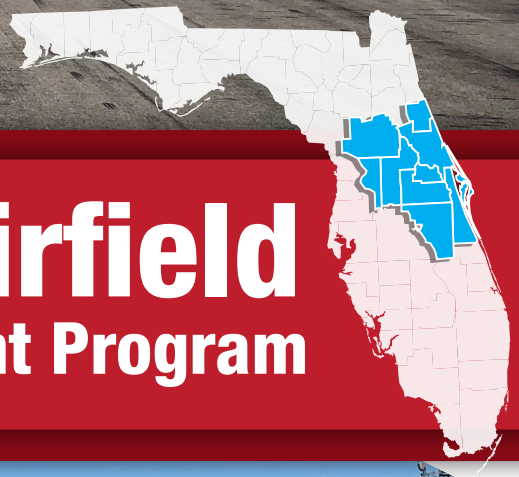
FLORIDA DEPARTMENT OF TRANSPORTATION
AVIATION AND SPACEPORTS OFFICE



Statewide Airfield Pavement Management Program

DISTRICT 5

NOVEMBER 2019

FDOT

OFFICE OF FREIGHT, LOGISTICS & PASSENGER OPERATIONS

Florida Department of Transportation

Statewide Airfield Pavement Management Program

Prepared by:

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OFFICE OF FREIGHT, LOGISTICS & PASSENGER OPERATIONS

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STATEWIDE AIRFIELD PAVEMENT MANAGEMENT PROGRAM

District Airfield Pavement Evaluation Report

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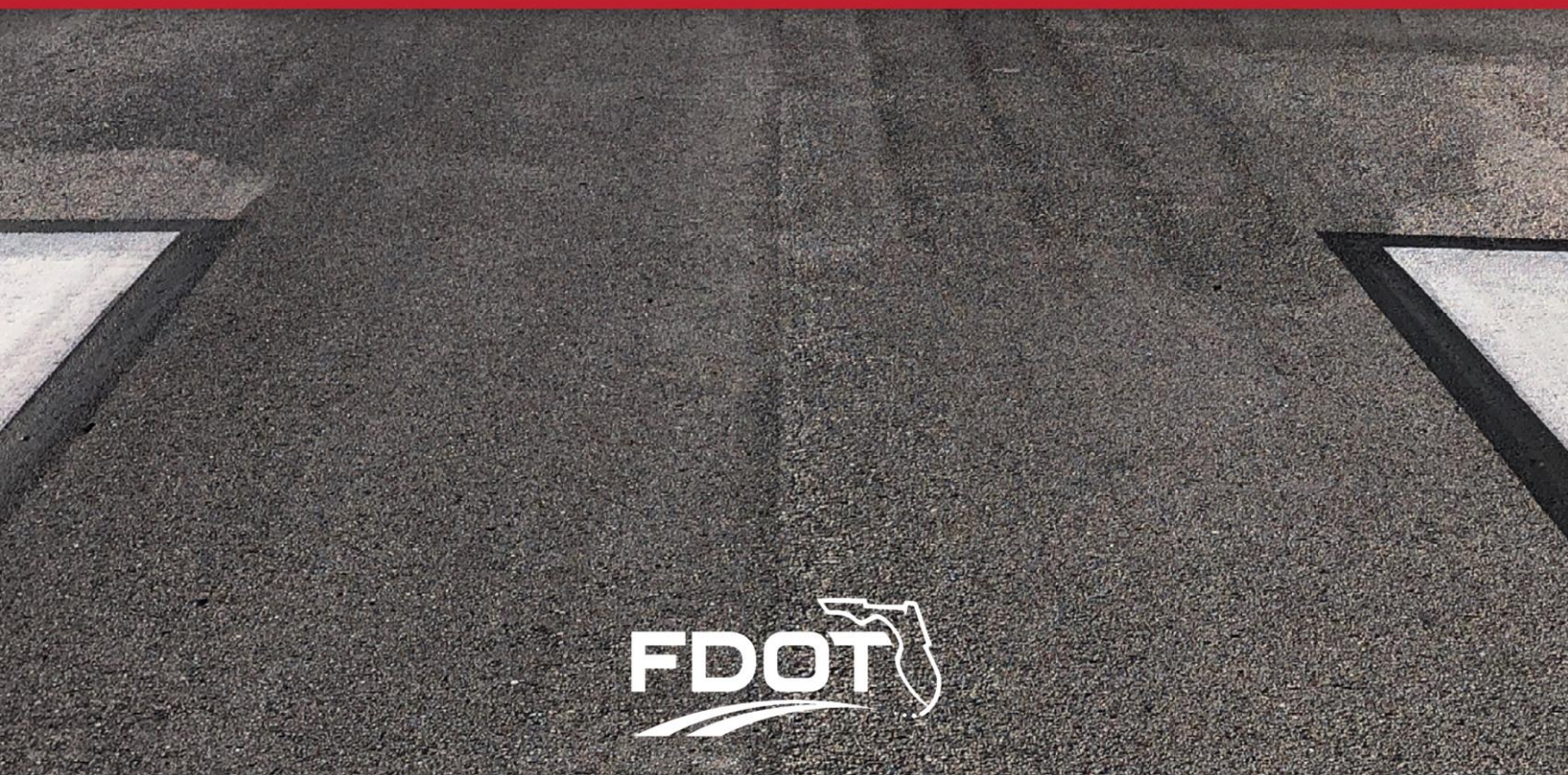
STATEWIDE AIRFIELD PAVEMENT MANAGEMENT PROGRAM

District Airfield Pavement Evaluation Report

DISTRICT 5

Executive Summary



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Executive Summary

Program Background

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

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

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

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

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

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

Summary of Results

PAVEMENT CONDITION INDEX (LATEST INSPECTION)

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

Network ID	Airport Type	Area-Weighted Pavement Condition Index (PCI)				
		Runway PCI	Taxiway PCI	Taxilane PCI	Apron PCI	Overall Airfield PCI
COI	GA	68	68	-	45	55
DAB	PR	76	74	-	62	72
DED	RL	78	81	-	63	71
EVB	RL	72	77	-	33	68
FIN	GA	75	79	67	72	76
ISM	RL	84	65	-	56	65
LEE	GA	76	82	83	63	75
MLB	PR	100	78	-	78	84
OCF	PR	87	54	-	66	71
OMN	RL	86	73	-	57	73
ORL	RL	64	65	-	46	55
SFB	PR	70	60	-	82	72
TIX	PR	59	71	-	86	72
X21	GA	81	82	-	67	76
X23	GA	78	80	74	83	79
X35	GA	80	98	-	70	80
X59	GA	95	88	-	60	76
OVERALL DISTRICT		**78**	**71**	**76**	**66**	**72**

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
COI	GA	RW 11-29	RUNWAY 11-29	3,601	75	68	FAIR	X
DAB	PR	RW 16-34	RUNWAY 16-34	6,001	150	62	FAIR	X
DAB	PR	RW 7L-25R	RUNWAY 7L-25R	10,500	150	90	GOOD	
DAB	PR	RW 7R-25L	RUNWAY 7R-25L	3,195	100	47	POOR	X
DED	RL	RW 12-30	RUNWAY 12-30	6,001	100	84	SATISFACTORY	
DED	RL	RW 5-23	RUNWAY 5-23	4,301	75	68	FAIR	X
EVB	RL	RW 11-29	RUNWAY 11-29	4,319	75	87	GOOD	
EVB	RL	RW 2-20	RUNWAY 2-20	4,000	100	38	VERY POOR	X
EVB	RL	RW 7-25	RUNWAY 7-25	5,000	75	98	GOOD	
FIN	GA	RW 11-29	RUNWAY 11-29	4,999	100	100	GOOD	
FIN	GA	RW 6-24	RUNWAY 6-24	5,000	100	50	POOR	X
ISM	RL	RW 15-33	RUNWAY 15-33	6,001	100	81	SATISFACTORY	
ISM	RL	RW 6-24	RUNWAY 6-24	5,001	100	86	GOOD	

Network ID	Airport Type	Branch ID	Branch Name	Length (Feet)	Width (Feet)	Area-Weighted PCI	PCI Rating	Below FDOT Minimum PCI of 75
LEE	GA	RW 13-31	RUNWAY 13-31	6,300	100	68	FAIR	X
LEE	GA	RW 3-21	RUNWAY 3-21	4,957	100	87	GOOD	
MLB	PR	RW 5-23	RUNWAY 5-23	3,001	75	100	GOOD	
MLB	PR	RW 9L-27R	RUNWAY 9L-27R	6,000	150	100	GOOD	
MLB	PR	RW 9R-27L	RUNWAY 9R-27L	10,181	150	100	GOOD	
OCF	PR	RW 18-36	RUNWAY 18-36	7,467	150	87	GOOD	
OCF	PR	RW 8-26	RUNWAY 8-26	3,009	50	91	GOOD	
OMN	RL	RW 17-35	RUNWAY 17-35	3,704	100	75	SATISFACTORY	
OMN	RL	RW 8-26	RUNWAY 8-26	4,005	75	100	GOOD	
ORL	RL	RW 13-31	RUNWAY 13-31	4,625	100	66	FAIR	X
ORL	RL	RW 7-25	RUNWAY 7-25	6,004	150	63	FAIR	X
SFB	PR	RW 18-36	RUNWAY 18-36	6,002	150	63	FAIR	X
SFB	PR	RW 9C-27C	RUNWAY 9C-27C	3,578	75	66	FAIR	X
SFB	PR	RW 9L-27R	RUNWAY 9L-27R	11,002	150	75	SATISFACTORY	
SFB	PR	RW 9R-27L	RUNWAY 9R-27L	5,839	75	70	FAIR	X
TIX	PR	RW 18-36	RUNWAY 18-36	7,319	150	61	FAIR	X
TIX	PR	RW 9-27	RUNWAY 9-27	5,000	100	56	FAIR	X
X21	GA	RW 15-33	RUNWAY 15-33	2,961	70	81	SATISFACTORY	
X23	GA	RW 01-19	RUNWAY 01-19	2,500	60	78	SATISFACTORY	
X35	GA	RW 10-28	RUNWAY 10-28	4,702	60	71	SATISFACTORY	X
X35	GA	RW 5-23	RUNWAY 5-23	5,000	100	85	SATISFACTORY	
X59	GA	RW 10-28	RUNWAY 10-28	4,000	75	89	GOOD	
X59	GA	RW 14-32	RUNWAY 14-32	4,000	75	100	GOOD	

Figure E-3 Runway Condition

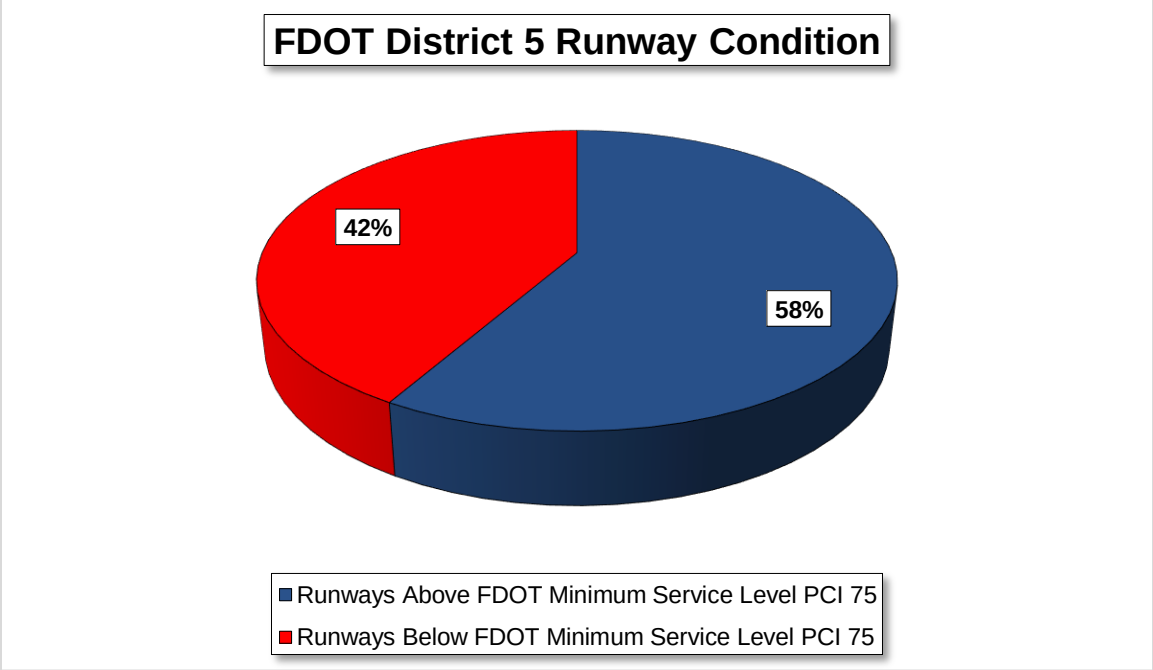


Figure E-4 Runway Pavement Condition Index Comparison to FDOT Minimum PCI

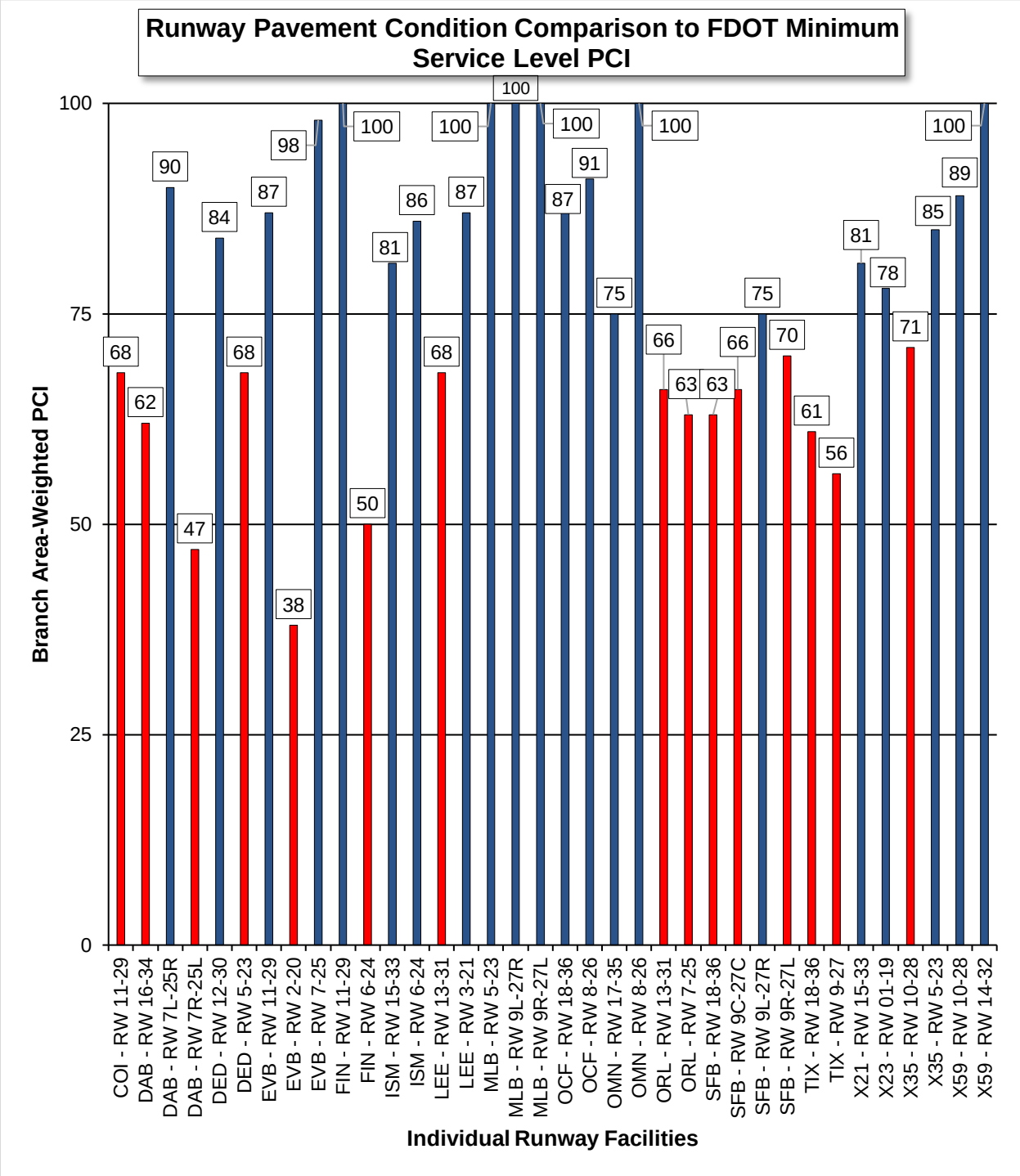
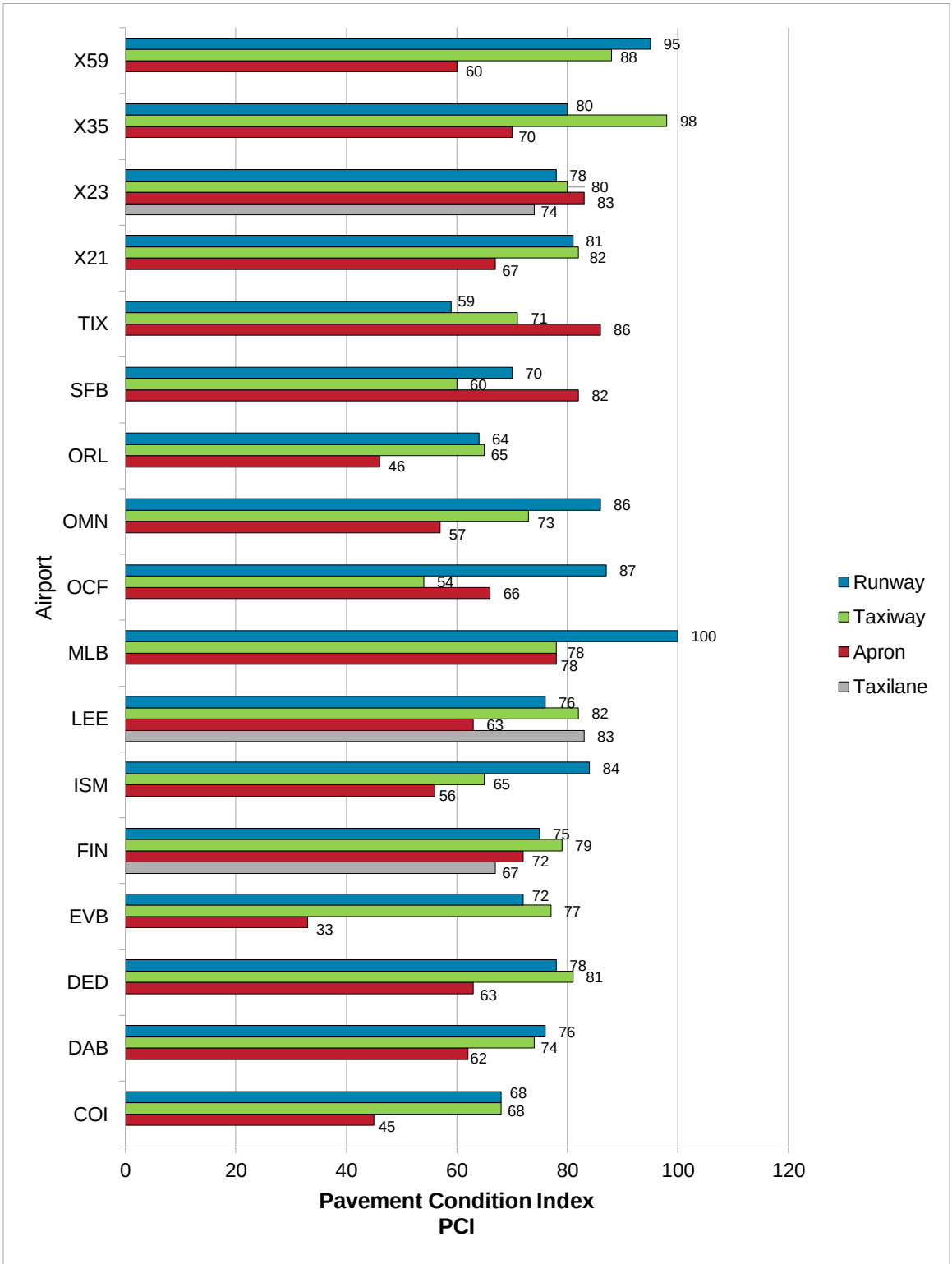


Table E-5 District Summary of Area by Use by Airport

Network ID	Airport Type	Pavement Area (Square Feet)				
		Runway	Taxiway	Taxilane	Apron	Overall
COI	GA	270,225	252,810	-	665,866	1,188,901
DAB	PR	2,757,127	3,929,122	-	2,520,550	9,206,799
DED	RL	914,725	798,831	-	1,595,244	3,308,800
EVB	RL	1,124,528	1,045,669	-	487,829	2,658,026
FIN	GA	987,649	1,023,173	51,683	462,447	2,524,952
ISM	RL	1,090,199	1,228,472	-	2,161,722	4,480,393
LEE	GA	1,117,038	712,489	91,813	664,716	2,586,056
MLB	PR	2,652,349	3,197,788	-	2,844,309	8,694,446
OCF	PR	1,270,500	1,007,329	-	760,756	3,038,585
OMN	RL	663,450	645,323	-	578,723	1,887,496
ORL	RL	1,346,586	1,405,796	-	3,168,225	5,920,607
SFB	PR	3,269,627	3,469,068	-	4,514,279	11,252,974
TIX	PR	1,587,593	1,135,483	-	1,427,405	4,150,481
X21	GA	211,750	123,009	-	198,871	533,630
X23	GA	150,000	47,320	32,994	78,168	308,482
X35	GA	773,635	187,117	-	280,603	1,241,355
X59	GA	539,265	188,781	-	803,401	1,531,447
OVERALL DISTRICT		**20,726,246**	**20,397,580**	**176,490**	**23,213,114**	**64,513,430**

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	
COI	GA	55	POOR	$	5,304,000
DAB	PR	72	SATISFACTORY	$	44,151,000
DED	RL	71	SATISFACTORY	$	9,502,000
EVB	RL	68	FAIR	$	12,022,000
FIN	GA	76	SATISFACTORY	$	8,405,000
ISM	RL	65	FAIR	$	23,080,000
LEE	GA	75	SATISFACTORY	$	7,536,000
MLB	PR	84	SATISFACTORY	$	11,070,000
OCF	PR	71	SATISFACTORY	$	14,441,000
OMN	RL	73	SATISFACTORY	$	7,125,000
ORL	RL	55	POOR	$	42,406,000
SFB	PR	72	SATISFACTORY	$	52,884,000
TIX	PR	72	SATISFACTORY	$	24,796,000
X21	GA	76	SATISFACTORY	$	651,000
X23	GA	79	SATISFACTORY	$	-
X35	GA	80	SATISFACTORY	$	1,708,000
X59	GA	76	SATISFACTORY	$	2,562,000
OVERALL DISTRICT		**72**	**SATISFACTORY**	**$**	**267,643,000**

**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	
COI	GA	55	POOR	$	8,644,000
DAB	PR	72	SATISFACTORY	$	61,463,000
DED	RL	71	SATISFACTORY	$	20,589,000
EVB	RL	68	FAIR	$	15,497,000
FIN	GA	76	SATISFACTORY	$	9,221,000
ISM	RL	65	FAIR	$	28,339,000
LEE	GA	75	SATISFACTORY	$	7,954,000
MLB	PR	84	SATISFACTORY	$	45,807,000
OCF	PR	71	SATISFACTORY	$	15,825,000
OMN	RL	73	SATISFACTORY	$	10,878,000
ORL	RL	55	POOR	$	55,385,000
SFB	PR	72	SATISFACTORY	$	83,412,000
TIX	PR	72	SATISFACTORY	$	32,759,000
X21	GA	76	SATISFACTORY	$	3,001,000
X23	GA	79	SATISFACTORY	$	1,559,000
X35	GA	80	SATISFACTORY	$	3,624,000
X59	GA	76	SATISFACTORY	$	3,011,000
OVERALL DISTRICT		**72**	**SATISFACTORY**	**$**	**406,968,000**

**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**
COI	5.3M	1.89M	0.06M	0M	0.24M	0.88M	0.1M	0.1M	0.07M	0M	-	-
DAB	-	-	44.15M	0.73M	0.6M	1.26M	0.05M	1.18M	5.8M	0.31M	5.85M	1.53M
DED	-	-	9.5M	0.04M	2.48M	0.5M	0.2M	0.35M	2.41M	0.78M	1.81M	2.52M
EVB	-	-	12.02M	0.46M	1.01M	0M	1.19M	0.17M	0M	0.65M	0M	0M
FIN	8.41M	0M	0M	0M	0M	0.3M	0.26M	0.17M	0.08M	0M	-	-
ISM	-	-	23.08M	0.36M	0M	0.18M	0.41M	2.29M	0.1M	0.79M	0.31M	0.81M
LEE	-	-	7.54M	0M	0.32M	0M	0.1M	0M	0M	0M	0M	0M
MLB	-	-	11.07M	0M	7.98M	0.23M	0.97M	1.71M	8.8M	1.8M	5.51M	7.75M
OCF	-	-	14.44M	0.22M	0M	0M	0M	0M	0.2M	0M	0.78M	0.19M
OMN	-	-	7.13M	0M	0.52M	0M	0M	0M	0M	0.1M	3.14M	0M
ORL	-	-	42.41M	2.21M	7.21M	0M	0.32M	1.75M	1.08M	0.41M	0M	0M
SFB	-	-	52.88M	3.73M	10.58M	0.47M	0.19M	7.17M	0.67M	1.26M	5.74M	0.72M
TIX	-	-	24.8M	0.92M	1.93M	1.8M	0.36M	0M	1.97M	0.63M	0.16M	0.2M
X21	0.65M	0.26M	0M	0M	0.34M	0M	0M	0M	0M	1.75M	-	-
X23	0M	0M	0M	0M	0M	0.29M	0M	1.05M	0M	0.22M	-	-
X35	1.71M	0M	0M	1.92M	0M	0M	0M	0M	0M	0M	-	-
X59	2.56M	0M	0M	0M	0M	0.43M	0M	0M	0.02M	0M	-	-
DISTRICT	**18.63M**	**2.15M**	**249.08M**	**10.59M**	**33.21M**	**6.33M**	**4.15M**	**15.94M**	**21.2M**	**8.69M**	**23.3M**	**13.71M**

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
COI	RUNWAY 11-29	***No Major Rehabilitation***	$ -
DAB	RUNWAY 16-34	6205, 6210, 6215, 6220, 6235	$ 8,517,000
DAB	RUNWAY 7L-25R	***No Major Rehabilitation***	$ -
DAB	RUNWAY 7R-25L	6305	$ 3,667,000
DED	RUNWAY 12-30	***No Major Rehabilitation***	$ -
DED	RUNWAY 5-23	6210	$ 286,000
EVB	RUNWAY 11-29	***No Major Rehabilitation***	$ -
EVB	RUNWAY 2-20	6405, 6425, 6430, 6445, 6450	$ 5,017,000
EVB	RUNWAY 7-25	***No Major Rehabilitation***	$ -
FIN	RUNWAY 11-29	***No Major Rehabilitation***	$ -
FIN	RUNWAY 6-24	6205	$ 3,679,000
ISM	RUNWAY 15-33	***No Major Rehabilitation***	$ -
ISM	RUNWAY 6-24	6226	$ 381,000
LEE	RUNWAY 13-31	6105, 6110	$ 3,502,000
LEE	RUNWAY 3-21	***No Major Rehabilitation***	$ -
MLB	RUNWAY 5-23	***No Major Rehabilitation***	$ -
MLB	RUNWAY 9L-27R	***No Major Rehabilitation***	$ -
MLB	RUNWAY 9R-27L	***No Major Rehabilitation***	$ -
OCF	RUNWAY 18-36	***No Major Rehabilitation***	$ -
OCF	RUNWAY 8-26	***No Major Rehabilitation***	$ -
OMN	RUNWAY 17-35	***No Major Rehabilitation***	$ -
OMN	RUNWAY 8-26	***No Major Rehabilitation***	$ -
ORL	RUNWAY 13-31	***No Major Rehabilitation***	$ -
ORL	RUNWAY 7-25	6105, 6110	$ 8,558,000
SFB	RUNWAY 18-36	6210, 6230, 6231, 6232, 6233, 6245, 6250, 6255, 6260, 6280, 6285, 6290	$ 5,206,000
SFB	RUNWAY 9C-27C	6305	$ 2,952,000
SFB	RUNWAY 9L-27R	***No Major Rehabilitation***	$ -
SFB	RUNWAY 9R-27L	6405	$ 2,611,000
TIX	RUNWAY 18-36	6105, 6110, 6125, 6130, 6145, 6150	$ 12,077,000
TIX	RUNWAY 9-27	6205, 6210	$ 5,388,000
X21	RUNWAY 15-33	***No Major Rehabilitation***	$ -
X23	RUNWAY 01-19	***No Major Rehabilitation***	$ -
X35	RUNWAY 10-28	***No Major Rehabilitation***	$ -
X35	RUNWAY 5-23	6215	$ 391,000
X59	RUNWAY 10-28	***No Major Rehabilitation***	$ -
X59	RUNWAY 14-32	***No Major Rehabilitation***	$ -

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

Summary of District 5

Pavement Condition Index surveys were performed for airfield pavement facilities for the following airports located in District 5.

