0	19,097.00	5/13/2019	14	90
TW L4	1042	9/1/2017	AAC	TAXIWAY	P	0	4,287.00	9/1/2017	0	100
TW L6	1090	1/1/2012	AAC	TAXIWAY	P	0	15,319.00	5/13/2019	7	90
TW L6	1095	7/1/2016	AC	TAXIWAY	P	0	16,844.00	5/13/2019	3	90
TW L7	1085	1/1/2012	AAC	TAXIWAY	P	0	30,169.00	5/13/2019	7	84
TW M	1350	1/1/1987	AC	TAXIWAY	P	0	30,602.00	5/13/2019	32	61
TW M	1351	5/20/2019	AAC	TAXIWAY	P	0	68,492.00	5/20/2019	0	100
TW M	1352	5/1/2019	AAC	TAXIWAY	P	0	57,692.00	5/1/2019	0	100
TW M	1355	5/20/2019	AAC	TAXIWAY	P	0	131,178.00	5/20/2019	0	100
TW M1	1305	12/1/2017	AAC	TAXIWAY	P	0	27,113.00	12/1/2017	0	100
TW M1	1320	1/1/1993	AC	TAXIWAY	P	0	49,765.00	5/13/2019	26	57
TW M2	1310	1/1/1987	AC	TAXIWAY	P	0	22,042.00	5/13/2019	32	45
TW M2	1315	12/1/2017	AAC	TAXIWAY	P	0	11,500.00	12/1/2017	0	100
TW N	1405	1/1/1977	AC	TAXIWAY	P	0	20,554.00	5/13/2019	42	41
TW N	1410	1/1/2012	AAC	TAXIWAY	P	0	7,555.00	5/13/2019	7	86
TW P	1020	1/1/2005	AC	TAXIWAY	P	0	13,956.00	5/13/2019	14	84
TW P	1025	1/1/2012	AAC	TAXIWAY	P	0	47,670.00	5/13/2019	7	88
TW P	1030	1/1/2005	AC	TAXIWAY	P	0	14,842.00	5/13/2019	14	88
TW P	1032	9/1/2017	AAC	TAXIWAY	P	0	3,573.00	9/1/2017	0	100
TW R	1805	1/1/1968	AC	TAXIWAY	P	0	110,240.00	5/13/2019	51	40
TW R	1810	1/1/1968	AC	TAXIWAY	P	0	159,626.00	5/13/2019	51	26

TW R	1870	9/1/2017	AAC	TAXIWAY	P	0	9,158.00	9/1/2017	0	100
TW R1	1875	9/1/2017	AAC	TAXIWAY	P	0	9,838.00	9/1/2017	0	100
TW R2	1830	1/1/1989	AAC	TAXIWAY	P	0	5,642.00	5/13/2019	30	47
TW R3	1845	9/1/2017	AAC	TAXIWAY	P	0	2,767.00	9/1/2017	0	100
TW R3	1850	1/1/1989	AAC	TAXIWAY	P	0	3,801.00	5/13/2019	30	63
TW R3	1855	1/1/1989	AC	TAXIWAY	P	0	4,386.00	5/13/2019	30	54
TW R4	1860	1/1/1989	AAC	TAXIWAY	P	0	3,697.00	5/13/2019	30	68
TW R4	1865	9/1/2017	AAC	TAXIWAY	P	0	2,333.00	9/1/2017	0	100
TW T	2105	1/1/2010	AC	TAXIWAY	P	0	86,298.00	5/13/2019	9	81
TW T	2110	1/1/2010	AC	TAXIWAY	P	0	3,562.00	5/13/2019	9	88
TW T	2115	1/1/2010	AC	TAXIWAY	P	0	9,013.00	5/13/2019	9	84
TW T1	1815	9/1/2017	AAC	TAXIWAY	P	0	7,719.00	9/1/2017	0	100
TW T1	1820	1/1/1993	AC	TAXIWAY	P	0	19,569.00	5/13/2019	26	65
TW W	2210	1/1/2017	AC	TAXIWAY	P	0	141,365.00	1/1/2017	0	100
TW Y	2305	1/1/2014	AC	TAXIWAY	P	0	35,299.00	5/13/2019	5	89
TW Y	2310	1/1/2017	AC	TAXIWAY	P	0	19,436.00	1/1/2017	0	100

Pavement Database: FDOT *NetworkId: PHK*

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
AP	4105	1/1/2014	AC	APRON	P	0	184,498.00	2/20/2017	3	92
RW 17-35	6105	1/1/1999	AAC	RUNWAY	P	0	45,000.00	2/20/2017	18	58
RW 17-35	6110	1/1/1999	AAC	RUNWAY	P	0	263,794.00	2/20/2017	18	52
T-HANG	4205	12/25/1999	AC	TAXILANE	P	0	17,132.00	2/20/2017	18	81
TW A	105	1/1/1999	AC	TAXIWAY	P	0	155,579.00	2/20/2017	18	81
TW A2	125	1/1/1999	AC	TAXIWAY	P	0	8,846.00	2/20/2017	18	71
TW A3	130	1/1/1999	AC	TAXIWAY	P	0	4,118.00	2/20/2017	18	79
TW A4	120	1/1/1999	AC	TAXIWAY	P	0	8,846.00	2/20/2017	18	82
TW A5	115	1/1/1999	AC	TAXIWAY	P	0	8,846.00	2/20/2017	18	73
TW D	110	1/1/1999	AC	TAXIWAY	P	0	15,538.00	2/20/2017	18	57

Pavement Database: FDOT *NetworkId: PMP*

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
AP N	4205	1/1/1972	AAC	APRON	P	0	62,989.00	5/8/2017	45	61
AP RU RW33	5105	6/1/2012	AAC	APRON	P	0	14,310.00	5/8/2017	5	92
AP RU RW33	5110	1/1/1996	AAC	APRON	P	0	20,490.00	5/8/2017	21	59
AP S	4105	1/1/1997	AAC	APRON	P	0	203,761.00	5/8/2017	20	63
AP S	4107	1/1/2015	PCC	APRON	P	0	3,846.00	5/8/2017	2	88
AP S	4110	1/1/1960	AC	APRON	P	0	26,025.00	5/8/2017	57	51
AP S	4112	5/17/2013	AC	APRON	P	0	131,008.00	5/8/2017	4	92
AP S	4125	12/25/1999	AC	APRON	P	0	117,688.00	5/8/2017	18	48
AP S	4130	1/1/2015	AAC	APRON	P	0	71,613.00	1/1/2015	0	100
AP S	4135	1/1/2015	AC	APRON	P	0	128,753.00	1/1/2015	0	100
AP SW	4410	1/1/2012	PCC	APRON	P	0	61,737.00	5/8/2017	5	81
RW 10-28	6105	1/1/1968	AC	RUNWAY	P	0	271,200.00	5/8/2017	49	66
RW 10-28	6115	1/1/2012	AAC	RUNWAY	P	0	58,320.00	5/8/2017	5	87
RW 15-33	6305	1/1/2012	AAC	RUNWAY	P	0	220,900.00	5/8/2017	5	92
RW 15-33	6310	1/1/2012	AAC	RUNWAY	P	0	441,800.00	5/8/2017	5	93
RW 15-33	6325	6/1/2012	AC	RUNWAY	P	0	25,000.00	5/8/2017	5	84
RW 15-33	6330	6/1/2012	AC	RUNWAY	P	0	50,000.00	5/8/2017	5	93
RW 6-24	6205	1/1/1972	AAC	RUNWAY	P	0	335,952.00	5/8/2017	45	64
RW 6-24	6210	1/1/1972	AAC	RUNWAY	P	0	167,976.00	5/8/2017	45	63
RW 6-24	6220	1/1/2012	AAC	RUNWAY	P	0	35,000.00	5/8/2017	5	94
RW 6-24	6225	1/1/2012	AAC	RUNWAY	P	0	17,500.00	5/8/2017	5	94
TL AP SW	4505	1/1/2004	AC	TAXILANE	P	0	28,724.00	5/8/2017	13	88
TL HANG	4305	12/25/1999	AC	TAXILANE	P	0	31,764.00	5/8/2017	18	39
TL HANG	4310	12/25/1999	AC	TAXILANE	P	0	49,387.00	5/8/2017	18	30
TL HANG	4315	12/25/1999	AC	TAXILANE	P	0	83,687.00	5/8/2017	18	48
TL HANG	4320	12/25/1999	APC	TAXILANE	P	0	16,033.00	5/8/2017	18	38
TW A	105	11/1/2012	AAC	TAXIWAY	P	0	61,729.00	5/8/2017	5	93
TW A	115	1/1/1997	AAC	TAXIWAY	P	0	13,967.00	5/8/2017	20	53
TW B	210	1/1/1972	AAC	TAXIWAY	T	0	118,013.00	5/8/2017	45	64
TW C	305	1/1/1970	AC	TAXIWAY	P	0	26,289.00	5/8/2017	47	65
TW C	350	11/1/2012	AAC	TAXIWAY	P	0	6,807.00	5/8/2017	5	94
TW C	360	11/1/2012	AAC	TAXIWAY	P	0	9,668.00	5/8/2017	5	94
TW D	405	1/1/1972	AAC	TAXIWAY	P	0	105,607.00	5/8/2017	45	63
TW D	410	1/1/2008	AAC	TAXIWAY	P	0	13,072.00	5/8/2017	9	66
TW D	415	11/1/2012	AAC	TAXIWAY	P	0	36,063.00	5/8/2017	5	84
TW D	420	1/1/2008	AAC	TAXIWAY	P	0	23,098.00	5/8/2017	9	74
TW D	425	6/1/2012	AC	TAXIWAY	P	0	36,577.00	5/8/2017	5	94
TW E	505	1/1/2012	AAC	TAXIWAY	P	0	12,246.00	5/8/2017	5	89
TW F	610	1/1/1972	AAC	TAXIWAY	P	0	117,893.00	5/8/2017	45	64
TW F	612	1/1/2008	AAC	TAXIWAY	P	0	15,543.00	5/8/2017	9	83
TW F	615	1/1/2012	AAC	TAXIWAY	P	0	18,178.00	5/8/2017	5	89
TW G	710	6/1/2012	AC	TAXIWAY	P	0	15,387.00	5/8/2017	5	96
TW G	715	6/1/2014	AC	TAXIWAY	P	0	17,469.00	5/8/2017	3	94
TW K	1110	11/1/2012	AC	TAXIWAY	P	0	89,261.00	5/8/2017	5	94
TW K	1115	6/1/2014	AC	TAXIWAY	P	0	7,373.00	5/8/2017	3	92
TW K	1120	6/1/2012	AC	TAXIWAY	P	0	14,097.00	5/8/2017	5	92
TW L	1202	1/1/1996	AAC	TAXIWAY	P	0	21,209.00	5/8/2017	21	67
TW L	1205	1/1/1972	AC	TAXIWAY	P	0	13,025.00	5/8/2017	45	55

TW L	1210	1/1/1996	AAC	TAXIWAY	P	0	152,867.00	5/8/2017	21	65
TW L	1215	6/1/2012	AAC	TAXIWAY	P	0	14,829.00	5/8/2017	5	88
TW M	1305	1/1/1970	AC	TAXIWAY	P	0	27,738.00	5/8/2017	47	69
TW M	1306	11/1/2012	AC	TAXIWAY	P	0	29,856.00	5/8/2017	5	82
TW M	1310	1/1/1999	AC	TAXIWAY	P	0	24,002.00	5/8/2017	18	83
TW M	1315	1/1/1999	AC	TAXIWAY	P	0	16,359.00	5/8/2017	18	70
TW M	1320	1/1/1970	AC	TAXIWAY	P	0	95,815.00	5/8/2017	47	65
TW M	1325	1/1/2012	AAC	TAXIWAY	P	0	16,146.00	5/8/2017	5	92
TW N	1405	1/1/2004	AC	TAXIWAY	P	0	28,235.00	5/8/2017	13	82
TW R	1805	6/1/2012	AC	TAXIWAY	P	0	21,726.00	5/8/2017	5	92

Pavement Database: FDOT *NetworkId: SUA*

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
AP E	4205	12/25/1999	AC	APRON	P	0	206,398.00	5/1/2017	18	71
AP E	4207	9/1/2014	AC	APRON	P	0	6,131.00	5/1/2017	3	94
AP E	4210	12/25/1999	AC	APRON	P	0	27,315.00	5/1/2017	18	66
AP E	4225	1/1/2011	AC	APRON	P	0	17,825.00	5/1/2017	6	91
AP E	4227	1/1/2000	AC	APRON	P	0	98,326.00	5/1/2017	17	72
AP E	4229	1/1/2003	AC	APRON	P	0	132,210.00	5/1/2017	14	90
AP E	4230	1/1/2000	AC	APRON	P	0	114,996.00	5/1/2017	17	84
AP E	4231	7/1/2011	AC	APRON	P	0	17,884.00	5/1/2017	6	88
AP E	4235	12/25/1999	AC	APRON	P	0	45,261.00	5/1/2017	18	39
AP HELI	4505	1/1/2010	AC	APRON	P	0	27,270.00	5/1/2017	7	74
AP RU RW12	5305	1/1/2008	AC	APRON	P	0	7,180.00	5/1/2017	9	84
AP RU RW16	5105	1/1/2010	AC	APRON	P	0	20,042.00	5/1/2017	7	58
AP RU RW25	5505	1/1/2010	AC	APRON	P	0	13,276.00	5/1/2017	7	75
AP RU RW30	5205	1/1/2010	AC	APRON	P	0	12,313.00	5/1/2017	7	75
AP RU RW7	5405	1/1/2010	AC	APRON	P	0	17,932.00	5/1/2017	7	69
AP W	4105	12/25/1999	AC	APRON	P	0	57,734.00	5/1/2017	18	37
AP W	4107	1/1/1942	PCC	APRON	P	0	48,600.00	5/1/2017	75	39
AP W	4108	1/1/1942	PCC	APRON	P	0	20,280.00	5/1/2017	75	46
AP W	4110	1/1/1942	PCC	APRON	P	0	47,805.00	5/1/2017	75	40
AP W	4115	12/25/1999	AC	APRON	P	0	34,042.00	5/1/2017	18	65
AP W	4120	12/25/1999	AC	APRON	P	0	142,350.00	5/1/2017	18	67
AP W	4125	1/1/2006	PCC	APRON	P	0	12,050.00	5/1/2017	11	50
AP W	4150	1/1/2016	AC	APRON	P	0	4,286.00	1/1/2016	0	100
AP W	4155	1/1/2008	AC	APRON	P	0	2,735.00	5/1/2017	9	89
AP W	4160	1/1/2016	AC	APRON	P	0	4,543.00	1/1/2016	0	100
RW 12-30	6102	6/1/2016	AAC	RUNWAY	P	0	67,296.00	6/1/2016	0	100
RW 12-30	6105	6/1/2016	AAC	RUNWAY	P	0	483,073.00	6/1/2016	0	100
RW 12-30	6120	6/1/2016	AAC	RUNWAY	P	0	47,800.00	6/1/2016	0	100
RW 16-34	6305	5/1/2016	AAC	RUNWAY	S	0	484,373.00	5/1/2016	0	100
RW 7-25	6205	1/1/2010	AAC	RUNWAY	S	0	472,922.00	5/1/2017	7	82
RW 7-25	6210	6/1/2016	AAC	RUNWAY	S	0	3,735.00	6/1/2016	0	100
TL AP E	4215	12/25/1999	AC	TAXILANE	P	0	49,210.00	5/1/2017	18	69
TL AP E	4220	12/25/1999	AC	TAXILANE	P	0	32,840.00	5/1/2017	18	82
TW A	102	1/1/2008	AC	TAXIWAY	P	0	22,046.00	5/1/2017	9	89
TW A	105	1/1/2008	AC	TAXIWAY	P	0	79,216.00	5/1/2017	9	72
TW A	107	1/1/2008	AAC	TAXIWAY	P	0	8,607.00	5/1/2017	9	83
TW A	110	1/1/2008	AAC	TAXIWAY	P	0	144,144.00	5/1/2017	9	61
TW A	115	6/1/2016	AAC	TAXIWAY	P	0	9,815.00	6/1/2016	0	100
TW A1	125	1/1/2010	AC	TAXIWAY	P	0	11,725.00	5/1/2017	7	66
TW B	205	1/1/1942	AC	TAXIWAY	P	0	61,173.00	5/1/2017	75	29
TW B	208	1/1/2010	AC	TAXIWAY	P	0	17,865.00	5/1/2017	7	44
TW C	305	1/1/2010	AC	TAXIWAY	P	0	78,633.00	5/1/2017	7	81
TW C	310	1/1/2010	AC	TAXIWAY	P	0	68,007.00	5/1/2017	7	84
TW C	315	6/1/2016	AAC	TAXIWAY	P	0	9,493.00	6/1/2016	0	100
TW C	318	10/1/2013	AAC	TAXIWAY	P	0	9,500.00	5/1/2017	4	94
TW C	325	1/1/2008	AC	TAXIWAY	P	0	9,639.00	5/1/2017	9	77
TW C	330	12/25/1999	AC	TAXIWAY	P	0	134,221.00	5/1/2017	18	28
TW C1	505	1/1/2010	AC	TAXIWAY	P	0	47,957.00	5/1/2017	7	73

TW D	405	1/1/2010	AC	TAXIWAY	P	0	181,620.00	5/1/2017	7	88

Pavement Database: FDOT *NetworkId: VRB*

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
AP CENTER	4205	1/1/2002	AC	APRON	P	0	230,112.00	10/8/2018	16	51
AP CENTER	4210	1/1/2002	AC	APRON	P	0	24,110.00	10/8/2018	16	52
AP CENTER	4215	1/1/2002	AC	APRON	P	0	236,514.00	10/8/2018	16	50
AP CENTER	4220	1/1/1992	APC	APRON	P	0	37,360.00	10/8/2018	26	41
AP CENTER	4230	7/31/2008	AC	APRON	P	0	28,600.00	10/8/2018	10	41
AP CENTER	4235	1/1/1985	PCC	APRON	P	0	22,857.00	10/8/2018	33	9
AP CENTER	4240	1/1/2002	APC	APRON	P	0	259,868.00	10/8/2018	16	49
AP CENTER	4245	1/1/1988	AC	APRON	P	0	108,037.00	10/8/2018	30	41
AP CENTER	4250	1/1/2002	PCC	APRON	P	0	50,500.00	10/8/2018	16	100
AP NE	5405	12/25/2018	AAC	APRON	P	0	214,560.00	12/25/2018	0	100
AP NE	5410	1/1/2002	AC	APRON	P	0	51,735.00	10/8/2018	16	49
AP RU 12R	5205	11/11/2016	AC	APRON	P	0	99,291.00	11/11/2016	0	100
AP RU 30L	5305	11/11/2016	AAC	APRON	P	0	52,790.00	11/11/2016	0	100
AP RU RW 4	5105	1/1/2003	AC	APRON	P	0	26,770.00	10/8/2018	15	59
AP RU RW 4	5110	1/1/1979	AC	APRON	P	0	35,780.00	10/8/2018	39	85
AP RU TW F	5505	1/1/1988	AC	APRON	P	0	22,034.00	10/8/2018	30	64
AP RU TW F	5506	1/1/2010	AAC	APRON	P	0	15,486.00	10/8/2018	8	82
AP RU TW F	5515	1/1/2010	AAC	APRON	P	0	21,638.00	10/8/2018	8	87
AP SW	4105	1/1/2002	AC	APRON	P	0	218,427.00	10/8/2018	16	34
AP SW	4110	1/1/1991	PCC	APRON	P	0	2,787.00	10/8/2018	27	74
AP SW	4115	7/31/2008	PCC	APRON	P	0	29,786.00	10/8/2018	10	17
AP W	4305	7/31/2008	PCC	APRON	P	0	24,038.00	10/8/2018	10	92
AP W	4310	12/25/1999	AC	APRON	P	0	85,647.00	10/8/2018	19	50
AP W	4312	12/25/1999	PCC	APRON	P	0	3,090.00	10/8/2018	19	92
AP W	4315	7/31/2008	PCC	APRON	P	0	32,833.00	10/8/2018	10	84
AP W	4405	1/1/2004	AC	APRON	T	0	205,414.00	10/8/2018	14	50
AP W	4410	1/1/1999	AC	APRON	T	0	40,406.00	10/8/2018	19	59
AP W	4415	7/31/2008	PCC	APRON	P	0	14,800.00	10/8/2018	10	67
AP W	4420	1/1/2017	AC	APRON	P	0	135,718.00	1/1/2017	0	100
AP W	4425	1/1/2017	AC	APRON	P	0	81,768.00	1/1/2017	0	100
RW 12L-30R	6205	1/1/2010	AAC	RUNWAY	S	0	169,050.00	10/8/2018	8	88
RW 12L-30R	6215	1/1/2010	AAC	RUNWAY	S	0	26,250.00	10/8/2018	8	81
RW 12L-30R	6220	1/1/2010	AAC	RUNWAY	S	0	67,500.00	10/8/2018	8	85
RW 12R-30L	6105	1/1/2004	AAC	RUNWAY	P	0	162,750.00	10/8/2018	14	81
RW 12R-30L	6110	1/1/2004	AAC	RUNWAY	P	0	573,090.00	10/8/2018	14	64
RW 12R-30L	6115	1/1/2011	AAC	RUNWAY	P	0	31,500.00	10/8/2018	7	77
RW 4-22	6305	1/1/2014	AAC	RUNWAY	P	0	443,200.00	10/8/2018	4	90
RW 4-22	6310	1/1/2004	AAC	RUNWAY	P	0	43,400.00	10/8/2018	14	76
TL SW	4505	1/1/2008	AC	TAXILANE	P	0	35,304.00	10/8/2018	10	90
TL SW	4510	12/25/2001	AC	TAXILANE	P	0	47,352.00	10/8/2018	17	78
TL SW	4515	12/25/1994	AC	TAXILANE	P	0	39,359.00	10/8/2018	24	72
TL SW	4520	12/25/2001	AC	TAXILANE	P	0	31,196.00	10/8/2018	17	69
TL SW	4525	12/25/2001	AC	TAXILANE	P	0	24,241.00	10/8/2018	17	74
TL SW	4530	12/25/2014	AC	TAXILANE	P	0	13,852.00	10/8/2018	4	88
TW A	101	1/1/2014	AC	TAXIWAY	T	0	12,340.00	10/8/2018	4	91
TW A	102	1/1/2003	AC	TAXIWAY	T	0	25,470.00	10/8/2018	15	72
TW A	105	1/1/2004	AAC	TAXIWAY	P	0	59,360.00	10/8/2018	14	74

TW A	110	1/1/2004	AAC	TAXIWAY	P	0	29,000.00	10/8/2018	14	65
TW A	115	1/1/2004	AAC	TAXIWAY	P	0	5,740.00	10/8/2018	14	56
TW A	120	1/1/2004	AAC	TAXIWAY	P	0	14,780.00	10/8/2018	14	70
TW A	125	1/1/2004	AAC	TAXIWAY	P	0	8,250.00	10/8/2018	14	67
TW A	130	1/1/2004	AAC	TAXIWAY	P	0	9,282.00	10/8/2018	14	85
TW A	134	1/1/2014	AC	TAXIWAY	P	0	9,625.00	10/8/2018	4	90
TW A	135	1/1/1987	AC	TAXIWAY	P	0	52,226.00	10/8/2018	31	60
TW A1	150	1/1/1988	AC	TAXIWAY	P	0	7,244.00	10/8/2018	30	57
TW A1	155	1/1/2014	AC	TAXIWAY	P	0	11,073.00	10/8/2018	4	91
TW A2	142	1/1/2014	AAC	TAXIWAY	P	0	14,590.00	10/8/2018	4	89
TW A2	143	1/1/2010	AAC	TAXIWAY	P	0	3,723.00	10/8/2018	8	86
TW B	201	1/1/2014	AC	TAXIWAY	P	0	10,353.00	10/8/2018	4	89
TW B	205	1/1/1989	AC	TAXIWAY	P	0	73,775.00	10/8/2018	29	64
TW B	206	1/1/1989	AAC	TAXIWAY	P	0	4,213.00	10/8/2018	29	56
TW B1	151	1/1/2004	AC	TAXIWAY	P	0	5,576.00	10/8/2018	14	74
TW B1	152	1/1/2014	AC	TAXIWAY	P	0	8,073.00	10/8/2018	4	91
TW C	305	11/11/2016	AAC	TAXIWAY	P	0	83,003.00	11/11/2016	0	100
TW C	306	1/1/2011	AAC	TAXIWAY	P	0	31,809.00	10/8/2018	7	85
TW C	307	1/1/2014	AAC	TAXIWAY	P	0	6,396.00	10/8/2018	4	90
TW C	309	1/1/2014	AAC	TAXIWAY	P	0	10,088.00	10/8/2018	4	89
TW C	310	1/1/2011	AAC	TAXIWAY	P	0	38,030.00	10/8/2018	7	75
TW C	312	1/1/2011	AAC	TAXIWAY	P	0	32,050.00	10/8/2018	7	77
TW C	315	11/11/2016	AC	TAXIWAY	P	0	194,128.00	11/11/2016	0	100
TW C1	390	1/1/2004	AAC	TAXIWAY	P	0	45,094.00	10/8/2018	14	73
TW C2	328	11/11/2016	AAC	TAXIWAY	P	0	5,659.00	11/11/2016	0	100
TW C2	330	11/11/2016	AC	TAXIWAY	P	0	24,718.00	11/11/2016	0	100
TW C2	335	1/1/2004	AAC	TAXIWAY	P	0	14,041.00	10/8/2018	14	63
TW C2	340	12/25/2018	AAC	TAXIWAY	P	0	15,970.00	12/25/2018	0	100
TW C2	345	12/25/2018	AAC	TAXIWAY	P	0	26,250.00	12/25/2018	0	100
TW C3	350	1/1/2004	AAC	TAXIWAY	P	0	28,935.00	10/8/2018	14	50
TW C3	354	1/1/1988	AC	TAXIWAY	T	0	10,620.00	10/8/2018	30	39
TW C3	355	11/11/2016	AAC	TAXIWAY	P	0	9,405.00	11/11/2016	0	100
TW C3	356	1/1/1998	AAC	TAXIWAY	P	0	12,737.00	10/8/2018	20	76
TW C4	360	1/1/2004	AAC	TAXIWAY	P	0	14,628.00	10/8/2018	14	60
TW C4	365	11/11/2016	AC	TAXIWAY	P	0	19,586.00	11/11/2016	0	100
TW C5	370	1/1/1988	AC	TAXIWAY	P	0	5,670.00	10/8/2018	30	53
TW C5	375	1/1/2004	AAC	TAXIWAY	P	0	11,271.00	10/8/2018	14	64
TW C5	385	1/1/2011	AAC	TAXIWAY	P	0	12,239.00	10/8/2018	7	84
TW C6	302	1/1/2017	AC	TAXIWAY	P	0	45,547.00	1/1/2017	0	100
TW C6	303	1/1/2004	AAC	TAXIWAY	P	0	9,917.00	10/8/2018	14	68
TW C6	304	1/1/1989	AC	TAXIWAY	P	0	5,280.00	10/8/2018	29	62
TW D	405	1/1/2004	AAC	TAXIWAY	P	0	25,540.00	10/8/2018	14	54
TW D	410	1/1/2011	AAC	TAXIWAY	P	0	14,032.00	10/8/2018	7	79
TW D	414	1/1/2004	AAC	TAXIWAY	P	0	19,328.00	10/8/2018	14	83
TW D	415	1/1/2004	AC	TAXIWAY	P	0	57,753.00	10/8/2018	14	83
TW D	420	1/1/2010	AAC	TAXIWAY	P	0	14,982.00	10/8/2018	8	90
TW E	505	1/1/2014	AAC	TAXIWAY	P	0	16,517.00	10/8/2018	4	90