- COI, Merritt Island Airport
- DAB, Daytona Beach International Airport
- DED, DeLand Municipal/Sidney H. Taylor Field
- EVB, New Smyrna Beach Municipal Airport
- FIN, Flagler Executive Airport
- ISM, Kissimmee Gateway Airport
- LEE, Leesburg International Airport
- MBL, Orlando-Melbourne International Airport
- OCF, Ocala International/Jim Taylor Field
- OMN, Ormond Beach Municipal Airport
- ORL, Orlando Executive Airport
- SFB, Orlando Sanford International Airport
- TIX, Space coast Regional Airport
- X21, Arthur Dunn Air Park
- X23, Umatilla Municipal Airport
- X35, Marion County Airport
- X59, Valkaria Airport

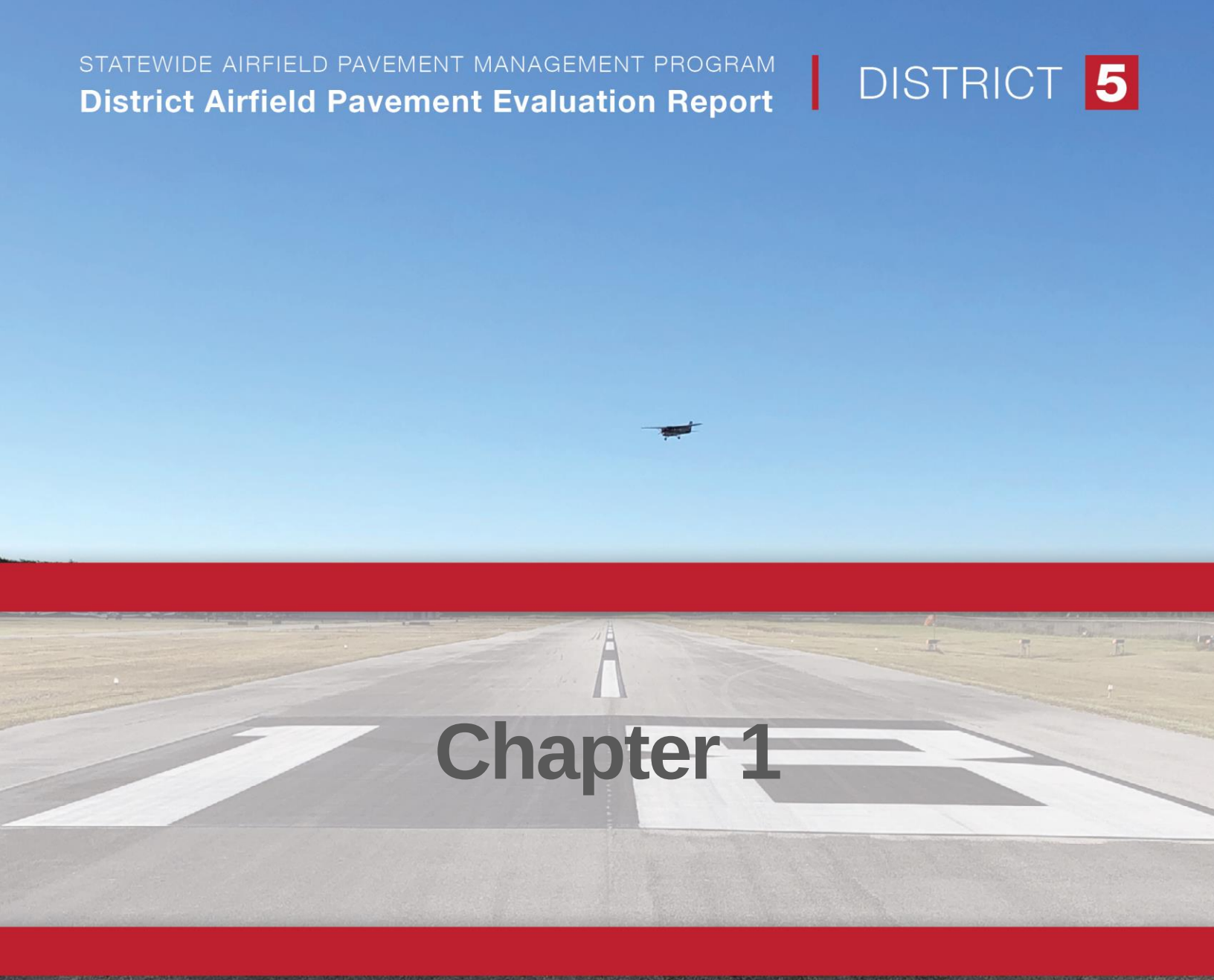
Orlando International Airport (MCO), which is managed by the Greater Orlando Aviation Authority, declined to participate in the FDOT SAPMP update and therefore was not included in the inspection efforts as part of this program update.

District 5's overall area-weighted Pavement Condition Index (PCI) is at a 72, 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 5 ranged from 55 (Poor) to 84 (Satisfactory). Specific individual airport results are identified in the individual Airport Pavement Evaluation Reports provided to each airport.

STATEWIDE AIRFIELD PAVEMENT MANAGEMENT PROGRAM

District Airfield Pavement Evaluation Report

DISTRICT 5



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.

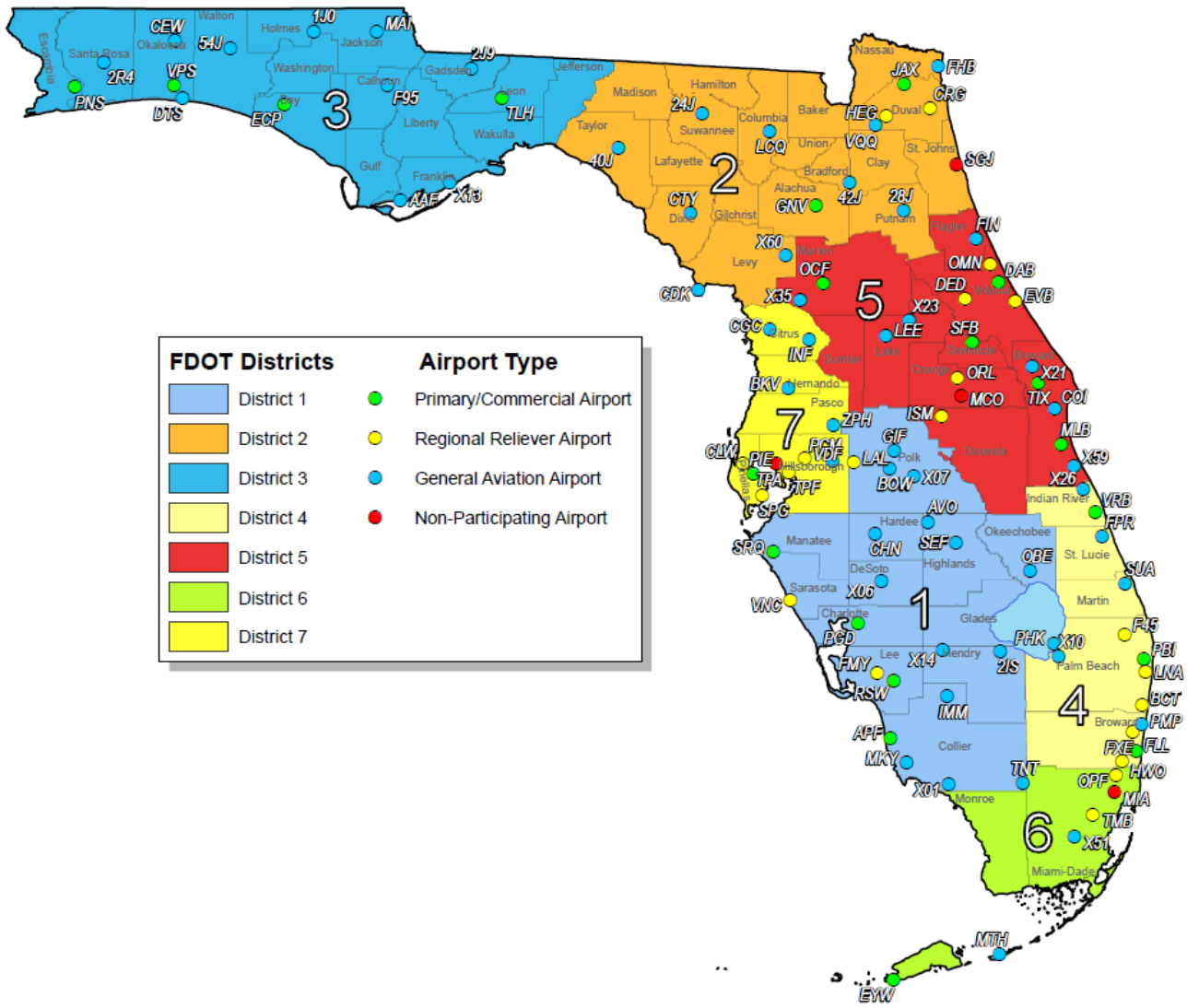
In general, adherence to the FAA Advisory Circulars are mandatory for all projects funded with federal grant monies through the Airport Improvement Program (AIP) and with revenue from the Passenger Facilities Charges (PFC) Program. Further information is detailed in FAA Grant Assurance No. 11 "Pavement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

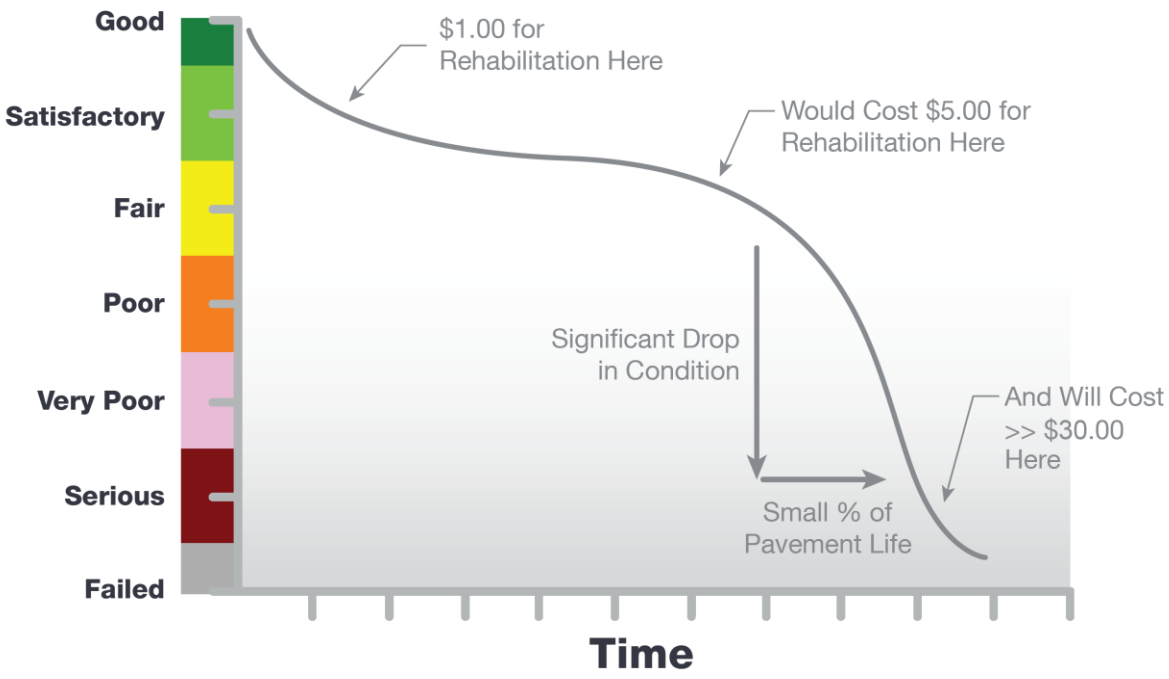
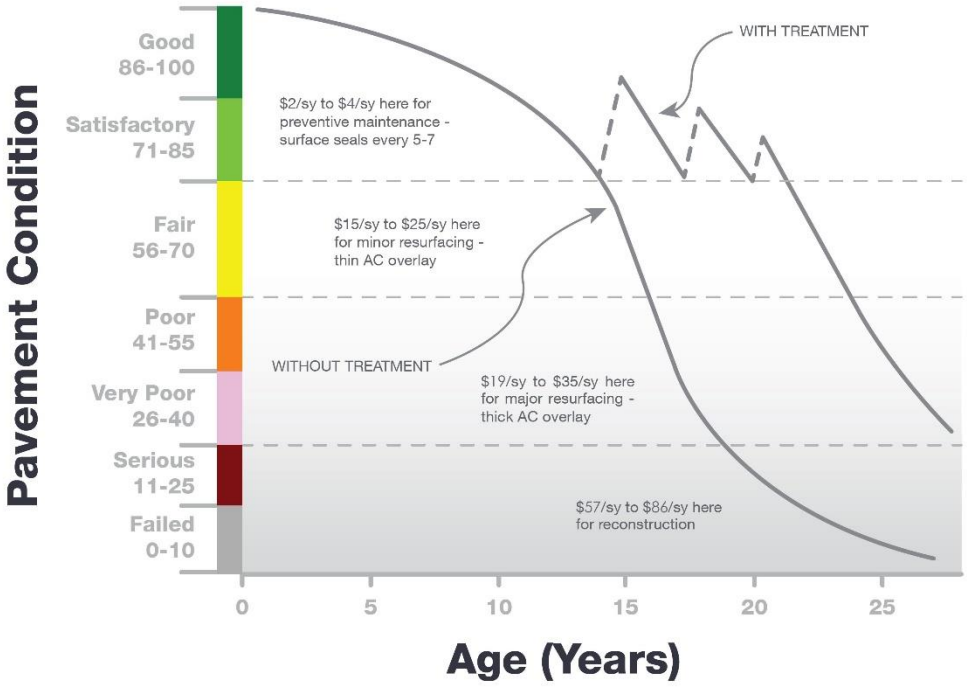


**Figure is for conceptual purposes only – unit costs are not specific to airfield pavements (AC vs PCC).*

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

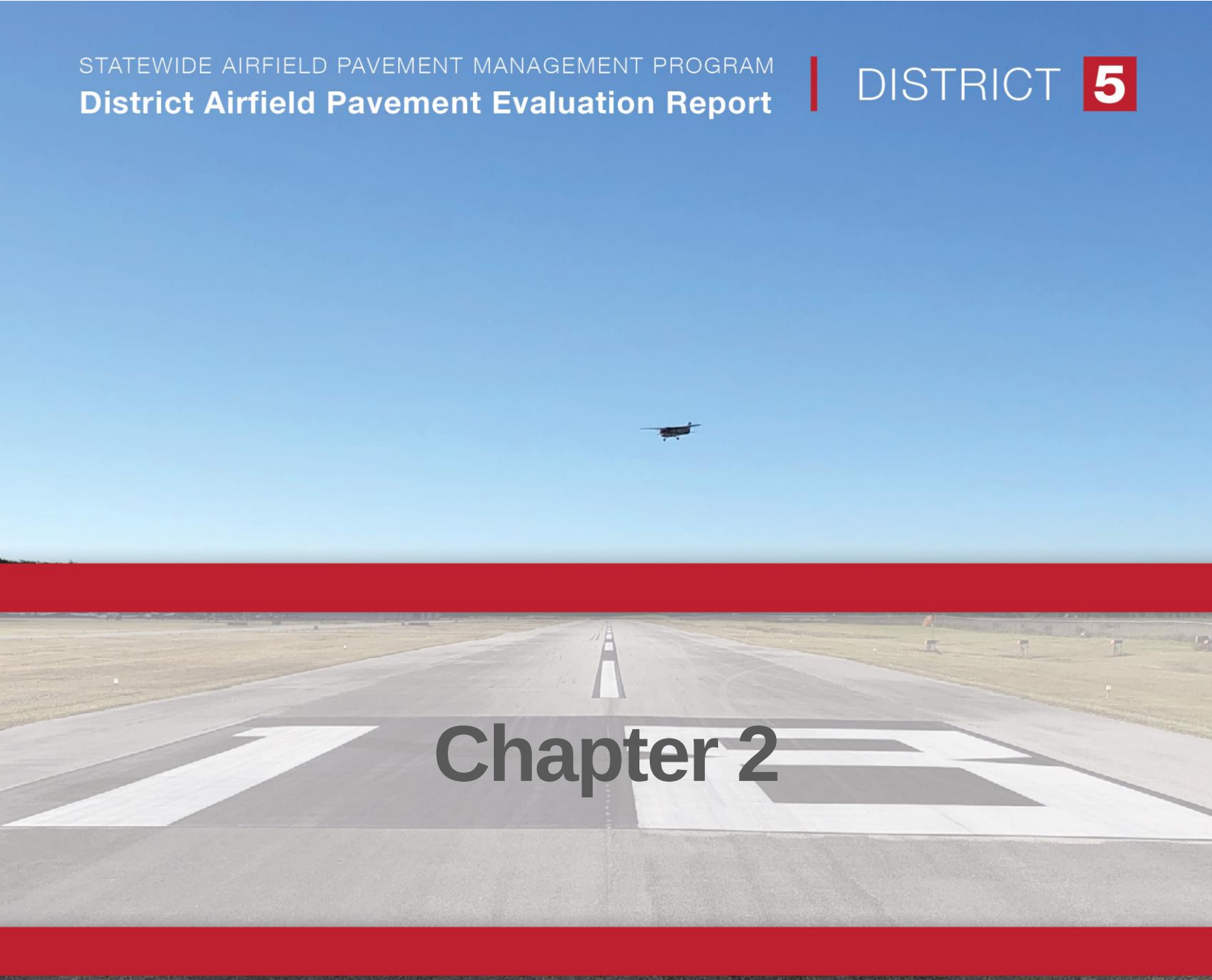
The following reference documents were referenced as specific guidelines and procedures for maintaining airport pavements; establishing an effective pavement maintenance program; and identifying specific pavement distresses, probable causes of distresses, inspection guidelines, and recommended methods 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 5



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 5

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.

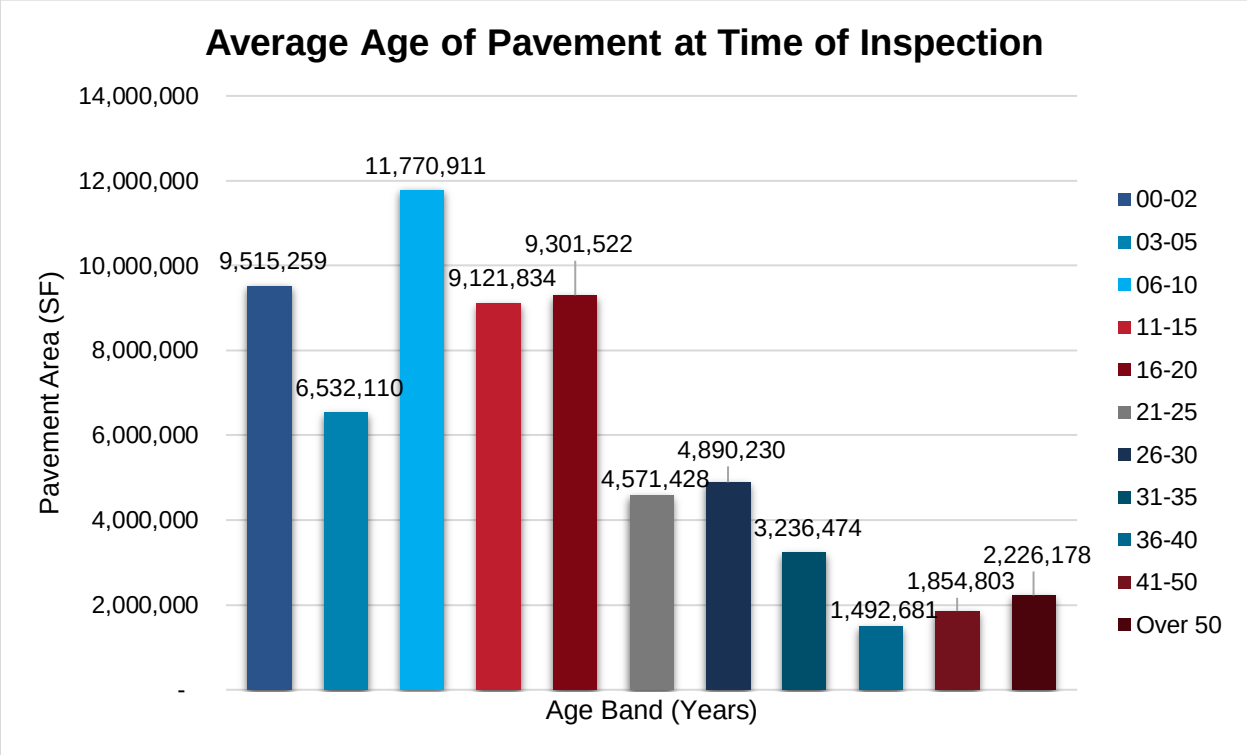
The **Airfield Pavement Network Definition Exhibit** provides details to the PCI Survey inspection efforts. The exhibit identifies the pavement facilities, surface type, section definition, and sample unit delineation.

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**
COI	GA	270,225	252,810	-	665,866	1,188,901
DAB	PR	2,757,127	3,929,122	-	2,520,550	9,206,799
DED	RL	914,725	798,831	-	1,595,244	3,308,800
EVB	RL	1,124,528	1,045,669	-	487,829	2,658,026
FIN	GA	987,649	1,023,173	51,683	462,447	2,524,952
ISM	RL	1,090,199	1,228,472	-	2,161,722	4,480,393
LEE	GA	1,117,038	712,489	91,813	664,716	2,586,056
MLB	PR	2,652,349	3,197,788	-	2,844,309	8,694,446
OCF	PR	1,270,500	1,007,329	-	760,756	3,038,585
OMN	RL	663,450	645,323	-	578,723	1,887,496
ORL	RL	1,346,586	1,405,796	-	3,168,225	5,920,607
SFB	PR	3,269,627	3,469,068	-	4,514,279	11,252,974
TIX	PR	1,587,593	1,135,483	-	1,427,405	4,150,481
X21	GA	211,750	123,009	-	198,871	533,630
X23	GA	150,000	47,320	32,994	78,168	308,482
X35	GA	773,635	187,117	-	280,603	1,241,355
X59	GA	539,265	188,781	-	803,401	1,531,447
OVERALL DISTRICT		**20,726,246**	**20,397,580**	**176,490**	**23,213,114**	**64,513,430**

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

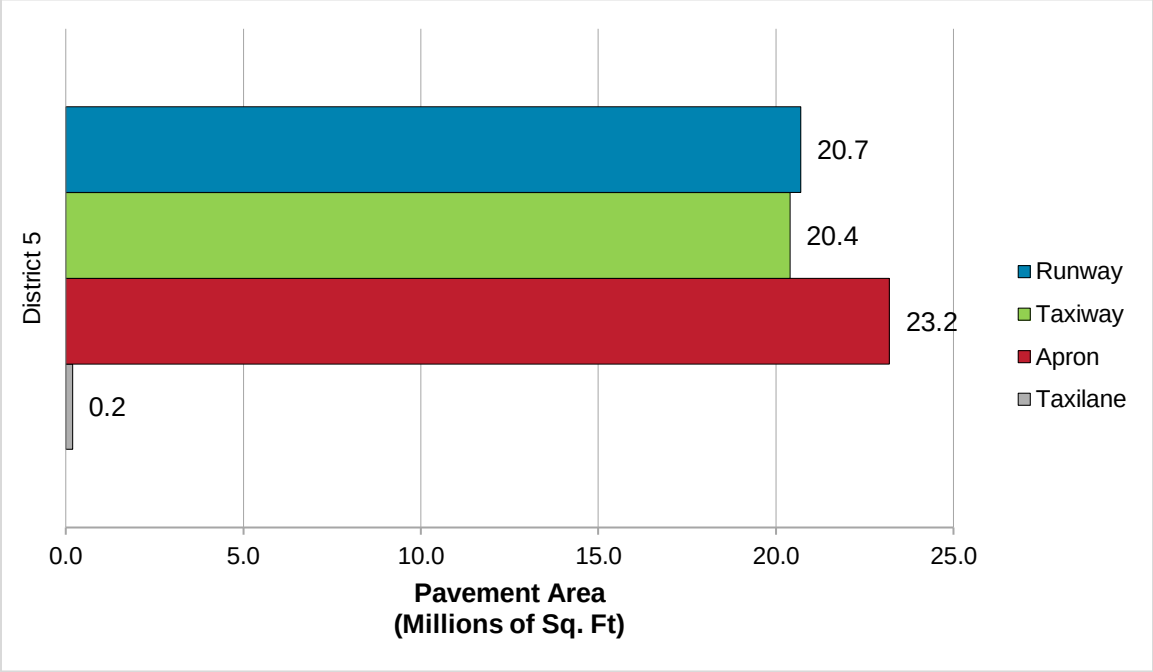
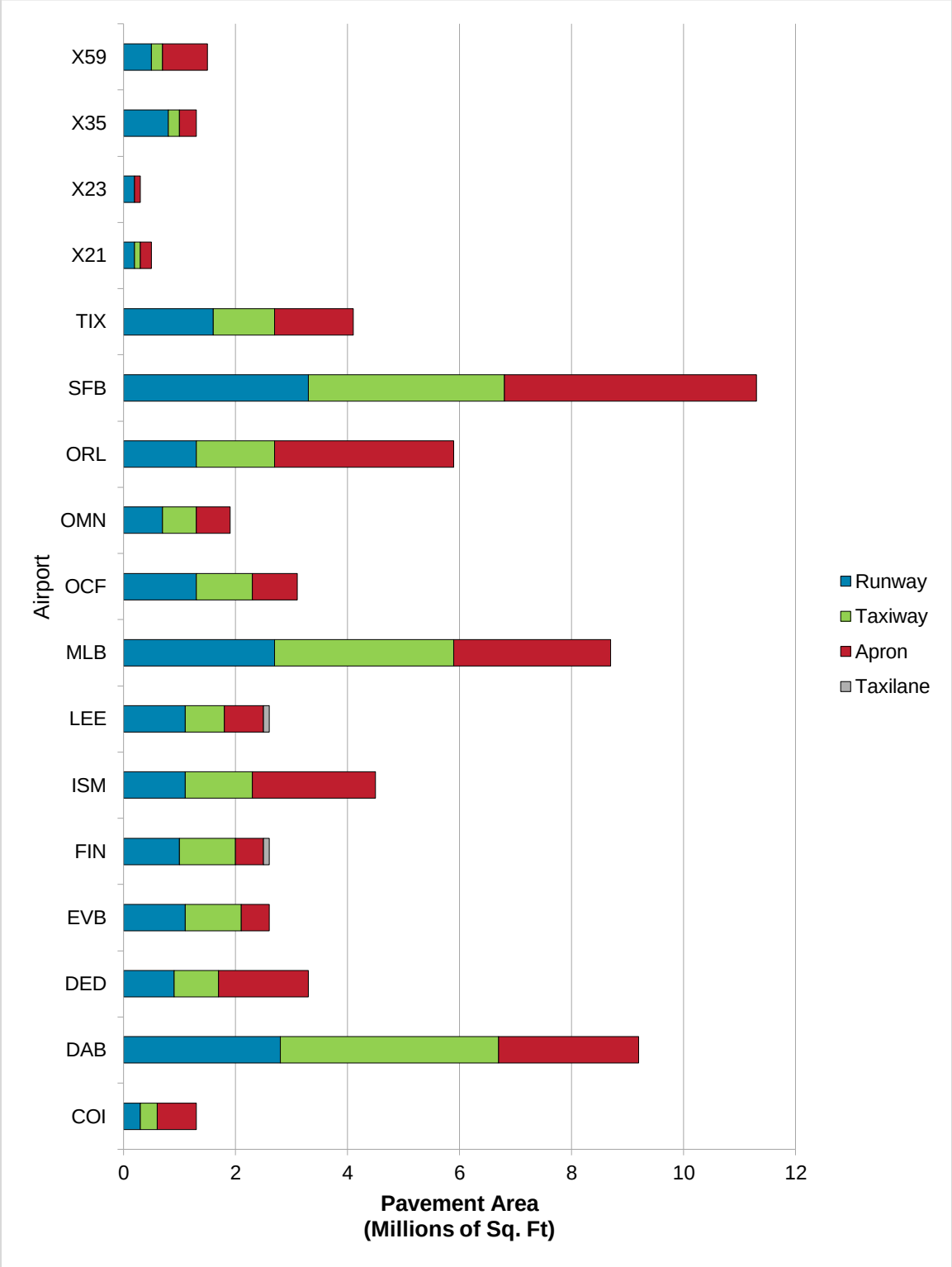


Figure 3.1.3 (b) Functional Classification Use by Area by Airport

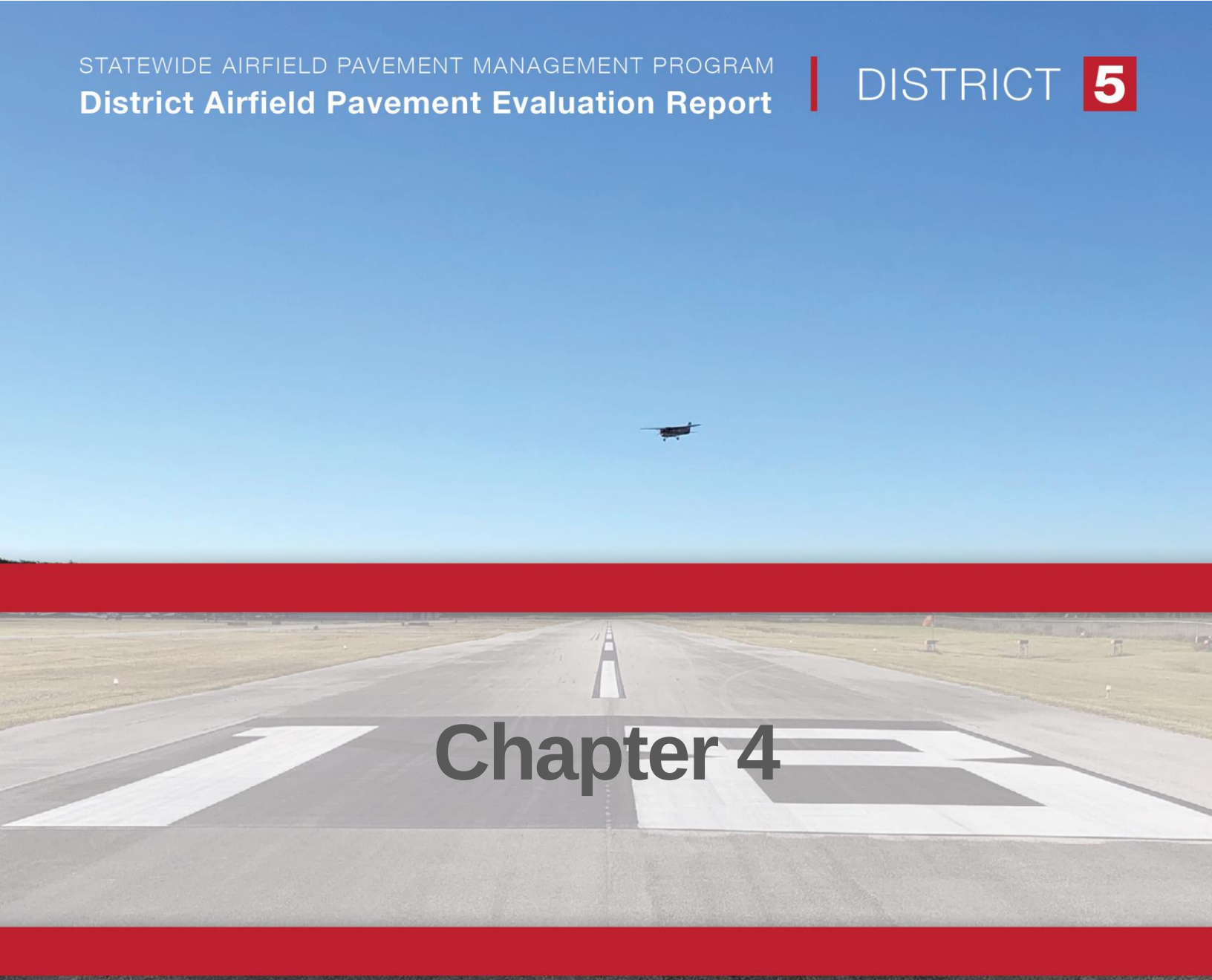


*All areas are rounded to the nearest 0.1 Million Square Feet.

STATEWIDE AIRFIELD PAVEMENT MANAGEMENT PROGRAM

District Airfield Pavement Evaluation Report

DISTRICT 5



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**
COI	GA	68	68	-	45	55
DAB	PR	76	74	-	62	72
DED	RL	78	81	-	63	71
EVB	RL	72	77	-	33	68
FIN	GA	75	79	67	72	76
ISM	RL	84	65	-	56	65
LEE	GA	76	82	83	63	75
MLB	PR	100	78	-	78	84
OCF	PR	87	54	-	66	71
OMN	RL	86	73	-	57	73
ORL	RL	64	65	-	46	55
SFB	PR	70	60	-	82	72
TIX	PR	59	71	-	86	72
X21	GA	81	82	-	67	76
X23	GA	78	80	74	83	79
X35	GA	80	98	-	70	80
X59	GA	95	88	-	60	76
OVERALL DISTRICT		**78**	**71**	**76**	**66**	**72**

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

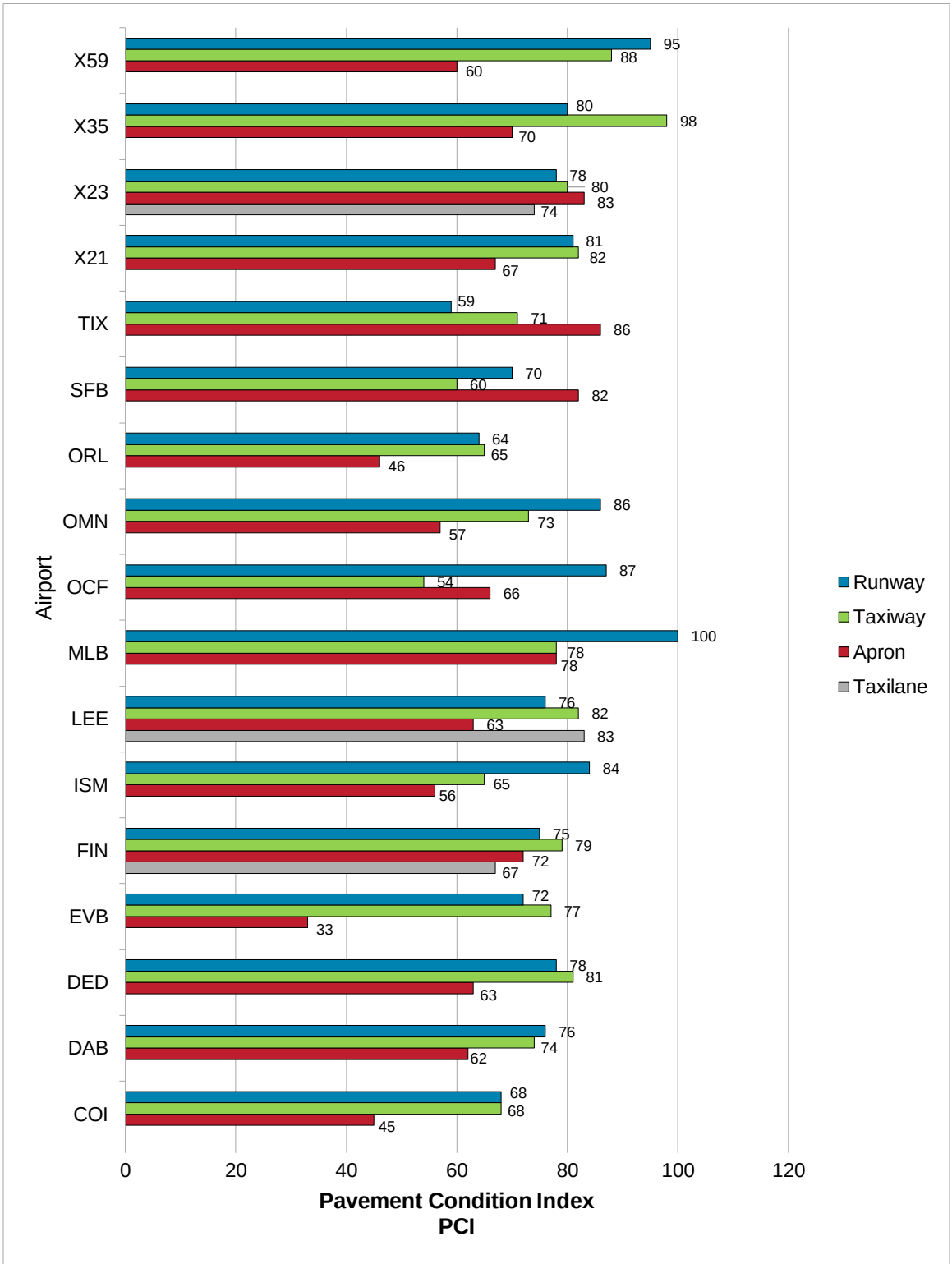
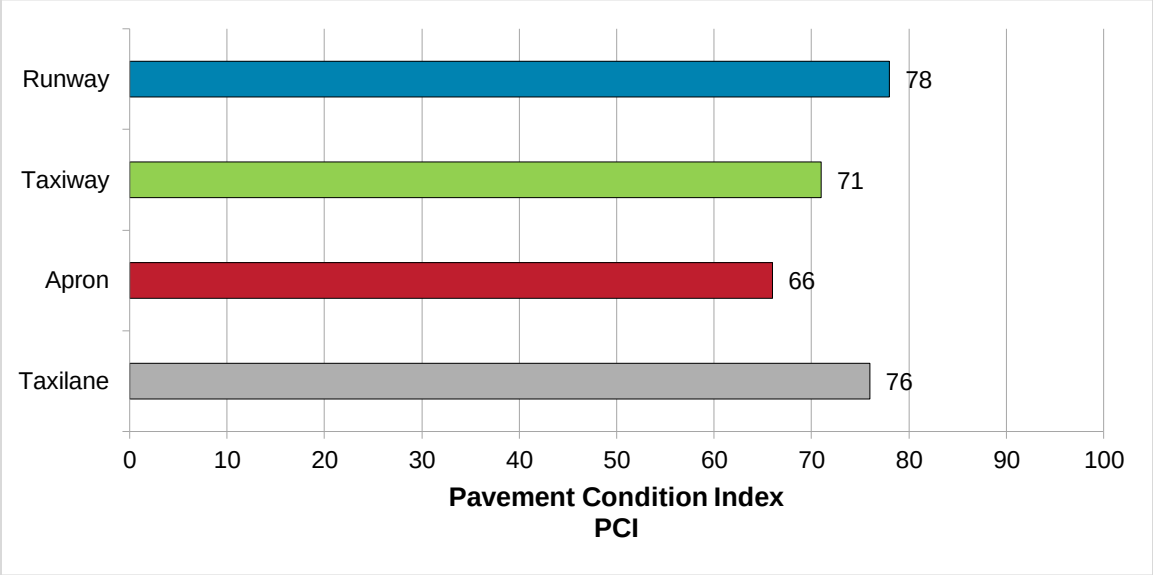


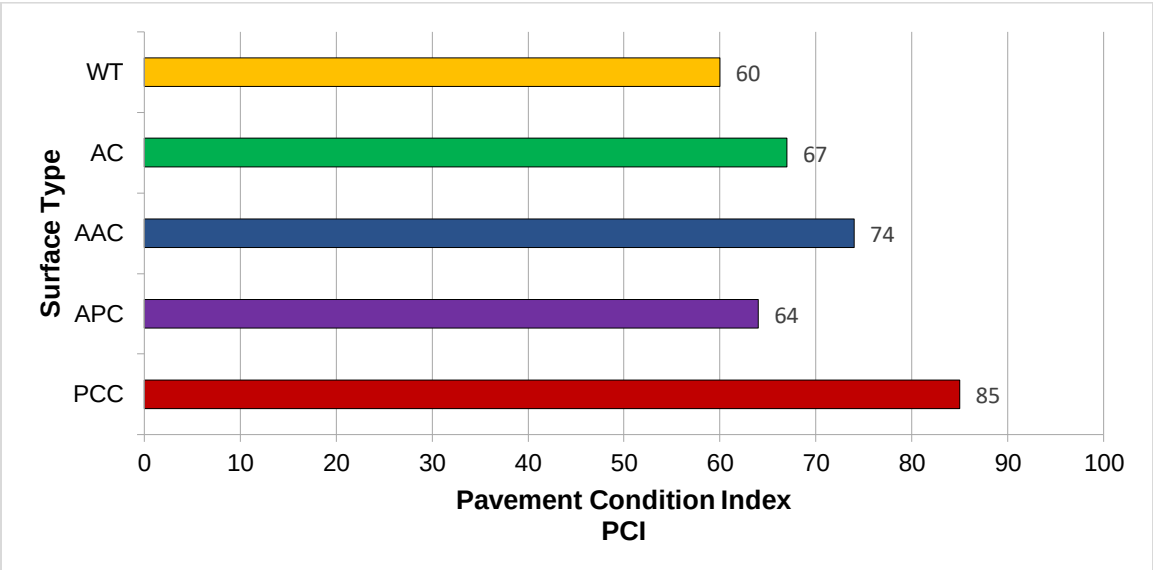
Figure 4.1.2 (b) PCI by Pavement Functional Use



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
COI	49	47	46	44	43	42	42	41	41	40
DAB	70	68	66	65	63	61	60	58	56	55
DED	70	69	67	66	64	63	62	61	60	59
EVB	66	64	63	61	60	59	58	57	56	55
FIN	69	67	65	63	61	59	57	56	54	52
ISM	64	62	61	60	59	57	56	55	54	53
LEE	73	71	70	68	67	65	64	62	61	60
MLB	83	80	78	76	74	73	71	70	68	67
OCF	69	67	65	63	62	60	58	56	54	52
OMN	71	70	68	67	65	64	62	61	59	58
ORL	54	53	52	51	50	49	48	47	46	45
SFB	70	68	66	65	63	62	60	59	58	57
TIX	70	68	67	65	64	63	63	62	61	60
X21	70	68	66	65	64	62	61	60	58	57
X23	74	72	71	69	68	66	65	63	62	60
X35	74	72	70	68	66	64	62	61	59	58
X59	70	68	67	65	64	62	61	59	58	56
DISTRICT	**69**	**68**	**66**	**64**	**63**	**61**	**60**	**59**	**57**	**56**

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
COI	63	62	61	61	60	60	60	60	60	60
DAB	74	73	71	70	68	67	66	64	63	61
DED	77	75	74	72	71	70	69	68	67	66
EVB	68	66	65	64	62	61	60	58	57	56
FIN	69	66	64	62	60	58	55	53	51	49
ISM	82	80	78	77	75	74	72	71	70	69
LEE	75	73	72	70	69	67	66	65	64	62
MLB	97	94	91	88	85	83	81	80	78	77
OCF	85	83	81	80	78	77	75	73	71	68
OMN	84	83	81	79	78	76	75	73	72	71
ORL	63	63	62	61	61	60	59	58	57	56
SFB	68	66	64	62	60	59	57	56	55	54
TIX	58	56	55	54	53	53	52	52	51	50
X21	75	73	72	70	69	67	65	64	62	60
X23	72	71	69	67	66	64	62	61	59	58
X35	73	71	69	67	65	63	61	60	58	57
X59	89	87	85	83	81	79	77	75	73	71
DISTRICT	**75**	**73**	**72**	**70**	**68**	**67**	**66**	**64**	**63**	**62**

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
COI	64	63	61	60	58	57	55	54	53	51
DAB	73	71	69	67	65	63	61	59	57	56
DED	80	78	77	75	74	72	71	70	68	67
EVB	75	74	72	71	70	68	67	66	65	64
FIN	69	67	65	64	62	61	59	58	57	55
ISM	64	63	62	61	60	59	58	57	56	55
LEE	80	78	76	75	73	72	70	69	68	67
MLB	76	74	72	71	69	68	66	65	63	62
OCF	52	50	47	45	43	41	39	37	35	33
OMN	72	70	69	67	66	64	63	61	60	58
ORL	64	62	61	60	59	58	57	56	55	54
SFB	59	58	56	55	53	52	50	49	47	45
TIX	69	67	66	64	63	62	61	59	58	58
X21	75	73	72	71	69	68	67	66	65	64
X23	72	71	70	69	67	66	65	65	64	63
X35	90	87	85	82	80	78	76	74	72	71
X59	81	79	77	75	73	72	70	69	68	67
DISTRICT	**69**	**67**	**66**	**64**	**63**	**61**	**60**	**58**	**57**	**55**

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
COI	38	35	33	32	30	29	29	29	29	28
DAB	61	59	57	56	54	52	51	49	48	47
DED	61	60	59	57	56	55	53	52	51	51
EVB	32	31	30	29	28	27	26	26	25	25
FIN	67	65	64	62	61	59	57	56	54	53
ISM	55	53	52	51	49	48	47	46	45	44
LEE	61	60	58	56	55	53	51	50	48	47
MLB	76	75	73	71	70	68	67	66	64	63
OCF	65	64	62	61	59	58	56	54	52	50
OMN	56	54	53	52	50	49	47	46	45	44
ORL	45	44	43	42	41	40	39	38	37	36
SFB	79	77	76	74	73	72	71	70	69	67
TIX	85	83	81	80	78	77	76	74	73	73
X21	60	59	57	56	55	54	52	51	50	49
X23	78	76	75	73	72	70	69	67	65	64
X35	65	63	61	60	58	57	55	54	52	50
X59	55	53	52	51	49	48	47	46	45	44
DISTRICT	**64**	**62**	**61**	**60**	**58**	**57**	**56**	**54**	**53**	**52**

4.2.6 FORECASTED PCI CONSIDERATIONS

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

STATEWIDE AIRFIELD PAVEMENT MANAGEMENT PROGRAM

District Airfield Pavement Evaluation Report

DISTRICT 5

Chapter 5

FDOT

Chapter 5 – Localized Maintenance and Repair Planning

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

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

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

5.1 Localized Maintenance and Repair

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

Localized Stopgap/Safety Maintenance and Repair

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

Localized Preventive Maintenance and Repair

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

5.2 Localized Maintenance and Repair Policy

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

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

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

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

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

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

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

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

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

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

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

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

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

5.3 Localized Maintenance and Repair Analysis and Recommendations

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

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

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

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

Network ID	Localized Preventive	Localized Stopgap	TOTAL Localized Maintenance
COI	$ 23,730	$ 1,219,560	$ 1,243,290
DAB	$ 416,110	$ 4,353,410	$ 4,769,520
DED	$ 152,200	$ 951,570	$ 1,103,770
EVB	$ 54,150	$ 3,732,670	$ 3,786,820
FIN	$ 30,390	$ 1,795,550	$ 1,825,940
ISM	$ 159,140	$ 3,083,500	$ 3,242,640
LEE	$ 203,750	$ 503,280	$ 707,030
MLB	$ 180,730	$ 2,609,130	$ 2,789,860
OCF	$ 7,380	$ 1,154,150	$ 1,161,530
OMN	$ 94,440	$ 1,021,450	$ 1,115,890
ORL	$ 230,280	$ 8,196,680	$ 8,426,960
SFB	$ 668,560	$ 3,531,320	$ 4,199,880
TIX	$ 288,840	$ 1,214,250	$ 1,503,090
X21	$ 6,090	$ 30,050	$ 36,140
X23	$ 20,040	$ -	$ 20,040
X35	$ 8,620	$ 217,760	$ 226,380
X59	$ 17,290	$ 1,118,800	$ 1,136,090
DISTRICT	**$ 2,561,740**	**$ 34,733,130**	**$ 37,294,870**

STATEWIDE AIRFIELD PAVEMENT MANAGEMENT PROGRAM

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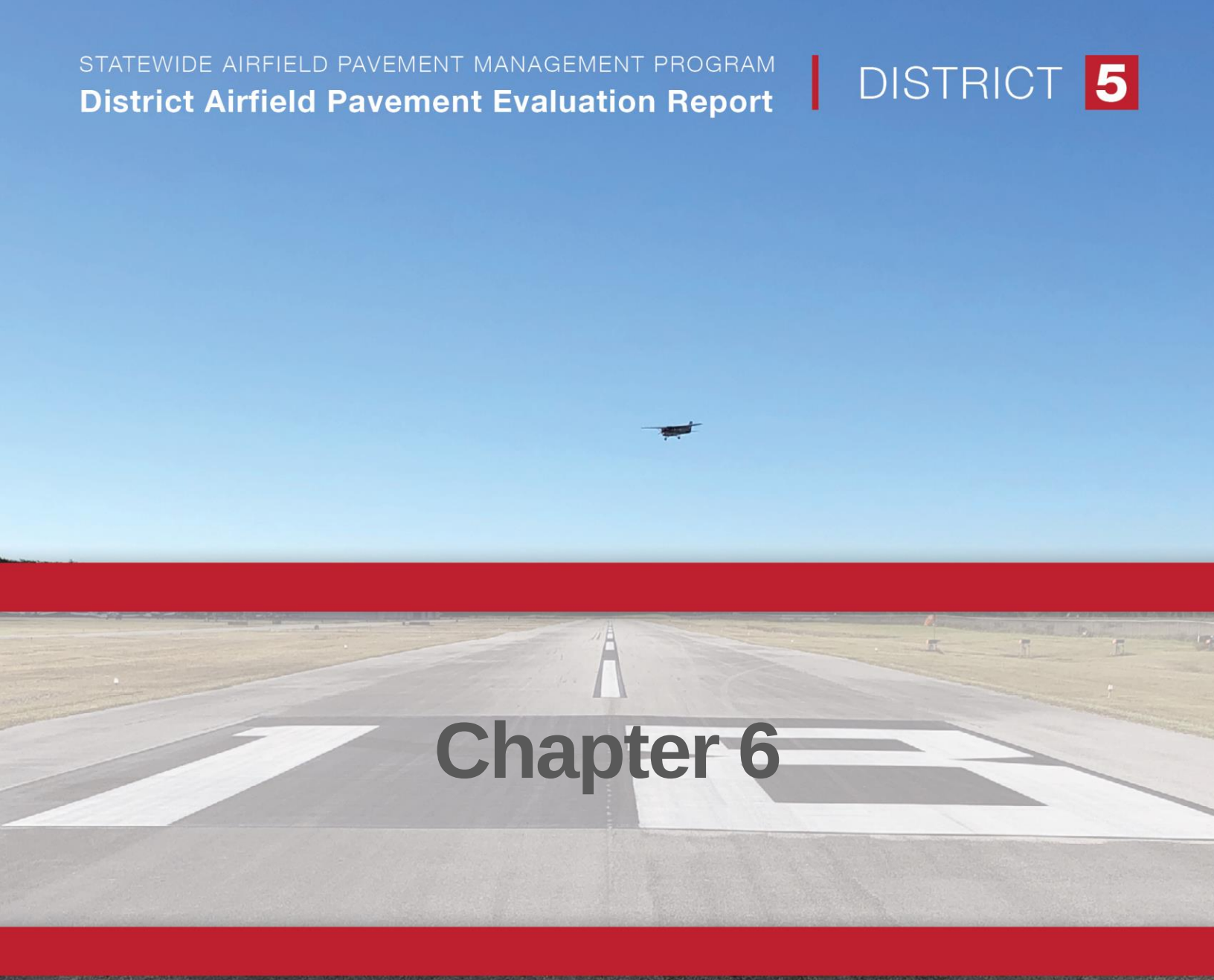
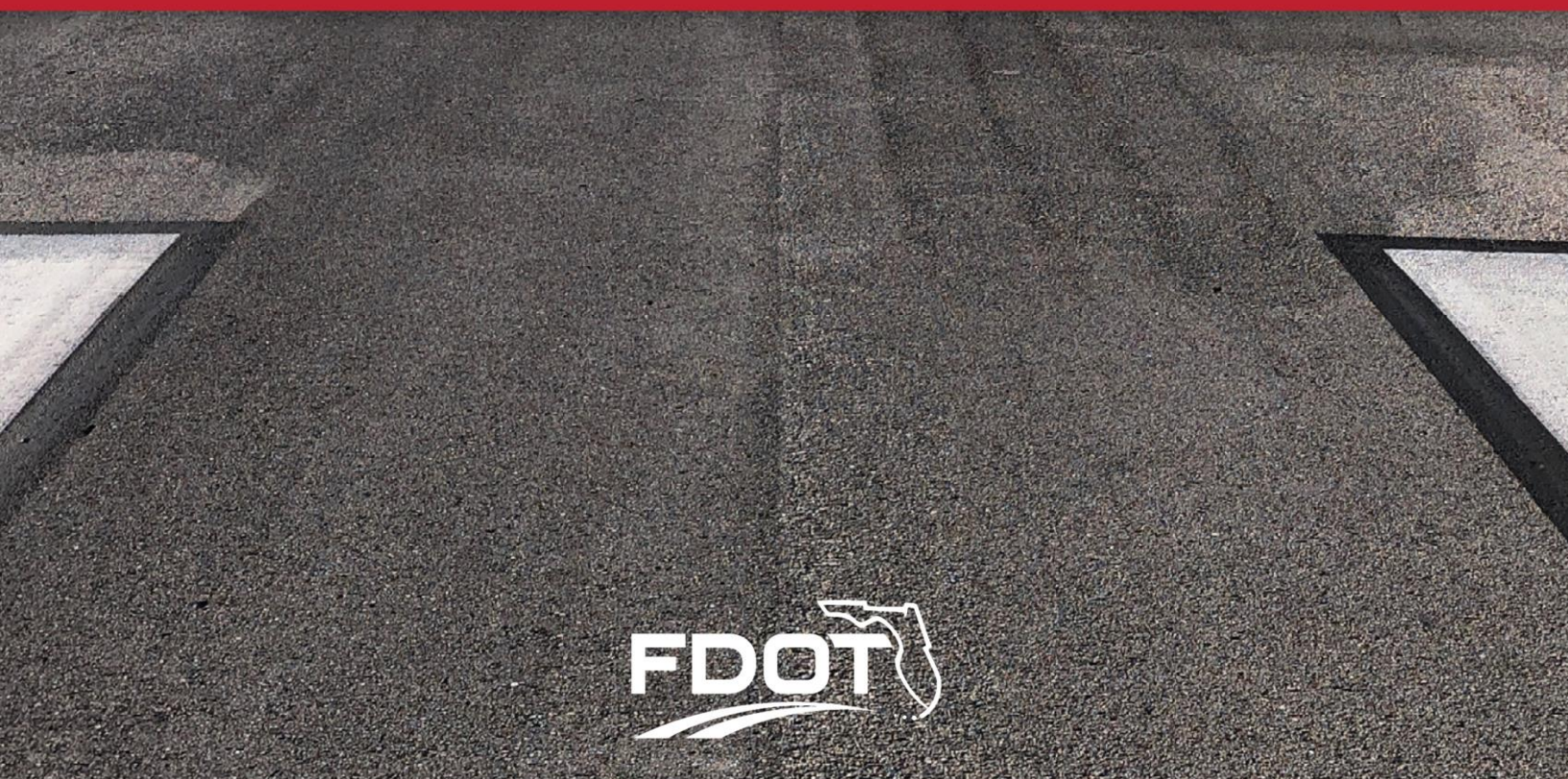