TW E	515	1/1/2014	AAC	TAXIWAY	P	0	35,421.00	10/8/2018	4	91
TW F	605	1/1/2010	AAC	TAXIWAY	P	0	21,000.00	10/8/2018	8	91
TW F	610	1/1/2010	AAC	TAXIWAY	P	0	49,875.00	10/8/2018	8	90
TW F	611	1/1/2010	AAC	TAXIWAY	P	0	21,000.00	10/8/2018	8	89
TW F	612	1/1/2010	AAC	TAXIWAY	P	0	30,660.00	10/8/2018	8	82
TW F	615	1/1/2010	AAC	TAXIWAY	P	0	7,310.00	10/8/2018	8	85
TW F	620	1/1/2010	AAC	TAXIWAY	P	0	6,771.00	10/8/2018	8	89
TW F	625	1/1/2010	AAC	TAXIWAY	P	0	6,881.00	10/8/2018	8	82
TW F	630	1/1/2010	AAC	TAXIWAY	P	0	5,753.00	10/8/2018	8	86

Pavement Database: FDOT *NetworkId: X26*

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
AP RU E	5510	1/1/2004	AC	APRON	T	0	13,002.00	9/15/2016	12	81
AP RU SW	5405	1/1/2005	AC	APRON	T	0	19,824.00	9/15/2016	11	85
AP SE	5605	1/1/1943	AC	APRON	P	0	100,723.00	9/15/2016	73	27
AP SE	5610	1/1/2005	AC	APRON	P	0	21,960.00	9/15/2016	11	87
AP SE	5615	1/1/2009	AC	APRON	P	0	10,290.00	9/15/2016	7	87
AP TERM	5705	1/1/2005	AC	APRON	P	0	32,590.00	9/15/2016	11	89
AP TERM	5710	1/1/2008	PCC	APRON	P	0	3,600.00	9/15/2016	8	92
AP T-HANG	5305	1/1/2003	AC	APRON	T	0	28,960.00	9/15/2016	13	78
AP W	5105	1/1/2005	AC	APRON	P	0	133,925.00	9/15/2016	11	84
AP W	5115	1/1/1943	AC	APRON	P	0	31,900.00	9/15/2016	73	15
AP W	5120	1/1/2004	AC	APRON	P	0	20,635.00	9/15/2016	12	81
RW 10-28	6305	1/1/2004	AC	RUNWAY	P	0	134,512.00	9/15/2016	12	80
RW 10-28	6310	1/1/2004	AC	RUNWAY	P	0	44,362.00	9/15/2016	12	80
RW 10-28	6315	1/1/2004	AC	RUNWAY	P	0	45,750.00	9/15/2016	12	87
RW 10-28	6320	1/1/2004	AC	RUNWAY	P	0	15,376.00	9/15/2016	12	82
RW 5-23	6205	1/1/2003	AAC	RUNWAY	P	0	295,188.00	9/15/2016	13	75
TW A	405	1/1/2005	AAC	TAXIWAY	P	0	57,743.00	9/15/2016	11	81
TW A	415	1/1/2005	AC	TAXIWAY	P	0	16,504.00	9/15/2016	11	81
TW A	420	1/1/2004	AC	TAXIWAY	P	0	60,300.00	9/15/2016	12	83
TW A	425	1/1/2004	AC	TAXIWAY	P	0	7,067.00	9/15/2016	12	54
TW B	610	1/1/2004	AC	TAXIWAY	P	0	119,314.00	9/15/2016	12	77
TW C	305	1/1/1943	AC	TAXIWAY	P	0	51,193.00	9/15/2016	73	13
TW C	306	1/1/1943	AC	TAXIWAY	P	0	11,251.00	9/15/2016	73	16
TW CONN	515	1/1/2004	AC	TAXIWAY	P	0	23,637.00	9/15/2016	12	75
TW E	700	1/1/2011	AC	TAXIWAY	P	0	29,416.00	9/15/2016	5	91

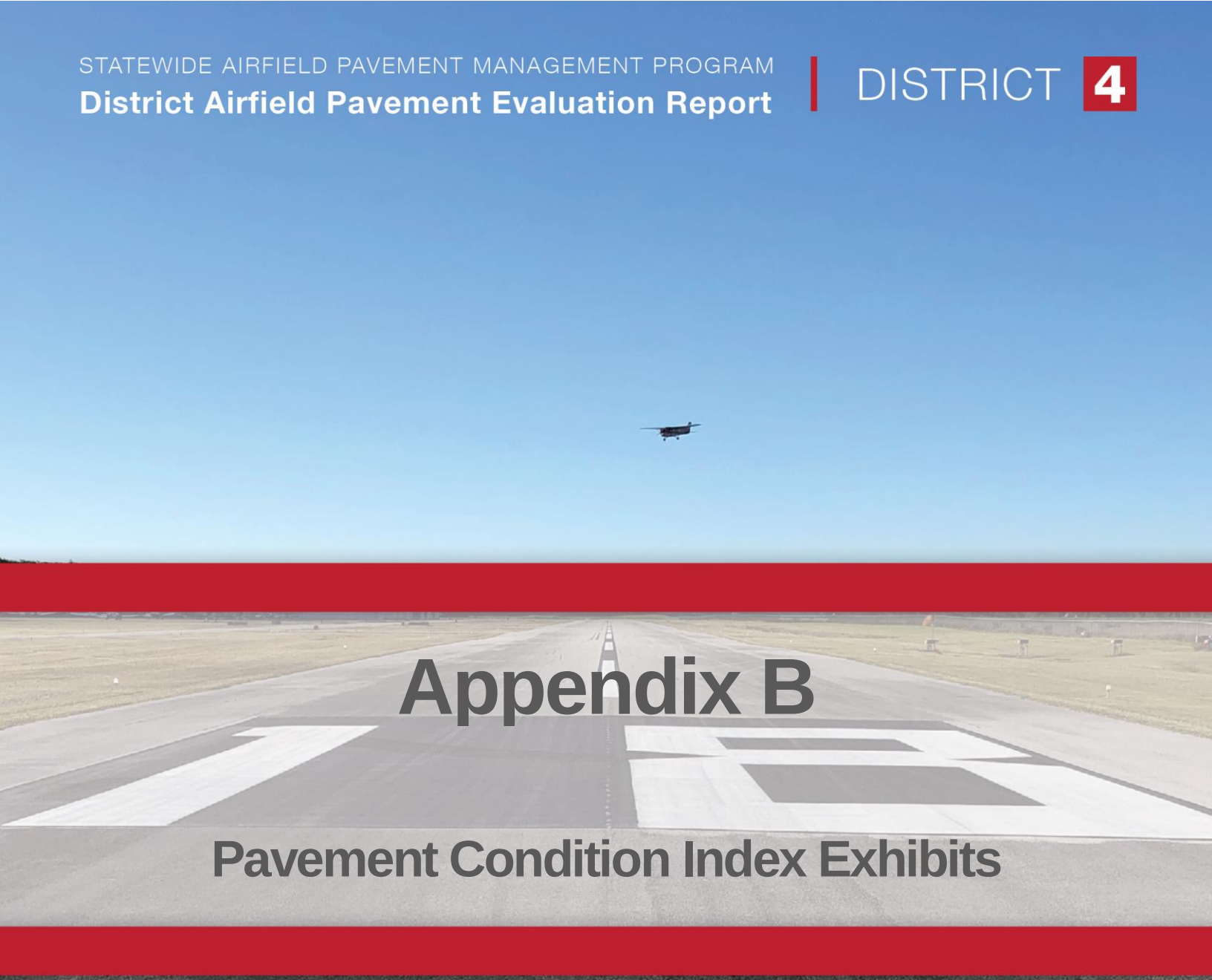
Pavement Database: FDOT

Age Category	Average Age at Inspection	Total Area (SqFt)	Number of Sections	Arithmetic Average PCI	Standard Deviation PCI	Weighted Average PCI
00-02		11,696,258.00	169	99.93	0.92	100.00
03-05	4	10,133,861.00	163	91.90	4.60	93.27
06-10	8	15,668,128.00	270	82.73	9.86	81.98
11-15	13	9,173,484.00	137	72.66	12.71	70.73
16-20	18	6,640,098.00	77	63.64	16.70	61.92
21-25	24	3,601,296.00	56	68.20	14.23	66.84
26-30	28	1,950,487.00	39	55.03	17.88	54.43
31-35	33	3,478,772.00	27	56.37	16.84	63.42
36-40	37	330,027.00	4	52.75	18.79	48.38
41-50	44	1,739,554.00	19	57.63	11.34	60.86
50+	66	1,533,251.00	21	30.90	17.44	31.45
ALL	12	65,945,216.02	982	79.94	18.76	78.81

STATEWIDE AIRFIELD PAVEMENT MANAGEMENT PROGRAM

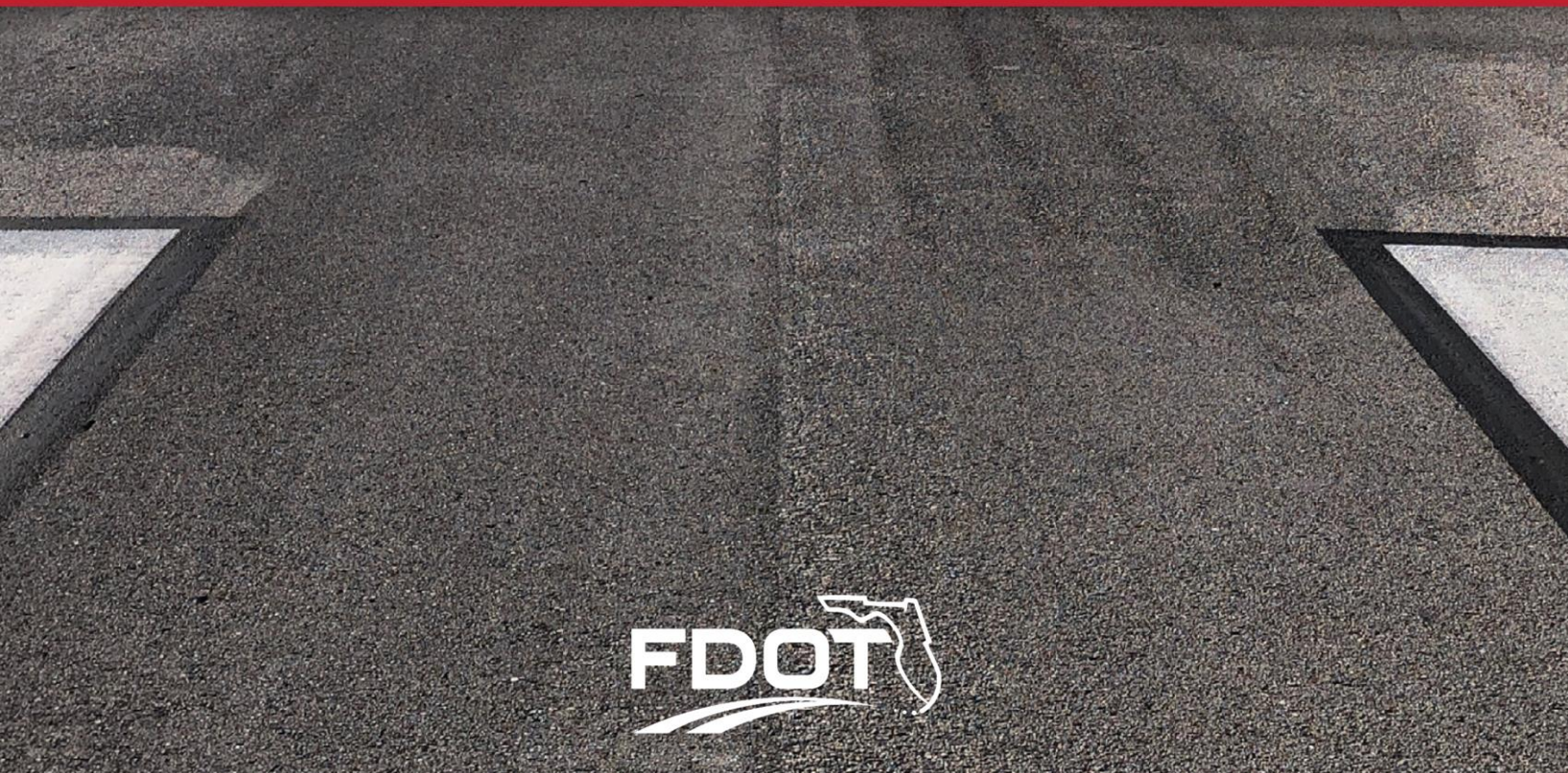
District Airfield Pavement Evaluation Report

DISTRICT 4



Appendix B

Pavement Condition Index Exhibits



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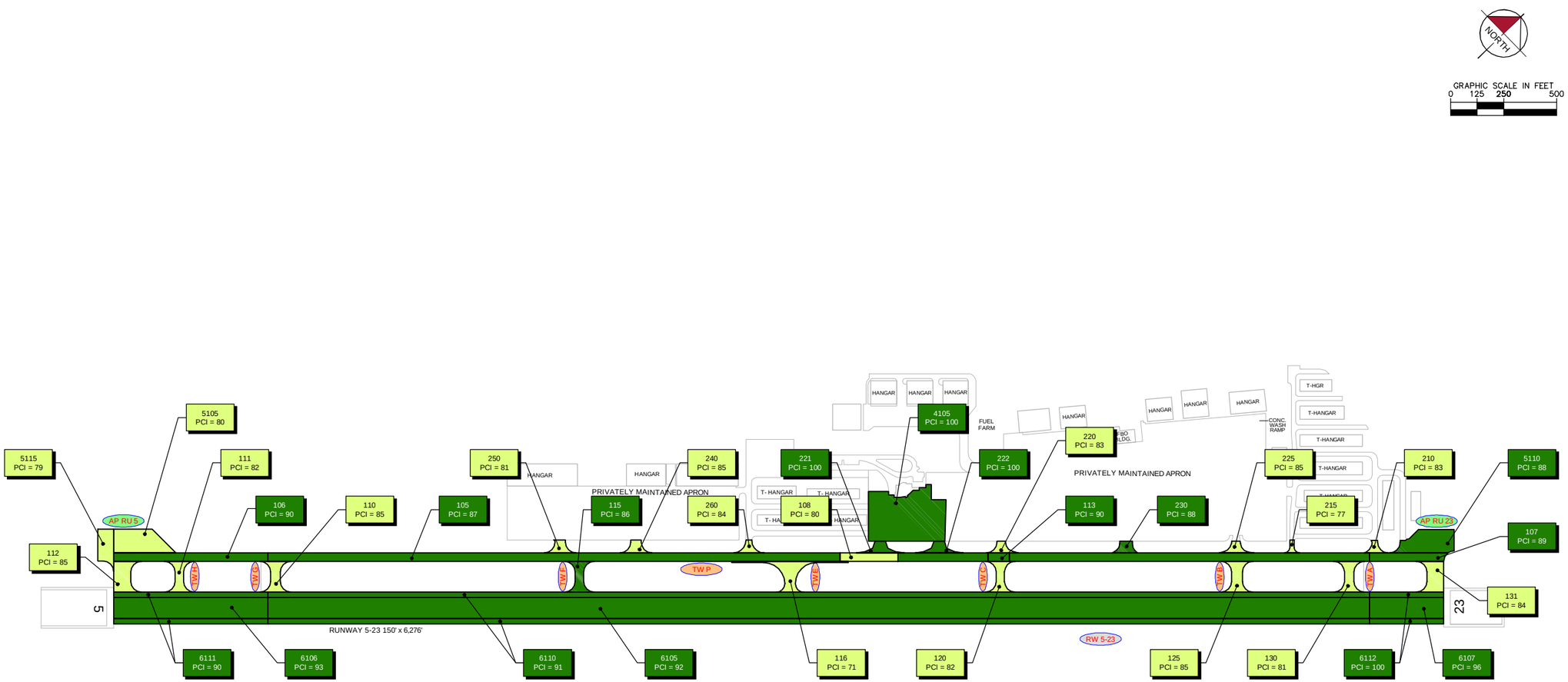


LEGEND

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

- 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.

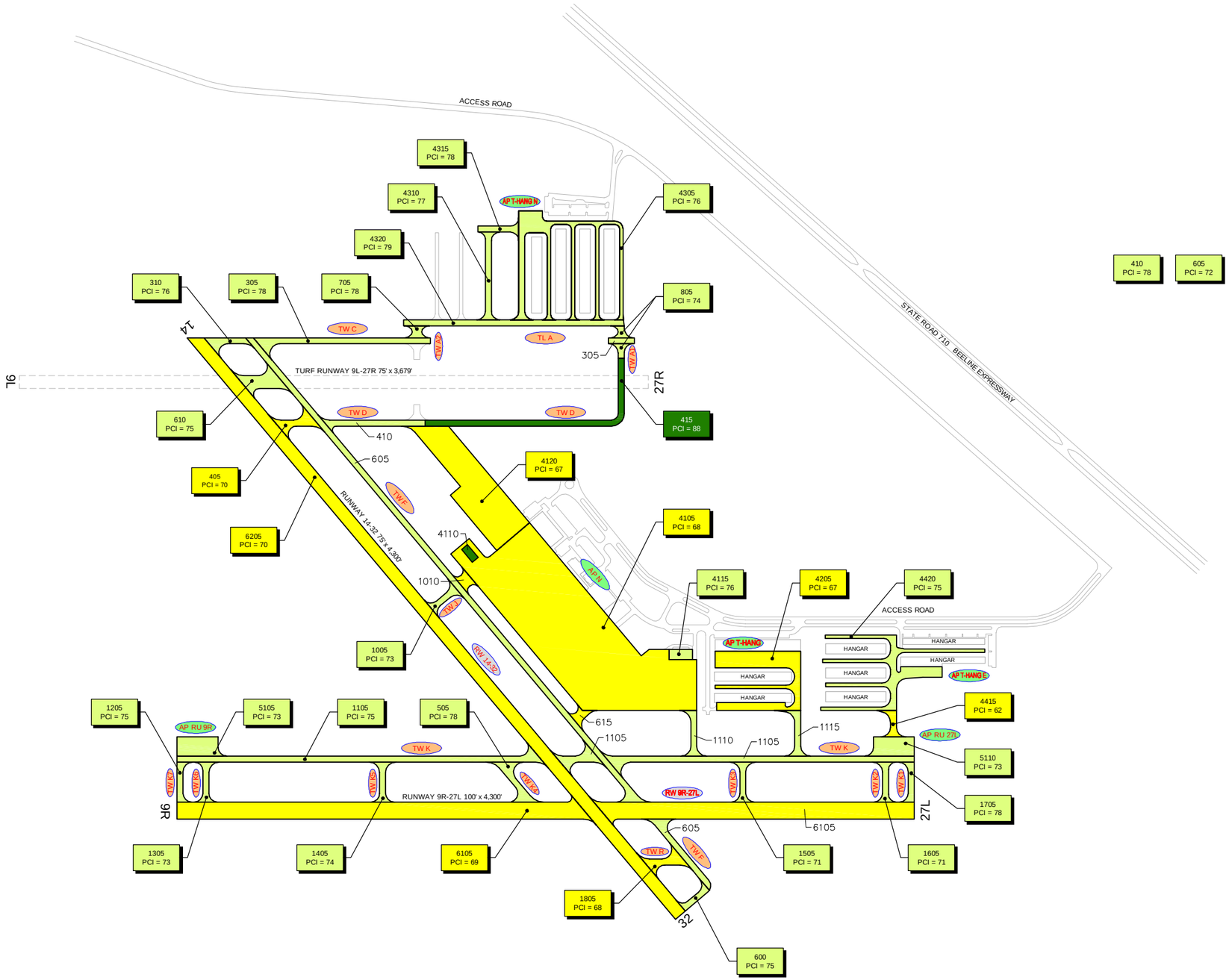
003 - AIRFIELD PAVEMNET CONDITION INDEX EXHIBIT

Airport Pavement Evaluation Report **2019**

Statewide Airfield Pavement Management Program

BOCA RATON AIRPORT - BCT

FDOT



NORTH

GRAPHIC SCALE IN FEET
0 150 300 600

410 PCI = 78 | 605 PCI = 72 | 615 PCI = 69 | 1010 PCI = 61 | 1110 PCI = 76 | 1115 PCI = 76 | 4110 PCI = 95

LEGEND

- RW 13-31 — TYPICAL RUNWAY BRANCH ID
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"PCI NO."

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003 - AIRFIELD PAVEMENT
CONDITION INDEX EXHIBIT

Statewide Airfield Pavement Management Program
Airport Pavement Evaluation Report
2019
NORTH PALM BEACH COUNTY GENERAL AVIATION AIRPORT - F45

FDOT

102 PCI = 100	105 PCI = 100	110 PCI = 100	112 PCI = 100	115 PCI = 100	116 PCI = 100	120 PCI = 100	124 PCI = 100	125 PCI = 53	126 PCI = 59	130 PCI = 52	132 PCI = 62	133 PCI = 66	135 PCI = 58	136 PCI = 70	137 PCI = 70	140 PCI = 61	141 PCI = 59	142 PCI = 57	143 PCI = 59	144 PCI = 48	146 PCI = 61	155 PCI = 47	156 PCI = 63	157 PCI = 57	160 PCI = 100	162 PCI = 100
165 PCI = 100	170 PCI = 100	175 PCI = 100	180 PCI = 100	182 PCI = 76	190 PCI = 100	205 PCI = 100	210 PCI = 100	215 PCI = 100	216 PCI = 100	218 PCI = 100	220 PCI = 72	225 PCI = 74	230 PCI = 73	235 PCI = 100	252 PCI = 100	253 PCI = 100	255 PCI = 100	260 PCI = 100	265 PCI = 100	267 PCI = 100	270 PCI = 100	275 PCI = 100	278 PCI = 100	280 PCI = 100	282 PCI = 100	285 PCI = 100
287 PCI = 100	290 PCI = 100	295 PCI = 70	305 PCI = 100	306 PCI = 100	307 PCI = 64	310 PCI = 64	311 PCI = 58	315 PCI = 59	320 PCI = 62	325 PCI = 62	350 PCI = 83	355 PCI = 100	425 PCI = 100	430 PCI = 100	432 PCI = 100	433 PCI = 63	434 PCI = 78	505 PCI = 100	510 PCI = 100	515 PCI = 100	522 PCI = 79	524 PCI = 39	525 PCI = 89	526 PCI = 71	528 PCI = 69	540 PCI = 91
605 PCI = 96	705 PCI = 96	805 PCI = 97	810 PCI = 61	825 PCI = 97	835 PCI = 100	845 PCI = 97	855 PCI = 99	905 PCI = 97	910 PCI = 94	915 PCI = 94	920 PCI = 99	925 PCI = 94	930 PCI = 93	935 PCI = 94	940 PCI = 96	945 PCI = 97	950 PCI = 95	955 PCI = 97	960 PCI = 91	962 PCI = 100	965 PCI = 97	970 PCI = 98	975 PCI = 96	1205 PCI = 78	1210 PCI = 80	1220 PCI = 97

LEGEND

- RW 13-31 — TYPICAL RUNWAY BRANCH ID
- TW A — TYPICAL TAXIWAY 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.