Chapter 6



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

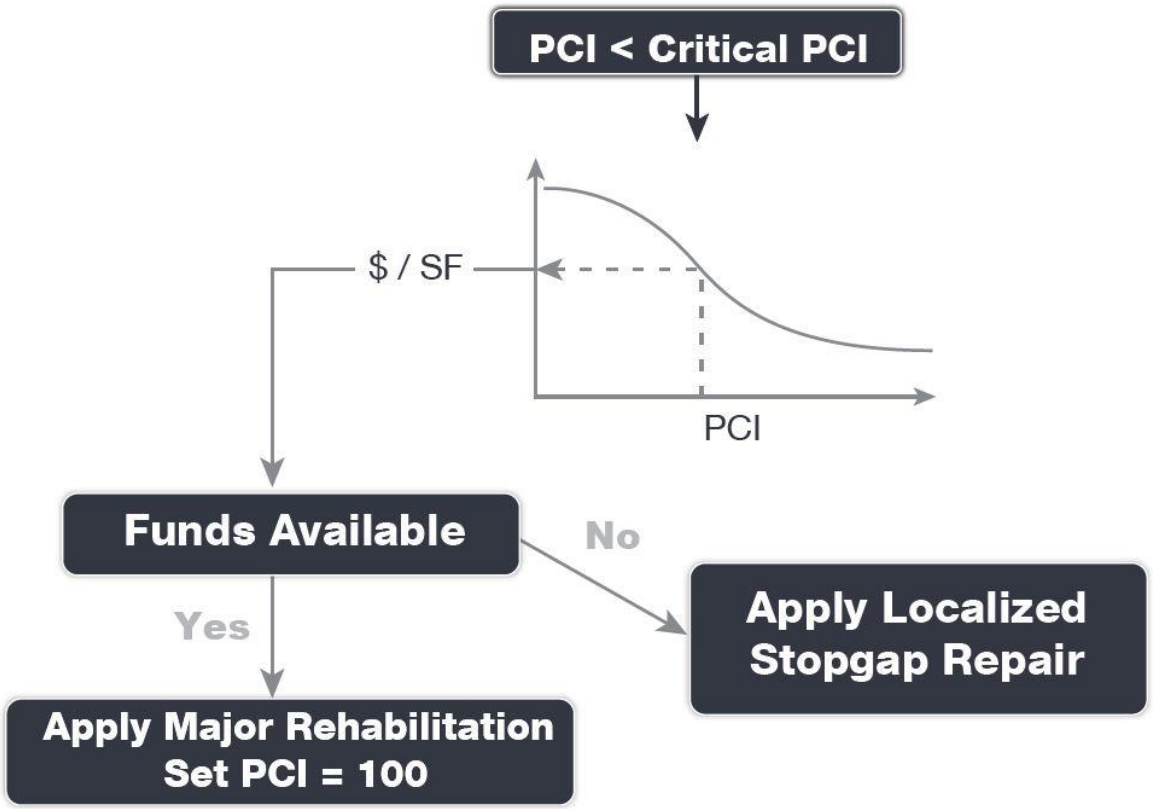
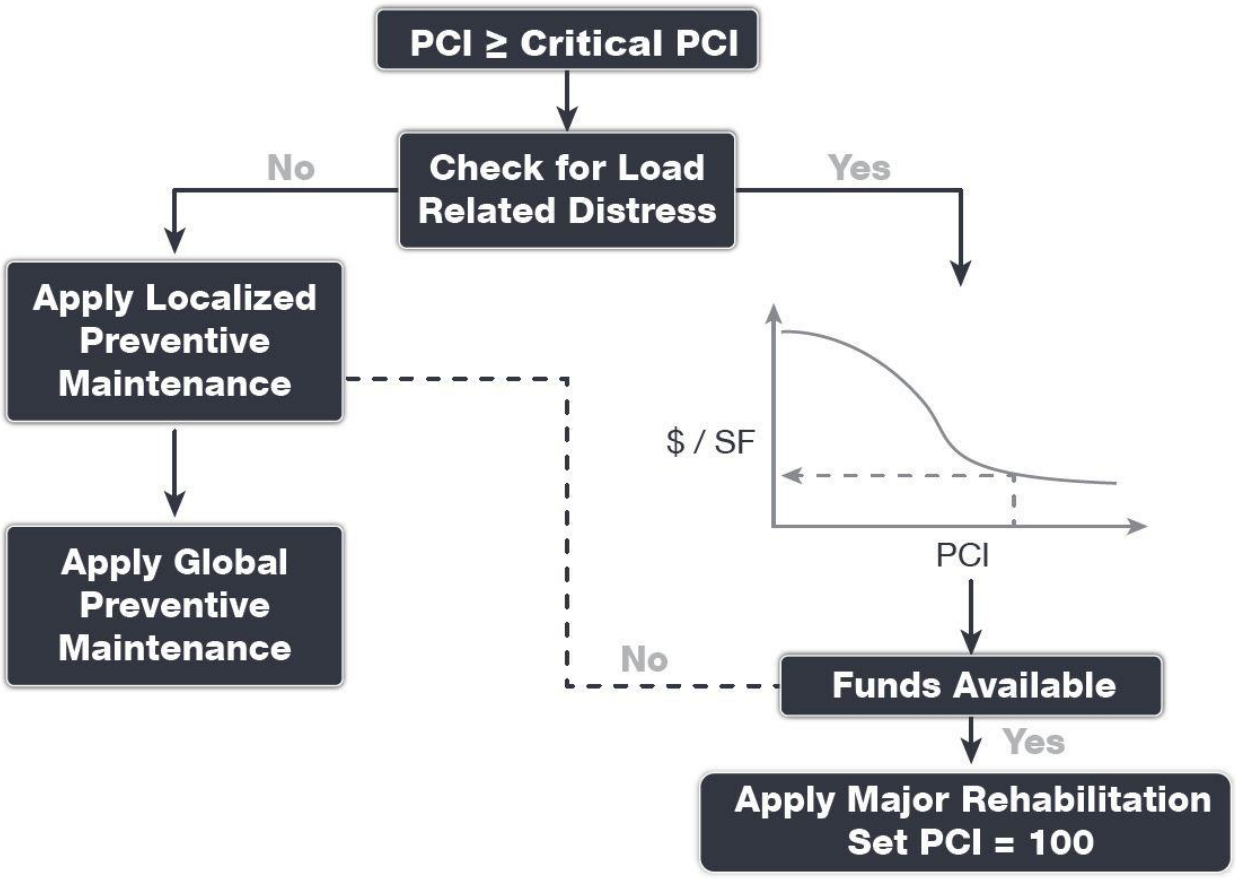


Figure 6.1 (b) Major Rehabilitation Planning Decision Diagram, PCI > Critical PCI



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	
COI	GA	55	POOR	$	5,304,000
DAB	PR	72	SATISFACTORY	$	44,151,000
DED	RL	71	SATISFACTORY	$	9,502,000
EVB	RL	68	FAIR	$	12,022,000
FIN	GA	76	SATISFACTORY	$	8,405,000
ISM	RL	65	FAIR	$	23,080,000
LEE	GA	75	SATISFACTORY	$	7,536,000
MLB	PR	84	SATISFACTORY	$	11,070,000
OCF	PR	71	SATISFACTORY	$	14,441,000
OMN	RL	73	SATISFACTORY	$	7,125,000
ORL	RL	55	POOR	$	42,406,000
SFB	PR	72	SATISFACTORY	$	52,884,000
TIX	PR	72	SATISFACTORY	$	24,796,000
X21	GA	76	SATISFACTORY	$	651,000
X23	GA	79	SATISFACTORY	$	-
X35	GA	80	SATISFACTORY	$	1,708,000
X59	GA	76	SATISFACTORY	$	2,562,000
OVERALL DISTRICT		**72**	**SATISFACTORY**	**$**	**267,643,000**

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

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	
COI	GA	55	POOR	$	8,644,000
DAB	PR	72	SATISFACTORY	$	61,463,000
DED	RL	71	SATISFACTORY	$	20,589,000
EVB	RL	68	FAIR	$	15,497,000
FIN	GA	76	SATISFACTORY	$	9,221,000
ISM	RL	65	FAIR	$	28,339,000
LEE	GA	75	SATISFACTORY	$	7,954,000
MLB	PR	84	SATISFACTORY	$	45,807,000
OCF	PR	71	SATISFACTORY	$	15,825,000
OMN	RL	73	SATISFACTORY	$	10,878,000
ORL	RL	55	POOR	$	55,385,000
SFB	PR	72	SATISFACTORY	$	83,412,000
TIX	PR	72	SATISFACTORY	$	32,759,000
X21	GA	76	SATISFACTORY	$	3,001,000
X23	GA	79	SATISFACTORY	$	1,559,000
X35	GA	80	SATISFACTORY	$	3,624,000
X59	GA	76	SATISFACTORY	$	3,011,000
OVERALL DISTRICT		**72**	**SATISFACTORY**	**$**	**406,968,000**

**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**
COI	5.3M	1.89M	0.06M	0M	0.24M	0.88M	0.1M	0.1M	0.07M	0M	-	-
DAB	-	-	44.15M	0.73M	0.6M	1.26M	0.05M	1.18M	5.8M	0.31M	5.85M	1.53M
DED	-	-	9.5M	0.04M	2.48M	0.5M	0.2M	0.35M	2.41M	0.78M	1.81M	2.52M
EVB	-	-	12.02M	0.46M	1.01M	0M	1.19M	0.17M	0M	0.65M	0M	0M
FIN	8.41M	0M	0M	0M	0M	0.3M	0.26M	0.17M	0.08M	0M	-	-
ISM	-	-	23.08M	0.36M	0M	0.18M	0.41M	2.29M	0.1M	0.79M	0.31M	0.81M
LEE	-	-	7.54M	0M	0.32M	0M	0.1M	0M	0M	0M	0M	0M
MLB	-	-	11.07M	0M	7.98M	0.23M	0.97M	1.71M	8.8M	1.8M	5.51M	7.75M
OCF	-	-	14.44M	0.22M	0M	0M	0M	0M	0.2M	0M	0.78M	0.19M
OMN	-	-	7.13M	0M	0.52M	0M	0M	0M	0M	0.1M	3.14M	0M
ORL	-	-	42.41M	2.21M	7.21M	0M	0.32M	1.75M	1.08M	0.41M	0M	0M
SFB	-	-	52.88M	3.73M	10.58M	0.47M	0.19M	7.17M	0.67M	1.26M	5.74M	0.72M
TIX	-	-	24.8M	0.92M	1.93M	1.8M	0.36M	0M	1.97M	0.63M	0.16M	0.2M
X21	0.65M	0.26M	0M	0M	0.34M	0M	0M	0M	0M	1.75M	-	-
X23	0M	0M	0M	0M	0M	0.29M	0M	1.05M	0M	0.22M	-	-
X35	1.71M	0M	0M	1.92M	0M	0M	0M	0M	0M	0M	-	-
X59	2.56M	0M	0M	0M	0M	0.43M	0M	0M	0.02M	0M	-	-
DISTRICT	**18.63M**	**2.15M**	**249.08M**	**10.59M**	**33.21M**	**6.33M**	**4.15M**	**15.94M**	**21.2M**	**8.69M**	**23.3M**	**13.71M**

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

STATEWIDE AIRFIELD PAVEMENT MANAGEMENT PROGRAM

District Airfield Pavement Evaluation Report

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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

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Appendix A

District Section Condition Report

FDOT

Pavement Database: FDOT *NetworkId: COI*

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
AP N	4202	1/1/2011	PCC	APRON	P	0	3,023.00	9/13/2016	5	82
AP N	4203	1/1/1990	PCC	APRON	P	0	2,202.00	9/13/2016	26	46
AP N	4205	1/1/2005	AAC	APRON	P	0	24,860.00	9/13/2016	11	24
AP N	4215	1/1/2005	AAC	APRON	P	0	139,109.00	9/13/2016	11	61
AP N	4218	1/1/2005	AAC	APRON	P	0	48,875.00	9/13/2016	11	68
AP N	4220	1/1/2005	AAC	APRON	P	0	33,609.00	9/13/2016	11	76
AP N	4225	1/1/2005	AAC	APRON	P	0	26,238.00	9/13/2016	11	68
AP N	4230	1/1/2005	AAC	APRON	P	0	42,203.00	9/13/2016	11	65
AP RU RW29	5105	1/1/2002	AAC	APRON	P	0	14,226.00	9/13/2016	14	80
AP S	4105	1/1/1996	AAC	APRON	P	0	97,600.00	9/13/2016	20	18
AP S	4106	1/1/1996	AAC	APRON	P	0	19,959.00	9/13/2016	20	18
AP S	4110	1/1/1996	AAC	APRON	P	0	61,930.00	9/13/2016	20	19
AP S	4111	1/1/1996	AAC	APRON	P	0	14,689.00	9/13/2016	20	23
AP S	4115	1/1/1996	AAC	APRON	P	0	89,447.00	9/13/2016	20	21
AP SW	4305	1/1/2003	AC	APRON	P	0	37,682.00	9/13/2016	13	84
AP SW	4310	1/1/2003	AC	APRON	P	0	10,214.00	9/13/2016	13	78
RW 11-29	6105	1/1/2002	AAC	RUNWAY	P	0	270,225.00	9/13/2016	14	68
TW A	105	1/1/2002	AAC	TAXIWAY	P	0	125,133.00	9/13/2016	14	71
TW A1	305	1/1/2002	AAC	TAXIWAY	P	0	10,739.00	9/13/2016	14	57
TW A2	405	1/1/2002	AAC	TAXIWAY	P	0	4,513.00	9/13/2016	14	74
TW A3	505	1/1/2002	AAC	TAXIWAY	P	0	4,513.00	9/13/2016	14	68
TW A4	605	1/1/2002	AAC	TAXIWAY	P	0	5,387.00	9/13/2016	14	73
TW A5	110	1/1/2002	AAC	TAXIWAY	P	0	9,043.00	9/13/2016	14	62
TW B	203	1/1/2011	AC	TAXIWAY	P	0	9,788.00	9/13/2016	5	86
TW B	205	1/1/2005	AAC	TAXIWAY	P	0	12,750.00	9/13/2016	11	64
TW B	210	1/1/2005	AAC	TAXIWAY	P	0	57,150.00	9/13/2016	11	64
TW B1	315	1/1/2005	AAC	TAXIWAY	P	0	4,046.00	9/13/2016	11	61
TW B2	410	1/1/2005	AAC	TAXIWAY	P	0	4,298.00	9/13/2016	11	68
TW B4	216	1/1/2005	AAC	TAXIWAY	P	0	5,450.00	9/13/2016	11	65

Pavement Database: FDOT *NetworkId: DAB*

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
AP CYDI	4405	1/1/1997	AC	APRON	P	0	120,000.00	3/13/2019	22	59
AP CYDI	4410	12/25/1999	AC	APRON	P	0	79,175.00	3/13/2019	20	62
AP NE	4205	1/1/1987	AAC	APRON	P	0	7,398.00	3/13/2019	32	32
AP NE	4207	4/1/2012	AAC	APRON	P	0	44,925.00	3/13/2019	7	90
AP NE	4215	1/1/1987	AAC	APRON	P	0	72,677.00	3/13/2019	32	31
AP NE	4220	1/2/1987	APC	APRON	P	0	23,990.00	3/13/2019	32	8
AP NE	4225	1/1/1990	APC	APRON	P	0	40,116.00	3/13/2019	29	62
AP NE	4226	12/1/2015	APC	APRON	P	0	65,908.00	3/13/2019	4	68
AP NE	4230	1/2/1979	APC	APRON	P	0	31,187.00	3/13/2019	40	26
AP NE	4235	1/2/1979	APC	APRON	P	0	18,753.00	3/13/2019	40	22
AP NE	4237	12/1/2015	APC	APRON	P	0	312,671.00	3/13/2019	4	81
AP NE	4240	1/2/1983	APC	APRON	P	0	109,409.00	3/13/2019	36	25
AP NE	4250	1/1/1979	AAC	APRON	P	0	108,348.00	3/13/2019	40	14
AP NE	4265	1/2/1983	APC	APRON	P	0	21,786.00	3/13/2019	36	22
AP NOVA	4305	1/1/1979	AAC	APRON	P	0	91,213.00	3/13/2019	40	22
AP NOVA	4310	1/2/1979	APC	APRON	P	0	59,583.00	3/13/2019	40	21
AP NOVA	4315	1/1/1987	AC	APRON	P	0	67,659.00	3/13/2019	32	46
AP NOVA	4321	1/1/2007	AAC	APRON	P	0	32,648.00	3/13/2019	12	54
AP NW	4605	1/1/2004	AC	APRON	P	0	39,816.00	3/13/2019	15	78
AP RU	5105	12/25/1999	AC	APRON	P	0	85,073.00	3/13/2019	20	81
AP RU	5110	12/25/1999	AC	APRON	P	0	41,243.00	3/13/2019	20	71
AP RU	5115	1/1/2004	AC	APRON	P	0	34,645.00	3/13/2019	15	71
AP RU	5120	1/1/2004	AC	APRON	P	0	36,468.00	3/13/2019	15	74
AP SE	4505	12/25/1999	AC	APRON	P	0	320,704.00	3/13/2019	20	59
AP SW	5106	1/1/2011	AC	APRON	P	0	72,552.00	3/13/2019	8	91
AP TERM	4105	1/1/1991	PCC	APRON	P	0	582,603.00	3/13/2019	28	84
RW 16-34	6205	1/1/1990	AC	RUNWAY	P	0	150,000.00	3/13/2019	29	63
RW 16-34	6210	1/1/1990	AC	RUNWAY	P	0	75,000.00	3/13/2019	29	64
RW 16-34	6215	1/1/1990	AAC	RUNWAY	P	0	332,700.00	3/13/2019	29	56
RW 16-34	6220	1/1/1990	AAC	RUNWAY	P	0	166,350.00	3/13/2019	29	62
RW 16-34	6225	1/1/2011	AAC	RUNWAY	P	0	52,291.00	3/13/2019	8	88
RW 16-34	6230	1/1/2011	AAC	RUNWAY	P	0	26,145.00	3/13/2019	8	91
RW 16-34	6235	1/1/1990	AC	RUNWAY	P	0	50,100.00	3/13/2019	29	62
RW 16-34	6240	1/1/1990	AC	RUNWAY	P	0	25,050.00	3/13/2019	29	70
RW 7L-25R	6102	1/1/2011	AAC	RUNWAY	P	0	25,000.00	3/13/2019	8	94
RW 7L-25R	6107	1/1/2011	PCC	RUNWAY	P	0	125,000.00	3/13/2019	8	99
RW 7L-25R	6108	1/1/2011	AAC	RUNWAY	P	0	50,000.00	3/13/2019	8	90
RW 7L-25R	6110	1/1/2011	AAC	RUNWAY	P	0	250,000.00	3/13/2019	8	91
RW 7L-25R	6115	1/1/2011	AAC	RUNWAY	P	0	75,000.00	3/13/2019	8	84
RW 7L-25R	6125	1/1/2011	AAC	RUNWAY	P	0	150,000.00	3/13/2019	8	92
RW 7L-25R	6130	1/1/2011	AAC	RUNWAY	P	0	205,000.00	3/13/2019	8	81
RW 7L-25R	6135	1/1/2011	AAC	RUNWAY	P	0	410,000.00	3/13/2019	8	92
RW 7L-25R	6160	1/1/2011	AAC	RUNWAY	P	0	95,000.00	3/13/2019	8	86
RW 7L-25R	6165	1/1/2011	AAC	RUNWAY	P	0	190,000.00	3/13/2019	8	92
RW 7R-25L	6305	1/1/1978	AAC	RUNWAY	S	0	304,491.00	3/13/2019	41	47
TW A	106	1/1/2019	AC	TAXIWAY	P	0	173,733.00	1/1/2019	0	100
TW A	125	1/1/2019	AC	TAXIWAY	P	0	30,165.00	1/1/2019	0	100
TW B1	210	1/1/2011	AC	TAXIWAY	P	0	8,275.00	3/13/2019	8	90
TW B2	220	1/1/2011	AC	TAXIWAY	P	0	4,737.00	3/13/2019	8	88

TW B2	225	1/1/2019	AAC	TAXIWAY	P	0	3,073.00	1/1/2019	0	100
TW B3	230	12/25/1999	AC	TAXIWAY	P	0	28,469.00	3/13/2019	20	72
TW B3	235	1/1/2019	AAC	TAXIWAY	P	0	9,007.00	1/1/2019	0	100
TW B4	240	1/1/1997	AC	TAXIWAY	P	0	14,984.00	3/13/2019	22	63
TW B4	245	12/25/1999	AC	TAXIWAY	P	0	5,274.00	3/13/2019	20	67
TW B4	247	1/1/2019	AAC	TAXIWAY	P	0	9,207.00	1/1/2019	0	100
TW C2	320	1/1/2019	AC	TAXIWAY	P	0	72,061.00	1/1/2019	0	100
TW C3	330	1/1/2019	AC	TAXIWAY	P	0	64,478.00	1/1/2019	0	100
TW E	505	1/1/1992	AC	TAXIWAY	P	0	57,468.00	3/13/2019	27	64
TW E	507	12/25/1999	AC	TAXIWAY	P	0	13,372.00	3/13/2019	20	68
TW E	508	1/1/1992	AC	TAXIWAY	P	0	7,593.00	3/13/2019	27	65
TW E	512	12/25/1999	AC	TAXIWAY	P	0	5,710.00	3/13/2019	20	83
TW E	514	1/1/2013	AC	TAXIWAY	P	0	7,200.00	3/13/2019	6	94
TW E	515	1/1/1978	AC	TAXIWAY	P	0	137,453.00	3/13/2019	41	58
TW E	519	1/1/1988	AAC	TAXIWAY	P	0	15,904.00	3/13/2019	31	90
TW E	523	1/1/1987	AAC	TAXIWAY	P	0	3,374.00	3/13/2019	32	60
TW E	530	1/1/1978	AC	TAXIWAY	P	0	3,453.00	3/13/2019	41	27
TW E	535	1/1/1978	AC	TAXIWAY	P	0	3,227.00	3/13/2019	41	49
TW E	536	1/1/1999	AC	TAXIWAY	P	0	3,600.00	3/13/2019	20	63
TW E	560	1/1/1992	AC	TAXIWAY	P	0	43,589.00	3/13/2019	27	55
TW E1	510	1/1/1992	AC	TAXIWAY	P	0	19,231.00	3/13/2019	27	49
TW E2	521	1/1/2013	AC	TAXIWAY	P	0	28,827.00	3/13/2019	6	94
TW E3	540	1/1/1978	AC	TAXIWAY	P	0	15,297.00	3/13/2019	41	54
TW E4	550	1/1/1978	AC	TAXIWAY	P	0	16,161.00	3/13/2019	41	58
TW N	1403	1/1/2011	AAC	TAXIWAY	P	0	25,360.00	3/13/2019	8	89
TW N	1405	1/1/2007	AAC	TAXIWAY	P	0	208,454.00	3/13/2019	12	76
TW N	1407	1/1/2019	AAC	TAXIWAY	P	0	332,722.00	1/1/2019	0	100
TW N	1408	1/1/1987	AAC	TAXIWAY	P	0	246,580.00	3/13/2019	32	35
TW N1	1410	1/1/2007	AAC	TAXIWAY	P	0	28,711.00	3/13/2019	12	91
TW N1	1415	1/1/2007	AAC	TAXIWAY	P	0	6,444.00	3/13/2019	12	75
TW N10	1480	1/1/2019	AAC	TAXIWAY	P	0	23,284.00	1/1/2019	0	100
TW N10	1482	1/1/2019	AAC	TAXIWAY	P	0	29,549.00	1/1/2019	0	100
TW N11	1493	1/1/2019	AAC	TAXIWAY	P	0	13,010.00	1/1/2019	0	100
TW N11	1495	1/1/2019	AAC	TAXIWAY	P	0	26,054.00	1/1/2019	0	100
TW N2	1418	1/1/2011	AAC	TAXIWAY	P	0	20,468.00	3/13/2019	8	87
TW N2	1420	1/1/1987	AAC	TAXIWAY	P	0	22,730.00	3/13/2019	32	43
TW N3	1425	1/1/2011	AAC	TAXIWAY	P	0	16,929.00	3/13/2019	8	82
TW N3	1430	1/1/1987	AAC	TAXIWAY	P	0	32,608.00	3/13/2019	32	29
TW N4	1440	1/1/1987	AAC	TAXIWAY	P	0	31,363.00	3/13/2019	32	35
TW N4	1445	1/1/2011	AAC	TAXIWAY	P	0	28,723.00	3/13/2019	8	89
TW N5	1450	1/1/1987	AC	TAXIWAY	P	0	46,334.00	3/13/2019	32	62
TW N5	1455	1/1/2011	AAC	TAXIWAY	P	0	19,403.00	3/13/2019	8	94
TW N5	1457	1/1/1992	AC	TAXIWAY	P	0	29,986.00	3/13/2019	27	56
TW N5	1459	1/1/1991	PCC	TAXIWAY	P	0	62,897.00	3/13/2019	28	86
TW N6	1460	1/1/1987	AAC	TAXIWAY	P	0	27,137.00	3/13/2019	32	36
TW N6	1462	1/1/2011	AAC	TAXIWAY	P	0	15,786.00	3/13/2019	8	84
TW N6	1463	1/1/2019	AAC	TAXIWAY	P	0	7,762.00	1/1/2019	0	100
TW N7	1465	1/1/1987	AAC	TAXIWAY	P	0	18,045.00	3/13/2019	32	51
TW N7	1467	1/1/2011	AAC	TAXIWAY	P	0	12,803.00	3/13/2019	8	74
TW N9	1470	1/1/2019	AC	TAXIWAY	P	0	34,064.00	1/1/2019	0	100
TW N9	1472	1/1/2019	AAC	TAXIWAY	P	0	19,597.00	1/1/2019	0	100
TW P	803	1/1/2011	AAC	TAXIWAY	P	0	16,216.00	3/13/2019	8	91

TW P	805	12/25/1999	AC	TAXIWAY	P	0	261,259.00	3/13/2019	20	73
TW P	807	1/1/2019	AAC	TAXIWAY	P	0	113,850.00	1/1/2019	0	100
TW P	810	1/1/2019	AAC	TAXIWAY	P	0	63,895.00	1/1/2019	0	100
TW P	825	12/25/1999	AC	TAXIWAY	P	0	22,371.00	3/13/2019	20	67
TW P	830	12/25/1999	AC	TAXIWAY	P	0	48,568.00	3/13/2019	20	74
TW P	835	12/25/1999	AC	TAXIWAY	P	0	29,002.00	3/13/2019	20	62
TW P3	812	1/1/2011	AAC	TAXIWAY	P	0	20,077.00	3/13/2019	8	88
TW P3	815	1/1/2011	AAC	TAXIWAY	P	0	16,587.00	3/13/2019	8	74
TW P4	1640	1/1/2019	AC	TAXIWAY	P	0	55,103.00	1/1/2019	0	100
TW P5	1650	1/1/2019	AC	TAXIWAY	P	0	55,103.00	1/1/2019	0	100
TW P9	840	12/25/1999	AC	TAXIWAY	P	0	20,781.00	3/13/2019	20	94
TW P9	845	12/25/1999	AC	TAXIWAY	P	0	44,090.00	3/13/2019	20	83
TW S	1905	1/1/1967	AC	TAXIWAY	P	0	71,963.00	3/13/2019	52	37
TW S	1910	1/1/1967	AC	TAXIWAY	P	0	13,097.00	3/13/2019	52	27
TW S	1914	1/1/2004	AC	TAXIWAY	P	0	28,587.00	3/13/2019	15	70
TW S	1915	1/1/1987	AC	TAXIWAY	P	0	15,855.00	3/13/2019	32	51
TW S	1925	1/1/1990	AAC	TAXIWAY	P	0	14,850.00	3/13/2019	29	37
TW S	1932	1/1/1967	AC	TAXIWAY	P	0	38,647.00	3/13/2019	52	35
TW S	1935	1/1/1967	AC	TAXIWAY	P	0	10,788.00	3/13/2019	52	37
TW S	1940	1/1/1987	AC	TAXIWAY	P	0	16,591.00	3/13/2019	32	60
TW S	1941	1/1/2007	AAC	TAXIWAY	P	0	4,548.00	3/13/2019	12	72
TW S	1943	1/1/2007	AAC	TAXIWAY	P	0	4,916.00	3/13/2019	12	73
TW S	1945	1/1/1979	AC	TAXIWAY	P	0	12,764.00	3/13/2019	40	59
TW S	1950	1/1/1987	AC	TAXIWAY	P	0	10,500.00	3/13/2019	32	22
TW S	1955	6/13/2018	AC	TAXIWAY	P	0	22,470.00	6/13/2018	0	100
TW S1	1918	1/1/2004	AC	TAXIWAY	P	0	7,695.00	3/13/2019	15	70
TW T	705	1/1/2004	AC	TAXIWAY	P	0	73,170.00	3/13/2019	15	74
TW T1	710	1/1/2004	AC	TAXIWAY	P	0	7,695.00	3/13/2019	15	75
TW W	2305	1/1/1990	AC	TAXIWAY	P	0	96,831.00	3/13/2019	29	59
TW W	2320	1/1/1990	AAC	TAXIWAY	P	0	85,362.00	3/13/2019	29	49
TW W	2335	1/1/2019	AAC	TAXIWAY	P	0	37,244.00	1/1/2019	0	100
TW W	2336	1/1/2019	AAC	TAXIWAY	P	0	17,161.00	1/1/2019	0	100
TW W	2337	1/1/2011	AAC	TAXIWAY	P	0	19,542.00	3/13/2019	8	92
TW W	2340	1/1/1990	AAC	TAXIWAY	P	0	26,407.00	3/13/2019	29	44
TW W	2345	1/1/2019	AAC	TAXIWAY	P	0	57,465.00	1/1/2019	0	100
TW W	2360	1/1/1990	AC	TAXIWAY	P	0	63,539.00	3/13/2019	29	56
TW W1	2310	1/1/1990	AC	TAXIWAY	P	0	26,958.00	3/13/2019	29	67
TW W2	2331	1/1/2013	AC	TAXIWAY	P	0	33,434.00	3/13/2019	6	91
TW W3	2350	1/1/1987	AAC	TAXIWAY	P	0	17,896.00	3/13/2019	32	51
TW W4	2370	1/1/1990	AAC	TAXIWAY	P	0	31,045.00	3/13/2019	29	55
TW W5	2380	1/1/1990	AC	TAXIWAY	P	0	53,247.00	3/13/2019	29	52
TW W5	2385	1/1/2004	AC	TAXIWAY	P	0	25,427.00	3/13/2019	15	73
TW Y	2390	1/1/2013	AC	TAXIWAY	P	0	24,801.00	3/13/2019	6	94