1240 PCI = 91	1432 PCI = 94	1435 PCI = 32	1442 PCI = 88	1445 PCI = 92	1450 PCI = 100	1705 PCI = 100	1707 PCI = 100	1710 PCI = 100	1712 PCI = 100	1715 PCI = 94	1716 PCI = 65	1717 PCI = 75	1718 PCI = 77	1730 PCI = 93	1905 PCI = 58	1907 PCI = 62	1910 PCI = 60	2005 PCI = 37	2010 PCI = 87	2020 PCI = 100	2025 PCI = 52	2031 PCI = 86	2035 PCI = 59	2040 PCI = 67	2045 PCI = 73
2050 PCI = 55	2055 PCI = 17	2057 PCI = 97	2060 PCI = 55	2065 PCI = 28	2070 PCI = 26	2080 PCI = 70	4010 PCI = 40	4011 PCI = 72	4020 PCI = 50	4025 PCI = 52	4040 PCI = 45	4045 PCI = 55	4075 PCI = 60	4080 PCI = 76	4082 PCI = 82	4085 PCI = 42	4087 PCI = 100	4092 PCI = 100	4095 PCI = 100	4105 PCI = 100	4110 PCI = 100	4115 PCI = 100	4205 PCI = 73	4305 PCI = 70	4405 PCI = 68
4410 PCI = 100	5105 PCI = 71	5210 PCI = 35	5211 PCI = 100	5212 PCI = 100	5305 PCI = 95	6105 PCI = 100	6110 PCI = 100	6115 PCI = 100	6120 PCI = 100	6125 PCI = 100	6130 PCI = 100	6135 PCI = 100	6140 PCI = 100	6145 PCI = 100	6150 PCI = 100	6155 PCI = 100	6160 PCI = 100	6165 PCI = 100	6170 PCI = 100	6205 PCI = 97	6210 PCI = 98	6215 PCI = 95	6220 PCI = 93	6225 PCI = 98	6230 PCI = 98

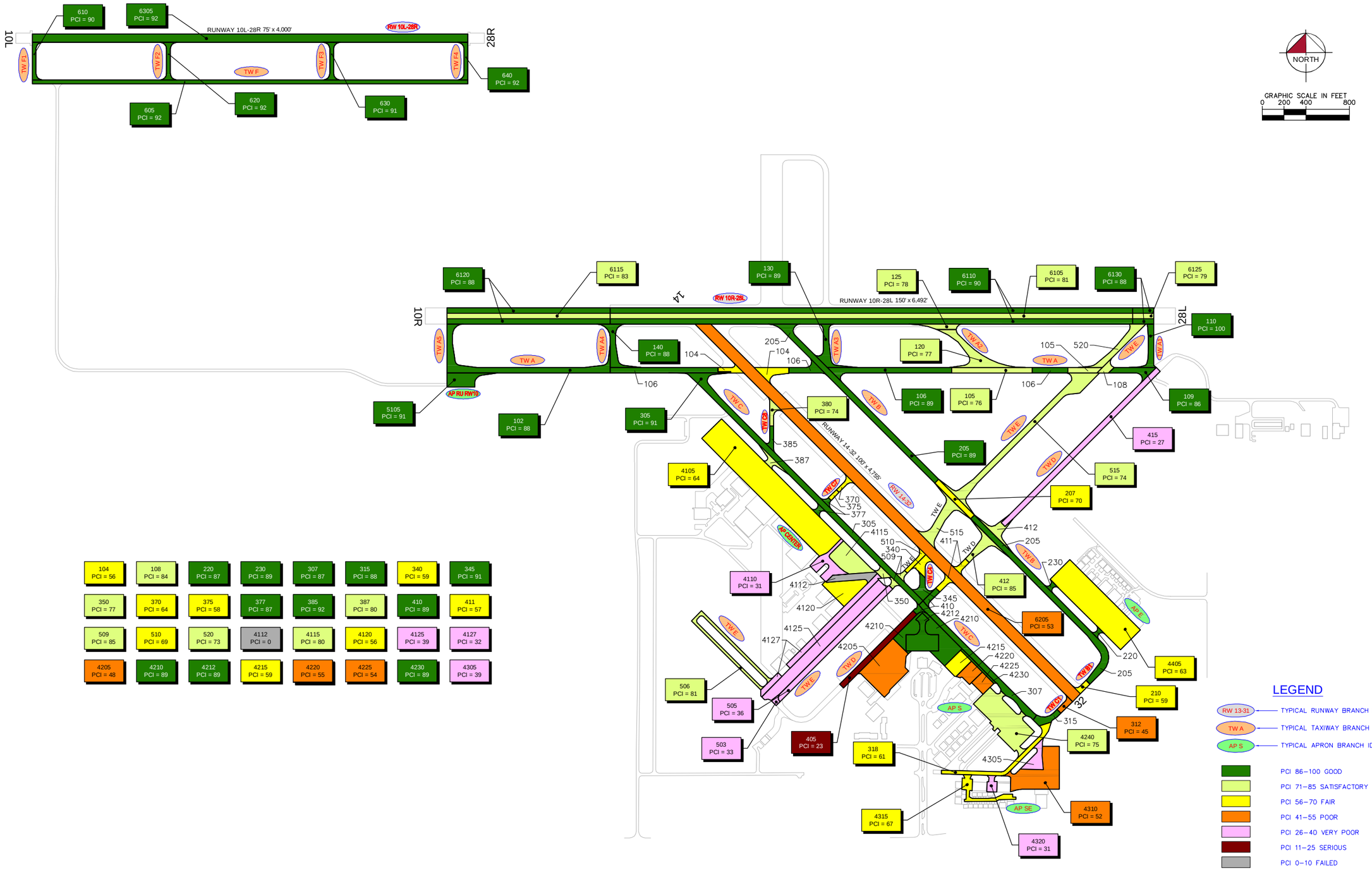
003 - AIRFIELD PAVEMENT CONDITION INDEX EXHIBIT

Airport Pavement Evaluation Report **2019**

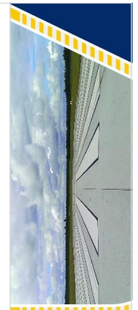
Statewide Airfield Pavement Management Program

FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT - FLL

FDOT



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



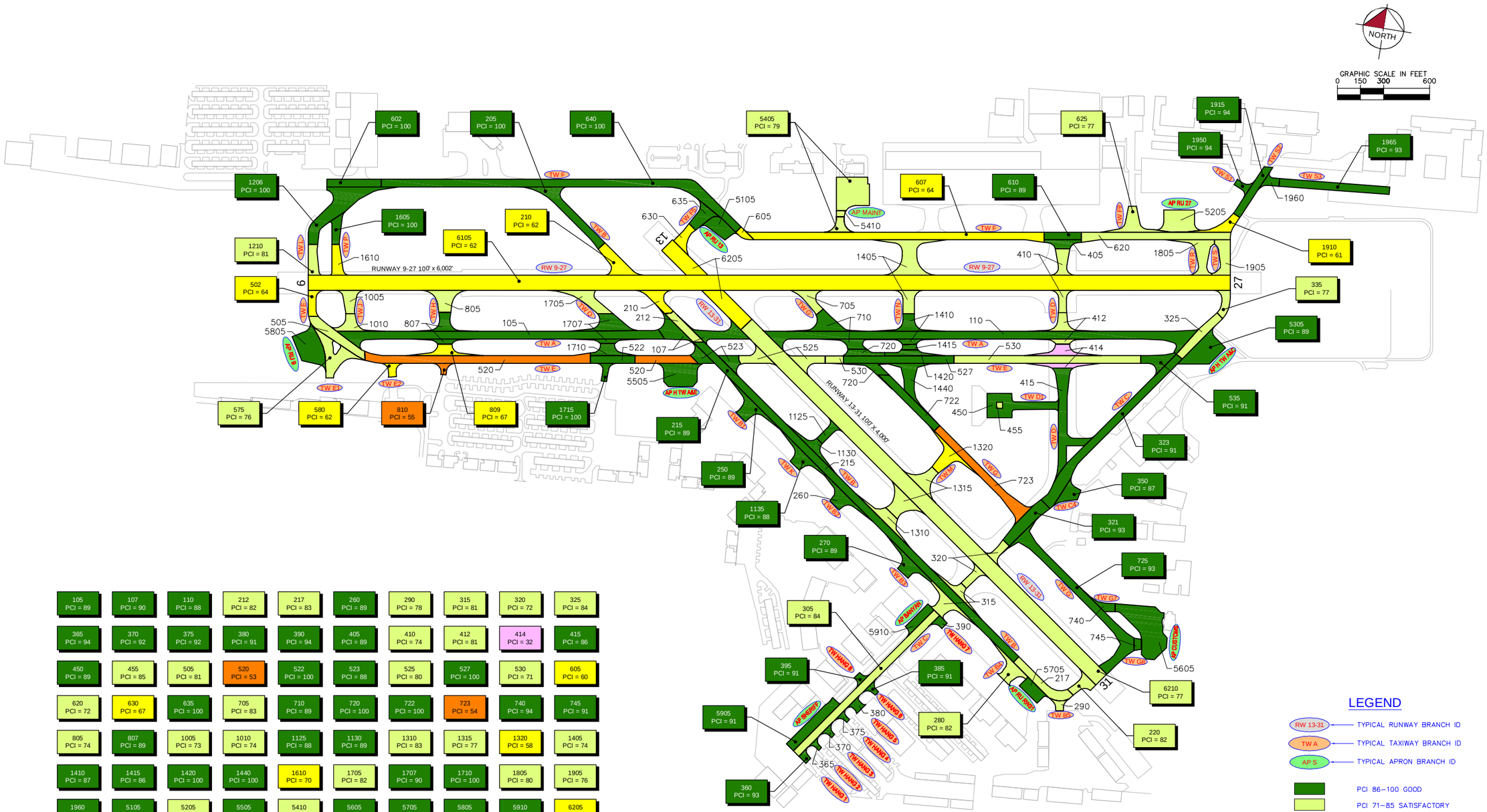
003 - AIRFIELD PAVEMENT CONDITION INDEX EXHIBIT

Statewide Airfield Pavement Management Program

Airport Pavement Evaluation Report 2017

TREASURE COAST INTERNATIONAL AIRPORT - FPR

FDOT



105 PCI = 89	107 PCI = 90	110 PCI = 88	212 PCI = 82	217 PCI = 83	260 PCI = 89	290 PCI = 78	315 PCI = 81	320 PCI = 72	325 PCI = 84
365 PCI = 94	370 PCI = 92	375 PCI = 92	380 PCI = 91	390 PCI = 94	405 PCI = 89	410 PCI = 74	412 PCI = 81	414 PCI = 32	415 PCI = 86
450 PCI = 89	455 PCI = 85	505 PCI = 81	520 PCI = 53	522 PCI = 100	523 PCI = 88	525 PCI = 80	527 PCI = 100	530 PCI = 71	605 PCI = 60
620 PCI = 72	630 PCI = 67	635 PCI = 100	705 PCI = 83	710 PCI = 89	720 PCI = 100	722 PCI = 100	723 PCI = 54	740 PCI = 94	745 PCI = 91
805 PCI = 74	807 PCI = 89	1005 PCI = 73	1010 PCI = 74	1125 PCI = 88	1130 PCI = 89	1310 PCI = 83	1315 PCI = 77	1320 PCI = 58	1405 PCI = 74
1410 PCI = 87	1415 PCI = 86	1420 PCI = 100	1440 PCI = 100	1610 PCI = 70	1705 PCI = 82	1707 PCI = 90	1710 PCI = 100	1805 PCI = 80	1905 PCI = 76
1960 PCI = 92	5105 PCI = 100	5205 PCI = 85	5505 PCI = 89	5410 PCI = 79	5605 PCI = 92	5705 PCI = 89	5805 PCI = 91	5910 PCI = 94	6205 PCI = 67

LEGEND

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"SECTION NO." "PCI NO."

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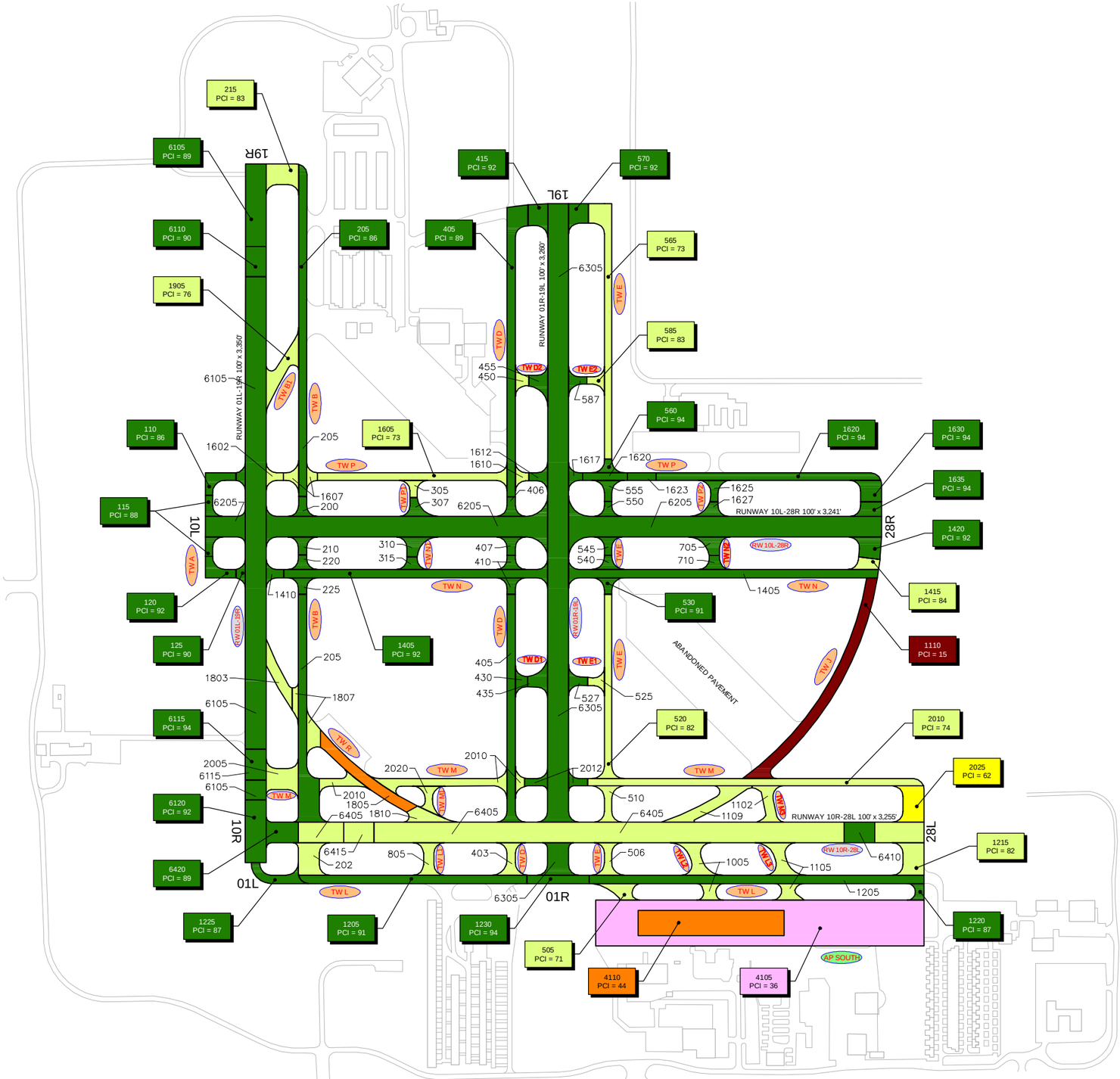
003 - AIRFIELD PAVEMENT CONDITION INDEX EXHIBIT

Statewide Airfield Pavement Management Program

Airport Pavement Evaluation Report 2019

FORT LAUDERDALE EXECUTIVE AIRPORT - FXE

FDOT



105 PCI = 90	200 PCI = 94	202 PCI = 82	210 PCI = 94	220 PCI = 88
225 PCI = 94	305 PCI = 75	307 PCI = 94	310 PCI = 91	315 PCI = 87
403 PCI = 71	406 PCI = 94	407 PCI = 90	410 PCI = 94	430 PCI = 91
435 PCI = 93	450 PCI = 84	455 PCI = 92	506 PCI = 73	510 PCI = 85
525 PCI = 82	527 PCI = 94	540 PCI = 88	545 PCI = 91	550 PCI = 94
555 PCI = 94	587 PCI = 89	705 PCI = 94	710 PCI = 89	805 PCI = 76
1005 PCI = 84	1102 PCI = 78	1105 PCI = 78	1109 PCI = 77	1410 PCI = 91
1602 PCI = 71	1607 PCI = 84	1610 PCI = 78	1612 PCI = 89	1617 PCI = 95
1623 PCI = 94	1625 PCI = 94	1627 PCI = 94	1803 PCI = 79	1805 PCI = 41
1807 PCI = 80	1810 PCI = 77	2005 PCI = 73	2012 PCI = 92	2020 PCI = 85
6205 PCI = 93	6305 PCI = 93	6405 PCI = 80	6410 PCI = 91	6415 PCI = 83

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 41–55 POOR
- PCI 26–40 VERY POOR
- PCI 11–25 SERIOUS
- PCI 0–10 FAILED

"SECTION NO." "PCI NO."

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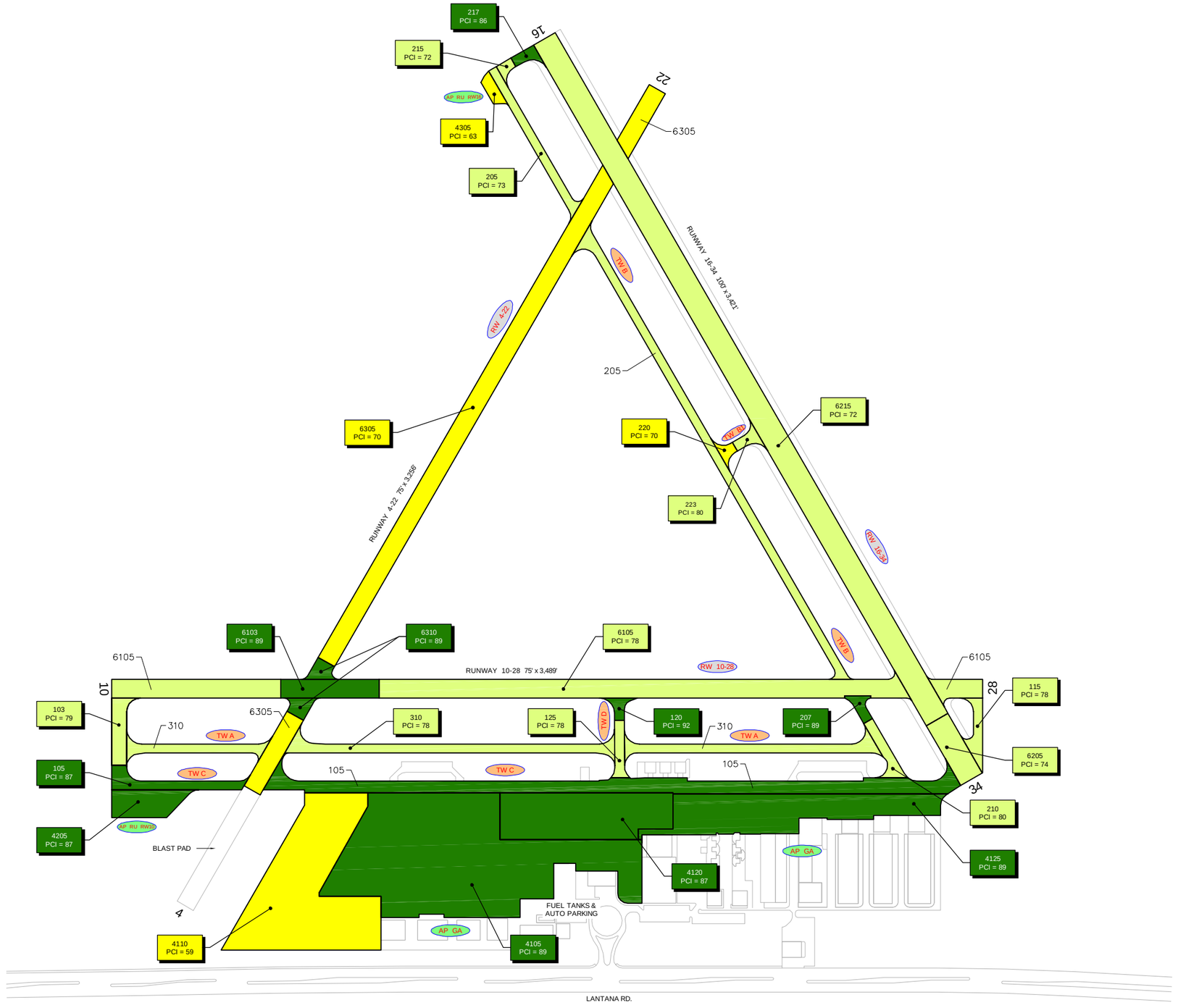
003 - AIRFIELD PAVEMENT
CONDITION INDEX EXHIBIT

Airport Pavement Evaluation Report
2019

Statewide Airfield Pavement Management Program

NORTH PERRY AIRPORT - HWO

FDOT



NORTH

GRAPHIC SCALE IN FEET
0 100 200 400

LEGEND

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003 - AIRFIELD PAVEMENT
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PALM BEACH COUNTY PARK AIRPORT - LNA

FDOT

102 PCI = 100	103 PCI = 82	104 PCI = 100	105 PCI = 100	106 PCI = 80	110 PCI = 100	120 PCI = 74	125 PCI = 84	150 PCI = 100	160 PCI = 100	205 PCI = 47	210 PCI = 46	215 PCI = 58	220 PCI = 28	225 PCI = 52	230 PCI = 79	235 PCI = 81	301 PCI = 100	302 PCI = 91	303 PCI = 90	305 PCI = 100	308 PCI = 88
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820 PCI = 100	823 PCI = 89	830 PCI = 100	835 PCI = 100	905 PCI = 92	1005 PCI = 86	1010 PCI = 88	1020 PCI = 84	1025 PCI = 88	1030 PCI = 88	1032 PCI = 100	1040 PCI = 90	1042 PCI = 100	1045 PCI = 88	1055 PCI = 84	1060 PCI = 88	1065 PCI = 85	1070 PCI = 77	1075 PCI = 87	1080 PCI = 74	1085 PCI = 84	1090 PCI = 90
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4510 PCI = 25	4515 PCI = 12	4520 PCI = 54	4522 PCI = 16	4525 PCI = 77	4530 PCI = 83	4605 PCI = 100	4615 PCI = 100	4620 PCI = 100	6105 PCI = 80	6110 PCI = 87	6202 PCI = 100	6205 PCI = 100	6210 PCI = 100	6215 PCI = 100	6305 PCI = 75	6310 PCI = 83	6315 PCI = 78	6320 PCI = 84			

LEGEND

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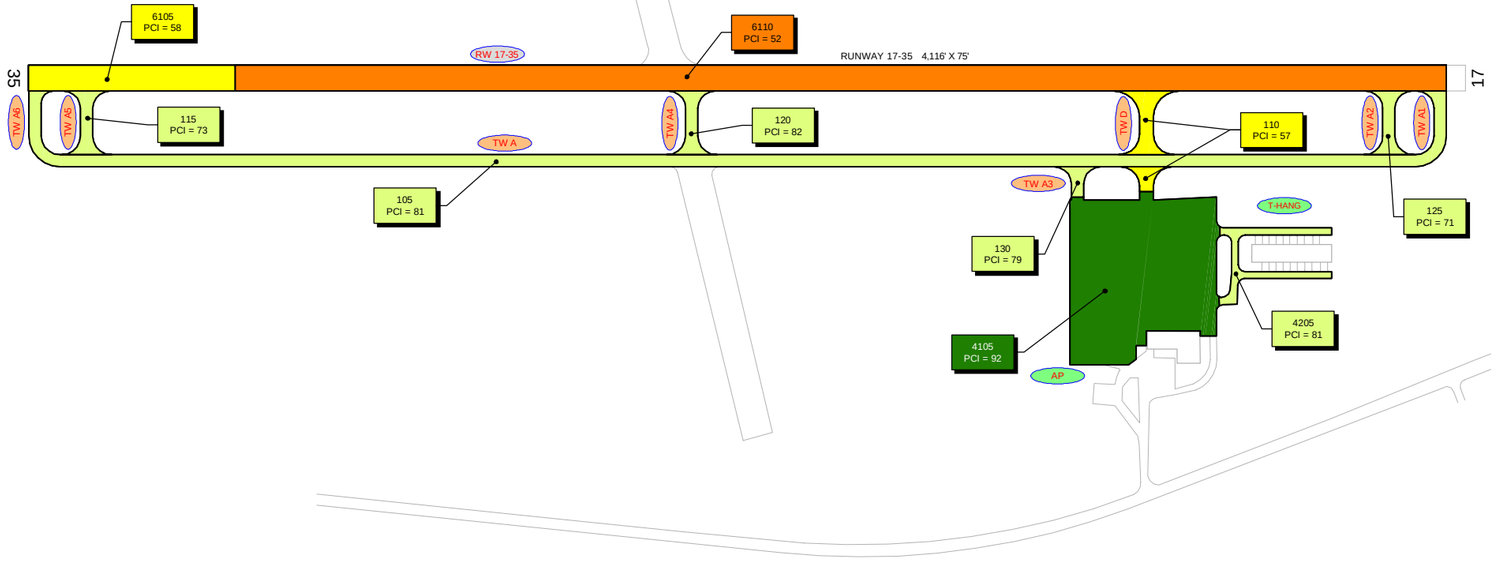
003 - AIRFIELD PAVEMENT CONDITION INDEX EXHIBIT

Statewide Airfield Pavement Management Program

Airport Pavement Evaluation Report 2019

PALM BEACH INTERNATIONAL AIRPORT - PBI

FDOT



NORTH

GRAPHIC SCALE IN FEET
0 100 200 400

LEGEND

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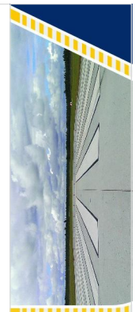

003 - AIRFIELD PAVEMENT
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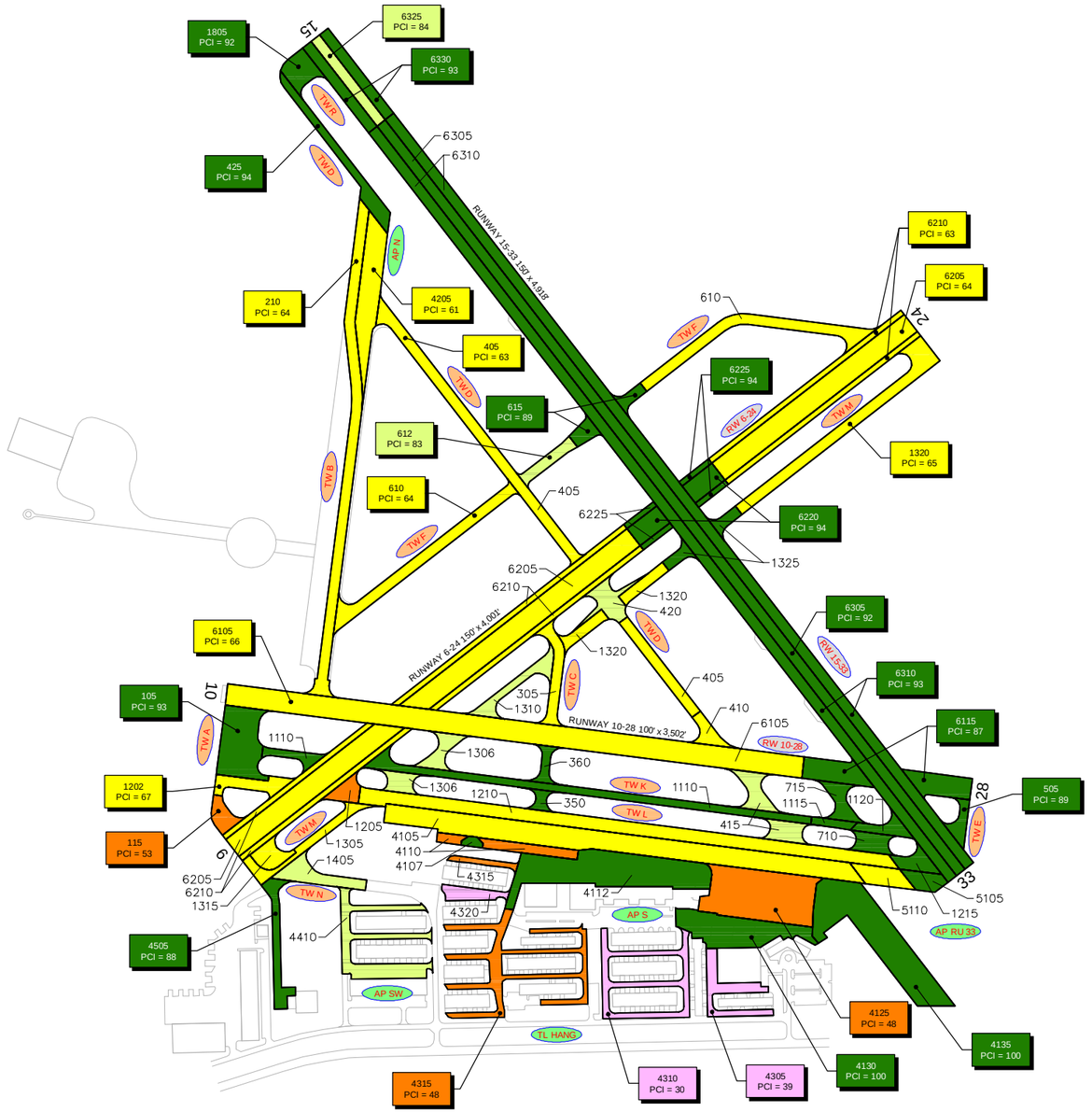
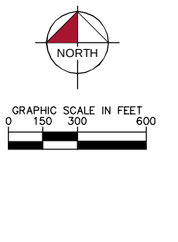
Statewide Airfield Pavement Management Program
Airport Pavement Evaluation Report
2017
PALM BEACH COUNTY GLADES AIRPORT - PHK

FDOT





GRAPHIC SCALE IN FEET
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305 PCI = 65	350 PCI = 94	360 PCI = 94	410 PCI = 66	415 PCI = 84	420 PCI = 74
710 PCI = 96	715 PCI = 94	1110 PCI = 94	1115 PCI = 92	1120 PCI = 92	1205 PCI = 55
1210 PCI = 65	1215 PCI = 88	1305 PCI = 69	1306 PCI = 82	1310 PCI = 83	1315 PCI = 70
1325 PCI = 92	1405 PCI = 82	4105 PCI = 63	4107 PCI = 88	4110 PCI = 51	4112 PCI = 92
4320 PCI = 38	4410 PCI = 81	5105 PCI = 92	5110 PCI = 59		

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003 - AIRFIELD PAVEMENT
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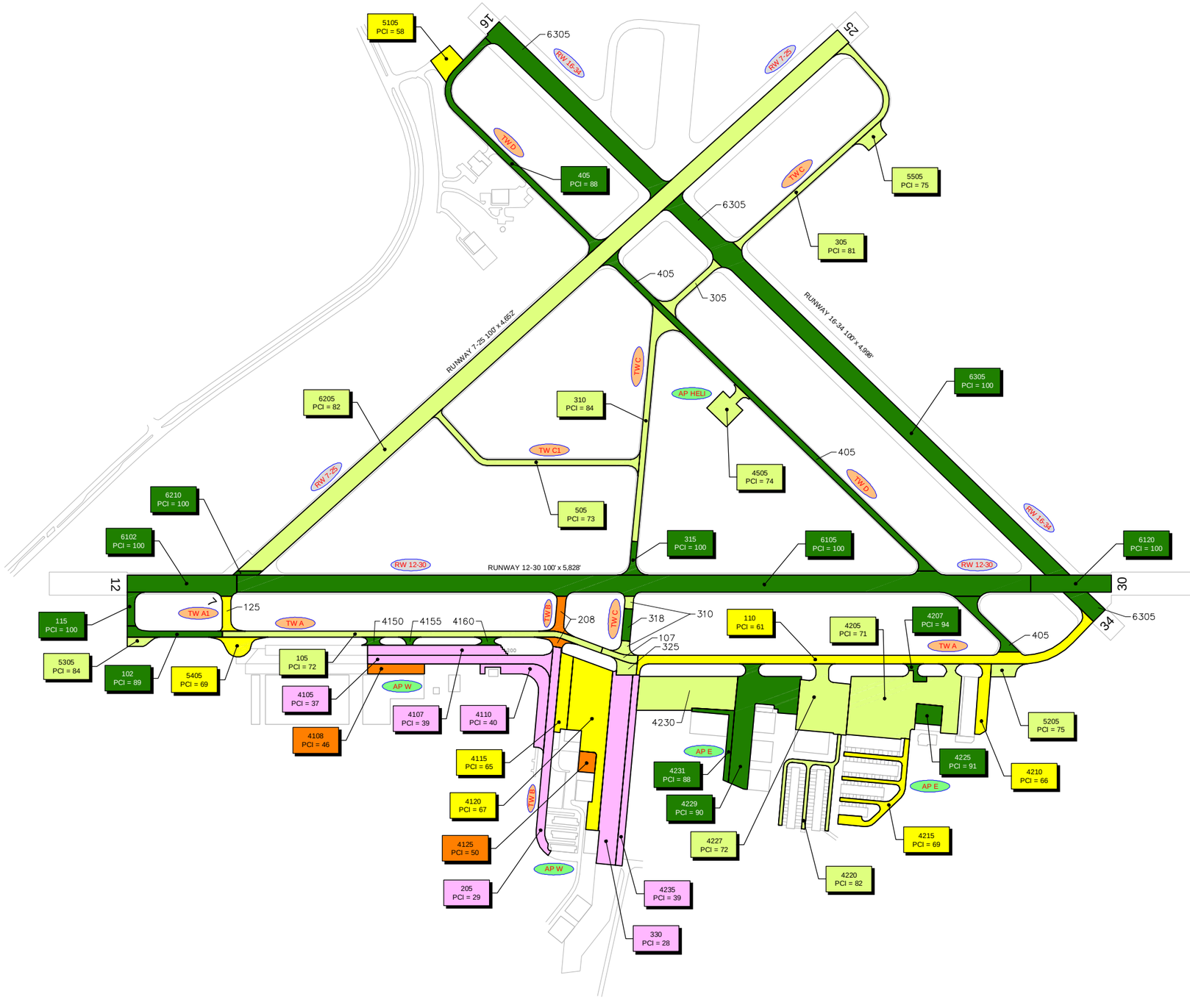
Statewide Airfield Pavement Management Program

POMPANO BEACH AIRPARK - PMP

FDOT



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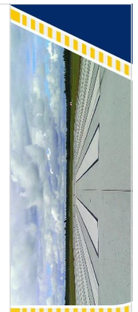

003 - AIRFIELD PAVEMENT
CONDITION INDEX EXHIBIT

Airport Pavement Evaluation Report
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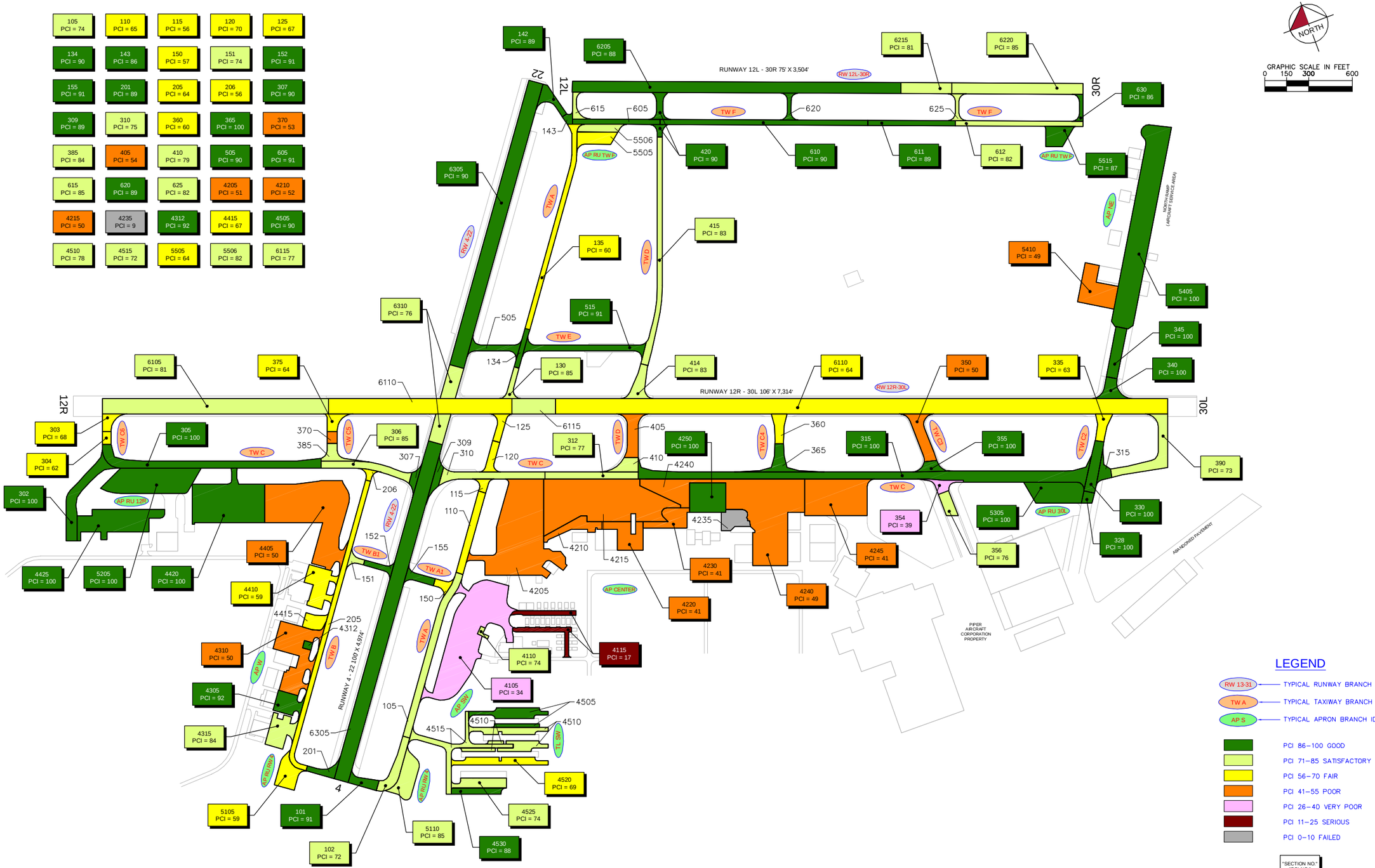
Statewide Airfield Pavement
Management Program

WITHAM FIELD - SUA

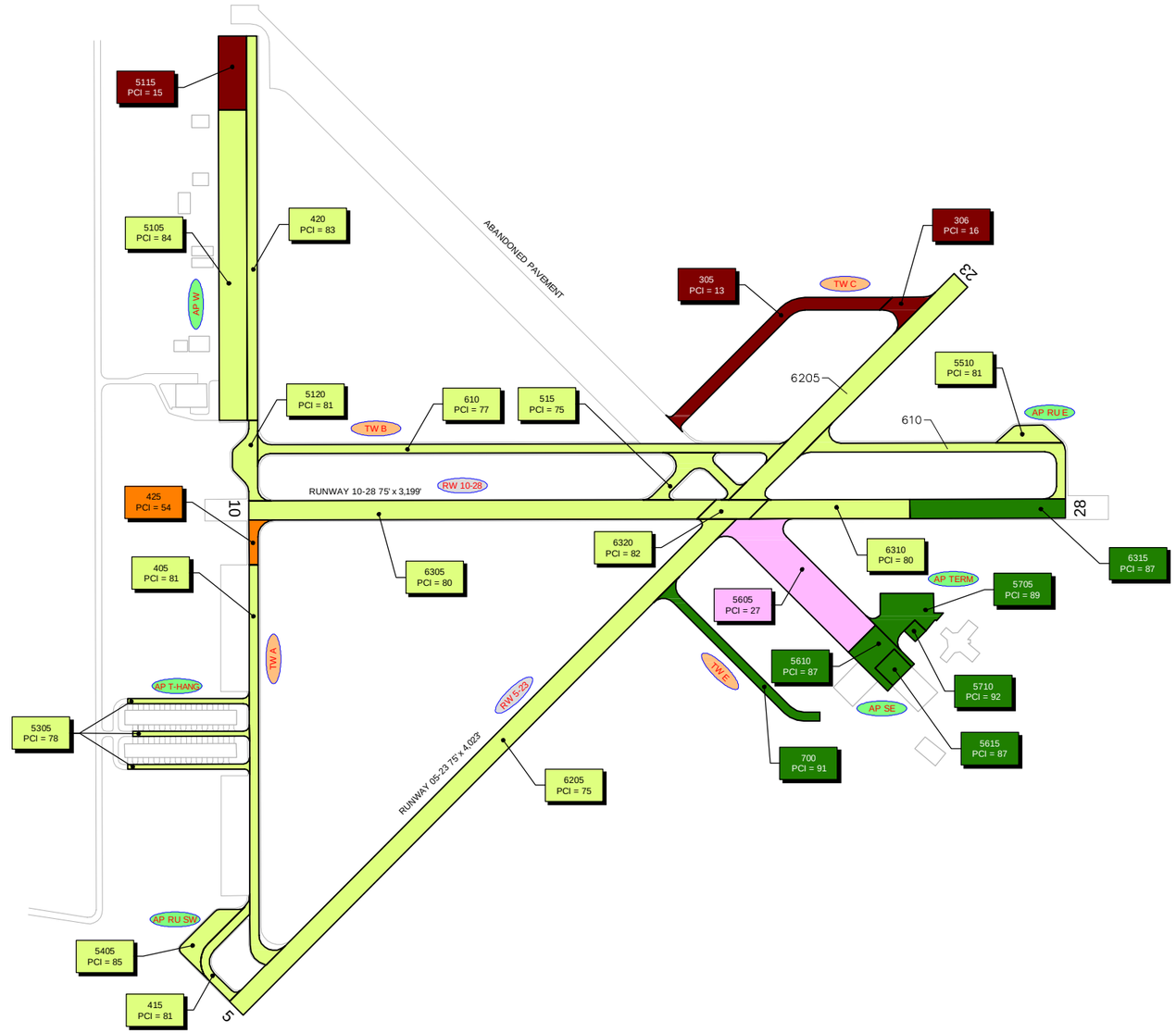
FDOT



003 - AIRFIELD PAVEMENT
CONDITION INDEX EXHIBIT

Statewide Airfield Pavement Management Program
Airport Pavement Evaluation Report
2019
VERO BEACH REGIONAL AIRPORT - VRB

FDOT



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003 - AIRFIELD PAVEMENT
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2017

Statewide Airfield Pavement Management Program

SEBASTIAN MUNICIPAL AIRPORT - X26

FDOT

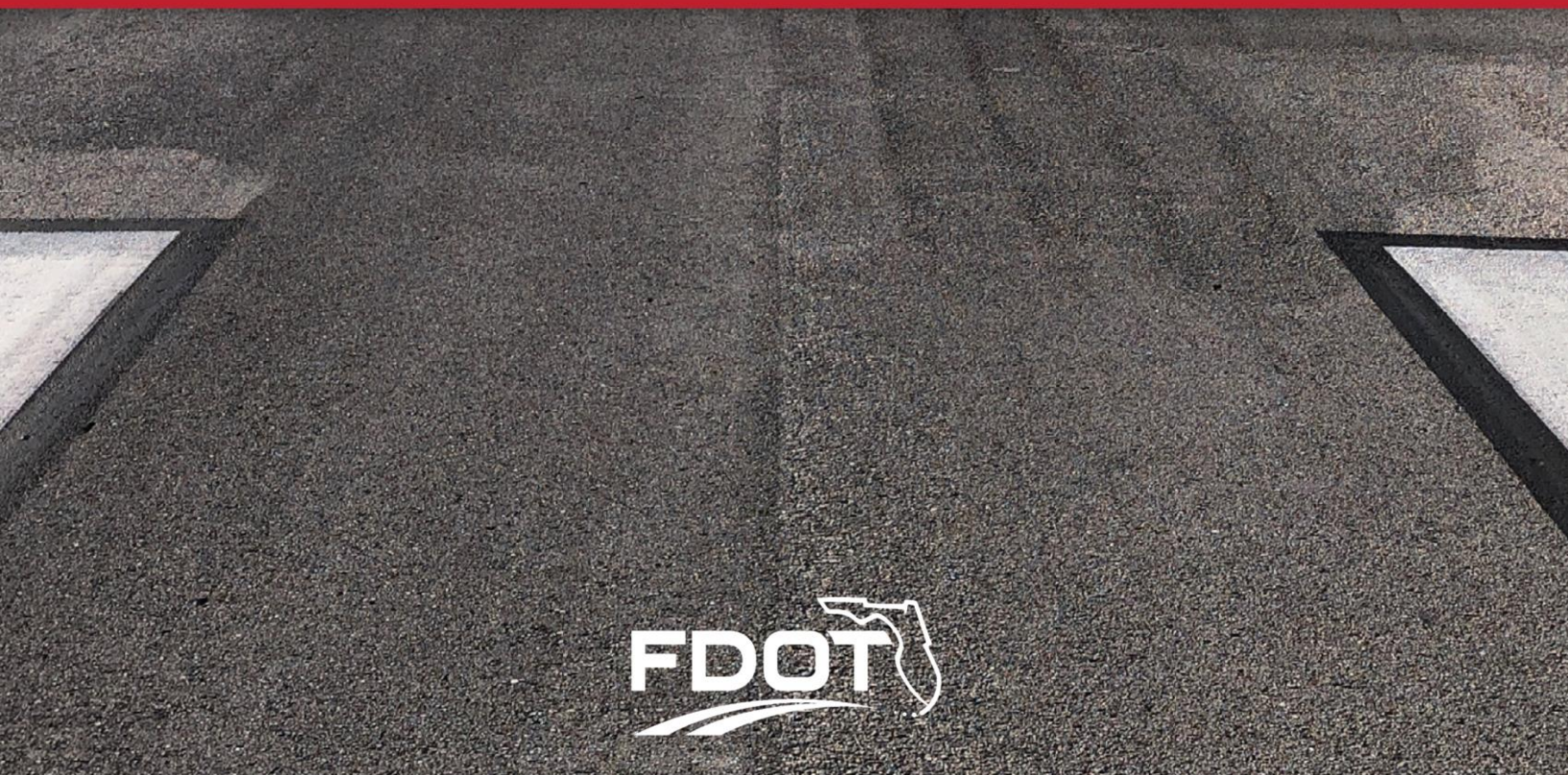
STATEWIDE AIRFIELD PAVEMENT MANAGEMENT PROGRAM

District Airfield Pavement Evaluation Report

DISTRICT 4

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
Boca Raton Airport (BCT)								
2025	BCT	TW E	116	AC	14,729	71	AC Restoration	$ 140,000
2027	BCT	AP RU 5	5105	AAC	26,544	80	AC Restoration	$ 253,000
2028	BCT	AP RU 5	5115	AC	11,787	79	AC Restoration	$ 112,000
Fort Lauderdale Executive Airport (FXE)								
2020	FXE	RW 9-27	6105	AAC	600,176	62	AC Restoration	$ 5,702,000
2020	FXE	TW B	210	AAC	34,911	62	AC Restoration	$ 332,000
2020	FXE	TW D	414	AC	21,409	32	AC Reconstruction	$ 268,000
2020	FXE	TW E	502	AAC	9,176	64	AC Restoration	$ 88,000
2020	FXE	TW E	520	AAC	94,132	53	AC Restoration	$ 895,000
2020	FXE	TW E2	580	AAC	5,457	62	AC Restoration	$ 52,000
2020	FXE	TW F	605	AAC	4,496	60	AC Restoration	$ 43,000
2020	FXE	TW F	607	AAC	96,780	64	AC Restoration	$ 920,000
2020	FXE	TW G	723	AC	45,747	54	AC Restoration	$ 435,000
2020	FXE	TW H	810	AC	3,889	55	AC Restoration	$ 37,000
2020	FXE	TW M	1320	AC	19,869	58	AC Restoration	$ 189,000
2020	FXE	TW S	1910	AC	12,253	61	AC Restoration	$ 117,000
2022	FXE	RW 13-31	6205	AAC	58,940	67	AC Restoration	$ 560,000
2022	FXE	TW F5	630	AAC	10,637	67	AC Restoration	$ 102,000
2022	FXE	TW H	809	AC	12,754	67	AC Restoration	$ 122,000
2025	FXE	TW E	530	AC	66,700	71	AC Restoration	$ 634,000
2025	FXE	TW P	1610	AAC	13,106	70	AC Restoration	$ 125,000
2026	FXE	TW F	620	AC	49,586	72	AC Restoration	$ 472,000
2026	FXE	TW J	1005	AC	12,257	73	AC Restoration	$ 117,000
2027	FXE	TW C	320	AAC	16,888	72	AC Restoration	$ 161,000
2027	FXE	TW H	805	AC	16,956	74	AC Restoration	$ 162,000
2027	FXE	TW J	1010	AC	12,205	74	AC Restoration	$ 116,000
2028	FXE	TW D	410	AAC	20,952	74	AC Restoration	$ 200,000
2028	FXE	TW E1	575	AC	29,392	76	AC Restoration	$ 280,000
2028	FXE	TW N	1405	AAC	47,395	74	AC Restoration	$ 451,000
2029	FXE	AP MAINT	5405	AC	49,757	79	AC Restoration	$ 473,000
2029	FXE	TW F9	625	AC	19,175	77	AC Restoration	$ 183,000
2029	FXE	TW M	1315	AC	36,492	77	AC Restoration	$ 347,000
Fort Lauderdale/Hollywood International Airport (FLL)								
2020	FLL	AP COMMON	4010	AC	24,000	40	AC Reconstruction	$ 336,000
2020	FLL	AP COMMON	4020	AC	579,850	50	AC Restoration	$ 6,549,000
2020	FLL	AP COMMON	4025	AAC	117,040	52	AC Restoration	$ 1,288,000
2020	FLL	AP COMMON	4040	AC	22,667	45	AC Restoration	$ 290,000
2020	FLL	AP COMMON	4045	AC	36,044	55	AC Restoration	$ 397,000
2020	FLL	AP COMMON	4075	AC	56,984	60	AC Restoration	$ 627,000
2020	FLL	AP COMMON	4085	AC	210,476	42	AC Restoration	$ 2,883,000
2020	FLL	AP RU 28R	5210	AC	15,200	35	AC Reconstruction	$ 213,000
2020	FLL	TW A	125	AAC	18,975	53	AC Restoration	$ 209,000
2020	FLL	TW A	126	AC	17,589	59	AC Restoration	$ 194,000
2020	FLL	TW A	130	AAC	110,738	52	AC Restoration	$ 1,219,000
2020	FLL	TW A	132	AC	10,294	62	AC Restoration	$ 114,000