Pavement Database: FDOT *NetworkId: DED*

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
AP E	4205	12/25/1970	AC	APRON	P	0	41,776.00	1/29/2019	49	22
AP E	4210	12/25/1970	AC	APRON	P	0	41,350.00	1/29/2019	49	37
AP RU	5405	8/1/2014	AC	APRON	P	0	26,054.00	1/29/2019	5	90
AP S	5105	1/1/1991	AC	APRON	P	0	41,994.00	1/29/2019	28	75
AP S	5305	7/31/2008	AC	APRON	P	0	95,271.00	1/29/2019	11	74
AP SE	4110	1/1/2006	AC	APRON	P	0	265,152.00	1/29/2019	13	80
AP SE	4112	4/1/2019	AC	APRON	P	0	205,700.00	4/1/2019	0	100
AP SE	4115	1/1/2006	AC	APRON	P	0	80,300.00	1/29/2019	13	78
AP SE	4120	1/1/2006	AC	APRON	P	0	110,466.00	1/29/2019	13	79
AP SE	4135	1/1/2006	AC	APRON	P	0	20,923.00	1/29/2019	13	76
AP T-HANG	4305	12/25/1999	AC	APRON	P	0	97,487.00	1/29/2019	20	75
AP W	4400	1/1/1991	AC	APRON	P	0	21,270.00	1/29/2019	28	71
AP W	4405	1/1/1991	AC	APRON	P	0	336,788.00	1/29/2019	28	36
AP W	4410	1/1/1991	AC	APRON	P	0	134,373.00	1/29/2019	28	29
AP W	4415	1/1/1991	AC	APRON	P	0	28,772.00	1/29/2019	28	40
AP W	4420	1/1/1942	AC	APRON	P	0	22,529.00	1/29/2019	77	40
AP W	4425	1/1/1980	AC	APRON	P	0	25,039.00	1/29/2019	39	35
RW 12-30	6105	8/1/2014	AAC	RUNWAY	P	0	600,000.00	1/29/2019	5	84
RW 5-23	6205	1/1/2014	AAC	RUNWAY	P	0	14,000.00	1/29/2019	5	85
RW 5-23	6210	1/1/1997	AAC	RUNWAY	P	0	30,000.00	1/29/2019	22	58
RW 5-23	6215	1/1/1996	AAC	RUNWAY	P	0	192,250.00	1/29/2019	23	67
RW 5-23	6218	1/1/1997	AAC	RUNWAY	P	0	9,392.00	1/29/2019	22	67
RW 5-23	6220	1/1/1997	AAC	RUNWAY	P	0	12,533.00	1/29/2019	22	72
RW 5-23	6225	1/1/1997	AAC	RUNWAY	P	0	36,375.00	1/29/2019	22	70
RW 5-23	6230	1/1/1997	AAC	RUNWAY	P	0	20,175.00	1/29/2019	22	76
TW A	105	1/1/1991	AC	TAXIWAY	P	0	35,618.00	1/29/2019	28	68
TW A	106	1/1/1996	AAC	TAXIWAY	P	0	7,575.00	1/29/2019	23	67
TW A	108	4/1/2019	AC	TAXIWAY	P	0	37,400.00	4/1/2019	0	100
TW A	110	1/1/1992	AC	TAXIWAY	P	0	52,600.00	1/29/2019	27	69
TW A	115	1/1/1996	AC	TAXIWAY	P	0	47,949.00	1/29/2019	23	74
TW A	120	1/1/2014	AAC	TAXIWAY	P	0	15,500.00	1/29/2019	5	81
TW A	125	1/1/2014	AAC	TAXIWAY	P	0	22,619.00	1/29/2019	5	90
TW B	205	1/1/1942	AC	TAXIWAY	P	0	32,275.00	1/29/2019	77	58
TW B	206	1/1/1997	AAC	TAXIWAY	P	0	7,543.00	1/29/2019	22	67
TW B	215	1/1/1996	AAC	TAXIWAY	P	0	8,194.00	1/29/2019	23	67
TW B	220	1/1/1985	AC	TAXIWAY	P	0	107,725.00	1/29/2019	34	64
TW C	305	1/1/1991	AC	TAXIWAY	P	0	18,548.00	1/29/2019	28	73
TW C	306	1/1/1996	AAC	TAXIWAY	P	0	4,448.00	1/29/2019	23	66
TW D	450	8/1/2014	AAC	TAXIWAY	P	0	151,788.00	1/29/2019	5	88
TW D	455	8/1/2014	AC	TAXIWAY	P	0	175,480.00	1/29/2019	5	93
TW D	460	8/1/2014	AAC	TAXIWAY	P	0	19,529.00	1/29/2019	5	90
TW G	605	1/1/2010	AAC	TAXIWAY	P	0	54,040.00	1/29/2019	9	93

Pavement Database: FDOT *NetworkId: EVB*

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
AP	4102	1/1/1984	PCC	APRON	P	0	29,874.00	3/11/2019	35	5
AP	4104	1/1/1984	AC	APRON	P	0	4,212.00	3/11/2019	35	49
AP	4105	1/1/1965	PCC	APRON	P	0	10,564.00	3/11/2019	54	9
AP	4110	1/1/1980	PCC	APRON	P	0	1,950.00	3/11/2019	39	11
AP	4115	1/1/1975	PCC	APRON	P	0	8,775.00	3/11/2019	44	5
AP	4127	1/1/2019	PCC	APRON	P	0	1,560.00	1/1/2019	0	100
AP	4130	1/1/1997	PCC	APRON	P	0	40,106.00	3/11/2019	22	40
AP	4135	1/1/1975	AC	APRON	P	0	5,831.00	3/11/2019	44	33
AP	4140	1/1/1980	AC	APRON	P	0	60,486.00	3/11/2019	39	38
AP	4145	1/1/1986	AC	APRON	P	0	17,888.00	3/11/2019	33	72
AP	4160	1/1/1975	AC	APRON	P	0	10,001.00	3/11/2019	44	46
AP	4165	1/1/1991	PCC	APRON	P	0	9,517.00	3/11/2019	28	10
AP	4185	1/1/1965	PCC	APRON	P	0	17,272.00	3/11/2019	54	4
AP	4190	1/1/2012	PCC	APRON	P	0	38,656.00	3/11/2019	7	96
AP RW15-33	6345	1/1/1943	AC	APRON	P	0	46,282.00	3/11/2019	76	32
AP S	4215	1/1/1943	PCC	APRON	S	0	56,450.00	3/11/2019	76	9
AP S	4220	12/25/1999	PCC	APRON	P	0	8,835.00	3/11/2019	20	4
RW 11-29	6105	1/1/2014	AAC	RUNWAY	P	0	323,925.00	3/11/2019	5	87
RW 2-20	6405	1/1/1943	AC	RUNWAY	S	0	78,400.00	3/11/2019	76	35
RW 2-20	6425	1/1/1943	AC	RUNWAY	S	0	254,789.00	3/11/2019	76	35
RW 2-20	6427	1/1/2014	AC	RUNWAY	P	0	11,862.00	3/11/2019	5	94
RW 2-20	6430	1/1/1977	AC	RUNWAY	S	0	5,000.00	3/11/2019	42	38
RW 2-20	6435	1/1/2014	AAC	RUNWAY	S	0	12,472.00	3/11/2019	5	89
RW 2-20	6445	1/1/1943	AC	RUNWAY	S	0	37,952.00	3/11/2019	76	36
RW 2-20	6450	1/1/1977	AC	RUNWAY	S	0	25,000.00	3/11/2019	42	36
RW 7-25	6202	1/1/2008	AAC	RUNWAY	S	0	18,750.00	3/11/2019	11	81
RW 7-25	6205	1/1/2016	AAC	RUNWAY	S	0	324,750.00	1/1/2016	0	100
RW 7-25	6210	1/1/2008	AAC	RUNWAY	S	0	11,378.00	3/11/2019	11	84
RW 7-25	6215	1/1/2016	AAC	RUNWAY	P	0	7,125.00	1/1/2016	0	100
RW 7-25	6220	1/1/2016	AAC	RUNWAY	P	0	13,125.00	1/1/2016	0	100
TW A	102	1/1/2011	AC	TAXIWAY	P	0	22,287.00	3/11/2019	8	86
TW A	105	1/1/1977	AC	TAXIWAY	P	0	93,280.00	3/11/2019	42	55
TW A	110	7/1/2011	AC	TAXIWAY	P	0	16,319.00	3/11/2019	8	84
TW A	115	1/1/2014	AC	TAXIWAY	P	0	5,905.00	3/11/2019	5	90
TW A	125	1/1/2002	AC	TAXIWAY	P	0	4,303.00	3/11/2019	17	56
TW B	210	1/1/2002	AC	TAXIWAY	P	0	67,896.00	3/11/2019	17	74
TW B	215	1/1/2002	AC	TAXIWAY	P	0	105,867.00	3/11/2019	17	68
TW C	310	1/1/2002	AC	TAXIWAY	P	0	38,242.00	3/11/2019	17	44
TW C	315	1/1/2002	AC	TAXIWAY	P	0	43,226.00	3/11/2019	17	70
TW C	320	1/1/2002	AC	TAXIWAY	P	0	31,436.00	3/11/2019	17	70
TW C	325	1/1/2002	AC	TAXIWAY	P	0	48,581.00	3/11/2019	17	67
TW C	340	1/1/2010	AC	TAXIWAY	P	0	8,491.00	3/11/2019	9	87
TW C	345	1/1/2012	AC	TAXIWAY	P	0	86,977.00	3/11/2019	7	89
TW D	405	1/1/2002	AC	TAXIWAY	P	0	50,628.00	3/11/2019	17	71
TW D	415	1/1/1943	AC	TAXIWAY	P	0	7,000.00	3/11/2019	76	25
TW D	420	1/1/2002	PCC	TAXIWAY	P	0	15,749.00	3/11/2019	17	4
TW D	425	1/1/2014	AC	TAXIWAY	P	0	27,118.00	3/11/2019	5	94
TW D	427	1/1/2014	AC	TAXIWAY	P	0	40,335.00	3/11/2019	5	94
TW D	430	1/1/2016	AAC	TAXIWAY	P	0	84,969.00	1/1/2016	0	100
TW E	505	1/1/2014	AC	TAXIWAY	S	0	17,197.00	3/11/2019	5	94

TW E	510	1/1/2014	AC	TAXIWAY	P	0	24,594.00	3/11/2019	5	92
TW E	515	7/1/2011	AC	TAXIWAY	P	0	52,494.00	3/11/2019	8	85
TW E	520	1/1/2014	AC	TAXIWAY	P	0	27,412.00	3/11/2019	5	94
TW E	530	1/1/2018	AC	TAXIWAY	P	0	76,505.00	1/1/2018	0	100

Pavement Database: FDOT *NetworkId: FIN*

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
AP	4105	1/1/1942	PCC	APRON	P	0	23,645.00	1/24/2017	75	0
AP	4110	1/1/2012	AC	APRON	P	0	50,015.00	1/24/2017	5	89
AP	4115	1/1/1950	AC	APRON	P	0	20,847.00	1/24/2017	67	27
AP	4120	1/1/1992	PCC	APRON	P	0	9,798.00	1/24/2017	25	16
AP	4125	1/1/1992	PCC	APRON	P	0	25,668.00	1/24/2017	25	78
AP	4130	1/1/1992	PCC	APRON	P	0	10,275.00	1/24/2017	25	17
AP	4135	1/1/2012	AC	APRON	P	0	111,646.00	1/24/2017	5	94
AP	4140	1/1/2004	PCC	APRON	S	0	8,368.00	1/24/2017	13	84
AP GA	4510	1/1/2005	PCC	APRON	P	0	17,338.00	1/24/2017	12	82
AP MID	4610	12/1/2012	AC	APRON	P	0	38,864.00	1/24/2017	5	94
AP MID	4615	1/1/2012	AC	APRON	P	0	21,385.00	1/24/2017	5	94
AP N	4405	1/1/2009	PCC	APRON	S	0	30,077.00	1/24/2017	8	75
AP RU 11	5103	1/1/1942	AC	APRON	P	0	36,038.00	1/24/2017	75	32
AP RU 11	5105	1/1/1992	AAC	APRON	P	0	27,768.00	1/24/2017	25	50
AP RU 6	5205	12/25/2015	AC	APRON	P	0	30,715.00	12/25/2015	0	100
RW 11-29	6105	1/1/2018	AC	RUNWAY	P	0	500,300.00	1/1/2018	0	100
RW 6-24	6205	1/1/1995	AAC	RUNWAY	P	0	487,349.00	1/24/2017	22	50
T-HANG	4305	12/25/1999	PCC	TAXILANE	S	0	8,395.00	1/24/2017	18	47
T-HANG	4310	12/25/1999	AC	TAXILANE	S	0	17,531.00	1/24/2017	18	61
T-HANG	4315	12/25/1999	AC	TAXILANE	S	0	8,565.00	1/24/2017	18	48
T-HANG	4320	12/1/2012	AC	TAXILANE	P	0	17,192.00	1/24/2017	5	94
TW A	102	1/1/1992	AAC	TAXIWAY	P	0	22,177.00	1/24/2017	25	59
TW A	104	1/1/1982	AAC	TAXIWAY	P	0	7,358.00	1/24/2017	35	25
TW A	105	1/1/1942	AC	TAXIWAY	P	0	184,752.00	1/24/2017	75	33
TW A	110	1/1/1982	AAC	TAXIWAY	P	0	17,576.00	1/24/2017	35	26
TW A	120	1/1/2012	AAC	TAXIWAY	P	0	15,400.00	1/24/2017	5	84
TW A1	602	12/1/2012	AAC	TAXIWAY	P	0	25,816.00	1/24/2017	5	92
TW B	205	1/1/1992	AC	TAXIWAY	P	0	88,917.00	1/24/2017	25	63
TW C	305	1/1/1992	AAC	TAXIWAY	P	0	28,798.00	1/24/2017	25	57
TW C	307	1/1/1942	AC	TAXIWAY	P	0	11,213.00	1/24/2017	75	29
TW C	310	12/25/2015	AAC	TAXIWAY	P	0	26,271.00	12/25/2015	0	100
TW C	315	12/25/2015	AAC	TAXIWAY	P	0	39,970.00	12/25/2015	0	100
TW C	320	12/25/2015	AC	TAXIWAY	P	0	15,961.00	12/25/2015	0	100
TW D	410	1/1/2016	AAC	TAXIWAY	P	0	110,706.00	1/1/2016	0	100
TW D	414	1/1/2016	AAC	TAXIWAY	P	0	5,779.00	1/1/2016	0	100
TW D	415	1/1/2016	AAC	TAXIWAY	P	0	18,039.00	1/1/2016	0	100
TW E	505	1/1/2015	AAC	TAXIWAY	P	0	32,654.00	1/1/2015	0	100
TW E	510	1/1/2015	AAC	TAXIWAY	P	0	71,339.00	1/1/2015	0	100
TW E	512	1/1/2015	AAC	TAXIWAY	P	0	19,204.00	1/1/2015	0	100
TW E	515	1/1/2015	AAC	TAXIWAY	P	0	138,069.00	1/1/2015	0	100
TW E	520	1/1/2004	AC	TAXIWAY	P	0	13,104.00	1/24/2017	13	65
TW H	705	1/1/2016	AC	TAXIWAY	P	0	130,070.00	1/1/2016	0	100

Pavement Database: FDOT *NetworkId: ISM*

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
AP C NW	4305	1/1/1994	AC	APRON	P	0	154,557.00	2/7/2019	25	43
AP C NW	4310	12/25/1999	PCC	APRON	P	0	40,664.00	2/7/2019	20	64
AP C NW	4315	12/25/1999	PCC	APRON	P	0	18,506.00	2/7/2019	20	12
AP C NW	4320	12/25/1999	PCC	APRON	P	0	8,760.00	2/7/2019	20	65
AP CENTER	4205	1/1/1994	AC	APRON	P	0	270,311.00	2/7/2019	25	50
AP CENTER	4210	1/1/2007	PCC	APRON	P	0	4,556.00	2/7/2019	12	82
AP N	4110	1/1/1973	AC	APRON	P	0	153,862.00	2/7/2019	46	34
AP N	4112	10/1/2017	AAC	APRON	P	0	113,286.00	10/1/2017	0	100
AP N	4115	1/1/1973	AAC	APRON	P	0	70,849.00	2/7/2019	46	40
AP N	4120	1/1/2013	AAC	APRON	P	0	8,981.00	2/7/2019	6	86
AP N	4130	12/25/1999	AC	APRON	P	0	5,070.00	2/7/2019	20	29
AP N	5305	1/1/2004	AC	APRON	P	0	95,900.00	2/7/2019	15	86
AP NW	4405	1/1/1997	AC	APRON	P	0	28,172.00	2/7/2019	22	37
AP NW	4410	1/1/1942	PCC	APRON	P	0	45,300.00	2/7/2019	77	6
AP NW	4415	1/1/2005	PCC	APRON	P	0	30,431.00	2/7/2019	14	71
AP NW	4420	1/1/2005	PCC	APRON	P	0	50,085.00	2/7/2019	14	60
AP NW	4425	1/1/2007	PCC	APRON	P	0	20,243.00	2/7/2019	12	95
AP NW	4430	1/1/2007	PCC	APRON	P	0	51,322.00	2/7/2019	12	82
AP RU 6-24	5202	1/1/2007	AC	APRON	P	0	27,901.00	2/7/2019	12	66
AP RU 6-24	5203	1/1/2012	AC	APRON	P	0	34,934.00	2/7/2019	7	90
AP RU15-33	5105	1/1/2002	AAC	APRON	P	0	11,667.00	2/7/2019	17	49
AP RU15-33	5110	1/1/2013	AAC	APRON	P	0	29,707.00	2/7/2019	6	67
AP RU15-33	5115	5/1/2013	AC	APRON	P	0	28,204.00	2/7/2019	6	89
AP S	4605	1/1/2004	AAC	APRON	P	0	96,551.00	2/7/2019	15	65
AP S	4608	12/25/1999	AC	APRON	P	0	139,565.00	2/7/2019	20	14
AP S	4610	12/25/1999	AC	APRON	P	0	15,063.00	2/7/2019	20	64
AP S	4615	1/1/2006	PCC	APRON	P	0	2,232.00	2/7/2019	13	0
AP S T-HAN	4705	12/25/1999	AC	APRON	P	0	32,170.00	2/7/2019	20	87
AP S T-HAN	4710	12/25/1999	AC	APRON	P	0	25,607.00	2/7/2019	20	29
AP S T-HAN	4715	1/1/2013	AC	APRON	P	0	46,465.00	2/7/2019	6	81
AP W T-HAN	4505	1/1/1997	AC	APRON	P	0	41,443.00	2/7/2019	22	65
AP W T-HAN	4510	12/25/1999	PCC	APRON	P	0	25,944.00	2/7/2019	20	2
AP W T-HAN	4515	1/1/2009	AC	APRON	P	0	8,387.00	2/7/2019	10	67
AP W T-HAN	4520	1/1/2012	AC	APRON	P	0	7,391.00	2/7/2019	7	75
AP W T-HAN	4525	12/25/1999	APC	APRON	P	0	2,287.00	2/7/2019	20	5
AP W T-HAN	5210	1/1/2006	AC	APRON	P	0	221,395.00	2/7/2019	13	73
AP W T-HAN	5215	1/1/2005	AC	APRON	P	0	139,404.00	2/7/2019	14	51
RW 15-33	6105	1/1/2005	AAC	RUNWAY	P	0	50,000.00	2/7/2019	14	81
RW 15-33	6115	10/1/2017	AC	RUNWAY	P	0	70,000.00	10/1/2017	0	100
RW 15-33	6125	1/1/2005	AAC	RUNWAY	P	0	40,000.00	2/7/2019	14	72
RW 15-33	6145	1/1/2005	AAC	RUNWAY	P	0	290,000.00	2/7/2019	14	76
RW 15-33	6150	1/1/2005	AAC	RUNWAY	P	0	30,000.00	2/7/2019	14	75
RW 15-33	6165	10/1/2017	AC	RUNWAY	P	0	70,000.00	10/1/2017	0	100
RW 15-33	6185	1/1/2005	AAC	RUNWAY	P	0	50,100.00	2/7/2019	14	76
RW 6-24	6215	1/1/2014	AAC	RUNWAY	P	0	185,000.00	2/7/2019	5	88
RW 6-24	6225	10/17/2014	AAC	RUNWAY	P	0	30,000.00	2/7/2019	5	89
RW 6-24	6226	1/1/1998	AAC	RUNWAY	P	0	39,999.00	2/7/2019	21	55
RW 6-24	6235	1/1/2014	AAC	RUNWAY	P	0	175,000.00	2/7/2019	5	91
RW 6-24	6260	1/1/2014	AC	RUNWAY	P	0	30,000.00	2/7/2019	5	90
RW 6-24	6265	1/1/2014	AC	RUNWAY	P	0	30,100.00	2/7/2019	5	92

T-HAN EAST	4805	1/1/2010	AC	APRON	P	0	18,639.00	2/7/2019	9	69
T-HAN EAST	4810	12/25/2000	AC	APRON	P	0	35,911.00	2/7/2019	19	59
TW A	102	1/1/2002	AAC	TAXIWAY	P	0	63,803.00	2/7/2019	17	78
TW A	110	1/1/2002	AAC	TAXIWAY	P	0	115,000.00	2/7/2019	17	79
TW A	120	1/1/2002	AAC	TAXIWAY	P	0	12,450.00	2/7/2019	17	65
TW A	126	1/1/1994	AC	TAXIWAY	P	0	52,050.00	2/7/2019	25	44
TW A	130	1/1/2013	AAC	TAXIWAY	P	0	83,139.00	2/7/2019	6	85
TW A	135	1/1/2014	AAC	TAXIWAY	P	0	9,646.00	2/7/2019	5	86
TW A1	104	1/1/2002	APC	TAXIWAY	P	0	4,928.00	2/7/2019	17	52
TW A1	105	1/1/2002	AAC	TAXIWAY	P	0	29,349.00	2/7/2019	17	80
TW A2	155	1/1/2002	AAC	TAXIWAY	P	0	19,150.00	2/7/2019	17	81
TW A3	160	1/1/2002	AAC	TAXIWAY	P	0	17,109.00	2/7/2019	17	42
TW AP S	4620	1/1/1943	AC	TAXIWAY	P	0	21,907.00	2/7/2019	76	13
TW B	202	1/1/2014	AAC	TAXIWAY	P	0	3,832.00	2/7/2019	5	91
TW B	205	1/1/2002	AAC	TAXIWAY	P	0	71,686.00	2/7/2019	17	62
TW B	206	1/1/1991	AAC	TAXIWAY	P	0	6,615.00	2/7/2019	28	53
TW B	208	1/1/1991	AAC	TAXIWAY	P	0	5,209.00	2/7/2019	28	49
TW B	210	1/1/1986	AC	TAXIWAY	P	0	10,184.00	2/7/2019	33	52
TW B	212	1/1/1994	AC	TAXIWAY	P	0	12,603.00	2/7/2019	25	56
TW B	215	1/1/1994	AC	TAXIWAY	P	0	22,300.00	2/7/2019	25	50
TW B	220	1/1/2012	AC	TAXIWAY	P	0	94,917.00	2/7/2019	7	90
TW B	225	1/1/2014	AAC	TAXIWAY	P	0	6,172.00	2/7/2019	5	87
TW C	127	1/1/2005	AAC	TAXIWAY	P	0	32,304.00	2/7/2019	14	74
TW C	320	1/1/1991	AC	TAXIWAY	P	0	55,722.00	2/7/2019	28	45
TW C	325	1/1/2007	AC	TAXIWAY	P	0	29,284.00	2/7/2019	12	84
TW C	330	1/1/2014	AAC	TAXIWAY	P	0	12,296.00	2/7/2019	5	88
TW CONN NW	850	1/1/1994	AC	TAXIWAY	P	0	22,390.00	2/7/2019	25	38
TW D	402	1/1/2014	AAC	TAXIWAY	P	0	6,915.00	2/7/2019	5	89
TW D	404	1/1/1991	AC	TAXIWAY	P	0	8,876.00	2/7/2019	28	28
TW D	405	1/1/1991	AC	TAXIWAY	P	0	101,976.00	2/7/2019	28	49
TW D	410	1/1/1991	AC	TAXIWAY	P	0	56,652.00	2/7/2019	28	46
TW E	119	1/1/2002	AAC	TAXIWAY	P	0	4,289.00	2/7/2019	17	76
TW E	165	1/1/2002	AAC	TAXIWAY	P	0	18,990.00	2/7/2019	17	84
TW E	522	1/1/2002	AAC	TAXIWAY	P	0	8,895.00	2/7/2019	17	63
TW E	523	1/1/2002	AAC	TAXIWAY	P	0	11,003.00	2/7/2019	17	49
TW E	525	1/1/2004	AAC	TAXIWAY	P	0	7,128.00	2/7/2019	15	70
TW F	605	1/1/1997	AC	TAXIWAY	P	0	36,483.00	2/7/2019	22	52
TW F	610	12/25/1999	AC	TAXIWAY	P	0	25,681.00	2/7/2019	20	44
TW F	620	1/1/2005	AC	TAXIWAY	P	0	10,868.00	2/7/2019	14	78
TW G	705	1/1/1999	AAC	TAXIWAY	P	0	12,550.00	2/7/2019	20	70
TW G	710	1/1/1999	AAC	TAXIWAY	P	0	8,914.00	2/7/2019	20	56
TW G	715	1/1/2014	AAC	TAXIWAY	P	0	8,902.00	2/7/2019	5	89
TW H	805	1/1/1999	AC	TAXIWAY	T	0	42,962.00	2/7/2019	20	74
TW H	810	1/1/2014	AAC	TAXIWAY	T	0	3,833.00	2/7/2019	5	89
TW N RAMP	905	1/1/2012	AAC	TAXIWAY	P	0	21,913.00	2/7/2019	7	89
TW N RAMP	910	1/1/1994	AC	TAXIWAY	P	0	2,963.00	2/7/2019	25	36
TW W APRON	408	1/1/2005	AC	TAXIWAY	T	0	11,176.00	2/7/2019	14	60
TW W APRON	615	1/1/2005	AC	TAXIWAY	P	0	3,458.00	2/7/2019	14	73