District Airfield Pavement Evaluation Report

Program Year	Network ID	Branch ID	Section ID	Surface	Area (SF)	PCI Before	Rehabilitation Type	Planning Cost
2020	FLL	TW A	135	AAC	59,250	58	AC Restoration	$ 652,000
2020	FLL	TW A	140	AAC	126,300	61	AC Restoration	$ 1,390,000
2020	FLL	TW A	141	AC	10,988	59	AC Restoration	$ 121,000
2020	FLL	TW A	142	AAC	18,750	57	AC Restoration	$ 207,000
2020	FLL	TW A	143	AC	11,216	59	AC Restoration	$ 124,000
2020	FLL	TW A	144	AC	7,095	48	AC Restoration	$ 85,000
2020	FLL	TW A	146	AC	12,252	61	AC Restoration	$ 135,000
2020	FLL	TW A	155	AAC	48,750	47	AC Restoration	$ 591,000
2020	FLL	TW A	156	AC	8,660	63	AC Restoration	$ 96,000
2020	FLL	TW A	157	AAC	86,076	57	AC Restoration	$ 947,000
2020	FLL	TW C	307	AC	182,608	64	AC Restoration	$ 2,009,000
2020	FLL	TW C	310	AAC	43,949	64	AC Restoration	$ 484,000
2020	FLL	TW C	311	AAC	23,722	58	AC Restoration	$ 261,000
2020	FLL	TW C	315	AAC	37,463	59	AC Restoration	$ 413,000
2020	FLL	TW C	320	AAC	29,090	62	AC Restoration	$ 320,000
2020	FLL	TW C	325	AC	243,395	62	AC Restoration	$ 2,678,000
2020	FLL	TW D	433	AAC	37,063	63	AC Restoration	$ 408,000
2020	FLL	TW E	524	AC	80,197	39	AC Reconstruction	$ 1,123,000
2020	FLL	TW H	810	PCC	47,051	61	PCC Restoration	$ 800,000
2020	FLL	TW J9	960	PCC	47,131	91	PCC Restoration	$ 802,000
2020	FLL	TW N	1435	AAC	68,687	32	AC Reconstruction	$ 962,000
2020	FLL	TW Q	1716	AAC	39,680	65	AC Restoration	$ 437,000
2020	FLL	TW S	1905	AAC	21,741	58	AC Restoration	$ 240,000
2020	FLL	TW S	1907	AC	31,244	62	AC Restoration	$ 344,000
2020	FLL	TW S	1910	AAC	78,759	60	AC Restoration	$ 867,000
2020	FLL	TW T	2005	AC	317,126	37	AC Reconstruction	$ 4,440,000
2020	FLL	TW T3	2025	AC	26,256	52	AC Restoration	$ 289,000
2020	FLL	TW T4	2035	AC	18,295	59	AC Restoration	$ 202,000
2020	FLL	TW T6	2050	AC	12,629	55	AC Restoration	$ 139,000
2020	FLL	TW T6	2055	AAC	20,390	17	AC Reconstruction	$ 286,000
2020	FLL	TW T7	2060	AC	7,556	55	AC Restoration	$ 84,000
2020	FLL	TW T7	2065	AC	10,151	28	AC Reconstruction	$ 143,000
2020	FLL	TW T7	2070	AAC	23,071	26	AC Reconstruction	$ 323,000
2021	FLL	TW A	133	AC	11,769	66	AC Restoration	$ 130,000
2021	FLL	TW T4	2040	AAC	34,433	67	AC Restoration	$ 379,000
2022	FLL	AP CC F	4405	PCC	233,336	68	PCC Restoration	$ 3,967,000
2023	FLL	AP CC E	4305	PCC	335,372	70	PCC Restoration	$ 5,702,000
2023	FLL	AP COMMON	4011	AAC	805,774	72	AC Restoration	$ 8,864,000
2023	FLL	TW E	528	AAC	18,827	69	AC Restoration	$ 208,000
2023	FLL	TW T5	2080	AAC	23,489	70	AC Restoration	$ 259,000
2024	FLL	AP RU 10L	5105	AC	361,733	71	AC Restoration	$ 3,979,000
2024	FLL	TW B	220	AAC	47,250	72	AC Restoration	$ 520,000
2025	FLL	AP CC D	4205	PCC	268,824	73	PCC Restoration	$ 4,571,000
2025	FLL	TW A	136	AC	10,290	70	AC Restoration	$ 114,000
2025	FLL	TW A	137	AC	11,306	70	AC Restoration	$ 125,000
2025	FLL	TW B	225	AAC	37,500	74	AC Restoration	$ 413,000
2025	FLL	TW B	230	AAC	192,750	73	AC Restoration	$ 2,121,000
2025	FLL	TW B5	295	AC	160,017	70	AC Restoration	$ 1,761,000
2025	FLL	TW T5	2045	AAC	41,056	73	AC Restoration	$ 452,000

District Airfield Pavement Evaluation Report

Program Year	Network ID	Branch ID	Section ID	Surface	Area (SF)	PCI Before	Rehabilitation Type	Planning Cost
2026	FLL	TW E	526	AC	101,326	71	AC Restoration	$ 1,115,000
2026	FLL	TW Q	1717	AAC	25,805	75	AC Restoration	$ 284,000
2027	FLL	TW D	434	AAC	29,218	78	AC Restoration	$ 322,000
2027	FLL	TW Q	1718	AAC	41,406	77	AC Restoration	$ 456,000
2028	FLL	AP COMMON	4080	PCC	517,246	76	PCC Restoration	$ 8,794,000
2028	FLL	TW E	522	AAC	17,700	79	AC Restoration	$ 195,000
North Palm Beach County General Aviation Airport (F45)								
2020	F45	AP T-HANGE	4415	AC	7,892	62	AC Restoration	$ 75,000
2020	F45	TW J	1010	AC	6,812	61	AC Restoration	$ 65,000
2021	F45	AP N	4120	AC	172,695	67	AC Restoration	$ 1,641,000
2021	F45	AP T-HANG	4205	AC	87,823	67	AC Restoration	$ 835,000
2022	F45	AP N	4105	AC	657,596	68	AC Restoration	$ 6,248,000
2022	F45	TW R	1805	AC	14,861	68	AC Restoration	$ 142,000
2023	F45	TW F	615	AC	6,198	69	AC Restoration	$ 59,000
2024	F45	TW D	405	AC	14,861	70	AC Restoration	$ 142,000
2025	F45	AP RU 27L	5110	AC	27,137	73	AC Restoration	$ 258,000
2025	F45	AP RU 9R	5105	AC	27,417	73	AC Restoration	$ 261,000
2025	F45	TW F	605	AC	147,430	72	AC Restoration	$ 1,401,000
2025	F45	TW K2	1605	AC	10,265	71	AC Restoration	$ 98,000
2025	F45	TW K3	1505	AC	10,654	71	AC Restoration	$ 102,000
2026	F45	AP T-HANGE	4420	AC	77,198	75	AC Restoration	$ 734,000
2026	F45	TW J	1005	AC	8,967	73	AC Restoration	$ 86,000
2026	F45	TW K6	1305	AC	10,520	73	AC Restoration	$ 100,000
2027	F45	AP T-HANGN	4305	AC	93,738	76	AC Restoration	$ 891,000
2027	F45	AP T-HANGN	4310	AC	19,855	77	AC Restoration	$ 189,000
2027	F45	RW 9R-27L	6105	AC	422,070	69	AC Restoration	$ 4,010,000
2027	F45	TW A1	805	AC	7,977	74	AC Restoration	$ 76,000
2027	F45	TW K5	1405	AC	10,756	74	AC Restoration	$ 103,000
2028	F45	AP N	4115	PCC	8,250	76	PCC Restoration	$ 112,000
2028	F45	AP T-HANGN	4315	AC	9,386	78	AC Restoration	$ 90,000
2028	F45	TW C	310	AC	11,172	76	AC Restoration	$ 107,000
2028	F45	TW F	610	AC	22,478	75	AC Restoration	$ 214,000
2028	F45	TW F1	600	AC	7,710	75	AC Restoration	$ 74,000
2028	F45	TW K	1105	AC	158,522	75	AC Restoration	$ 1,507,000
2028	F45	TW K	1110	AC	11,576	76	AC Restoration	$ 110,000
2028	F45	TW K	1115	AC	12,183	76	AC Restoration	$ 116,000
2028	F45	TW K7	1205	AC	9,384	75	AC Restoration	$ 90,000
2029	F45	RW 14-32	6205	AC	329,838	70	AC Restoration	$ 3,134,000
North Perry Airport (HWO)								
2020	HWO	AP SOUTH	4105	AC	262,500	36	AC Reconstruction	$ 3,282,000
2020	HWO	AP SOUTH	4110	PCC	84,000	44	PCC Restoration	$ 1,498,000
2020	HWO	TW J	1110	AAC	58,977	15	AC Reconstruction	$ 738,000
2020	HWO	TW M	2025	AC	18,509	62	AC Restoration	$ 176,000
2020	HWO	TW R	1805	AAC	28,097	41	AC Restoration	$ 350,000
2025	HWO	TW D	403	AC	9,097	71	AC Restoration	$ 87,000
2026	HWO	TW E	505	AAC	8,843	71	AC Restoration	$ 85,000
2026	HWO	TW E	565	AC	50,638	73	AC Restoration	$ 482,000
2026	HWO	TW P	1602	AAC	3,978	71	AC Restoration	$ 38,000

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2026	HWO	TW P	1605	AC	32,923	73	AC Restoration	$ 313,000
2027	HWO	TW M	2010	AC	92,202	74	AC Restoration	$ 876,000
2028	HWO	TW E	506	AAC	8,043	73	AC Restoration	$ 77,000
2028	HWO	TW M	2005	AAC	17,244	73	AC Restoration	$ 164,000
2028	HWO	TW P1	305	AC	3,960	75	AC Restoration	$ 38,000
Palm Beach County Glades Airport (PHK)								
2018	PHK	RW 17-35	6105	AAC	45,000	58	AC Restoration	$ 316,000
2018	PHK	RW 17-35	6110	AAC	263,794	52	AC Restoration	$ 1,863,000
2018	PHK	TW D	110	AC	15,538	57	AC Restoration	$ 109,000
2024	PHK	TW A2	125	AC	8,846	71	AC Restoration	$ 62,000
2025	PHK	TW A5	115	AC	8,846	73	AC Restoration	$ 62,000
Palm Beach County Park Airport (LNA)								
2020	LNA	AP GA	4110	AC	231,470	59	AC Restoration	$ 2,200,000
2020	LNA	AP RU RW16	4305	AC	6,377	63	AC Restoration	$ 61,000
2024	LNA	TW B1	220	AC	4,124	70	AC Restoration	$ 40,000
2025	LNA	TW B	215	AC	3,442	72	AC Restoration	$ 33,000
2026	LNA	TW B	205	AC	99,105	73	AC Restoration	$ 942,000
2027	LNA	RW 16-34	6215	AAC	315,000	72	AC Restoration	$ 2,993,000
2029	LNA	RW 16-34	6205	AAC	27,600	74	AC Restoration	$ 263,000
2029	LNA	RW 4-22	6305	AC	216,104	70	AC Restoration	$ 2,054,000
Palm Beach International Airport (PBI)								
2020	PBI	AP CARGO	4210	AC	108,440	64	AC Restoration	$ 1,193,000
2020	PBI	AP N TERM	4140	PCC	101,751	64	PCC Restoration	$ 1,730,000
2020	PBI	AP S	4410	AC	289,502	51	AC Restoration	$ 3,186,000
2020	PBI	AP S	4430	AC	5,362	66	AC Restoration	$ 59,000
2020	PBI	AP SE GA	4502	APC	55,534	36	AC Reconstruction	$ 778,000
2020	PBI	AP SE GA	4510	PCC	171,874	25	PCC Reconstruction	$ 3,954,000
2020	PBI	AP SE GA	4515	PCC	37,813	12	PCC Reconstruction	$ 870,000
2020	PBI	AP SE GA	4520	AC	96,728	54	AC Restoration	$ 1,064,000
2020	PBI	AP SE GA	4522	PCC	51,217	16	PCC Reconstruction	$ 1,178,000
2020	PBI	AP SW GA	4305	AAC	1,091,636	53	AC Restoration	$ 12,008,000
2020	PBI	AP SW GA	4307	PCC	34,461	0	PCC Reconstruction	$ 793,000
2020	PBI	AP SW GA	4310	APC	70,781	39	AC Reconstruction	$ 991,000
2020	PBI	AP SW GA	4315	APC	13,953	7	AC Reconstruction	$ 196,000
2020	PBI	TW B	205	AAC	88,749	47	AC Restoration	$ 1,077,000
2020	PBI	TW B	210	AAC	118,057	46	AC Restoration	$ 1,470,000
2020	PBI	TW B	215	AAC	70,883	58	AC Restoration	$ 780,000
2020	PBI	TW B	220	AC	117,193	28	AC Reconstruction	$ 1,641,000
2020	PBI	TW B1	225	AC	40,559	52	AC Restoration	$ 447,000
2020	PBI	TW F	605	AC	204,484	46	AC Restoration	$ 2,566,000
2020	PBI	TW F	632	AC	9,566	41	AC Restoration	$ 134,000
2020	PBI	TW F2	630	AC	21,542	36	AC Reconstruction	$ 302,000
2020	PBI	TW H	810	AAC	96,357	55	AC Restoration	$ 1,060,000
2020	PBI	TW L3	1910	AAC	8,236	58	AC Restoration	$ 91,000
2020	PBI	TW M	1350	AC	30,602	61	AC Restoration	$ 337,000
2020	PBI	TW M1	1320	AC	49,765	57	AC Restoration	$ 548,000
2020	PBI	TW M2	1310	AC	22,042	45	AC Restoration	$ 284,000
2020	PBI	TW N	1405	AC	20,554	41	AC Restoration	$ 288,000

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2020	PBI	TW R	1805	AC	110,240	40	AC Reconstruction	$ 1,544,000
2020	PBI	TW R	1810	AC	159,626	26	AC Reconstruction	$ 2,235,000
2020	PBI	TW R2	1830	AAC	5,642	47	AC Restoration	$ 69,000
2020	PBI	TW R3	1850	AAC	3,801	63	AC Restoration	$ 42,000
2020	PBI	TW R3	1855	AC	4,386	54	AC Restoration	$ 49,000
2020	PBI	TW T1	1820	AC	19,569	65	AC Restoration	$ 216,000
2021	PBI	AP S	4420	AC	11,258	67	AC Restoration	$ 124,000
2022	PBI	TW H	805	AC	24,318	67	AC Restoration	$ 268,000
2022	PBI	TW R4	1860	AAC	3,697	68	AC Restoration	$ 41,000
2023	PBI	AP N TERM	4125	PCC	382,714	70	PCC Restoration	$ 6,507,000
2024	PBI	RW 14-32	6305	AAC	463,497	75	AC Restoration	$ 5,099,000
2024	PBI	TW C	312	AAC	42,575	71	AC Restoration	$ 469,000
2025	PBI	AP SE GA	4525	APC	104,360	77	AC Restoration	$ 1,148,000
2025	PBI	TW A	120	AAC	30,335	74	AC Restoration	$ 334,000
2025	PBI	TW K	1107	AAC	16,079	74	AC Restoration	$ 177,000
2026	PBI	RW 14-32	6315	AAC	207,426	78	AC Restoration	$ 2,282,000
2027	PBI	AP N TERM	4120	AAC	774,199	83	AC Restoration	$ 8,516,000
2027	PBI	AP SE GA	4530	AAC	25,338	83	AC Restoration	$ 279,000
2027	PBI	RW 10L-28R	6105	AAC	1,000,821	80	AC Restoration	$ 11,009,000
2027	PBI	TW D	407	AAC	20,943	77	AC Restoration	$ 231,000
2027	PBI	TW F	655	AC	33,394	72	AC Restoration	$ 368,000
2027	PBI	TW G	713	AAC	68,265	78	AC Restoration	$ 751,000
2028	PBI	TW B2	230	AAC	28,602	79	AC Restoration	$ 315,000
2028	PBI	TW C4	333	AAC	26,670	79	AC Restoration	$ 294,000
2028	PBI	TW F	603	AAC	35,601	80	AC Restoration	$ 392,000
2028	PBI	TW F	645	AC	32,086	73	AC Restoration	$ 353,000
2029	PBI	RW 14-32	6310	AAC	231,748	83	AC Restoration	$ 2,550,000
2029	PBI	TW B	235	AAC	32,479	81	AC Restoration	$ 358,000
2029	PBI	TW C	314	AAC	17,797	82	AC Restoration	$ 196,000
2029	PBI	TW L	1080	AC	31,205	74	AC Restoration	$ 344,000
Pompano Beach Airpark (PMP)								
2018	PMP	AP N	4205	AAC	62,989	61	AC Restoration	$ 441,000
2018	PMP	AP RU RW33	5110	AAC	20,490	59	AC Restoration	$ 144,000
2018	PMP	AP S	4105	AAC	203,761	63	AC Restoration	$ 1,427,000
2018	PMP	AP S	4110	AC	26,025	51	AC Restoration	$ 183,000
2018	PMP	AP S	4125	AC	117,688	48	AC Restoration	$ 896,000
2018	PMP	AP SW	4410	PCC	61,737	81	PCC Restoration	$ 618,000
2018	PMP	RW 10-28	6105	AC	271,200	66	AC Restoration	$ 1,899,000
2018	PMP	RW 6-24	6205	AAC	335,952	64	AC Restoration	$ 2,352,000
2018	PMP	RW 6-24	6210	AAC	167,976	63	AC Restoration	$ 1,176,000
2018	PMP	TL HANG	4305	AC	31,764	39	AC Reconstruction	$ 286,000
2018	PMP	TL HANG	4310	AC	49,387	30	AC Reconstruction	$ 445,000
2018	PMP	TL HANG	4315	AC	83,687	48	AC Restoration	$ 638,000
2018	PMP	TL HANG	4320	APC	16,033	38	AC Reconstruction	$ 145,000
2018	PMP	TW A	115	AAC	13,967	53	AC Restoration	$ 98,000
2018	PMP	TW B	210	AAC	118,013	64	AC Restoration	$ 827,000
2018	PMP	TW C	305	AC	26,289	65	AC Restoration	$ 185,000
2018	PMP	TW D	405	AAC	105,607	63	AC Restoration	$ 740,000

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2018	PMP	TW F	610	AAC	117,893	64	AC Restoration	$ 826,000
2018	PMP	TW L	1205	AC	13,025	55	AC Restoration	$ 92,000
2018	PMP	TW L	1210	AAC	152,867	65	AC Restoration	$ 1,071,000
2018	PMP	TW M	1320	AC	95,815	65	AC Restoration	$ 671,000
2019	PMP	TW D	410	AAC	13,072	66	AC Restoration	$ 92,000
2020	PMP	TW L	1202	AAC	21,209	67	AC Restoration	$ 149,000
2022	PMP	TW M	1305	AC	27,738	69	AC Restoration	$ 195,000
2023	PMP	TW M	1315	AC	16,359	70	AC Restoration	$ 115,000
2027	PMP	TW D	420	AAC	23,098	74	AC Restoration	$ 162,000
Sebastian Municipal Airport (X26)								
2018	X26	AP SE	5605	AC	100,723	27	AC Reconstruction	$ 907,000
2018	X26	AP W	5115	AC	31,900	15	AC Reconstruction	$ 288,000
2018	X26	TW A	425	AC	7,067	54	AC Restoration	$ 50,000
2018	X26	TW C	305	AC	51,193	13	AC Reconstruction	$ 461,000
2018	X26	TW C	306	AC	11,251	16	AC Reconstruction	$ 102,000
2022	X26	RW 5-23	6205	AAC	295,188	75	AC Restoration	$ 2,067,000
2025	X26	AP T-HANG	5305	AC	28,960	78	AC Restoration	$ 203,000
2026	X26	RW 10-28	6305	AC	134,512	80	AC Restoration	$ 942,000
2026	X26	RW 10-28	6310	AC	44,362	80	AC Restoration	$ 311,000
2026	X26	TW CONN	515	AC	23,637	75	AC Restoration	$ 166,000
2027	X26	AP RU E	5510	AC	13,002	81	AC Restoration	$ 92,000
2027	X26	AP W	5120	AC	20,635	81	AC Restoration	$ 145,000
2027	X26	TW B	610	AC	119,314	77	AC Restoration	$ 836,000
Treasure Coast International Airport (FPR)								
2018	FPR	AP CENTER	4105	AC	397,367	64	AC Restoration	$ 2,782,000
2018	FPR	AP CENTER	4110	PCC	42,132	31	PCC Reconstruction	$ 632,000
2018	FPR	AP CENTER	4112	PCC	26,357	0	PCC Reconstruction	$ 396,000
2018	FPR	AP CENTER	4120	AC	54,083	56	AC Restoration	$ 379,000
2018	FPR	AP CENTER	4125	AAC	149,877	39	AC Reconstruction	$ 1,349,000
2018	FPR	AP CENTER	4127	AC	71,447	32	AC Reconstruction	$ 644,000
2018	FPR	AP E	4405	AC	235,155	63	AC Restoration	$ 1,647,000
2018	FPR	AP S	4205	AC	128,080	48	AC Restoration	$ 975,000
2018	FPR	AP S	4215	AC	29,067	59	AC Restoration	$ 204,000
2018	FPR	AP S	4220	AAC	23,742	55	AC Restoration	$ 167,000
2018	FPR	AP S	4225	AC	20,701	54	AC Restoration	$ 145,000
2018	FPR	AP SE	4305	PCC	25,850	39	PCC Reconstruction	$ 388,000
2018	FPR	AP SE	4310	AC	113,629	52	AC Restoration	$ 796,000
2018	FPR	AP SE	4320	PCC	11,708	31	PCC Reconstruction	$ 176,000
2018	FPR	RW 14-32	6205	AAC	485,366	53	AC Restoration	$ 3,398,000
2018	FPR	TW A	104	AC	31,997	56	AC Restoration	$ 224,000
2018	FPR	TW B1	210	AAC	6,787	59	AC Restoration	$ 48,000
2018	FPR	TW C1	312	AAC	7,843	45	AC Restoration	$ 64,000
2018	FPR	TW C1	318	AC	44,966	61	AC Restoration	$ 315,000
2018	FPR	TW C4	340	AAC	13,877	59	AC Restoration	$ 98,000
2018	FPR	TW C7	370	AAC	6,603	64	AC Restoration	$ 47,000
2018	FPR	TW C7	375	AC	3,640	58	AC Restoration	$ 26,000
2018	FPR	TW D	405	AAC	47,750	23	AC Reconstruction	$ 430,000
2018	FPR	TW D	411	AAC	16,042	57	AC Restoration	$ 113,000

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2018	FPR	TW D	415	AC	100,658	27	AC Reconstruction	$ 906,000
2018	FPR	TW E	503	AAC	3,610	33	AC Reconstruction	$ 33,000
2018	FPR	TW E	505	AC	72,647	36	AC Reconstruction	$ 654,000
2019	FPR	AP SE	4315	PCC	30,090	67	PCC Restoration	$ 301,000
2022	FPR	TW E	510	AAC	9,607	69	AC Restoration	$ 68,000
2023	FPR	TW B	207	AC	23,150	70	AC Restoration	$ 163,000
2024	FPR	AP S	4240	AC	144,278	75	AC Restoration	$ 1,010,000
2025	FPR	RW 10R-28L	6105	AAC	240,000	81	AC Restoration	$ 1,681,000
2025	FPR	RW 10R-28L	6125	AAC	9,700	79	AC Restoration	$ 68,000
2026	FPR	RW 10R-28L	6115	AAC	75,000	83	AC Restoration	$ 526,000
2026	FPR	TW C8	380	AC	11,317	74	AC Restoration	$ 80,000
2026	FPR	TW E	515	AC	164,640	74	AC Restoration	$ 1,153,000
2026	FPR	TW E	520	AAC	35,522	73	AC Restoration	$ 249,000
2027	FPR	AP CENTER	4115	AC	63,222	80	AC Restoration	$ 443,000
Vero Beach Regional Airport (VRB)								
2020	VRB	AP CENTER	4205	AC	230,112	51	AC Restoration	$ 2,597,000
2020	VRB	AP CENTER	4210	AC	24,110	52	AC Restoration	$ 266,000
2020	VRB	AP CENTER	4215	AC	236,514	50	AC Restoration	$ 2,740,000
2020	VRB	AP CENTER	4220	APC	37,360	41	AC Restoration	$ 524,000
2020	VRB	AP CENTER	4230	AC	28,600	41	AC Restoration	$ 401,000
2020	VRB	AP CENTER	4235	PCC	22,857	9	PCC Reconstruction	$ 526,000
2020	VRB	AP CENTER	4240	APC	259,868	49	AC Restoration	$ 3,289,000
2020	VRB	AP CENTER	4245	AC	108,037	41	AC Restoration	$ 1,513,000
2020	VRB	AP NE	5410	AC	51,735	49	AC Restoration	$ 615,000
2020	VRB	AP RU RW 4	5105	AC	26,770	59	AC Restoration	$ 295,000
2020	VRB	AP RU TW F	5505	AC	22,034	64	AC Restoration	$ 243,000
2020	VRB	AP SW	4105	AC	218,427	34	AC Reconstruction	$ 3,058,000
2020	VRB	AP SW	4110	PCC	2,787	74	PCC Restoration	$ 48,000
2020	VRB	AP SW	4115	PCC	29,786	17	PCC Reconstruction	$ 686,000
2020	VRB	AP W	4310	AC	85,647	50	AC Restoration	$ 993,000
2020	VRB	AP W	4405	AC	205,414	50	AC Restoration	$ 2,380,000
2020	VRB	AP W	4410	AC	40,406	59	AC Restoration	$ 445,000
2020	VRB	RW 12R-30L	6110	AAC	573,090	64	AC Restoration	$ 6,304,000
2020	VRB	TW A	110	AAC	29,000	65	AC Restoration	$ 319,000
2020	VRB	TW A	115	AAC	5,740	56	AC Restoration	$ 64,000
2020	VRB	TW A	135	AC	52,226	60	AC Restoration	$ 575,000
2020	VRB	TW A1	150	AC	7,244	57	AC Restoration	$ 80,000
2020	VRB	TW B	205	AC	73,775	64	AC Restoration	$ 812,000
2020	VRB	TW B	206	AAC	4,213	56	AC Restoration	$ 47,000
2020	VRB	TW C2	335	AAC	14,041	63	AC Restoration	$ 155,000
2020	VRB	TW C3	350	AAC	28,935	50	AC Restoration	$ 328,000
2020	VRB	TW C3	354	AC	10,620	39	AC Reconstruction	$ 149,000
2020	VRB	TW C4	360	AAC	14,628	60	AC Restoration	$ 161,000
2020	VRB	TW C5	370	AC	5,670	53	AC Restoration	$ 63,000
2020	VRB	TW C5	375	AAC	11,271	64	AC Restoration	$ 124,000
2020	VRB	TW C6	304	AC	5,280	62	AC Restoration	$ 59,000
2020	VRB	TW D	405	AAC	25,540	54	AC Restoration	$ 281,000
2021	VRB	AP W	4415	PCC	14,800	67	PCC Restoration	$ 252,000

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2021	VRB	TW A	125	AAC	8,250	67	AC Restoration	$ 91,000
2021	VRB	TW C6	303	AAC	9,917	68	AC Restoration	$ 110,000
2023	VRB	TW A	120	AAC	14,780	70	AC Restoration	$ 163,000
2024	VRB	RW 4-22	6310	AAC	43,400	76	AC Restoration	$ 478,000
2024	VRB	TL SW	4520	AC	31,196	69	AC Restoration	$ 344,000
2024	VRB	TW C1	390	AAC	45,094	73	AC Restoration	$ 497,000
2025	VRB	RW 12R-30L	6115	AAC	31,500	77	AC Restoration	$ 347,000
2025	VRB	TW A	105	AAC	59,360	74	AC Restoration	$ 653,000
2025	VRB	TW C	310	AAC	38,030	75	AC Restoration	$ 419,000
2026	VRB	AP RU TW F	5506	AAC	15,486	82	AC Restoration	$ 171,000
2026	VRB	TW C	312	AAC	32,050	77	AC Restoration	$ 353,000
2026	VRB	TW C3	356	AAC	12,737	76	AC Restoration	$ 141,000
2027	VRB	RW 12L-30R	6215	AAC	26,250	81	AC Restoration	$ 289,000
2027	VRB	RW 12R-30L	6105	AAC	162,750	81	AC Restoration	$ 1,791,000
2027	VRB	TL SW	4515	AC	39,359	72	AC Restoration	$ 433,000
2027	VRB	TW A	102	AC	25,470	72	AC Restoration	$ 281,000
2027	VRB	TW D	410	AAC	14,032	79	AC Restoration	$ 155,000
2028	VRB	AP RU TW F	5515	AAC	21,638	87	AC Restoration	$ 239,000
2028	VRB	TL SW	4525	AC	24,241	74	AC Restoration	$ 267,000
2028	VRB	TW B1	151	AC	5,576	74	AC Restoration	$ 62,000
2028	VRB	TW F	612	AAC	30,660	82	AC Restoration	$ 338,000
2028	VRB	TW F	625	AAC	6,881	82	AC Restoration	$ 76,000
2029	VRB	TW C5	385	AAC	12,239	84	AC Restoration	$ 135,000
2029	VRB	TW D	414	AAC	19,328	83	AC Restoration	$ 213,000
				Witham Field (SUA)				
2018	SUA	AP E	4210	AC	27,315	66	AC Restoration	$ 192,000
2018	SUA	AP E	4235	AC	45,261	39	AC Reconstruction	$ 408,000
2018	SUA	AP RU RW16	5105	AC	20,042	58	AC Restoration	$ 141,000
2018	SUA	AP W	4105	AC	57,734	37	AC Reconstruction	$ 520,000
2018	SUA	AP W	4107	PCC	48,600	39	PCC Reconstruction	$ 730,000
2018	SUA	AP W	4108	PCC	20,280	46	PCC Restoration	$ 247,000
2018	SUA	AP W	4110	PCC	47,805	40	PCC Reconstruction	$ 718,000
2018	SUA	AP W	4115	AC	34,042	65	AC Restoration	$ 239,000
2018	SUA	AP W	4125	PCC	12,050	50	PCC Restoration	$ 124,000
2018	SUA	TW A	110	AAC	144,144	61	AC Restoration	$ 1,010,000
2018	SUA	TW B	205	AC	61,173	29	AC Reconstruction	$ 551,000
2018	SUA	TW B	208	AC	17,865	44	AC Restoration	$ 151,000
2018	SUA	TW C	330	AC	134,221	28	AC Reconstruction	$ 1,209,000
2019	SUA	AP W	4120	AC	142,350	67	AC Restoration	$ 997,000
2019	SUA	TW A1	125	AC	11,725	66	AC Restoration	$ 83,000
2020	SUA	AP RU RW7	5405	AC	17,932	69	AC Restoration	$ 126,000
2022	SUA	AP E	4205	AC	206,398	71	AC Restoration	$ 1,445,000
2022	SUA	AP E	4227	AC	98,326	72	AC Restoration	$ 689,000
2022	SUA	TL AP E	4215	AC	49,210	69	AC Restoration	$ 345,000
2023	SUA	AP HELI	4505	AC	27,270	74	AC Restoration	$ 191,000
2024	SUA	AP RU RW25	5505	AC	13,276	75	AC Restoration	$ 93,000
2024	SUA	AP RU RW30	5205	AC	12,313	75	AC Restoration	$ 87,000
2025	SUA	TW A	105	AC	79,216	72	AC Restoration	$ 555,000

District Airfield Pavement Evaluation Report

Program Year	Network ID	Branch ID	Section ID	Surface	Area (SF)	PCI Before	Rehabilitation Type	Planning Cost
2025	SUA	TW C1	505	AC	47,957	73	AC Restoration	$ 336,000
2026	SUA	RW 7-25	6205	AAC	472,922	82	AC Restoration	$ 3,311,000

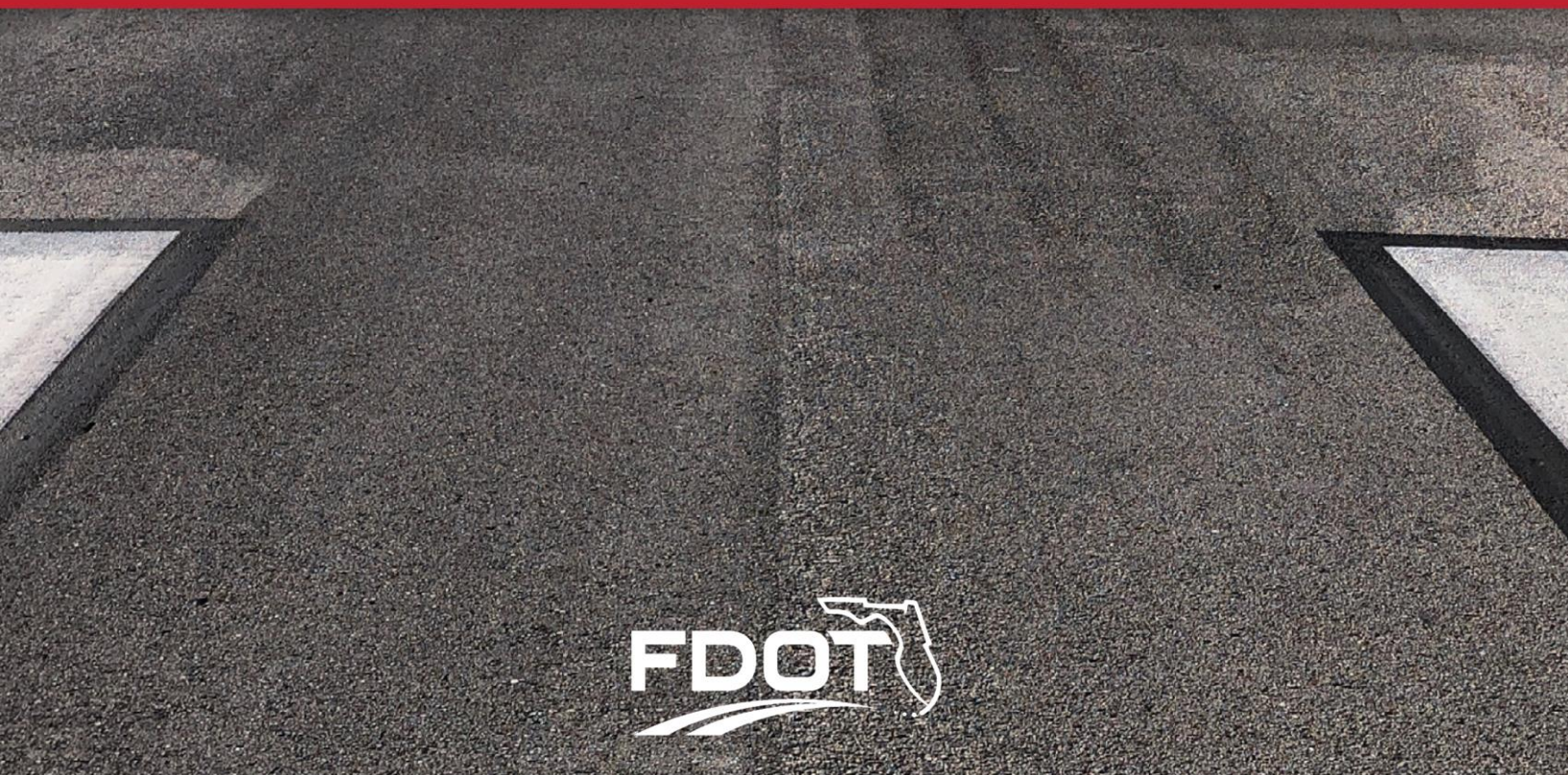
STATEWIDE AIRFIELD PAVEMENT MANAGEMENT PROGRAM

District Airfield Pavement Evaluation Report

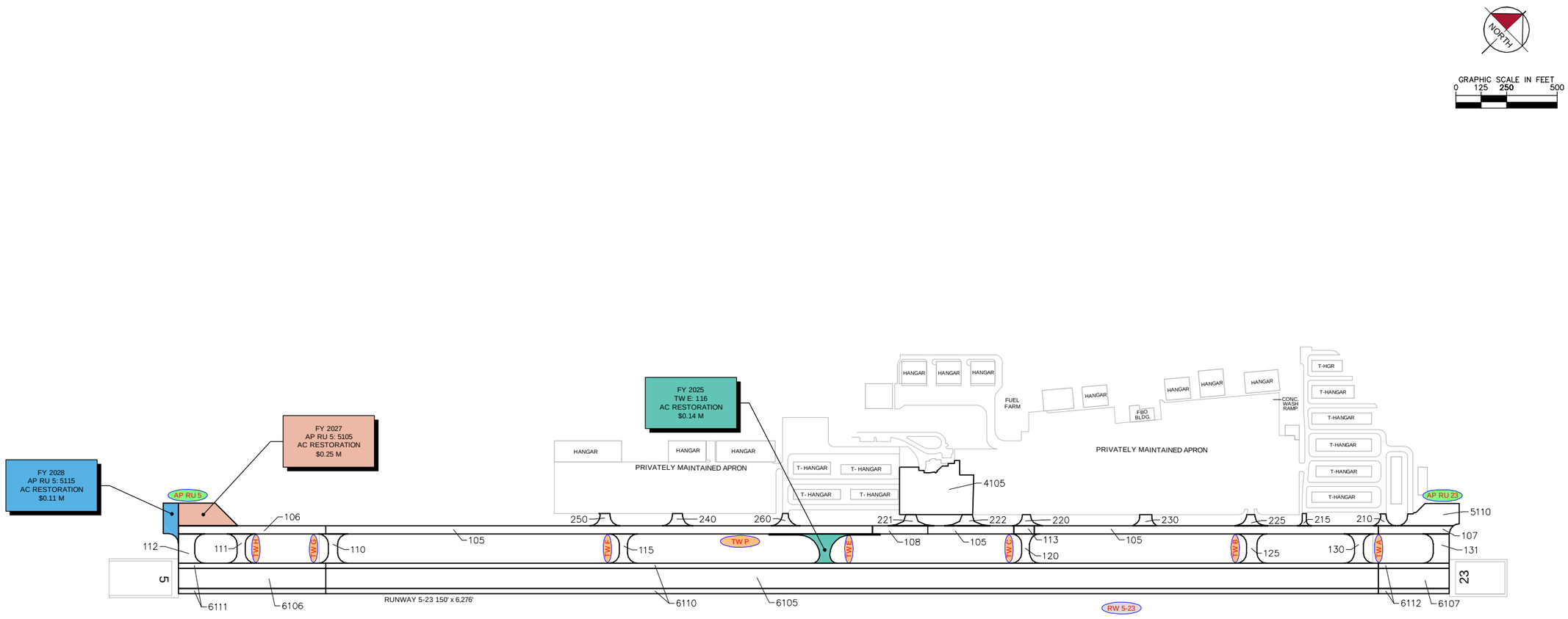
DISTRICT 4

Appendix D

Major Rehabilitation Exhibits



FDOT



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 PAVEMNET
MAJOR REHABILITATION EXHIBIT

Airport Pavement Evaluation Report
2019

Statewide Airfield Pavement Management Program
BOCA RATON AIRPORT - BCT

FDOT

NORTH

GRAPHIC SCALE IN FEET
0 150 300 600

ACCESS ROAD

FY 2028
AP T-HANGN: 4315
AC RESTORATION
$0.09 M

FY 2027
AP T-HANGN: 4305
AC RESTORATION
$0.89 M

FY 2025
TW F: 605
AC RESTORATION
$1.4 M

FY 2027
AP T-HANGN: 4310
AC RESTORATION
$0.19 M

FY 2027
TW A1: 805
AC RESTORATION
$0.08 M

FY 2028
TW C: 310
AC RESTORATION
$0.11 M

AP T-HANG N

14

305

TW C

705

TW A1

4320

TL A

305

TW A1

TURF RUNWAY 9L-27R 75' x 3,679'

9L

27R

FY 2028
TW F: 610
AC RESTORATION
$0.21 M

TW D

TW D

410

415

FY 2021
AP N: 4120
AC RESTORATION
$1.64 M

FY 2024
TW D: 405
AC RESTORATION
$0.14 M

TW F

RUNWAY 14-32 75' x 4,300'

4110

FY 2022
AP N: 4105
AC RESTORATION
$6.25 M

FY 2021
AP T-HANG: 4205
AC RESTORATION
$0.84 M

FY 2026
AP T-HANGE: 4420
AC RESTORATION
$0.73 M

FY 2029
RW 14-32: 6205
AC RESTORATION
$3.13 M

1010

TW A

APN

1005

RW 14-32

ACCESS ROAD

4115

AP T-HANG

HANGAR

HANGAR

HANGAR

HANGAR

HANGAR

HANGAR

AP T-HANG E

FY 2020
AP T-HANGE: 4415
AC RESTORATION
$0.08 M

FY 2025
AP RU 9R: 5105
AC RESTORATION
$0.26 M

FY 2028
TW K: 1105
AC RESTORATION
$1.51 M

615

1105

1110

1105

1115

AP RU 9R

TW K

TW K

AP RU 27L

FY 2028
TW K7: 1205
AC RESTORATION
$0.09 M

TW K7

TW K6

TW K5

TW K4

TW K3

TW K2

TW K1

505

RUNWAY 9R-27L 100' x 4,300'

RW 9R-27L

1705

FY 2025
AP RU 27L: 5110
AC RESTORATION
$0.26 M

9R

27L

605

6105

FY 2026
TW K6: 1305
AC RESTORATION
$0.1 M

FY 2027
TW K5: 1405
AC RESTORATION
$0.1 M

FY 2027
RW 9R-27L: 6105
AC RESTORATION
$4.01 M

TW R

TW F

FY 2025
TW K3: 1505
AC RESTORATION
$0.1 M

FY 2025
TW K2: 1605
AC RESTORATION
$0.1 M

32

FY 2022
TW R: 1805
AC RESTORATION
$0.14 M

FY 2028
TW F1: 600
AC RESTORATION
$0.07 M

STATE ROAD 710 BEELINE EXPRESSWAY

FY 2020
TW J: 1010
AC RESTORATION
$0.07 M

FY 2023
TW F: 615
AC RESTORATION
$0.06 M

FY 2026
TW J: 1005
AC RESTORATION
$0.09 M

FY 2028
AP N: 4115
PCC RESTORATION
$0.11 M

FY 2028
TW K: 1110
AC RESTORATION
$0.11 M

FY 2028
TW K: 1115
AC RESTORATION
$0.12 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"

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
NORTH PALM BEACH COUNTY GENERAL AVIATION AIRPORT - F45

FDOT

FY 2020
AP COMMON: 4010
AC RECONSTRUCTION
$0.34 M

FY 2020
AP COMMON: 4020
AC RESTORATION
$6.55 M

FY 2020
AP COMMON: 4025
AC RESTORATION
$1.29 M

FY 2020
AP COMMON: 4040
AC RESTORATION
$0.29 M

FY 2020
AP COMMON: 4045
AC RESTORATION
$0.4 M

FY 2020
AP COMMON: 4075
AC RESTORATION
$0.63 M

FY 2020
AP COMMON: 4085
AC RESTORATION
$2.88 M

FY 2020
AP RU 28R: 5210
AC RECONSTRUCTION
$0.21 M

FY 2020
TW A: 125
AC RESTORATION
$0.21 M

FY 2020
TW A: 126
AC RESTORATION
$0.19 M

FY 2020
TW A: 130
AC RESTORATION
$1.22 M

FY 2020
TW A: 132
AC RESTORATION
$0.11 M

FY 2020
TW A: 135
AC RESTORATION
$0.65 M

FY 2020
TW A: 140
AC RESTORATION
$1.39 M

FY 2020
TW A: 141
AC RESTORATION
$0.12 M

FY 2020
TW A: 142
AC RESTORATION
$0.21 M

FY 2020
TW A: 143
AC RESTORATION
$0.12 M

FY 2020
TW A: 144
AC RESTORATION
$0.09 M

FY 2020
TW A: 146
AC RESTORATION
$0.14 M

FY 2020
TW A: 155
AC RESTORATION
$0.59 M

FY 2020
TW A: 156
AC RESTORATION
$0.1 M

FY 2020
TW A: 157
AC RESTORATION
$0.95 M

FY 2020
TW C: 307
AC RESTORATION
$2.01 M

FY 2020
TW C: 310
AC RESTORATION
$0.48 M

FY 2020
TW C: 311
AC RESTORATION
$0.26 M

FY 2020
TW C: 315
AC RESTORATION
$0.41 M

FY 2020
TW C: 320
AC RESTORATION
$0.32 M

FY 2020
TW C: 325
AC RESTORATION
$2.68 M

FY 2020
TW D: 433
AC RESTORATION
$0.41 M

FY 2020
TW E: 524
AC RECONSTRUCTION
$1.12 M

FY 2020
TW H: 810
PCC RESTORATION
$0.8 M

FY 2020
TW J9: 960
PCC RESTORATION
$0.8 M

FY 2020
TW N: 1435
AC RECONSTRUCTION
$0.96 M

FY 2020
TW Q: 1716
AC RESTORATION
$0.44 M

FY 2020
TW S: 1905
AC RESTORATION
$0.24 M

FY 2020
TW S: 1907
AC RESTORATION
$0.34 M

FY 2020
TW S: 1910
AC RESTORATION
$0.87 M

FY 2020
TW T: 2005
AC RECONSTRUCTION
$4.44 M

FY 2020
TW T3: 2025
AC RESTORATION
$0.29 M

FY 2020
TW T4: 2035
AC RESTORATION
$0.2 M

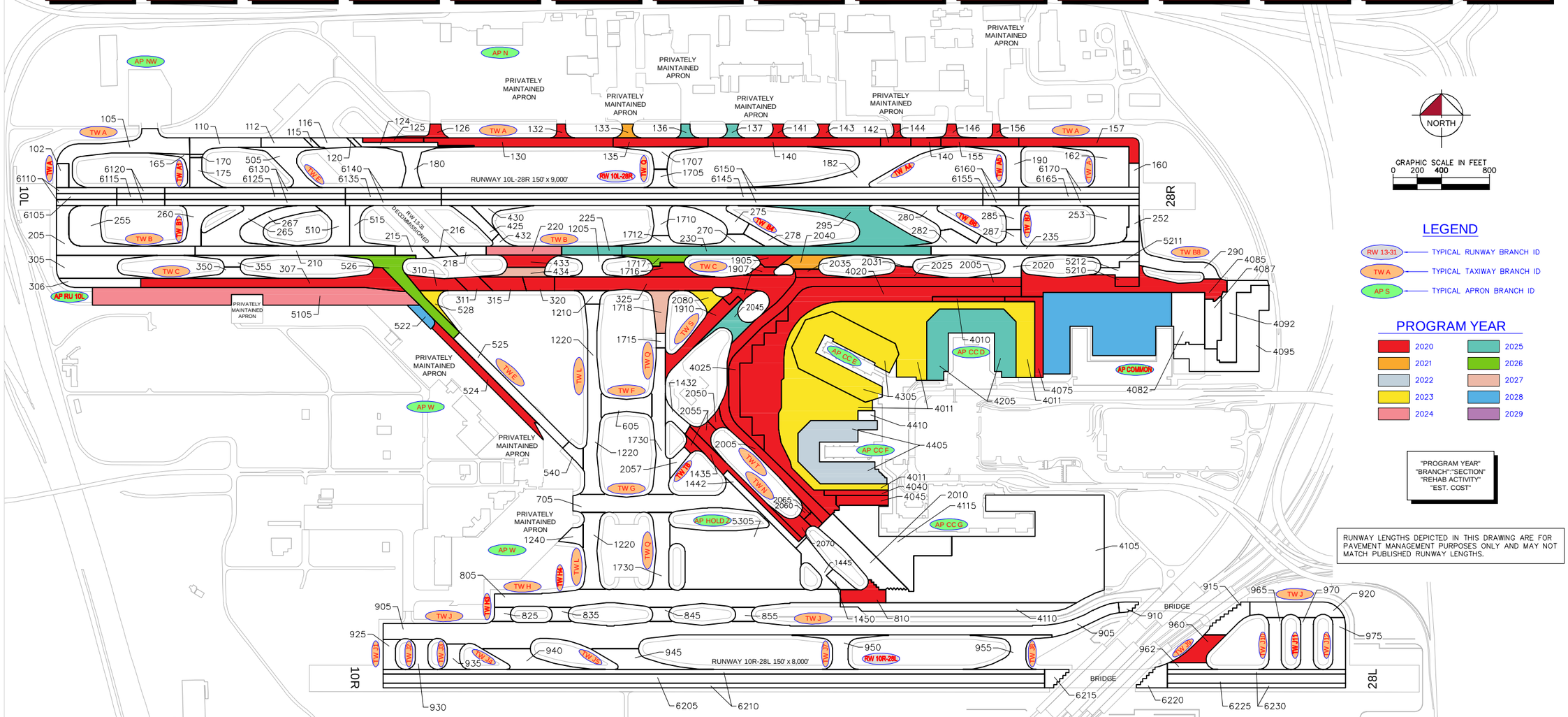
FY 2020
TW T6: 2050
AC RESTORATION
$0.14 M

FY 2020
TW T6: 2055
AC RECONSTRUCTION
$0.29 M

FY 2020
TW T7: 2060
AC RESTORATION
$0.08 M

FY 2020
TW T7: 2065
AC RECONSTRUCTION
$0.14 M

FY 2020
TW T7: 2070
AC RECONSTRUCTION
$0.32 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"