Pavement Database: FDOT *NetworkId: LEE*

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
AP N	4105	1/1/1989	AC	APRON	P	0	323,324.00	1/30/2019	30	53
AP N	4120	12/25/2000	PCC	APRON	P	0	6,600.00	1/30/2019	19	59
AP N	4125	1/1/2005	AC	APRON	P	0	59,690.00	1/30/2019	14	66
AP N	4130	1/1/2008	PCC	APRON	P	0	56,108.00	1/30/2019	11	94
AP N	4135	1/1/1942	PCC	APRON	P	0	18,579.00	1/30/2019	77	31
AP N	4140	1/1/1942	PCC	APRON	P	0	8,600.00	1/30/2019	77	12
AP N	4145	7/1/2016	AC	APRON	P	0	11,497.00	7/1/2016	0	100
AP RFUEL	4505	1/1/1989	AC	APRON	P	0	25,329.00	1/30/2019	30	26
AP RU	5205	1/1/2008	AC	APRON	P	0	36,679.00	1/30/2019	11	85
AP RU	5305	1/1/2009	AC	APRON	P	0	54,952.00	1/30/2019	10	90
AP RU	5405	1/1/2019	AC	APRON	P	0	18,231.00	1/1/2019	0	100
AP T-HANG	4205	1/1/2003	AC	APRON	P	0	45,127.00	1/30/2019	16	69
RW 13-31	6105	1/1/2000	AAC	RUNWAY	P	0	250,000.00	1/30/2019	19	61
RW 13-31	6110	1/1/2000	AAC	RUNWAY	P	0	250,000.00	1/30/2019	19	66
RW 13-31	6115	12/12/2009	AC	RUNWAY	P	0	15,000.00	1/30/2019	10	86
RW 13-31	6120	12/12/2009	AC	RUNWAY	P	0	15,000.00	1/30/2019	10	90
RW 13-31	6125	1/1/2009	AC	RUNWAY	P	0	50,000.00	1/30/2019	10	82
RW 13-31	6130	1/1/2009	AC	RUNWAY	P	0	50,000.00	1/30/2019	10	88
RW 3-21	6205	1/1/2011	AAC	RUNWAY	P	0	242,833.00	1/30/2019	8	87
RW 3-21	6210	1/1/2011	AAC	RUNWAY	P	0	244,205.00	1/30/2019	8	88
TL A	150	1/1/2019	AC	TAXILANE	P	0	45,971.00	1/1/2019	0	100
TL APRON	4305	1/1/1982	AC	TAXILANE	P	0	10,698.00	1/30/2019	37	35
TL T-HANG	4110	12/25/2000	AC	TAXILANE	P	0	14,559.00	1/30/2019	19	69
TL T-HANG	4115	12/25/2000	AC	TAXILANE	P	0	20,585.00	1/30/2019	19	80
TW A	100	1/1/2009	AC	TAXIWAY	P	0	76,252.00	1/30/2019	10	85
TW A	105	1/1/2014	AC	TAXIWAY	P	0	82,235.00	1/30/2019	5	93
TW A	110	1/1/2000	AAC	TAXIWAY	P	0	113,871.00	1/30/2019	19	78
TW A	115	1/1/2009	AC	TAXIWAY	P	0	62,194.00	1/30/2019	10	89
TW A1	120	1/1/1989	AC	TAXIWAY	P	0	4,409.00	1/30/2019	30	59
TW A2	130	1/1/1989	AC	TAXIWAY	P	0	4,287.00	1/30/2019	30	65
TW A3	140	1/1/1989	AC	TAXIWAY	P	0	4,673.00	1/30/2019	30	63
TW B	200	1/1/2011	AAC	TAXIWAY	P	0	76,570.00	1/30/2019	8	83
TW B	205	1/1/2002	AAC	TAXIWAY	P	0	4,534.00	1/30/2019	17	65
TW C	300	1/1/2009	AC	TAXIWAY	P	0	25,917.00	1/30/2019	10	83
TW D	400	1/1/2002	AC	TAXIWAY	P	0	22,621.00	1/30/2019	17	57
TW E	500	1/1/2011	AC	TAXIWAY	P	0	8,617.00	1/30/2019	8	90
TW J	600	1/1/2011	AAC	TAXIWAY	P	0	26,600.00	1/30/2019	8	90
TW K	700	1/1/2011	AAC	TAXIWAY	P	0	138,244.00	1/30/2019	8	82
TW K	705	1/1/2004	AC	TAXIWAY	P	0	33,012.00	1/30/2019	15	65
TW K	710	1/1/2014	AC	TAXIWAY	P	0	23,819.00	1/30/2019	5	94
TW K	715	1/1/1986	AC	TAXIWAY	P	0	4,634.00	1/30/2019	33	63

Pavement Database: FDOT *NetworkId: MLB*

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
AP CENTER	4510	1/1/2009	PCC	APRON	P	0	23,048.00	3/6/2019	10	86
AP CENTER	4515	1/1/2009	APC	APRON	P	0	2,842.00	3/6/2019	10	64
AP CENTER	4520	1/1/2009	AC	APRON	P	0	55,946.00	3/6/2019	10	88
AP CENTER	4998	1/1/1995	PCC	APRON	P	0	48,745.00	3/6/2019	24	71
AP E	4404	1/1/2004	AC	APRON	P	0	76,125.00	3/6/2019	15	81
AP E	4406	1/1/1998	APC	APRON	P	0	12,949.00	3/6/2019	21	37
AP E	4407	1/1/2004	AC	APRON	P	0	69,765.00	3/6/2019	15	78
AP E	4415	1/1/2014	APC	APRON	P	0	14,188.00	3/6/2019	5	90
AP E	4420	1/1/2014	AC	APRON	P	0	129,420.00	3/6/2019	5	90
AP E	4425	1/1/2014	PCC	APRON	P	0	253,400.00	3/6/2019	5	100
AP N GA	4105	1/1/1986	AC	APRON	P	0	95,800.00	3/6/2019	33	66
AP N GA	4110	1/1/1982	AC	APRON	P	0	124,328.00	3/6/2019	37	59
AP N GA	4115	1/1/2003	PCC	APRON	P	0	162,260.00	3/6/2019	16	95
AP N GA	4120	1/1/2003	AC	APRON	P	0	96,139.00	3/6/2019	16	60
AP N GA	4130	1/1/2006	AC	APRON	P	0	41,505.00	3/6/2019	13	80
AP N GA	4132	1/1/2017	AC	APRON	P	0	52,865.00	1/1/2017	0	100
AP N GA	4135	1/1/2010	APC	APRON	P	0	22,070.00	3/6/2019	9	85
AP N GA	4140	1/1/2010	AC	APRON	P	0	23,711.00	3/6/2019	9	93
AP N GA	4145	1/1/2013	AAC	APRON	P	0	6,550.00	3/6/2019	6	83
AP N GA	4150	1/1/2017	AC	APRON	P	0	85,092.00	1/1/2017	0	100
AP N GA	4155	1/1/2017	AC	APRON	P	0	26,516.00	1/1/2017	0	100
AP SW	4710	1/1/2008	AC	APRON	P	0	216,728.00	3/6/2019	11	78
AP SW	4720	1/1/2008	AC	APRON	P	0	146,718.00	3/6/2019	11	75
AP SW	4730	1/1/2013	AC	APRON	P	0	101,878.00	3/6/2019	6	94
AP TERM	4205	1/1/1989	PCC	APRON	P	0	290,074.00	3/6/2019	30	78
AP TERM	4210	1/1/2009	AAC	APRON	P	0	344,919.00	3/6/2019	10	80
AP W	4305	1/1/2012	AAC	APRON	P	0	34,060.00	3/6/2019	7	91
AP W	4310	1/1/2012	AAC	APRON	P	0	47,311.00	3/6/2019	7	90
AP W	4312	12/25/1994	PCC	APRON	P	0	8,547.00	3/6/2019	25	12
AP W	4315	1/1/2012	AAC	APRON	P	0	57,374.00	3/6/2019	7	65
AP W	4320	1/1/1979	AC	APRON	P	0	75,950.00	3/6/2019	40	55
AP W	4325	1/1/1942	PCC	APRON	P	0	45,350.00	3/6/2019	77	0
AP W	4330	1/1/1942	PCC	APRON	P	0	52,136.00	3/6/2019	77	6
RW 5-23	6305	1/1/2019	AAC	RUNWAY	S	0	211,297.00	1/1/2019	0	100
RW 5-23	6310	1/1/2019	AAC	RUNWAY	S	0	6,900.00	1/1/2019	0	100
RW 5-23	6315	1/1/2019	AAC	RUNWAY	S	0	6,900.00	1/1/2019	0	100
RW 9L-27R	6203	1/1/2018	AAC	RUNWAY	P	0	8,750.00	1/1/2018	0	100
RW 9L-27R	6204	1/1/2018	AAC	RUNWAY	P	0	17,500.00	1/1/2018	0	100
RW 9L-27R	6205	1/1/2018	AAC	RUNWAY	S	0	282,550.00	1/1/2018	0	100
RW 9L-27R	6210	1/1/2018	AAC	RUNWAY	S	0	565,100.00	1/1/2018	0	100
RW 9L-27R	6215	1/1/2018	AAC	RUNWAY	S	0	8,750.00	1/1/2018	0	100
RW 9L-27R	6220	1/1/2018	AAC	RUNWAY	S	0	17,500.00	1/1/2018	0	100
RW 9R-27L	6105	1/1/2019	AAC	RUNWAY	P	0	950,000.00	1/1/2019	0	100
RW 9R-27L	6110	1/1/2019	AAC	RUNWAY	P	0	475,000.00	1/1/2019	0	100
RW 9R-27L	6115	1/1/2019	AAC	RUNWAY	P	0	68,068.00	1/1/2019	0	100
RW 9R-27L	6120	1/1/2019	AAC	RUNWAY	P	0	34,034.00	1/1/2019	0	100
TW A	105	1/1/2009	AAC	TAXIWAY	P	0	33,560.00	3/6/2019	10	76
TW A	107	1/1/2019	AAC	TAXIWAY	P	0	4,933.00	1/1/2019	0	100
TW A	120	1/1/2009	AAC	TAXIWAY	P	0	691,660.00	3/6/2019	10	69
TW A	130	1/1/2009	AAC	TAXIWAY	P	0	36,222.00	3/6/2019	10	82
TW A	132	1/1/2009	AAC	TAXIWAY	P	0	52,331.00	3/6/2019	10	87

TW A	133	1/1/2019	AAC	TAXIWAY	P	0	5,988.00	1/1/2019	0	100
TW B	1105	1/1/2018	AAC	TAXIWAY	P	0	101,687.00	1/1/2018	0	100
TW C	305	1/1/2007	AAC	TAXIWAY	P	0	34,006.00	3/6/2019	12	82
TW C	306	1/1/2007	AAC	TAXIWAY	P	0	12,368.00	3/6/2019	12	70
TW C	307	1/1/2019	AC	TAXIWAY	P	0	3,692.00	1/1/2019	0	100
TW C	308	1/1/2019	AC	TAXIWAY	P	0	9,892.00	1/1/2019	0	100
TW C	315	1/1/2004	AAC	TAXIWAY	P	0	58,917.00	3/6/2019	15	74
TW C	320	1/1/2009	AAC	TAXIWAY	P	0	33,067.00	3/6/2019	10	86
TW C	325	1/1/2019	AAC	TAXIWAY	P	0	8,038.00	1/1/2019	0	100
TW C	327	1/1/2019	AAC	TAXIWAY	P	0	3,899.00	1/1/2019	0	100
TW C	330	1/1/1991	AC	TAXIWAY	P	0	104,250.00	3/6/2019	28	65
TW C	337	1/1/2018	AC	TAXIWAY	P	0	18,730.00	1/1/2018	0	100
TW C	340	1/1/2003	AC	TAXIWAY	P	0	4,919.00	3/6/2019	16	78
TW C	350	1/1/2003	AC	TAXIWAY	P	0	71,723.00	3/6/2019	16	76
TW CONN AP	2110	1/1/1989	AC	TAXIWAY	P	0	8,354.00	3/6/2019	30	84
TW D	405	1/1/2012	AAC	TAXIWAY	P	0	8,073.00	3/6/2019	7	70
TW D	408	1/1/2008	AAC	TAXIWAY	P	0	7,930.00	3/6/2019	11	82
TW D	410	1/1/1979	AC	TAXIWAY	P	0	103,254.00	3/6/2019	40	59
TW D	412	1/1/1979	AC	TAXIWAY	P	0	4,498.00	3/6/2019	40	61
TW D	415	1/1/2001	AC	TAXIWAY	P	0	18,312.00	3/6/2019	18	80
TW D	416	1/1/2001	AC	TAXIWAY	P	0	8,423.00	3/6/2019	18	74
TW D	450	1/1/2012	AAC	TAXIWAY	P	0	23,692.00	3/6/2019	7	92
TW D	455	1/1/2012	AAC	TAXIWAY	P	0	32,702.00	3/6/2019	7	88
TW F	810	1/1/2013	AC	TAXIWAY	P	0	62,514.00	3/6/2019	6	89
TW G	605	1/1/2010	AC	TAXIWAY	P	0	40,977.00	3/6/2019	9	91
TW H	805	1/1/2004	AAC	TAXIWAY	P	0	18,700.00	3/6/2019	15	60
TW K	1110	1/1/2006	AAC	TAXIWAY	P	0	5,207.00	3/6/2019	13	82
TW K	1115	1/1/2006	AAC	TAXIWAY	P	0	144,746.00	3/6/2019	13	75
TW K	1116	1/1/2006	AAC	TAXIWAY	P	0	6,760.00	3/6/2019	13	71
TW K	1117	1/1/2016	AC	TAXIWAY	P	0	23,309.00	1/1/2016	0	100
TW K	1125	1/1/2006	AAC	TAXIWAY	P	0	94,162.00	3/6/2019	13	77
TW K	1127	1/1/2016	AC	TAXIWAY	P	0	28,738.00	1/1/2016	0	100
TW K	1128	1/1/2016	AC	TAXIWAY	P	0	4,887.00	1/1/2016	0	100
TW K	1130	1/1/2006	AAC	TAXIWAY	P	0	76,184.00	3/6/2019	13	80
TW K	1132	1/1/2011	AC	TAXIWAY	P	0	20,621.00	3/6/2019	8	89
TW K	1135	1/1/2006	AAC	TAXIWAY	P	0	78,460.00	3/6/2019	13	75
TW K	1137	1/1/2019	AAC	TAXIWAY	P	0	4,907.00	1/1/2019	0	100
TW K	1140	1/1/2014	AC	TAXIWAY	P	0	22,923.00	3/6/2019	5	90
TW K1	1740	1/1/2016	AC	TAXIWAY	P	0	21,686.00	1/1/2016	0	100
TW L	1204	1/1/2019	AAC	TAXIWAY	P	0	10,911.00	1/1/2019	0	100
TW L	1210	1/1/2009	AAC	TAXIWAY	P	0	33,859.00	3/6/2019	10	69
TW M	1303	1/1/2018	AC	TAXIWAY	P	0	23,381.00	1/1/2018	0	100
TW M	1305	1/1/2003	AAC	TAXIWAY	P	0	3,968.00	3/6/2019	16	74
TW M	1315	1/1/2003	AC	TAXIWAY	P	0	50,873.00	3/6/2019	16	71
TW M	1320	1/1/2003	AAC	TAXIWAY	P	0	5,526.00	3/6/2019	16	71
TW M	1325	1/1/2003	AAC	TAXIWAY	P	0	5,526.00	3/6/2019	16	77
TW N	1404	1/1/2019	AAC	TAXIWAY	P	0	11,055.00	1/1/2019	0	100
TW N	1405	1/1/2009	AAC	TAXIWAY	P	0	33,774.00	3/6/2019	10	88
TW Q	1705	1/1/2007	AAC	TAXIWAY	P	0	91,926.00	3/6/2019	12	73
TW Q	1710	1/1/2007	AAC	TAXIWAY	P	0	12,104.00	3/6/2019	12	79
TW Q	1720	1/1/2009	AAC	TAXIWAY	P	0	41,653.00	3/6/2019	10	84
TW Q	1722	1/1/2019	AAC	TAXIWAY	P	0	20,462.00	1/1/2019	0	100
TW Q	1723	1/1/2019	AAC	TAXIWAY	P	0	5,968.00	1/1/2019	0	100
TW Q	1725	1/1/2004	AC	TAXIWAY	P	0	78,549.00	3/6/2019	15	77

TW Q	1727	1/1/2018	AC	TAXIWAY	P	0	27,505.00	1/1/2018	0	100
TW Q	1732	1/1/2006	AAC	TAXIWAY	P	0	4,295.00	3/6/2019	13	61
TW Q	1735	1/1/2006	AAC	TAXIWAY	P	0	9,173.00	3/6/2019	13	86
TW R	1805	1/1/2009	AAC	TAXIWAY	P	0	56,463.00	3/6/2019	10	81
TW R	1807	1/1/2019	AAC	TAXIWAY	P	0	18,996.00	1/1/2019	0	100
TW R	1810	1/1/2009	AAC	TAXIWAY	P	0	57,323.00	3/6/2019	10	82
TW R	1815	1/1/2019	AAC	TAXIWAY	P	0	4,676.00	1/1/2019	0	100
TW R	1820	1/1/2009	AAC	TAXIWAY	P	0	49,954.00	3/6/2019	10	82
TW S	510	1/1/2006	AAC	TAXIWAY	P	0	68,429.00	3/6/2019	13	45
TW S	515	1/1/2010	AC	TAXIWAY	P	0	18,556.00	3/6/2019	9	84
TW S1	520	1/1/2009	AC	TAXIWAY	P	0	14,644.00	3/6/2019	10	74
TW S1	525	1/1/2014	AC	TAXIWAY	P	0	19,360.00	3/6/2019	5	94
TW T	2005	1/1/1986	AAC	TAXIWAY	P	0	47,619.00	3/6/2019	33	80
TW T	2015	1/1/2001	AC	TAXIWAY	P	0	48,962.00	3/6/2019	18	79
TW T	2017	1/1/2019	AAC	TAXIWAY	P	0	5,769.00	1/1/2019	0	100
TW V	1602	1/1/2019	AAC	TAXIWAY	P	0	13,947.00	1/1/2019	0	100
TW V	1605	1/1/2009	AAC	TAXIWAY	P	0	57,621.00	3/6/2019	10	77
TW V	1610	1/1/2013	AC	TAXIWAY	P	0	36,715.00	3/6/2019	6	94
TW V	2205	1/1/2012	AAC	TAXIWAY	P	0	14,782.00	3/6/2019	7	94
TW V	2210	1/1/2012	AAC	TAXIWAY	P	0	13,665.00	3/6/2019	7	94
TW V1	710	1/1/2008	AC	TAXIWAY	P	0	11,452.00	3/6/2019	11	86
TW V2	720	1/1/2013	AC	TAXIWAY	P	0	8,446.00	3/6/2019	6	86

Pavement Database: FDOT *NetworkId: OCF*

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	AAC	APRON	P	0	168,599.00	1/28/2019	28	61
AP CENTER	4110	1/1/1991	AAC	APRON	P	0	83,395.00	1/28/2019	28	58
AP CENTER	4115	1/1/1991	AAC	APRON	P	0	118,750.00	1/28/2019	28	61
AP CENTER	4120	1/1/1991	AAC	APRON	P	0	95,753.00	1/28/2019	28	58
AP CENTER	4125	1/1/1983	AC	APRON	P	0	30,574.00	1/28/2019	36	57
AP CENTER	4130	1/1/1991	AAC	APRON	P	0	19,665.00	1/28/2019	28	67
AP CENTER	4135	7/1/2009	AC	APRON	P	0	122,764.00	1/28/2019	10	90
AP CENTER	4145	1/1/1991	AAC	APRON	P	0	6,660.00	1/28/2019	28	55
AP CENTER	4150	1/1/1999	PCC	APRON	P	0	6,000.00	1/28/2019	20	37
AP N	4205	1/1/2000	AC	APRON	P	0	19,584.00	1/28/2019	19	79
AP N	4210	1/1/2000	AC	APRON	P	0	41,762.00	1/28/2019	19	55
AP SE	4305	1/1/2010	AC	APRON	P	0	47,250.00	1/28/2019	9	85
RW 18-36	6105	1/1/2009	AAC	RUNWAY	P	0	373,275.00	1/28/2019	10	87
RW 18-36	6110	1/1/2009	AAC	RUNWAY	P	0	373,275.00	1/28/2019	10	85
RW 18-36	6125	1/1/2009	AAC	RUNWAY	P	0	94,500.00	1/28/2019	10	90
RW 18-36	6135	1/1/2009	AAC	RUNWAY	P	0	189,000.00	1/28/2019	10	89
RW 18-36	6190	1/1/2008	AC	RUNWAY	P	0	30,000.00	1/28/2019	11	90
RW 18-36	6195	1/1/2008	AC	RUNWAY	P	0	60,000.00	1/28/2019	11	91
RW 8-26	6205	1/1/2013	AAC	RUNWAY	S	0	150,450.00	1/28/2019	6	91
TW A	505	1/1/1977	AAC	TAXIWAY	P	0	226,008.00	1/28/2019	42	37
TW A	540	1/1/1988	AC	TAXIWAY	P	0	124,047.00	1/28/2019	31	16
TW A1	501	1/1/2007	AC	TAXIWAY	T	0	25,165.00	1/28/2019	12	80
TW A1	590	1/1/2009	AAC	TAXIWAY	P	0	19,687.00	1/28/2019	10	93
TW A10	539	1/1/2008	AC	TAXIWAY	P	0	9,840.00	1/28/2019	11	82
TW A10	555	1/1/2008	AC	TAXIWAY	P	0	33,994.00	1/28/2019	11	88
TW A11	596	1/1/2008	AC	TAXIWAY	P	0	60,866.00	1/28/2019	11	85
TW A2	510	1/1/1985	AC	TAXIWAY	P	0	12,915.00	1/28/2019	34	76
TW A3	514	1/1/2009	AAC	TAXIWAY	P	0	11,036.00	1/28/2019	10	76
TW A3	515	1/1/1977	AAC	TAXIWAY	P	0	3,791.00	1/28/2019	42	46
TW A3	516	1/1/1977	AAC	TAXIWAY	P	0	17,350.00	1/28/2019	42	80
TW A4	520	1/1/1977	AAC	TAXIWAY	P	0	16,927.00	1/28/2019	42	82
TW A5	525	1/1/1977	AAC	TAXIWAY	P	0	16,153.00	1/28/2019	42	64
TW A6	530	1/1/1977	AAC	TAXIWAY	P	0	14,829.00	1/28/2019	42	27
TW A6	560	1/1/2000	AC	TAXIWAY	P	0	22,146.00	1/28/2019	19	63
TW A6	565	1/1/2000	AC	TAXIWAY	P	0	15,850.00	1/28/2019	19	89
TW A6	570	1/1/2000	AC	TAXIWAY	P	0	6,990.00	1/28/2019	19	71
TW A6	575	1/1/1940	AC	TAXIWAY	P	0	12,102.00	1/28/2019	79	87
TW A7	550	1/1/2000	AC	TAXIWAY	P	0	52,374.00	1/28/2019	19	81
TW A8	535	1/1/1988	AC	TAXIWAY	P	0	25,759.00	1/28/2019	31	15
TW A9	545	1/1/1988	AC	TAXIWAY	P	0	19,957.00	1/28/2019	31	29
TW AP N	595	1/1/2000	AC	TAXIWAY	P	0	33,921.00	1/28/2019	19	73
TW B	105	1/1/1985	AC	TAXIWAY	P	0	84,332.00	1/28/2019	34	52
TW B	106	1/1/1985	AC	TAXIWAY	P	0	6,834.00	1/28/2019	34	54
TW CONN	305	1/1/2013	AAC	TAXIWAY	P	0	15,806.00	1/28/2019	6	92
TW T-HANG	580	1/1/2000	AC	TAXIWAY	P	0	18,904.00	1/28/2019	19	47
TW T-HANG	585	1/1/2000	AC	TAXIWAY	P	0	76,028.00	1/28/2019	19	53
TW T-HANG	592	1/1/2009	AC	TAXIWAY	P	0	23,718.00	1/28/2019	10	91

Pavement Database: FDOT *NetworkId: OMN*

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
AP CENTER	4204	7/31/2008	AC	APRON	T	0	5,932.00	1/28/2019	11	30
AP CENTER	4205	1/1/1992	AAC	APRON	T	0	141,436.00	1/28/2019	27	33
AP E	4305	1/1/1984	AC	APRON	P	0	52,638.00	1/28/2019	35	28
AP RU	5110	1/1/2013	AC	APRON	P	0	28,383.00	1/28/2019	6	94
AP RU	5115	1/1/2013	AC	APRON	P	0	28,289.00	1/28/2019	6	91
AP RU	5120	1/1/2016	AC	APRON	P	0	40,182.00	1/28/2019	3	94
AP RU	5125	1/1/2016	AC	APRON	P	0	40,187.00	1/28/2019	3	94
AP T HANG	4410	1/1/2005	AC	APRON	P	0	54,829.00	1/28/2019	14	68
AP W	4102	1/1/1992	AC	APRON	P	0	22,255.00	1/28/2019	27	28
AP W	4105	1/1/1992	AC	APRON	T	0	164,592.00	1/28/2019	27	61
RW 17-35	6205	1/1/2008	AAC	RUNWAY	P	0	329,912.00	1/28/2019	11	73
RW 17-35	6210	1/1/2008	AAC	RUNWAY	P	0	10,188.00	1/28/2019	11	72
RW 17-35	6215	1/1/2019	AC	RUNWAY	P	0	30,400.00	1/1/2019	0	100
RW 8-26	6105	1/1/2019	AC	RUNWAY	S	0	292,950.00	1/1/2019	0	100
TW A	100	1/1/2013	AC	TAXIWAY	P	0	149,004.00	1/28/2019	6	93
TW A	102	1/1/2019	AC	TAXIWAY	P	0	2,434.00	1/1/2019	0	100
TW A	105	1/1/2016	AAC	TAXIWAY	P	0	4,550.00	1/28/2019	3	94
TW A	110	1/1/2013	AC	TAXIWAY	P	0	8,089.00	1/28/2019	6	90
TW A	112	1/1/2019	AC	TAXIWAY	P	0	3,083.00	1/1/2019	0	100
TW A	115	1/1/2013	AC	TAXIWAY	P	0	8,054.00	1/28/2019	6	94
TW A	117	1/1/2019	AC	TAXIWAY	P	0	3,118.00	1/1/2019	0	100
TW B	205	1/1/1977	AAC	TAXIWAY	P	0	21,323.00	1/28/2019	42	37
TW B	210	1/1/2013	AC	TAXIWAY	P	0	9,023.00	1/28/2019	6	94
TW C	305	1/1/2013	AC	TAXIWAY	P	0	35,470.00	1/28/2019	6	94
TW D	405	1/1/1984	AAC	TAXIWAY	P	0	74,127.00	1/28/2019	35	38
TW D	410	1/1/2013	AC	TAXIWAY	P	0	14,057.00	1/28/2019	6	94
TW E	505	1/1/1990	AAC	TAXIWAY	P	0	56,507.00	1/28/2019	29	38
TW E	510	1/1/2013	AC	TAXIWAY	P	0	29,167.00	1/28/2019	6	94
TW F	605	1/1/1984	AC	TAXIWAY	P	0	41,694.00	1/28/2019	35	46
TW F	650	1/1/1984	AC	TAXIWAY	P	0	6,273.00	1/28/2019	35	36
TW G	700	1/1/2016	AC	TAXIWAY	P	0	144,093.00	1/28/2019	3	91
TW G2	705	1/1/2016	AC	TAXIWAY	P	0	9,003.00	1/28/2019	3	94
TW G3	710	1/1/2016	AC	TAXIWAY	P	0	8,999.00	1/28/2019	3	94
TW T-HANG	2004	1/1/1992	PCC	TAXIWAY	P	0	17,255.00	1/28/2019	27	9