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

FY 2021
TW A: 133
AC RESTORATION
$0.13 M

FY 2021
TW T4: 2040
AC RESTORATION
$0.38 M

FY 2022
AP CC F: 4405
PCC RESTORATION
$3.97 M

FY 2023
AP CC E: 4305
PCC RESTORATION
$5.7 M

FY 2023
AP COMMON: 4011
AC RESTORATION
$8.86 M

FY 2023
TW E: 528
AC RESTORATION
$0.21 M

FY 2023
TW T5: 2080
AC RESTORATION
$0.26 M

FY 2024
AP RU 10L: 5105
AC RESTORATION
$3.98 M

FY 2024
TW B: 220
AC RESTORATION
$0.52 M

FY 2025
AP CC D: 4205
PCC RESTORATION
$4.57 M

FY 2025
TW A: 136
AC RESTORATION
$0.11 M

FY 2025
TW A: 137
AC RESTORATION
$0.13 M

FY 2025
TW B: 225
AC RESTORATION
$0.41 M

FY 2025
TW B: 230
AC RESTORATION
$2.12 M

FY 2025
TW B5: 295
AC RESTORATION
$1.76 M

FY 2025
TW T5: 2045
AC RESTORATION
$0.45 M

FY 2026
TW E: 526
AC RESTORATION
$1.12 M

FY 2026
TW Q: 1717
AC RESTORATION
$0.28 M

FY 2027
TW D: 434
AC RESTORATION
$0.32 M

FY 2027
TW Q: 1718
AC RESTORATION
$0.46 M

FY 2028
AP COMMON: 4080
PCC RESTORATION
$8.79 M

FY 2028
TW E: 522
AC RESTORATION
$0.2 M

Airport Pavement Evaluation Report

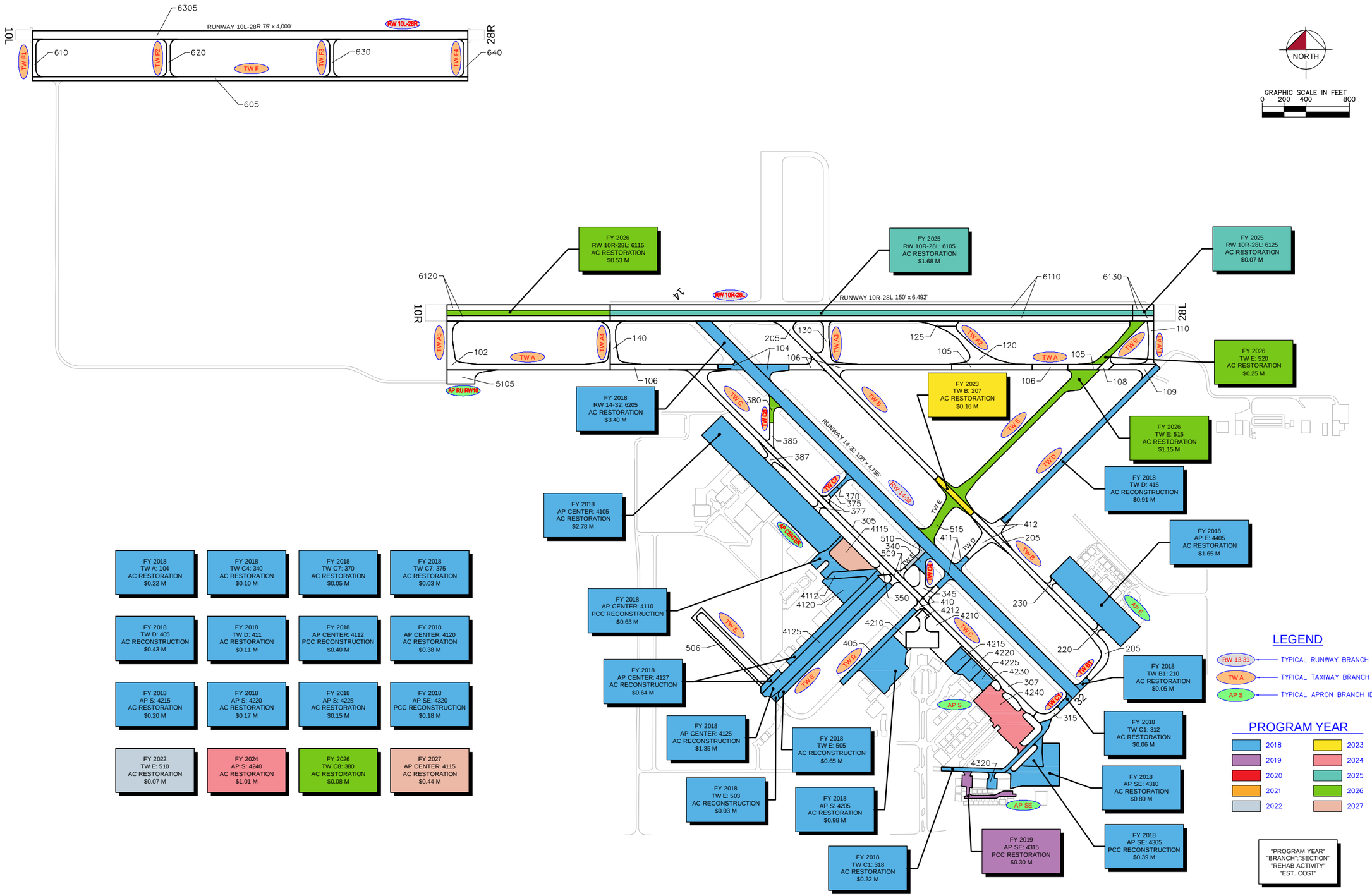
004 - AIRFIELD PAVEMENT MAJOR REHABILITATION EXHIBIT

2019

Statewide Airfield Pavement Management Program

FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL AIRPORT - FLL

FDOT



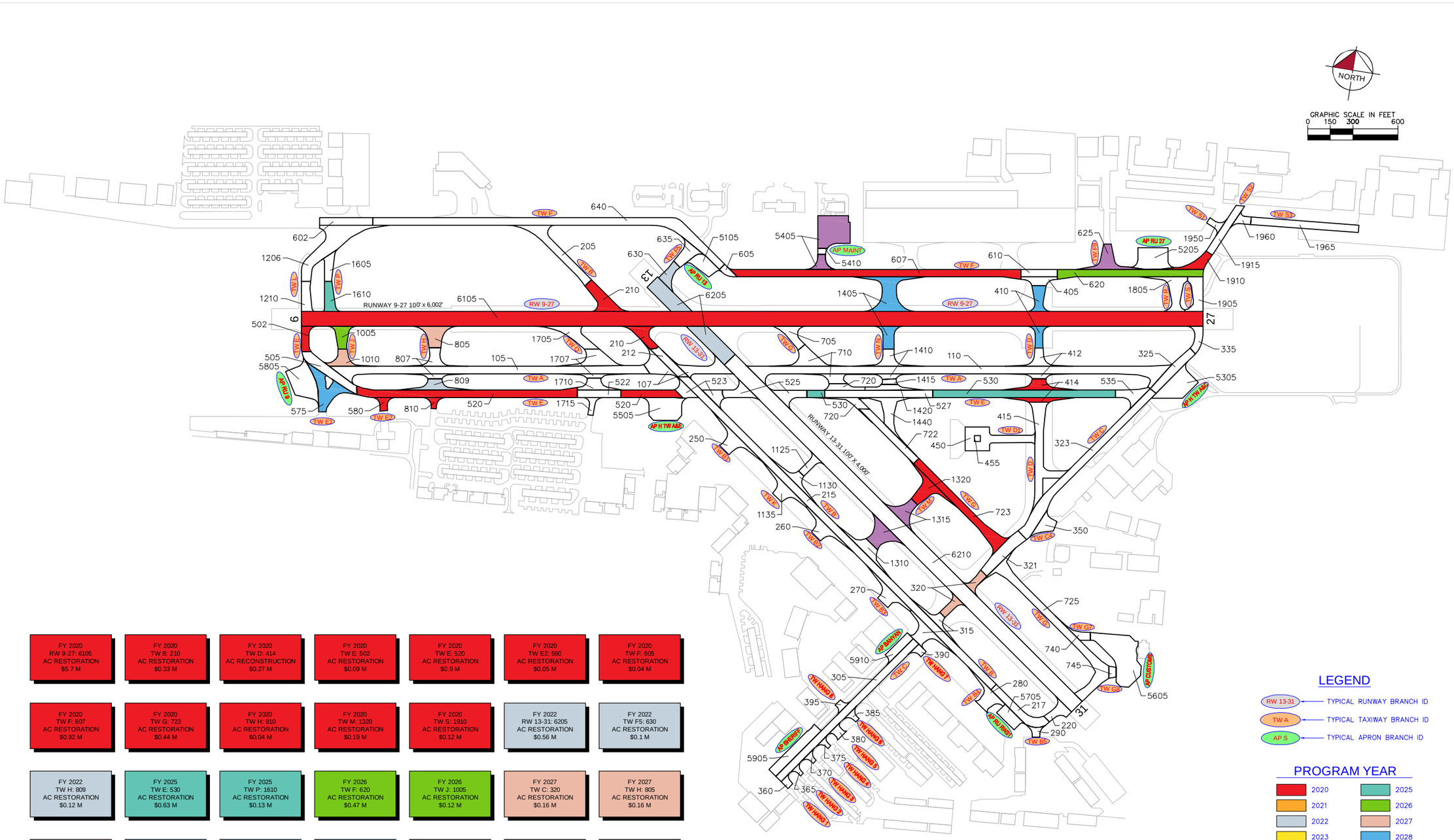
004 - AIRFIELD PAVEMENT
MAJOR REHABILITATION EXHIBIT

Airport Pavement Evaluation Report 2017

Statewide Airfield Pavement Management Program

TREASURE COAST INTERNATIONAL AIRPORT - FPR

FDOT



FY 2020 RW 9-27: 6105 AC RESTORATION $5.7 M	FY 2020 TW B: 210 AC RESTORATION $0.33 M	FY 2020 TW D: 414 AC RECONSTRUCTION $0.27 M	FY 2020 TW E: 502 AC RESTORATION $0.09 M	FY 2020 TW E: 520 AC RESTORATION $0.9 M	FY 2020 TW E2: 580 AC RESTORATION $0.05 M	FY 2020 TW F: 605 AC RESTORATION $0.04 M
FY 2020 TW F: 607 AC RESTORATION $0.92 M	FY 2020 TW G: 723 AC RESTORATION $0.44 M	FY 2020 TW H: 810 AC RESTORATION $0.04 M	FY 2020 TW M: 1320 AC RESTORATION $0.19 M	FY 2020 TW S: 1910 AC RESTORATION $0.12 M	FY 2022 RW 13-31: 6205 AC RESTORATION $0.56 M	FY 2022 TW F5: 630 AC RESTORATION $0.1 M
FY 2022 TW H: 809 AC RESTORATION $0.12 M	FY 2025 TW E: 530 AC RESTORATION $0.63 M	FY 2025 TW P: 1610 AC RESTORATION $0.13 M	FY 2026 TW F: 620 AC RESTORATION $0.47 M	FY 2026 TW J: 1005 AC RESTORATION $0.12 M	FY 2027 TW C: 320 AC RESTORATION $0.16 M	FY 2027 TW H: 805 AC RESTORATION $0.16 M
FY 2027 TW J: 1010 AC RESTORATION $0.12 M	FY 2028 TW D: 410 AC RESTORATION $0.2 M	FY 2028 TW E1: 575 AC RESTORATION$ 0.28 M	FY 2028 TW N: 1405 AC RESTORATION $0.45 M	FY 2029 AP MAINT: 5405 AC RESTORATION $0.47 M	FY 2029 TW F9: 625 AC RESTORATION $0.18 M	FY 2029 TW M: 1315 AC RESTORATION $0.35 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

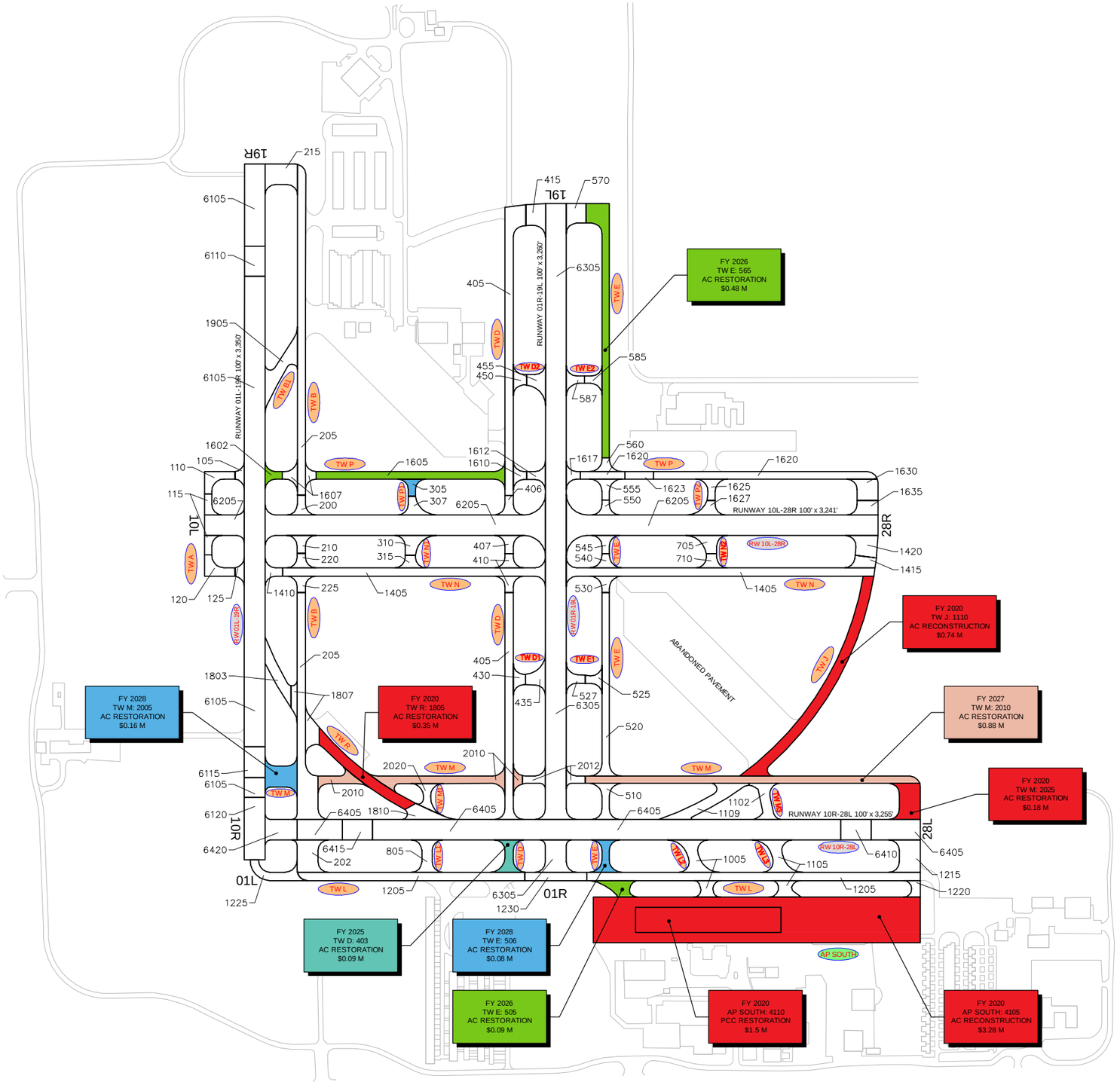
Airport Pavement Evaluation Report

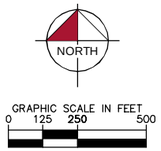
2019

Statewide Airfield Pavement Management Program

FORT LAUDERDALE EXECUTIVE AIRPORT - FXE

FDOT





GRAPHIC SCALE IN FEET
0 125 250 500

FY 2026
TW P: 1602
AC RESTORATION
$0.04 M

FY 2026
TW P: 1605
AC RESTORATION
$0.31 M

FY 2028
TW P1: 305
AC RESTORATION
$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

2020	2025
2021	2026
2022	2027
2023	2028
2024	2029

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

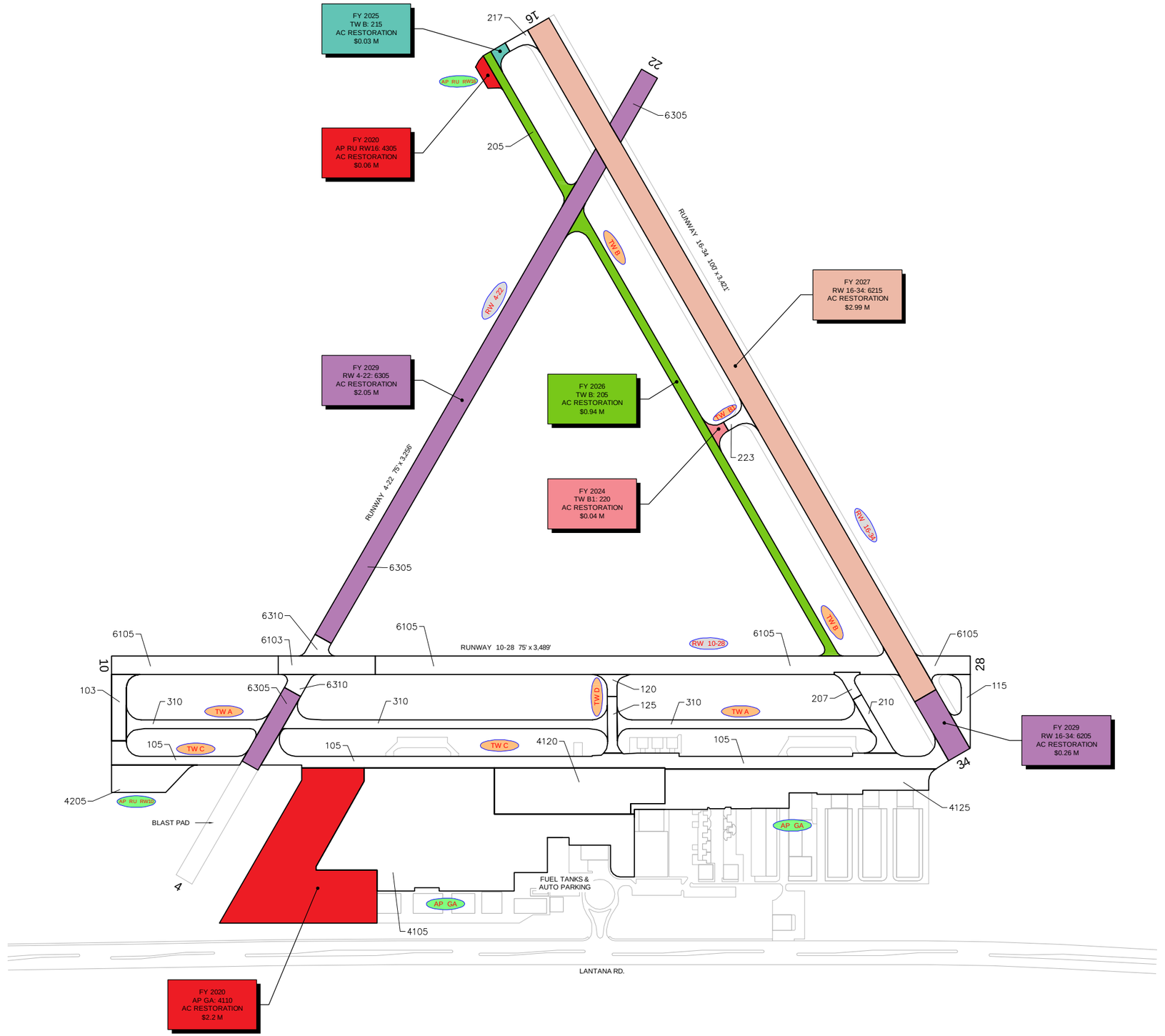
RUNWAY LENGTHS DEPICTED IN THIS DRAWING ARE FOR PAVEMENT MANAGEMENT PURPOSES ONLY AND MAY NOT MATCH PUBLISHED RUNWAY LENGTHS.

004 - AIRFIELD PAVEMENT
MAJOR REHABILITAION EXHIBIT

Airport Pavement Evaluation Report
2019

Statewide Airfield Pavement Management Program
NORTH PERRY AIRPORT - HWO

FDOT



NORTH

GRAPHIC SCALE IN FEET
0 100 200 400

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

PALM BEACH COUNTY PARK AIRPORT - LNA

FDOT

FY 2021
AP S: 4420
AC RESTORATION
$0.12 M

FY 2022
TW H: 805
AC RESTORATION
$0.27 M

FY 2022
TW R4: 1860
AC RESTORATION
$0.04 M

FY 2023
AP N TERM: 4125
PCC RESTORATION
$6.51 M

FY 2024
RW 14-32: 6305
AC RESTORATION
$5.1 M

FY 2024
TW C: 312
AC RESTORATION
$0.47 M

FY 2025
AP SE GA: 4525
AC RESTORATION
$1.15 M

FY 2025
TW A: 120
AC RESTORATION
$0.33 M

FY 2025
TW K: 1107
AC RESTORATION
$0.18 M

FY 2026
RW 14-32: 6315
AC RESTORATION
$2.28 M

FY 2027
AP N TERM: 4120
AC RESTORATION
$8.52 M

FY 2027
AP SE GA: 4530
AC RESTORATION
$0.28 M

FY 2027
RW 10L-28R: 6105
AC RESTORATION
$11.01 M

FY 2027
TW D: 407
AC RESTORATION
$0.23 M

FY 2027
TW F: 655
AC RESTORATION
$0.37 M

FY 2027
TW G: 713
AC RESTORATION
$0.75 M

FY 2028
TW B2: 230
AC RESTORATION
$0.32 M

FY 2028
TW C4: 333
AC RESTORATION
$0.29 M

FY 2028
TW F: 603
AC RESTORATION
$0.39 M

FY 2028
TW F: 645
AC RESTORATION
$0.35 M

FY 2029
RW 14-32: 6310
AC RESTORATION
$2.55 M

FY 2029
TW B: 235
AC RESTORATION
$0.36 M

FY 2029
TW C: 314
AC RESTORATION
$0.2 M

FY 2029
TW L: 1080
AC RESTORATION
$0.34 M

NORTH

GRAPHIC SCALE IN FEET
0 200 400 800

RUNWAY 14-32 150' x 8,609'

RUNWAY 10L-28R 150' x 10,001'

RUNWAY 10R-28L 75' x 3,214'

AP NW AP N TERM AP CARGO AP SE GA AP S AP SW GA

TW A TW B TW C TW D TW F TW G TW K TW L TW M TW R TW T TW Y

RW 14-32 RW 10L-28R RW 10R-28L

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

FY 2020
AP CARGO: 4210
AC RESTORATION
$1.19 M

FY 2020
AP N TERM: 4140
PCC RESTORATION
$1.73 M

FY 2020
AP S: 4410
AC RESTORATION
$3.19 M

FY 2020
AP S: 4430
AC RESTORATION
$0.06 M

FY 2020
AP SE GA: 4502
AC RECONSTRUCTION
$0.78 M

FY 2020
AP SE GA: 4510
PCC RECONSTRUCTION
$3.95 M

FY 2020
AP SE GA: 4515
PCC RECONSTRUCTION
$0.87 M

FY 2020
AP SE GA: 4520
AC RESTORATION
$1.06 M

FY 2020
AP SE GA: 4522
PCC RECONSTRUCTION
$1.18 M

FY 2020
AP SW GA: 4305
AC RESTORATION
$12.01 M

FY 2020
AP SW GA: 4307
PCC RECONSTRUCTION
$0.79 M

FY 2020
AP SW GA: 4310
AC RECONSTRUCTION
$0.99 M

FY 2020
AP SW GA: 4315
AC RECONSTRUCTION
$0.2 M

FY 2020
TW B: 205
AC RESTORATION
$1.08 M

FY 2020
TW B: 210
AC RESTORATION
$1.47 M

FY 2020
TW B: 215
AC RESTORATION
$0.78 M

FY 2020
TW B: 220
AC RECONSTRUCTION
$1.64 M

FY 2020
TW B1: 225
AC RESTORATION
$0.45 M

FY 2020
TW F: 605
AC RESTORATION
$2.57 M

FY 2020
TW F: 632
AC RESTORATION
$0.13 M

FY 2020
TW F2: 630
AC RECONSTRUCTION
$0.3 M

FY 2020
TW H: 810
AC RESTORATION
$1.06 M

FY 2020
TW L3: 1910
AC RESTORATION
$0.09 M

FY 2020
TW M: 1350
AC RESTORATION
$0.34 M

FY 2020
TW M1: 1320
AC RESTORATION
$0.55 M

FY 2020
TW M2: 1310
AC RESTORATION
$0.28 M

FY 2020
TW N: 1405
AC RESTORATION
$0.29 M

FY 2020
TW R: 1805
AC RECONSTRUCTION
$1.54 M

FY 2020
TW R: 1810
AC RECONSTRUCTION
$2.24 M

FY 2020
TW R2: 1830
AC RESTORATION
$0.07 M

FY 2020
TW R3: 1850
AC RESTORATION
$0.04 M

FY 2020
TW R3: 1855
AC RESTORATION
$0.05 M

FY 2020
TW T1: 1820
AC RESTORATION
$0.22 M

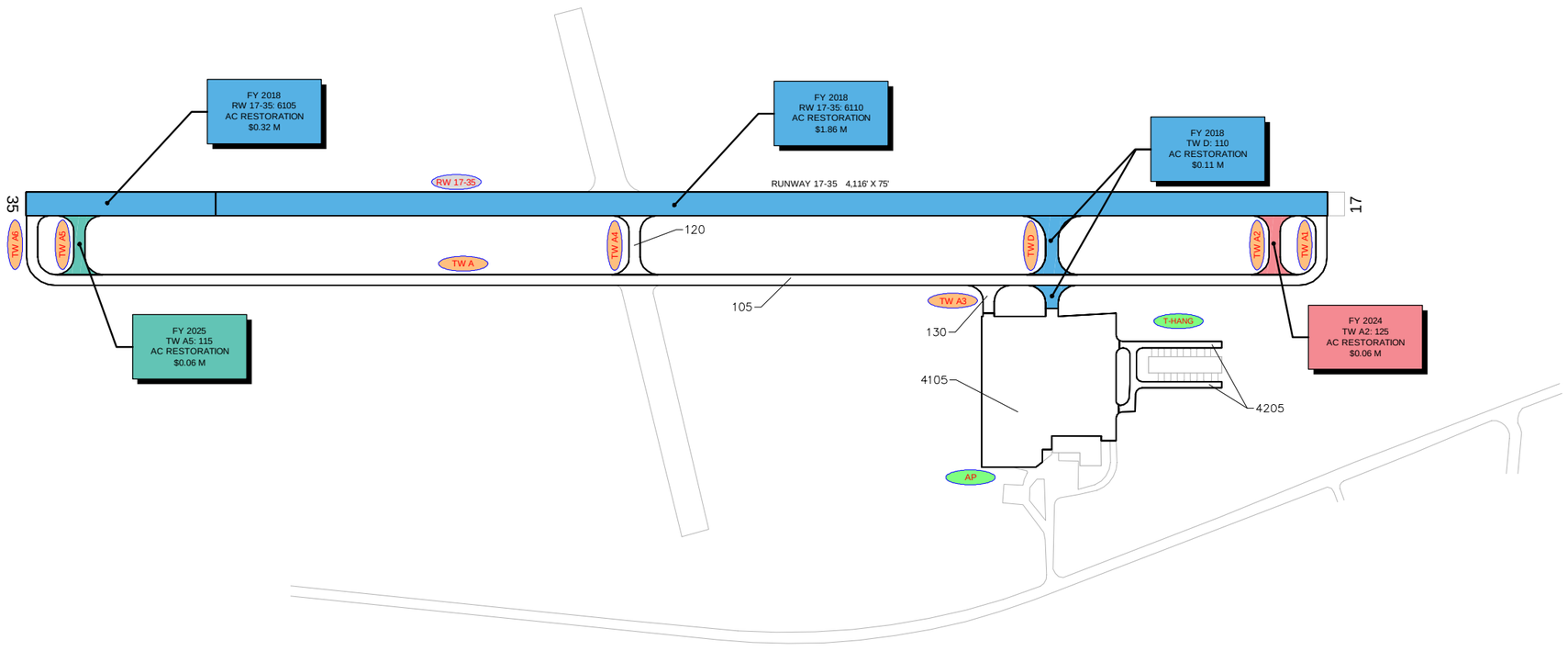
"PROGRAM YEAR"
"BRANCH":"SECTION"
"REHAB ACTIVITY"
"EST. COST"