Pavement Database: FDOT *NetworkId: ORL*

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
AP GA	4205	1/1/1984	AC	APRON	P	0	608,614.00	3/4/2019	35	49
AP GA	4230	12/25/1999	AC	APRON	P	0	23,614.00	3/4/2019	20	61
AP N	4105	1/1/1979	AC	APRON	T	0	200,966.00	3/4/2019	40	6
AP N	4125	1/1/1978	AC	APRON	P	0	140,429.00	3/4/2019	41	5
AP N	4140	1/1/1979	AC	APRON	P	0	237,860.00	3/4/2019	40	25
AP N	4145	1/1/1968	AC	APRON	P	0	122,500.00	3/4/2019	51	34
AP N	4155	1/1/1984	AC	APRON	P	0	337,449.00	3/4/2019	35	49
AP N	4158	1/1/2002	AAC	APRON	P	0	125,584.00	3/4/2019	17	6
AP N	4165	1/1/1984	AC	APRON	P	0	27,156.00	3/4/2019	35	7
AP N	4166	9/1/2012	AC	APRON	P	0	22,635.00	3/4/2019	7	89
AP N	4167	1/1/1984	AC	APRON	P	0	28,916.00	3/4/2019	35	12
AP N	4168	1/1/2005	PCC	APRON	P	0	24,538.00	3/4/2019	14	0
AP N	4169	9/1/2012	AC	APRON	P	0	72,939.00	3/4/2019	7	86
AP N	4170	1/1/1984	AC	APRON	P	0	84,878.00	3/4/2019	35	67
AP N	4175	1/1/1960	AC	APRON	P	0	42,594.00	3/4/2019	59	76
AP NE	4305	1/1/1984	AC	APRON	P	0	52,643.00	3/4/2019	35	23
AP NE	4312	12/25/1999	AC	APRON	P	0	8,541.00	3/4/2019	20	59
AP NE	4315	1/1/2007	AAC	APRON	P	0	24,518.00	3/4/2019	12	77
AP NE	4320	1/1/2007	AAC	APRON	P	0	53,040.00	3/4/2019	12	77
AP RU	5110	1/1/2001	AC	APRON	P	0	25,880.00	3/4/2019	18	75
AP RU	5115	1/1/2001	AC	APRON	P	0	36,282.00	3/4/2019	18	74
AP RU	5120	1/1/2001	AC	APRON	P	0	41,840.00	3/4/2019	18	75
AP W	4605	1/1/2002	AC	APRON	P	0	34,600.00	3/4/2019	17	64
AP W	4610	1/1/1999	AC	APRON	P	0	260,825.00	3/4/2019	20	45
AP W	4640	3/1/2019	AAC	APRON	P	0	157,964.00	3/1/2019	0	100
AP W	4645	12/1/2017	AC	APRON	P	0	24,864.00	12/1/2017	0	100
AP W	4650	12/1/1998	AC	APRON	P	0	115,747.00	3/4/2019	21	50
AP W	4665	6/1/2019	PCC	APRON	P	0	8,833.00	6/1/2019	0	100
AP W	4670	12/1/1998	AC	APRON	P	0	10,856.00	3/4/2019	21	58
AP W	4675	3/1/2019	PCC	APRON	P	0	1,760.00	3/1/2019	0	100
AP W SEGM	4805	1/1/2001	AAC	APRON	P	0	129,830.00	3/4/2019	18	67
AP W SEGM	4810	1/1/2012	AAC	APRON	P	0	79,530.00	3/4/2019	7	77
RW 13-31	6205	1/1/1999	AC	RUNWAY	P	0	445,836.00	3/4/2019	20	66
RW 7-25	6105	1/2/2001	AAC	RUNWAY	T	0	600,500.00	3/4/2019	18	63
RW 7-25	6110	1/2/2001	AAC	RUNWAY	P	0	300,250.00	3/4/2019	18	64
TW A	104	1/1/2001	AC	TAXIWAY	P	0	11,949.00	3/4/2019	18	66
TW A	114	1/1/1999	AC	TAXIWAY	P	0	12,579.00	3/4/2019	20	78
TW A	115	1/1/1984	AC	TAXIWAY	P	0	31,644.00	3/4/2019	35	56
TW A	116	1/1/1984	AC	TAXIWAY	P	0	11,579.00	3/4/2019	35	63
TW A	117	1/1/1984	AC	TAXIWAY	P	0	22,912.00	3/4/2019	35	62
TW A	118	10/1/2015	AAC	TAXIWAY	P	0	12,843.00	3/4/2019	4	94
TW A	119	10/1/2015	AAC	TAXIWAY	P	0	8,568.00	3/4/2019	4	89
TW A	125	1/1/1997	AAC	TAXIWAY	P	0	257,040.00	3/4/2019	22	67
TW A	150	1/1/1963	AC	TAXIWAY	P	0	60,358.00	3/4/2019	56	57
TW A1	111	1/1/1997	AAC	TAXIWAY	P	0	15,537.00	3/4/2019	22	77
TW A1	112	1/1/1997	AAC	TAXIWAY	P	0	14,428.00	3/4/2019	22	57
TW A2	120	1/1/1997	AAC	TAXIWAY	P	0	30,935.00	3/4/2019	22	65
TW A3	130	1/1/1997	AAC	TAXIWAY	P	0	56,163.00	3/4/2019	22	67
TW A4	140	1/1/1999	AC	TAXIWAY	P	0	15,668.00	3/4/2019	20	63

TW A5	405	1/1/1997	AAC	TAXIWAY	P	0	37,049.00	3/4/2019	22	65
TW A5	425	1/1/1997	AAC	TAXIWAY	P	0	9,443.00	3/4/2019	22	71
TW A6	113	1/1/2001	AC	TAXIWAY	P	0	26,953.00	3/4/2019	18	72
TW B	102	1/1/1991	AC	TAXIWAY	P	0	6,388.00	3/4/2019	28	48
TW B	103	1/1/1999	AAC	TAXIWAY	P	0	57,000.00	3/4/2019	20	55
TW B	105	12/25/2015	AAC	TAXIWAY	P	0	30,470.00	3/4/2019	4	87
TW E	505	1/1/1983	AC	TAXIWAY	P	0	78,110.00	3/4/2019	36	65
TW E	530	12/25/2015	AAC	TAXIWAY	P	0	46,191.00	3/4/2019	4	93
TW E	540	12/25/2015	AAC	TAXIWAY	P	0	21,326.00	3/4/2019	4	94
TW E	545	12/25/2015	AAC	TAXIWAY	P	0	9,618.00	3/4/2019	4	88
TW E	550	12/25/2015	AAC	TAXIWAY	P	0	52,982.00	3/4/2019	4	91
TW E1	501	1/1/1977	AC	TAXIWAY	T	0	5,073.00	3/4/2019	42	50
TW E2	510	1/1/1983	AC	TAXIWAY	P	0	9,644.00	3/4/2019	36	46
TW E2	512	1/1/1983	AC	TAXIWAY	P	0	2,687.00	3/4/2019	36	61
TW E3	417	1/1/1977	AC	TAXIWAY	P	0	8,311.00	3/4/2019	42	29
TW E3	420	1/1/1984	AC	TAXIWAY	P	0	36,384.00	3/4/2019	35	50
TW E3	520	1/1/1983	AC	TAXIWAY	P	0	9,009.00	3/4/2019	36	46
TW E3	522	1/1/1983	AC	TAXIWAY	P	0	2,133.00	3/4/2019	36	48
TW E4	1070	1/1/1977	AAC	TAXIWAY	P	0	130,837.00	3/4/2019	42	50
TW E4	1080	1/1/1977	AAC	TAXIWAY	P	0	8,393.00	3/4/2019	42	56
TW E4	1105	1/1/1991	AC	TAXIWAY	T	0	6,580.00	3/4/2019	28	70
TW E4	1110	12/25/2015	AAC	TAXIWAY	T	0	20,682.00	3/4/2019	4	94
TW E5	560	1/1/1991	AC	TAXIWAY	P	0	5,540.00	3/4/2019	28	65
TW E5	565	10/1/2015	AAC	TAXIWAY	P	0	9,465.00	3/4/2019	4	94
TW E6	805	1/1/1984	AC	TAXIWAY	P	0	17,742.00	3/4/2019	35	67
TW E6	820	12/25/2015	AC	TAXIWAY	P	0	11,139.00	3/4/2019	4	94
TW F	605	1/1/1984	AC	TAXIWAY	P	0	54,815.00	3/4/2019	35	45
TW G	705	1/1/1984	AC	TAXIWAY	P	0	30,099.00	3/4/2019	35	54
TW G	710	1/1/1988	AC	TAXIWAY	P	0	9,812.00	3/4/2019	31	55
TW H	806	1/1/1983	AC	TAXIWAY	P	0	62,452.00	3/4/2019	36	52
TW K	610	1/1/1999	AC	TAXIWAY	P	0	27,266.00	3/4/2019	20	70

Pavement Database: FDOT *NetworkId: SFB*

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
AP E	4505	12/25/1999	PCC	APRON	P	0	15,664.00	2/18/2019	20	35
AP E	4510	12/25/1999	PCC	APRON	P	0	23,133.00	2/18/2019	20	66
AP E	4515	1/1/2001	APC	APRON	P	0	15,000.00	2/18/2019	18	77
AP N	4310	1/1/2005	AC	APRON	P	0	244,780.00	2/18/2019	14	79
AP RU 27L	5010	1/1/2008	AC	APRON	P	0	20,623.00	2/18/2019	11	82
AP SE	4705	1/1/2018	AC	APRON	P	0	33,915.00	1/1/2018	0	100
AP SE	4710	1/1/2018	PCC	APRON	P	0	318,727.00	1/1/2018	0	100
AP SW	4201	1/1/2015	APC	APRON	P	0	8,635.00	2/18/2019	4	87
AP SW	4203	1/1/2015	AC	APRON	P	0	16,967.00	2/18/2019	4	80
AP SW	4205	1/1/1961	APC	APRON	P	0	188,662.00	2/18/2019	58	54
AP SW	4215	1/1/2015	PCC	APRON	P	0	409,919.00	2/18/2019	4	99
AP SW	4225	1/1/1957	PCC	APRON	P	0	77,610.00	2/18/2019	62	83
AP SW	4227	1/1/2016	PCC	APRON	P	0	325,572.00	1/1/2016	0	100
AP SW	4240	1/1/2016	PCC	APRON	P	0	150,475.00	1/1/2016	0	100
AP SW	4250	1/1/1961	AAC	APRON	P	0	9,240.00	2/18/2019	58	40
AP SW	4251	1/1/2016	AAC	APRON	P	0	8,702.00	2/18/2019	3	83
AP SW	4270	1/1/1999	APC	APRON	P	0	295,981.00	2/18/2019	20	49
AP SW	4275	1/1/2015	PCC	APRON	P	0	24,000.00	2/18/2019	4	98
AP SW	4280	1/1/2015	PCC	APRON	P	0	150,199.00	2/18/2019	4	97
AP SW	4285	1/1/2016	PCC	APRON	P	0	326,333.00	1/1/2016	0	100
AP SW	4290	1/1/2016	PCC	APRON	P	0	367,000.00	1/1/2016	0	100
AP SW	4295	1/1/2015	PCC	APRON	P	0	16,488.00	2/18/2019	4	99
AP TERM	4105	1/1/1965	PCC	APRON	P	0	137,948.00	2/18/2019	54	85
AP TERM	4110	1/1/1996	PCC	APRON	P	0	113,251.00	2/18/2019	23	80
AP TERM	4111	1/1/1996	PCC	APRON	P	0	84,573.00	2/18/2019	23	79
AP TERM	4112	1/1/1996	PCC	APRON	P	0	35,866.00	2/18/2019	23	85
AP TERM	4115	1/2/1996	AAC	APRON	P	0	172,176.00	2/18/2019	23	64
AP TERM	4120	1/1/2007	PCC	APRON	P	0	331,010.00	2/18/2019	12	93
AP TERM	4130	1/1/2010	AC	APRON	P	0	20,752.00	2/18/2019	9	61
AP TERM	4140	1/1/1996	APC	APRON	P	0	161,183.00	2/18/2019	23	65
AP W	4405	12/25/1999	AC	APRON	P	0	20,143.00	2/18/2019	20	17
AP W	4410	1/1/2006	PCC	APRON	P	0	27,986.00	2/18/2019	13	58
FBO AP	4305	1/1/1994	AC	APRON	P	0	231,730.00	2/18/2019	25	44
FBO AP	4315	1/1/2004	AC	APRON	P	0	57,936.00	2/18/2019	15	65
FBO APCONN	105	1/1/1994	AC	APRON	P	0	72,100.00	2/18/2019	25	28
RW 18-36	6205	1/1/2009	AAC	RUNWAY	P	0	241,125.00	2/18/2019	10	70
RW 18-36	6210	1/1/1984	AAC	RUNWAY	P	0	231,374.00	2/18/2019	35	49
RW 18-36	6212	1/1/2009	AAC	RUNWAY	P	0	9,750.00	2/18/2019	10	81
RW 18-36	6215	1/1/1943	PCC	RUNWAY	P	0	54,000.00	2/18/2019	76	82
RW 18-36	6216	1/1/1943	PCC	RUNWAY	P	0	27,000.00	2/18/2019	76	78
RW 18-36	6217	1/1/2004	AAC	RUNWAY	P	0	27,370.00	2/18/2019	15	78
RW 18-36	6225	1/1/1984	AAC	RUNWAY	P	0	15,745.00	2/18/2019	35	78
RW 18-36	6230	1/1/2009	APC	RUNWAY	P	0	12,000.00	2/18/2019	10	51
RW 18-36	6231	1/1/2009	APC	RUNWAY	P	0	13,324.00	2/18/2019	10	55
RW 18-36	6232	1/1/2009	APC	RUNWAY	P	0	8,625.00	2/18/2019	10	67
RW 18-36	6233	1/1/2009	APC	RUNWAY	P	0	13,137.00	2/18/2019	10	56
RW 18-36	6240	1/1/2009	APC	RUNWAY	P	0	5,625.00	2/18/2019	10	69
RW 18-36	6245	1/1/2009	APC	RUNWAY	P	0	9,864.00	2/18/2019	10	57
RW 18-36	6250	1/1/2009	AAC	RUNWAY	P	0	22,650.00	2/18/2019	10	59
RW 18-36	6252	1/1/2009	AAC	RUNWAY	P	0	7,500.00	2/18/2019	10	73
RW 18-36	6255	1/1/1984	AAC	RUNWAY	P	0	15,412.00	2/18/2019	35	47

RW 18-36	6258	1/1/2009	AAC	RUNWAY	P	0	7,237.00	2/18/2019	10	74
RW 18-36	6260	1/1/1984	AAC	RUNWAY	P	0	7,553.00	2/18/2019	35	65
RW 18-36	6280	1/1/2009	APC	RUNWAY	P	0	70,125.00	2/18/2019	10	61
RW 18-36	6285	1/1/1984	APC	RUNWAY	P	0	27,000.00	2/18/2019	35	55
RW 18-36	6290	1/1/2004	AAC	RUNWAY	P	0	30,750.00	2/18/2019	15	65
RW 18-36	6295	1/1/2004	AAC	RUNWAY	P	0	30,750.00	2/18/2019	15	69
RW 9C-27C	6304	1/1/1975	AAC	RUNWAY	P	0	8,514.00	2/18/2019	44	71
RW 9C-27C	6305	1/1/2006	AAC	RUNWAY	P	0	268,321.00	2/18/2019	13	66
RW 9L-27R	6105	1/1/2009	APC	RUNWAY	P	0	864,000.00	2/18/2019	10	71
RW 9L-27R	6110	1/1/2009	APC	RUNWAY	P	0	432,000.00	2/18/2019	10	77
RW 9L-27R	6145	1/1/2013	APC	RUNWAY	P	0	32,500.00	2/18/2019	6	84
RW 9L-27R	6150	1/1/2013	APC	RUNWAY	P	0	16,250.00	2/18/2019	6	94
RW 9L-27R	6155	1/1/2013	AC	RUNWAY	P	0	63,500.00	2/18/2019	6	86
RW 9L-27R	6160	1/1/2013	AC	RUNWAY	P	0	31,750.00	2/18/2019	6	89
RW 9L-27R	6165	1/1/2013	AC	RUNWAY	P	0	140,000.00	2/18/2019	6	85
RW 9L-27R	6170	1/1/2013	AC	RUNWAY	P	0	70,000.00	2/18/2019	6	84
RW 9R-27L	6405	1/1/1997	AC	RUNWAY	P	0	237,301.00	2/18/2019	22	61
RW 9R-27L	6410	1/1/2008	AC	RUNWAY	P	0	217,575.00	2/18/2019	11	80
TW A	110	1/1/2004	AC	TAXIWAY	P	0	188,653.00	2/18/2019	15	63
TW A3	115	1/1/2004	AC	TAXIWAY	P	0	36,474.00	2/18/2019	15	46
TW A3	116	1/1/2004	AC	TAXIWAY	P	0	16,974.00	2/18/2019	15	69
TW B	202	1/1/2009	AAC	TAXIWAY	P	0	18,286.00	2/18/2019	10	67
TW B	203	1/1/2008	AAC	TAXIWAY	P	0	16,975.00	2/18/2019	11	67
TW B	204	1/1/1997	AC	TAXIWAY	P	0	82,722.00	2/18/2019	22	51
TW B	205	1/1/2004	AAC	TAXIWAY	P	0	408,689.00	2/18/2019	15	54
TW B	252	1/1/2009	AAC	TAXIWAY	P	0	19,042.00	2/18/2019	10	73
TW B	605	1/1/2004	AAC	TAXIWAY	P	0	197,906.00	2/18/2019	15	38
TW B	610	1/1/2004	AAC	TAXIWAY	P	0	60,454.00	2/18/2019	15	49
TW B	615	1/1/2013	AC	TAXIWAY	P	0	150,303.00	2/18/2019	6	77
TW B10	620	1/1/2013	PCC	TAXIWAY	P	0	25,251.00	2/18/2019	6	95
TW B2	250	1/1/2009	APC	TAXIWAY	P	0	85,247.00	2/18/2019	10	48
TW B3	213	1/1/2009	AAC	TAXIWAY	P	0	17,487.00	2/18/2019	10	69
TW B3	215	1/1/1990	AC	TAXIWAY	P	0	20,682.00	2/18/2019	29	15
TW B3	217	1/1/1990	AC	TAXIWAY	P	0	18,604.00	2/18/2019	29	73
TW B4	216	1/1/1990	AC	TAXIWAY	P	0	18,607.00	2/18/2019	29	64
TW B4	220	1/1/1990	AC	TAXIWAY	P	0	21,122.00	2/18/2019	29	55
TW B4	222	1/1/1990	AC	TAXIWAY	P	0	17,047.00	2/18/2019	29	67
TW B7	225	1/1/2004	APC	TAXIWAY	P	0	100,187.00	2/18/2019	15	61
TW B7	226	1/1/2013	AC	TAXIWAY	P	0	11,788.00	2/18/2019	6	63
TW B7	227	1/1/2013	APC	TAXIWAY	P	0	3,805.00	2/18/2019	6	66
TW B8	230	1/1/2013	AC	TAXIWAY	P	0	33,498.00	2/18/2019	6	83
TW B8	235	1/1/2013	AAC	TAXIWAY	P	0	36,946.00	2/18/2019	6	79
TW C	307	1/1/2000	AC	TAXIWAY	P	0	33,750.00	2/18/2019	19	53
TW C	308	1/1/2000	AC	TAXIWAY	P	0	18,750.00	2/18/2019	19	29
TW C	315	1/1/2000	AAC	TAXIWAY	P	0	218,691.00	2/18/2019	19	47
TW C	320	1/1/2000	AAC	TAXIWAY	P	0	19,167.00	2/18/2019	19	23
TW C	350	1/1/2004	AC	TAXIWAY	P	0	128,042.00	2/18/2019	15	70
TW C	355	1/1/2004	APC	TAXIWAY	P	0	31,708.00	2/18/2019	15	55
TW E	505	1/1/2018	AC	TAXIWAY	P	0	42,533.00	1/1/2018	0	100
TW K	1105	1/1/2000	APC	TAXIWAY	P	0	46,155.00	2/18/2019	19	37
TW K	1107	1/1/2000	AAC	TAXIWAY	P	0	59,520.00	2/18/2019	19	58
TW K	1110	1/1/2000	AC	TAXIWAY	P	0	57,970.00	2/18/2019	19	62
TW K	4610	1/1/2000	AC	TAXIWAY	P	0	15,598.00	2/18/2019	19	74

TW K1	1005	1/1/2004	AC	TAXIWAY	P	0	65,060.00	2/18/2019	15	60
TW L	1205	1/1/1975	AC	TAXIWAY	P	0	16,841.00	2/18/2019	44	72
TW L	1207	1/1/2009	AAC	TAXIWAY	P	0	20,672.00	2/18/2019	10	74
TW L	1208	1/1/1991	AAC	TAXIWAY	P	0	97,725.00	2/18/2019	28	49
TW L	1209	1/1/1991	AAC	TAXIWAY	P	0	24,382.00	2/18/2019	28	50
TW L	1220	1/1/2004	AC	TAXIWAY	P	0	46,072.00	2/18/2019	15	58
TW M	1304	1/1/1975	AC	TAXIWAY	P	0	27,969.00	2/18/2019	44	68
TW M	1305	1/1/1975	AC	TAXIWAY	P	0	30,807.00	2/18/2019	44	47
TW P	1502	1/1/2006	AAC	TAXIWAY	P	0	3,018.00	2/18/2019	13	67
TW P	1505	1/1/1955	AC	TAXIWAY	P	0	11,651.00	2/18/2019	64	23
TW P	1510	1/1/1955	PCC	TAXIWAY	P	0	3,848.00	2/18/2019	64	12
TW R	1805	1/1/1977	AC	TAXIWAY	P	0	120,498.00	2/18/2019	42	38
TW R	1806	1/1/2009	AAC	TAXIWAY	P	0	17,488.00	2/18/2019	10	75
TW R	1808	1/1/2018	AC	TAXIWAY	P	0	177,796.00	1/1/2018	0	100
TW R	1810	1/1/2004	AC	TAXIWAY	P	0	15,757.00	2/18/2019	15	60
TW R	1812	1/1/2008	AAC	TAXIWAY	P	0	22,615.00	2/18/2019	11	67
TW R	1814	1/1/1992	AAC	TAXIWAY	P	0	10,011.00	2/18/2019	27	77
TW R	1815	1/1/2000	AAC	TAXIWAY	P	0	54,955.00	2/18/2019	19	69
TW R	1817	1/1/2009	AAC	TAXIWAY	P	0	19,255.00	2/18/2019	10	56
TW R	1818	1/1/2009	AAC	TAXIWAY	P	0	8,265.00	2/18/2019	10	61
TW R	1819	1/1/2009	APC	TAXIWAY	P	0	4,984.00	2/18/2019	10	49
TW R	1820	1/1/1977	AC	TAXIWAY	P	0	22,019.00	2/18/2019	42	21
TW R	1825	1/1/2004	AAC	TAXIWAY	P	0	21,271.00	2/18/2019	15	60
TW R	1826	1/1/2009	AAC	TAXIWAY	P	0	17,896.00	2/18/2019	10	85
TW S	1905	1/1/2004	AC	TAXIWAY	P	0	23,187.00	2/18/2019	15	86
TW S	1910	1/1/2004	AC	TAXIWAY	P	0	117,287.00	2/18/2019	15	77
TW S	1925	1/1/2008	AC	TAXIWAY	P	0	102,185.00	2/18/2019	11	78
TW S1	1915	1/1/2004	AC	TAXIWAY	P	0	22,553.00	2/18/2019	15	73
TW S2	1920	1/1/2004	AC	TAXIWAY	P	0	23,285.00	2/18/2019	15	70
TW S3	1930	1/1/2008	AC	TAXIWAY	P	0	13,494.00	2/18/2019	11	70
TW S4	1940	1/1/2008	AC	TAXIWAY	P	0	14,379.00	2/18/2019	11	79
TW S5	1950	1/1/2008	AC	TAXIWAY	P	0	13,210.00	2/18/2019	11	92

Pavement Database: FDOT *NetworkId: TIX*

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
AP E	4205	1/1/2008	AAC	APRON	P	0	101,014.00	3/4/2019	11	62
AP E	4211	6/1/2002	AAC	APRON	P	0	3,845.00	3/4/2019	17	67
AP E	4214	6/1/2002	APC	APRON	P	0	52,187.00	3/4/2019	17	56
AP E	4215	1/1/1971	AC	APRON	P	0	82,925.00	3/4/2019	48	45
AP E	4216	1/1/2008	AAC	APRON	P	0	48,836.00	3/4/2019	11	82
AP E	4218	1/1/2008	AAC	APRON	P	0	95,344.00	3/4/2019	11	80
AP E	4219	1/1/2015	AAC	APRON	P	0	8,237.00	3/4/2019	4	56
AP E	4220	1/1/2014	AAC	APRON	P	0	8,168.00	3/4/2019	5	83
AP E	4221	1/1/2008	AC	APRON	P	0	5,405.00	3/4/2019	11	71
AP E	4225	1/1/1991	PCC	APRON	P	0	8,700.00	3/4/2019	28	69
AP E	4226	1/1/2014	AAC	APRON	P	0	6,677.00	3/4/2019	5	72
AP E	4227	1/1/2014	AAC	APRON	P	0	6,560.00	3/4/2019	5	89
AP E	4228	1/1/2014	AAC	APRON	P	0	11,100.00	3/4/2019	5	89
AP E	4229	1/1/2012	AC	APRON	P	0	16,315.00	3/4/2019	7	88
AP E	4230	1/1/1991	PCC	APRON	P	0	9,576.00	3/4/2019	28	77
AP E	4232	1/1/2014	AAC	APRON	P	0	9,960.00	3/4/2019	5	79
AP E	4235	1/1/2015	PCC	APRON	P	0	93,090.00	3/4/2019	4	99
AP E	4240	1/1/2014	AAC	APRON	P	0	7,020.00	3/4/2019	5	91
AP E	4241	1/1/2014	AAC	APRON	P	0	8,553.00	3/4/2019	5	91
AP E	4245	1/1/2003	AC	APRON	P	0	7,200.00	3/4/2019	16	71
AP E	4250	1/1/2011	PCC	APRON	P	0	38,220.00	3/4/2019	8	95
AP HELI	4255	1/1/2012	AC	APRON	P	0	32,798.00	3/4/2019	7	90
AP HELI	4260	1/1/2012	PCC	APRON	P	0	364,740.00	3/4/2019	7	97
AP W	4305	1/1/2014	PCC	APRON	P	0	370,471.00	3/4/2019	5	99
AP W	4310	1/1/2014	AAC	APRON	P	0	30,464.00	3/4/2019	5	72
RW 18-36	6105	6/1/2002	AAC	RUNWAY	P	0	500,000.00	3/4/2019	17	62
RW 18-36	6110	6/1/2002	AAC	RUNWAY	P	0	250,000.00	3/4/2019	17	57
RW 18-36	6125	6/1/2002	AAC	RUNWAY	P	0	100,000.00	3/4/2019	17	62
RW 18-36	6130	6/1/2002	AAC	RUNWAY	P	0	50,000.00	3/4/2019	17	60
RW 18-36	6145	6/1/2002	AAC	RUNWAY	P	0	131,900.00	3/4/2019	17	65
RW 18-36	6150	6/1/2002	AAC	RUNWAY	P	0	65,950.00	3/4/2019	17	64
RW 9-27	6205	1/1/1998	AAC	RUNWAY	S	0	169,743.00	3/4/2019	21	63
RW 9-27	6210	1/1/1998	AAC	RUNWAY	S	0	320,000.00	3/4/2019	21	53
TW A	105	6/1/2002	AAC	TAXIWAY	P	0	114,651.00	3/4/2019	17	68
TW A	110	6/1/2002	AAC	TAXIWAY	P	0	70,000.00	3/4/2019	17	66
TW A	112	6/1/2002	AAC	TAXIWAY	P	0	30,000.00	3/4/2019	17	67
TW A	115	6/1/2002	AAC	TAXIWAY	P	0	50,000.00	3/4/2019	17	67
TW A	120	6/1/2002	AAC	TAXIWAY	P	0	90,638.00	3/4/2019	17	65
TW A2	125	6/1/2002	AAC	TAXIWAY	P	0	35,137.00	3/4/2019	17	65
TW B	205	6/1/2002	AAC	TAXIWAY	P	0	22,146.00	3/4/2019	17	57
TW B	210	1/1/2013	AAC	TAXIWAY	P	0	234,359.00	3/4/2019	6	89
TW C	305	1/1/2004	AAC	TAXIWAY	P	0	46,879.00	3/4/2019	15	68
TW C	310	1/1/1986	AAC	TAXIWAY	P	0	116,660.00	3/4/2019	33	63
TW C	315	1/1/2013	AAC	TAXIWAY	P	0	32,856.00	3/4/2019	6	88
TW D	404	1/1/2000	AAC	TAXIWAY	T	0	26,461.00	3/4/2019	19	65
TW D	408	1/1/2000	AAC	TAXIWAY	P	0	7,500.00	3/4/2019	19	65
TW D	410	1/1/2000	AAC	TAXIWAY	P	0	73,750.00	3/4/2019	19	75
TW E	505	1/1/1998	AAC	TAXIWAY	P	0	32,371.00	3/4/2019	21	72
TW E	515	1/1/2003	AAC	TAXIWAY	P	0	113,522.00	3/4/2019	16	70
TW E	525	1/1/2014	AC	TAXIWAY	P	0	8,165.00	3/4/2019	5	94