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

Statewide Airfield Pavement Management Program
Airport Pavement Evaluation Report
2019
PALM BEACH INTERNATIONAL AIRPORT - PBI

FDOT



NORTH

GRAPHIC SCALE IN FEET
0 100 200 400

LEGEND

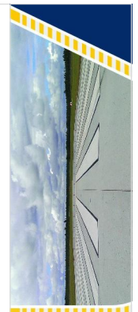
- RW 13-31 — TYPICAL RUNWAY BRANCH ID
- TW A — TYPICAL TAXIWAY BRANCH ID
- AP S — TYPICAL APRON BRANCH ID

PROGRAM YEAR

2018	2023
2019	2024
2020	2025
2021	2026
2022	2027

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

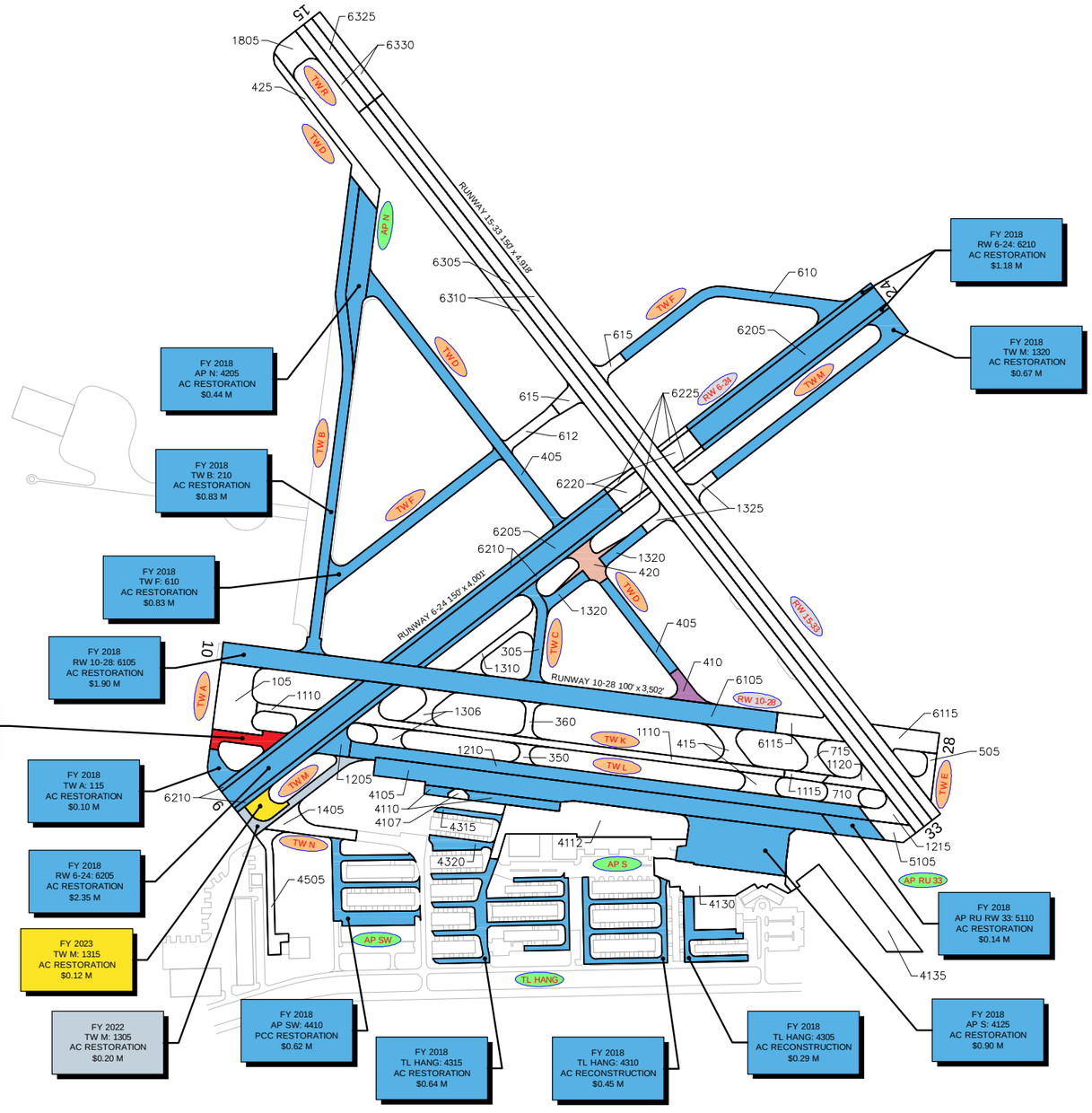
RUNWAY LENGTHS DEPICTED IN THIS DRAWING ARE FOR PAVEMENT MANAGEMENT PURPOSES ONLY AND MAY NOT MATCH PUBLISHED RUNWAY LENGTHS.



004 - AIRFIELD PAVEMENT
MAJOR REHABILITATION EXHIBIT

Statewide Airfield Pavement Management Program
Airport Pavement Evaluation Report
2017
PALM BEACH COUNTY GLADES AIRPORT - PHK

FDOT



NORTH

GRAPHIC SCALE IN FEET
0 150 300 600

FY 2018
TW C: 305
AC RESTORATION
$0.19 M

FY 2018
TW D: 405
AC RESTORATION
$0.74 M

FY 2018
TW L: 1205
AC RESTORATION
$0.09 M

FY 2018
TW L: 1210
AC RESTORATION
$1.07 M

FY 2018
AP S: 4105
AC RESTORATION
$1.43 M

FY 2018
AP S: 4110
AC RESTORATION
$0.18 M

FY 2018
TL HANG: 4320
AC RECONSTRUCTION
$0.15 M

FY 2019
TW D: 410
AC RESTORATION
$0.09 M

FY 2027
TW D: 420
AC RESTORATION
$0.16 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
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"PROGRAM YEAR"
"BRANCH":"SECTION"
"REHAB ACTIVITY"
"EST. COST"

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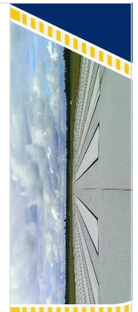


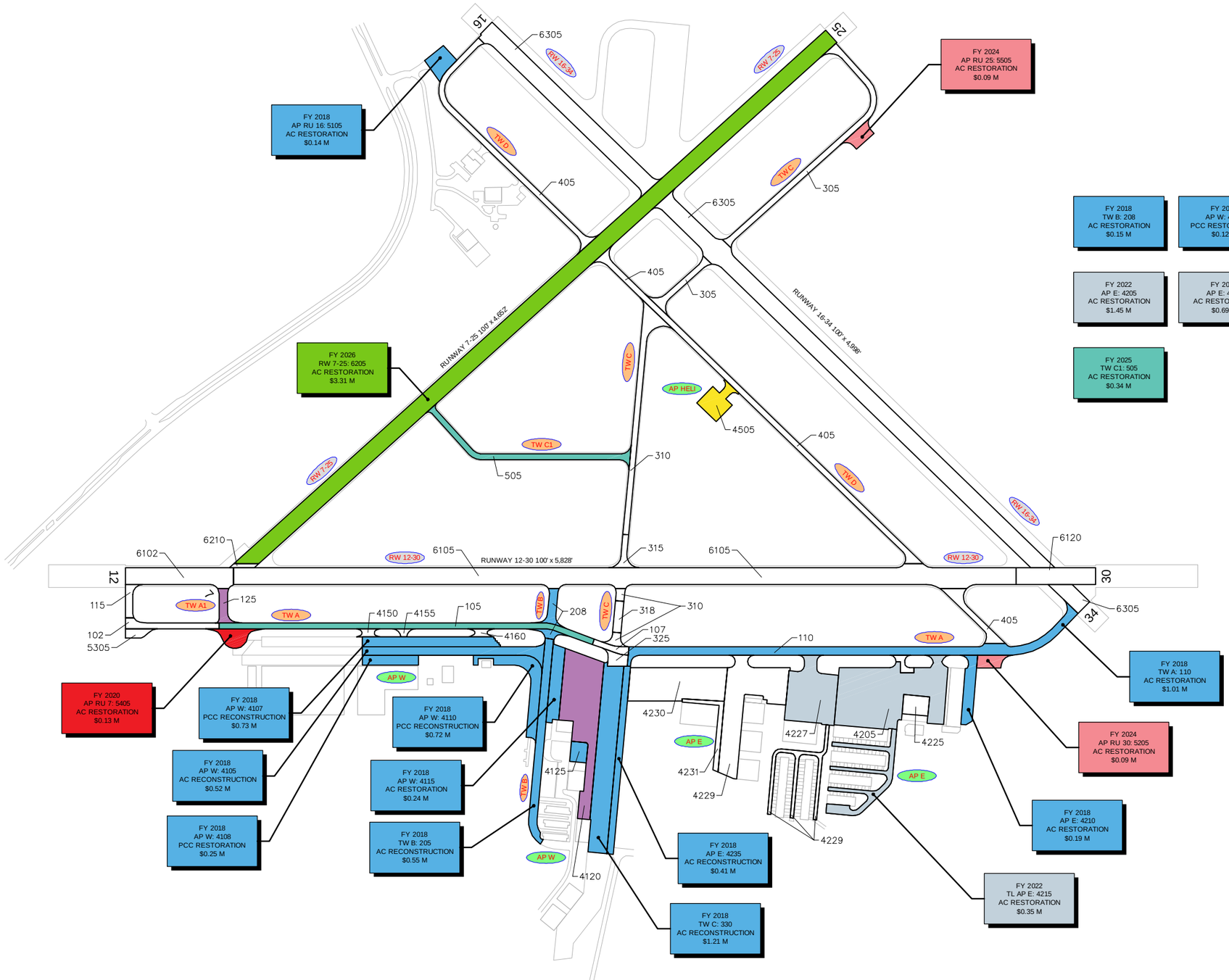
004 - AIRFIELD PAVEMENT
MAJOR REHABILITATION EXHIBIT

Airport Pavement Evaluation Report
2017

Statewide Airfield Pavement Management Program

POMPANO BEACH AIRPARK - PMP

FDOT



GRAPHIC SCALE IN FEET
0 150 300 600

FY 2018
TW B: 208
AC RESTORATION
$0.15 M

FY 2018
AP W: 4125
PCC RESTORATION
$0.12 M

FY 2019
TW A1: 125
AC RESTORATION
$0.08 M

FY 2019
AP W: 4120
AC RESTORATION
$1.00 M

FY 2022
AP E: 4205
AC RESTORATION
$1.45 M

FY 2022
AP E: 4227
AC RESTORATION
$0.69 M

FY 2023
AP HELI: 4505
AC RESTORATION
$0.19 M

FY 2025
TW A: 105
AC RESTORATION
$0.56 M

FY 2025
TW C1: 505
AC RESTORATION
$0.34 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
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2022	2027

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

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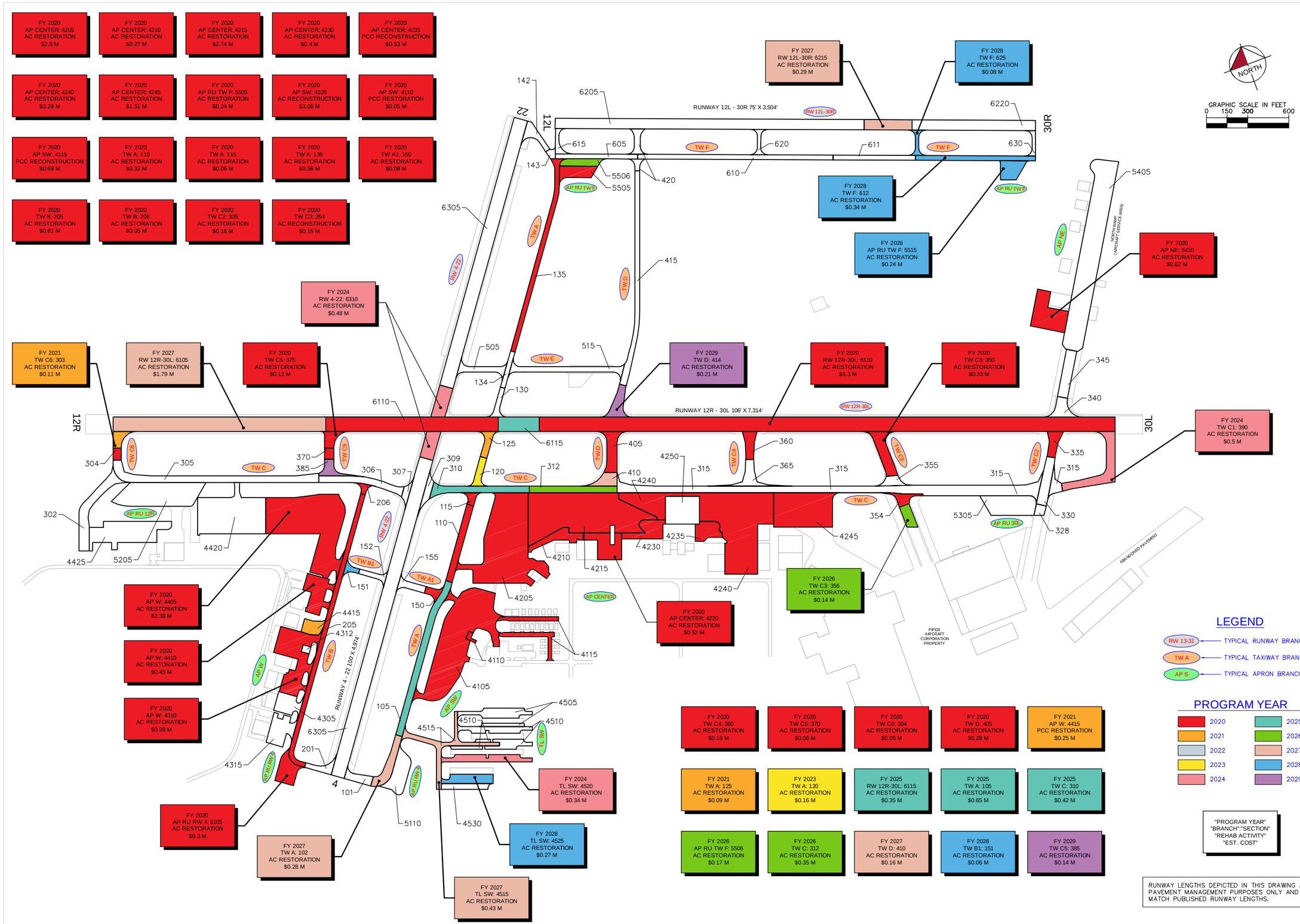
004 - AIRFIELD PAVEMENT
MAJOR REHABILITATION EXHIBIT

Airport Pavement Evaluation Report
2017

Statewide Airfield Pavement Management Program

WITHAM FIELD - SUA

FDOT



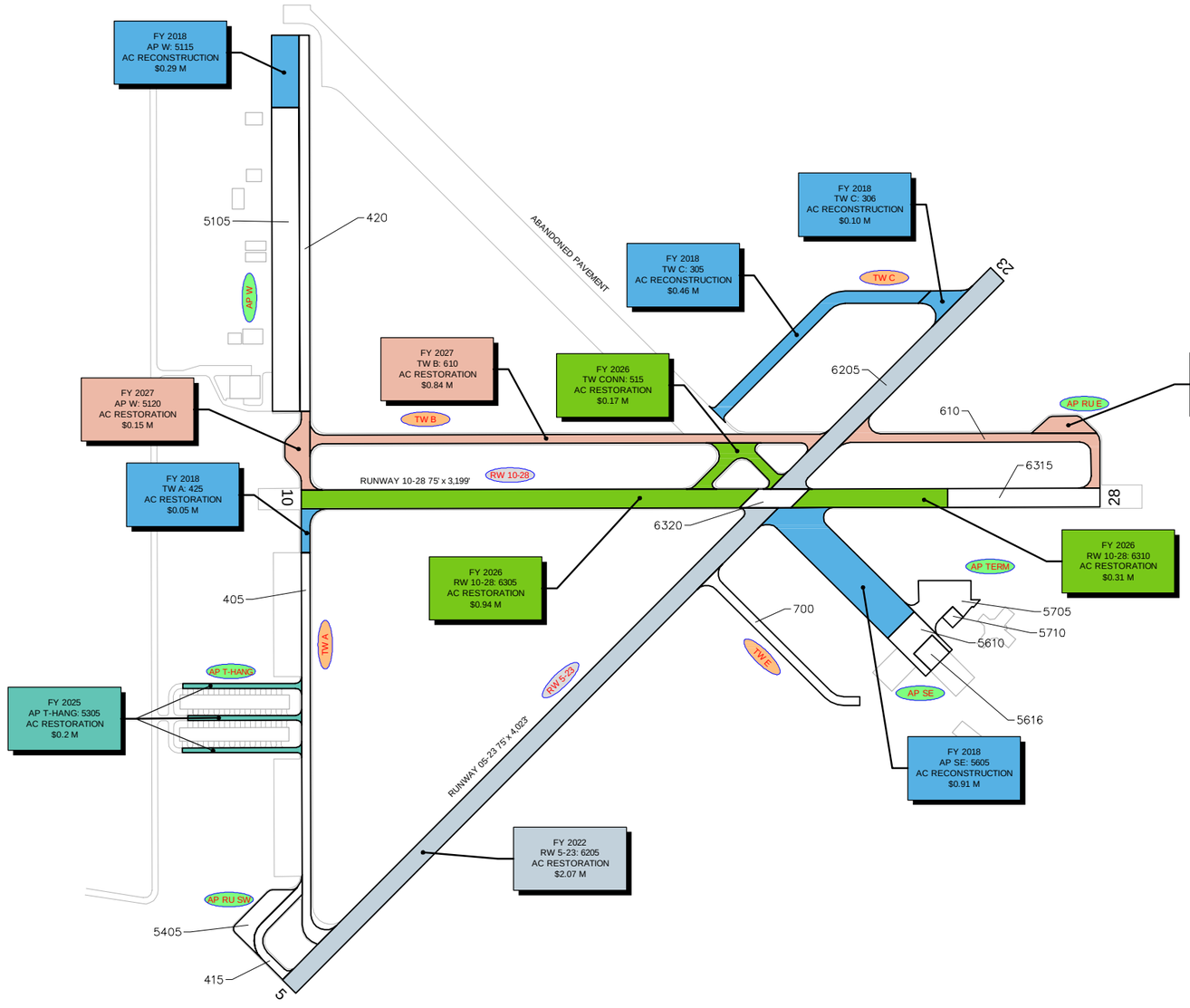
004 - AIRFIELD PAVEMENT
MAJOR REHABILITATION EXHIBIT

Airport Pavement Evaluation Report 2019

Statewide Airfield Pavement Management Program

VERO BEACH REGIONAL AIRPORT - VRB

FDOT



NORTH

GRAPHIC SCALE IN FEET
0 125 250 500

LEGEND

- RW 13-31 — TYPICAL RUNWAY BRANCH ID
- TW A — TYPICAL TAXIWAY BRANCH ID
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"PROGRAM YEAR"
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"EST. COST"

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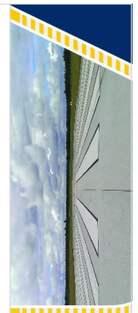


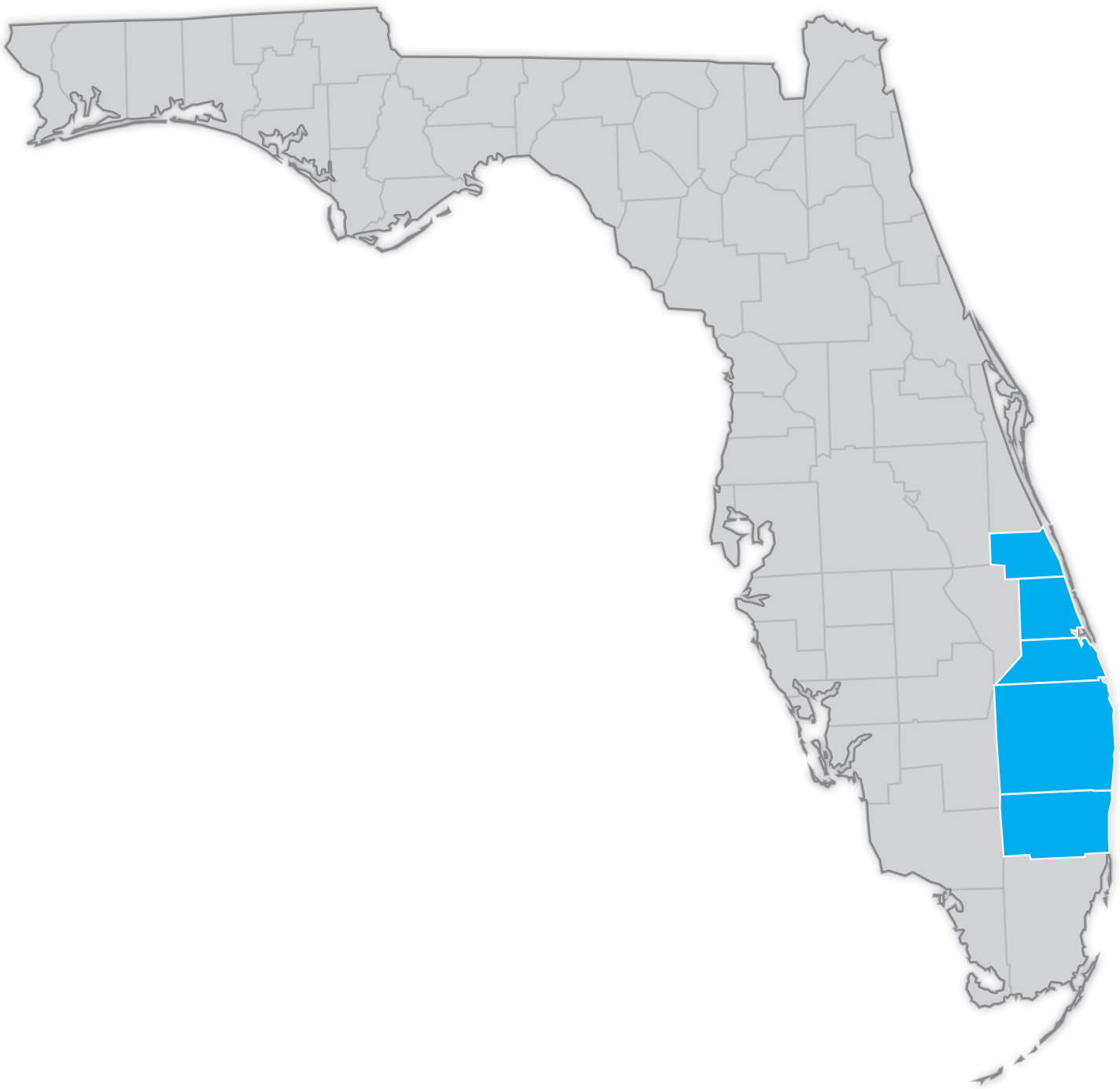
004 - AIRFIELD PAVEMENT
MAJOR REHABILITATION EXHIBIT

Airport Pavement Evaluation Report
2017

Statewide Airfield Pavement Management Program

SEBASTIAN MUNICIPAL AIRPORT - X26

FDOT



DISTRICT 4

FLORIDA DEPARTMENT OF TRANSPORTATION

AVIATION AND SPACEPORTS OFFICE