TW F	605	1/1/1998	AAC	TAXIWAY	T	0	30,388.00	3/4/2019	21	14

Pavement Database: FDOT *NetworkId: X21*

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
AP	4104	1/1/2002	AAC	APRON	P	0	36,458.00	9/12/2016	14	69
AP	4105	1/1/2002	AAC	APRON	P	0	23,412.00	9/12/2016	14	65
AP	4107	1/1/2002	AAC	APRON	P	0	20,293.00	9/12/2016	14	59
AP	4110	1/1/2002	AC	APRON	P	0	29,292.00	9/12/2016	14	81
AP T-HANG	4205	1/1/1999	AC	APRON	T	0	40,492.00	9/12/2016	17	54
AP T-HANG	4210	1/1/1999	AC	APRON	T	0	44,648.00	9/12/2016	17	72
AP T-HANG	4215	1/1/2005	AAC	APRON	T	0	4,276.00	9/12/2016	11	77
RW 15-33	6105	1/2/2009	AC	RUNWAY	P	0	211,750.00	9/12/2016	7	81
TW A	105	1/2/2009	AC	TAXIWAY	P	0	79,879.00	9/12/2016	7	83
TW A	110	1/2/2009	AC	TAXIWAY	P	0	3,973.00	9/12/2016	7	77
TW AP	115	1/1/2002	AC	TAXIWAY	P	0	4,803.00	9/12/2016	14	76
TW B	205	1/2/2009	AC	TAXIWAY	P	0	3,904.00	9/12/2016	7	87
TW B	210	1/2/2009	AC	TAXIWAY	P	0	4,915.00	9/12/2016	7	84
TW C	305	1/2/2009	AC	TAXIWAY	P	0	4,330.00	9/12/2016	7	88
TW C	310	1/1/2009	AAC	TAXIWAY	P	0	7,500.00	9/12/2016	7	94
TW C	320	1/1/1999	AC	TAXIWAY	P	0	8,484.00	9/12/2016	17	64
TW D	405	1/2/2009	AC	TAXIWAY	P	0	5,221.00	9/12/2016	7	85

Pavement Database: FDOT *NetworkId: X23*

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
AP	5110	1/1/2012	AC	APRON	P	0	36,359.00	9/28/2016	4	90
AP RU	5105	1/1/2004	AC	APRON	T	0	20,037.00	9/28/2016	12	83
AP T-HANG	4205	1/1/2004	AC	APRON	P	0	21,772.00	9/28/2016	12	74
RW 01-19	6105	1/1/2004	AC	RUNWAY	P	0	150,000.00	9/28/2016	12	78
TL HANG	4110	1/1/2010	AC	TAXILANE	P	0	19,155.00	9/28/2016	6	71
TL HANG	4115	1/1/2010	AC	TAXILANE	P	0	13,839.00	9/28/2016	6	79
TW AP	105	1/1/2012	AC	TAXIWAY	P	0	16,035.00	9/28/2016	4	90
TW AP	110	1/1/2004	AC	TAXIWAY	P	0	31,285.00	9/28/2016	12	76

Pavement Database: FDOT *NetworkId: X35*

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
AP	4105	1/1/1991	AC	APRON	P	0	128,008.00	9/26/2016	25	59
AP HANGAR	4210	1/1/1999	AC	APRON	T	0	10,197.00	9/26/2016	17	57
AP HANGAR	4220	1/1/1999	AC	APRON	T	0	21,334.00	9/26/2016	17	56
AP HANGAR	4230	1/1/1989	PCC	APRON	T	0	8,045.00	9/26/2016	27	17
AP HANGAR	4235	1/1/1999	AC	APRON	T	0	2,713.00	9/26/2016	17	51
AP HANGAR	4240	1/1/2011	AC	APRON	T	0	42,917.00	9/26/2016	5	91
AP TERM	4305	7/1/2013	AC	APRON	P	0	67,389.00	9/26/2016	3	92
RW 10-28	6105	1/1/1993	AC	RUNWAY	S	0	273,635.00	9/26/2016	23	71
RW 5-23	6205	12/1/2011	AAC	RUNWAY	P	0	42,000.00	9/26/2016	5	89
RW 5-23	6210	12/1/2011	AAC	RUNWAY	P	0	428,000.00	9/26/2016	5	88
RW 5-23	6215	1/1/1942	PCC	RUNWAY	P	0	30,000.00	9/26/2016	74	45
TW A	110	4/1/2016	AC	TAXIWAY	P	0	183,367.00	4/1/2016	0	100
TW A	115	1/1/1942	PCC	TAXIWAY	P	0	3,750.00	9/26/2016	74	33

Pavement Database: FDOT *NetworkId: X59*

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
AP	4105	1/1/2013	AC	APRON	P	0	377,067.00	9/14/2016	3	89
AP	4115	1/1/1996	AC	APRON	P	0	7,573.00	9/14/2016	20	61
AP	4120	1/1/2010	AC	APRON	P	0	61,617.00	9/14/2016	6	74
AP	4125	1/1/2014	AC	APRON	P	0	75,004.00	9/14/2016	2	93
AP	4130	1/1/1943	AC	APRON	P	0	116,849.00	9/14/2016	73	6
AP	4135	1/1/2009	PCC	APRON	P	0	1,600.00	9/14/2016	7	84
AP	4140	1/1/2013	PCC	APRON	P	0	2,000.00	9/14/2016	3	100
AP	4145	1/1/1943	AC	APRON	P	0	161,691.00	9/14/2016	73	13
RW 10-28	6205	10/1/2013	AC	RUNWAY	P	0	239,265.00	9/14/2016	3	89
RW 14-32	6105	6/1/2017	AAC	RUNWAY	P	0	71,250.00	6/1/2017	0	100
RW 14-32	6110	6/1/2017	AAC	RUNWAY	P	0	153,750.00	6/1/2017	0	100
RW 14-32	6115	6/1/2017	AAC	RUNWAY	P	0	75,000.00	6/1/2017	0	100
TW A	305	1/1/2013	AC	TAXIWAY	P	0	125,481.00	9/14/2016	3	90
TW A1	310	1/1/2013	AC	TAXIWAY	P	0	8,541.00	9/14/2016	3	90
TW B	110	1/1/2013	AC	TAXIWAY	P	0	37,631.00	9/14/2016	3	85
TW C1	605	1/1/2013	AC	TAXIWAY	P	0	3,778.00	9/14/2016	3	94
TW C2	705	1/1/2013	AC	TAXIWAY	P	0	4,112.00	9/14/2016	3	79
TW D	505	10/1/2013	AC	TAXIWAY	P	0	9,238.00	9/14/2016	3	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		9,515,259.00	111	99.94	0.66	99.94
03-05	4	6,348,025.00	97	89.59	6.59	90.37
06-10	8	11,685,365.00	177	83.03	10.55	83.17
11-15	13	9,223,037.00	156	71.24	13.78	71.67
16-20	18	9,174,919.00	151	60.17	19.18	60.74
21-25	23	4,698,031.00	60	56.92	16.57	57.92
26-30	28	4,890,230.00	71	55.24	16.98	58.57
31-35	34	3,236,474.00	57	46.49	19.40	46.35
36-40	38	1,492,681.00	25	38.80	17.95	33.34
41-50	43	1,854,803.00	35	44.69	18.10	41.74
50+	68	2,226,178.00	41	34.54	24.46	37.88
ALL	18	64,345,002.02	981	69.94	23.65	72.03

STATEWIDE AIRFIELD PAVEMENT MANAGEMENT PROGRAM

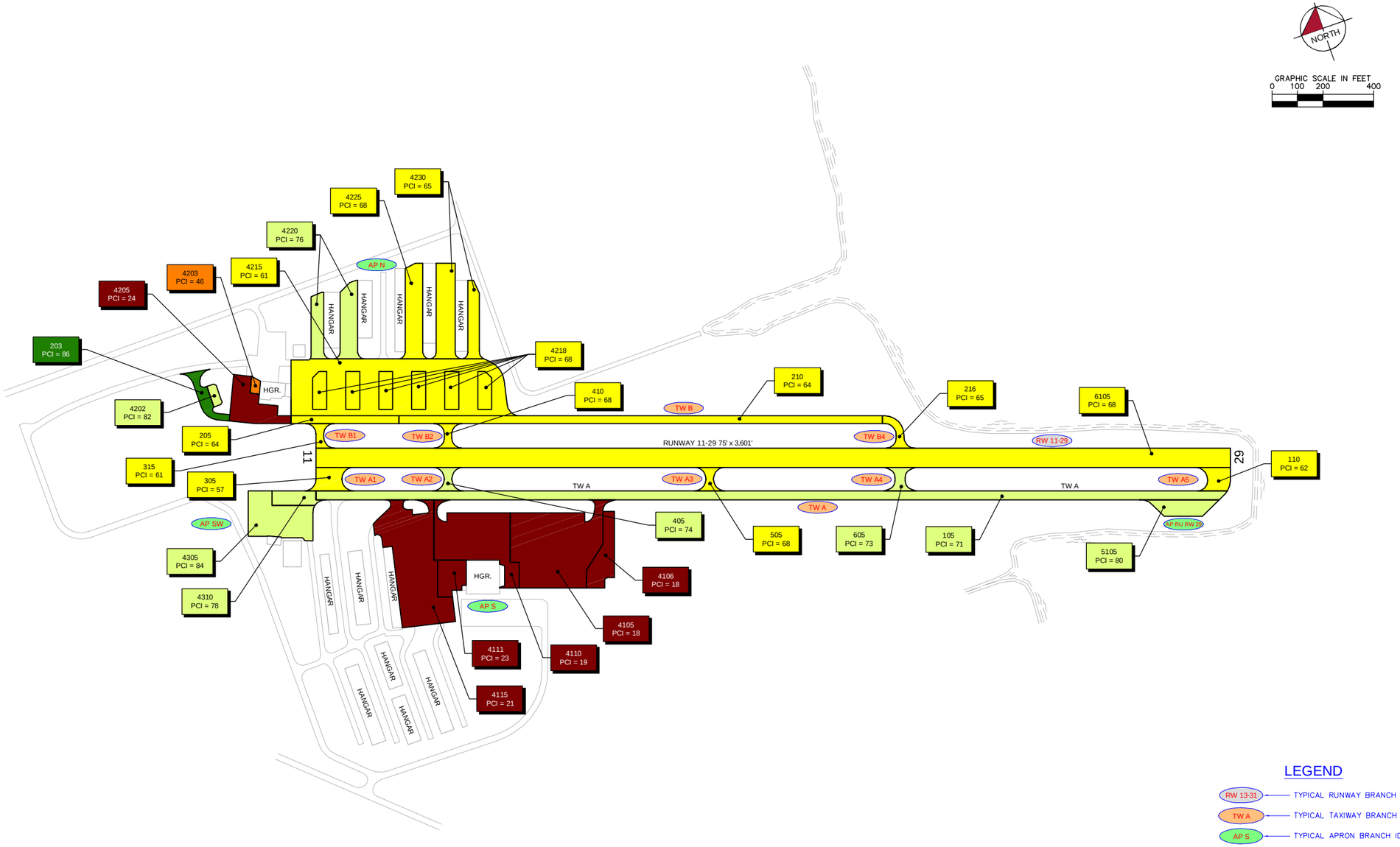
District Airfield Pavement Evaluation Report

DISTRICT 5

Appendix B

Pavement Condition Index Exhibits

FDOT



LEGEND

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

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

"SECTION NO."
"PCI NO."

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

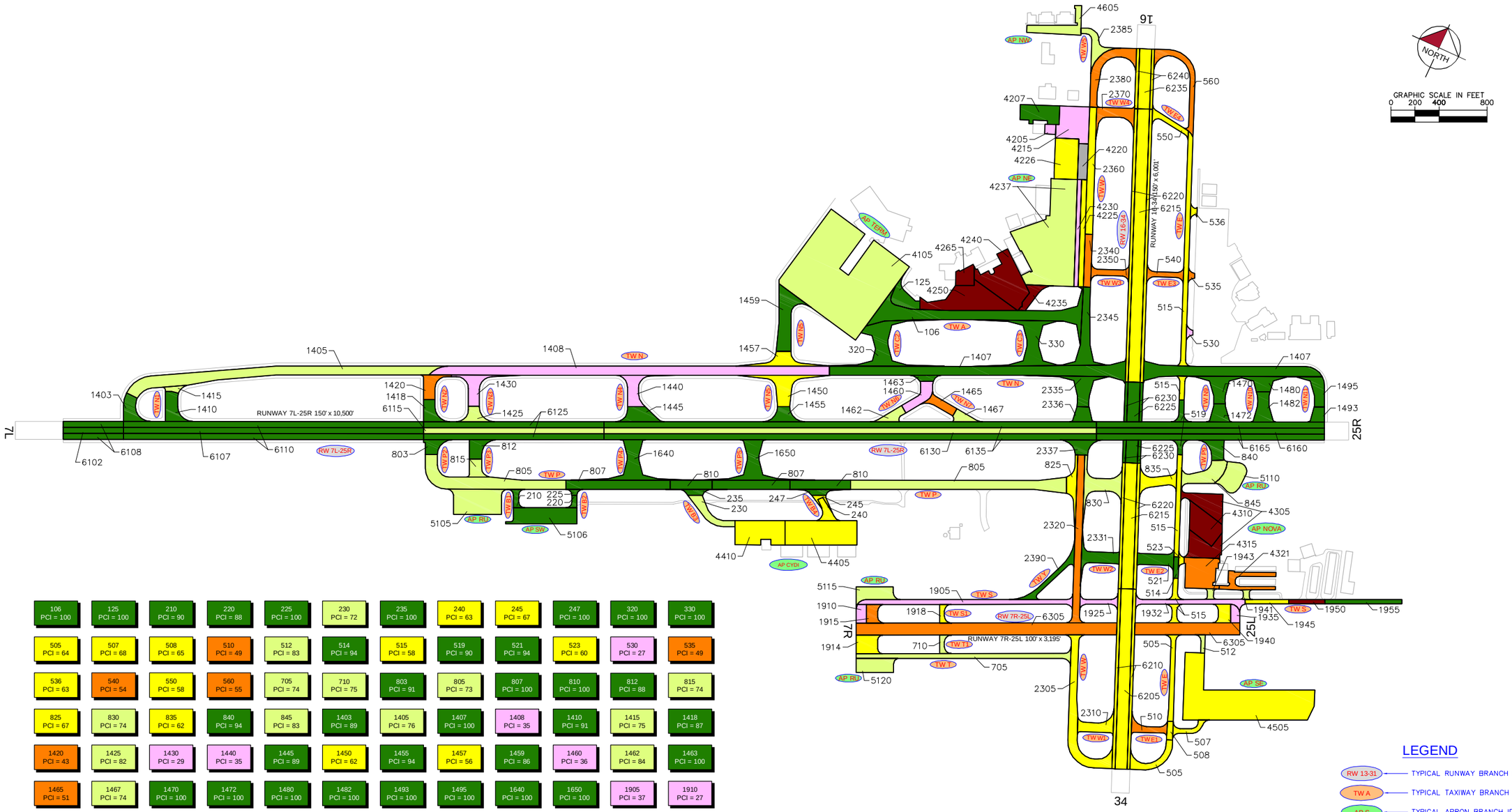
003 - AIRFIELD PAVEMENT
CONDITION INDEX EXHIBIT

Airport Pavement Evaluation Report
2017

Statewide Airfield Pavement
Management Program

MERRITT ISLAND AIRPORT - COI

FDOT



106 PCI = 100	125 PCI = 100	210 PCI = 90	220 PCI = 88	225 PCI = 100	230 PCI = 72	235 PCI = 100	240 PCI = 63	245 PCI = 67	247 PCI = 100	320 PCI = 100	330 PCI = 100
505 PCI = 64	507 PCI = 68	508 PCI = 65	510 PCI = 49	512 PCI = 83	514 PCI = 94	515 PCI = 58	519 PCI = 90	521 PCI = 94	523 PCI = 60	530 PCI = 27	535 PCI = 49
536 PCI = 63	540 PCI = 54	550 PCI = 58	560 PCI = 55	705 PCI = 74	710 PCI = 75	803 PCI = 91	805 PCI = 73	807 PCI = 100	810 PCI = 100	812 PCI = 88	815 PCI = 74
825 PCI = 67	830 PCI = 74	835 PCI = 62	840 PCI = 94	845 PCI = 83	1403 PCI = 89	1405 PCI = 76	1407 PCI = 100	1408 PCI = 35	1410 PCI = 91	1415 PCI = 75	1418 PCI = 87
1420 PCI = 43	1425 PCI = 82	1430 PCI = 29	1440 PCI = 35	1445 PCI = 89	1450 PCI = 62	1455 PCI = 94	1457 PCI = 56	1459 PCI = 86	1460 PCI = 36	1462 PCI = 84	1463 PCI = 100
1465 PCI = 51	1467 PCI = 74	1470 PCI = 100	1472 PCI = 100	1480 PCI = 100	1482 PCI = 100	1493 PCI = 100	1495 PCI = 100	1640 PCI = 100	1650 PCI = 100	1905 PCI = 37	1910 PCI = 27
1914 PCI = 70	1915 PCI = 51	1918 PCI = 70	1925 PCI = 37	1932 PCI = 35	1935 PCI = 37	1940 PCI = 60	1941 PCI = 72	1943 PCI = 73	1945 PCI = 59	1950 PCI = 22	1955 PCI = 100
2305 PCI = 59	2310 PCI = 67	2320 PCI = 49	2331 PCI = 91	2335 PCI = 100	2336 PCI = 100	2337 PCI = 92	2340 PCI = 44	2345 PCI = 100	2350 PCI = 51	2360 PCI = 56	2370 PCI = 55
2380 PCI = 52	2385 PCI = 73	2390 PCI = 94	4105 PCI = 84	4205 PCI = 32	4207 PCI = 90	4215 PCI = 31	4220 PCI = 8	4225 PCI = 62	4226 PCI = 68	4230 PCI = 26	4235 PCI = 22
4237 PCI = 81	4240 PCI = 25	4250 PCI = 14	4265 PCI = 22	4305 PCI = 22	4310 PCI = 21	4315 PCI = 46	4321 PCI = 54	4405 PCI = 59	4410 PCI = 62	4505 PCI = 59	4605 PCI = 78
5105 PCI = 81	5106 PCI = 91	5110 PCI = 71	5115 PCI = 71	5120 PCI = 74	6102 PCI = 94	6107 PCI = 99	6108 PCI = 90	6110 PCI = 91	6115 PCI = 84	6125 PCI = 92	6130 PCI = 81
6135 PCI = 92	6160 PCI = 86	6165 PCI = 92	6205 PCI = 63	6210 PCI = 64	6215 PCI = 56	6220 PCI = 62	6225 PCI = 88	6230 PCI = 91	6235 PCI = 62	6240 PCI = 70	6305 PCI = 47

LEGEND

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

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

"SECTION NO." "PCI NO."

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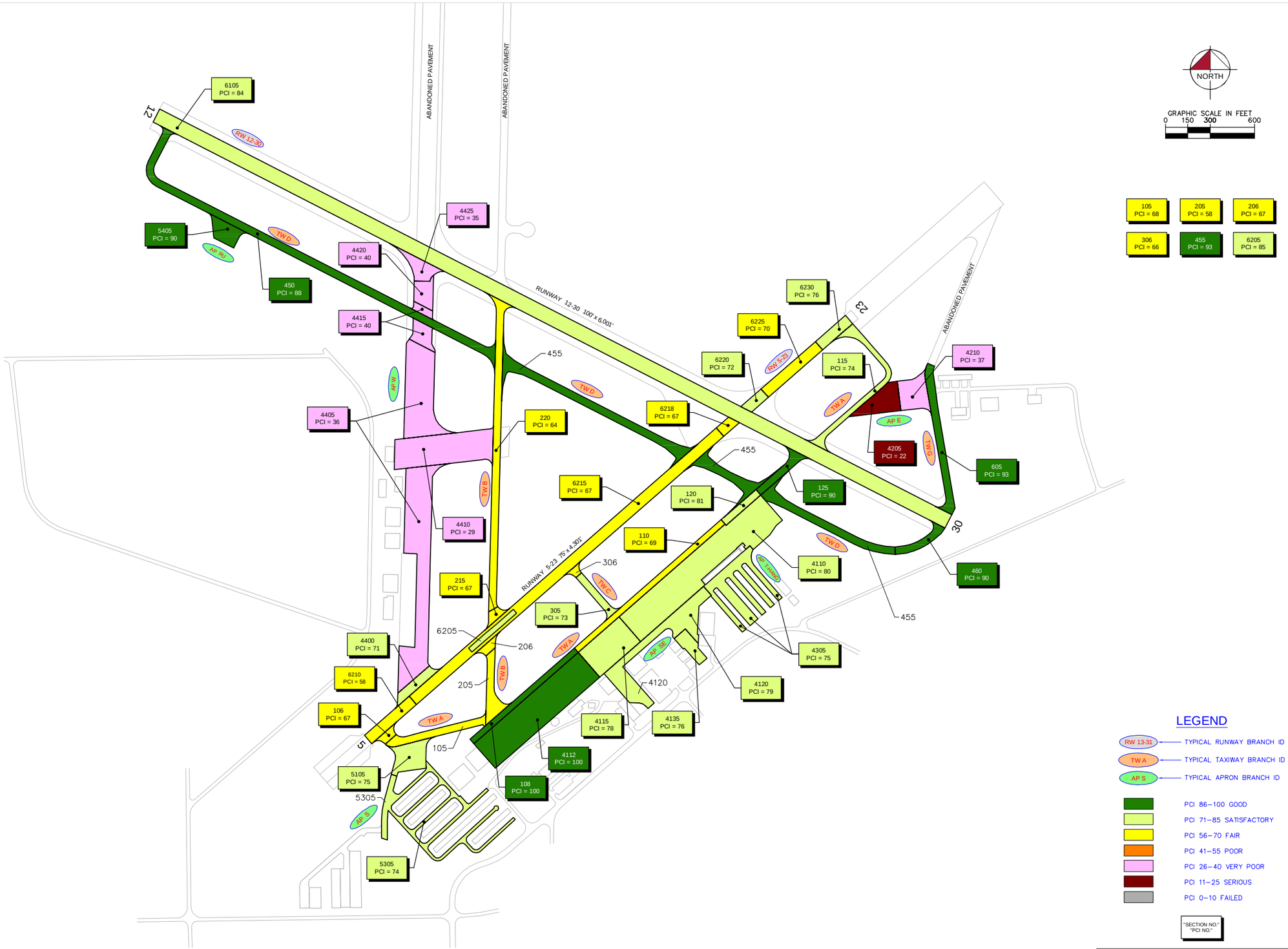
003 - AIRFIELD PAVEMENT
CONDITION INDEX EXHIBIT

Statewide Airfield Pavement Management Program
Airport Pavement Evaluation Report
2019
DAYTONA BEACH INTERNATIONAL AIRPORT - DAB

FDOT



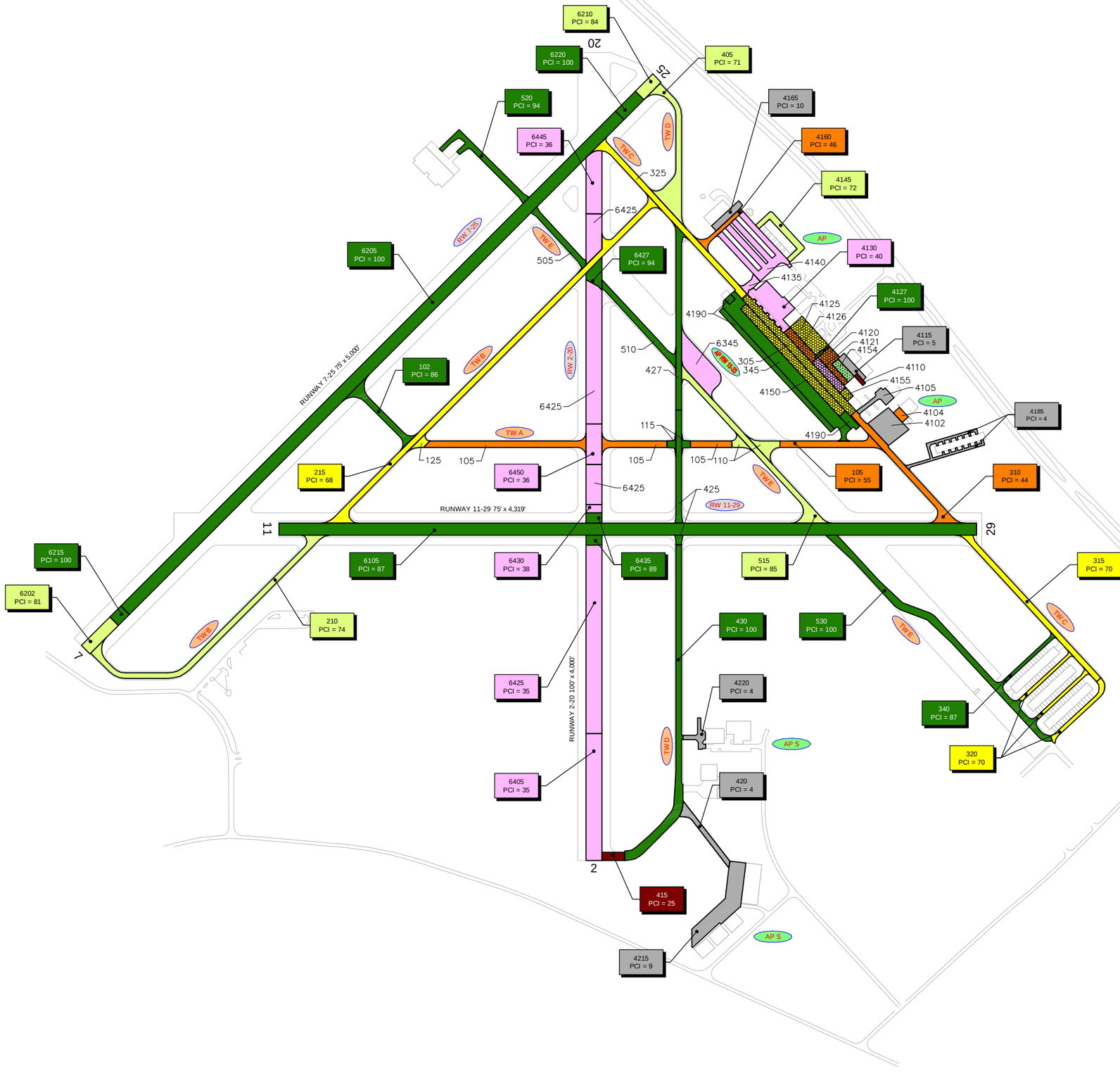
Statewide Airfield Pavement Management Program

Airport Pavement Evaluation Report 2019

003 - AIRFIELD PAVEMENT CONDITION INDEX EXHIBIT

DELAND MUNICIPAL AIRPORT-SIDNEY H. TAYLOR FIELD - DED

FDOT



NORTH

GRAPHIC SCALE IN FEET
0 150 300 600

110 PCI = 84	115 PCI = 90	125 PCI = 56	305 PCI = 68	325 PCI = 67
345 PCI = 89	425 PCI = 94	427 PCI = 94	505 PCI = 94	510 PCI = 92
4102 PCI = 5	4104 PCI = 49	4105 PCI = 9	4110 PCI = 11	4120 PCI = 44
4121 PCI = 40	4125 PCI = 69	4126 PCI = 42	4135 PCI = 33	4140 PCI = 38
4150 PCI = 61	4154 PCI = 87	4155 PCI = 61	4190 PCI = 96	6345 PCI = 32

LEGEND

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

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

"SECTION NO."
"PCI NO."

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

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

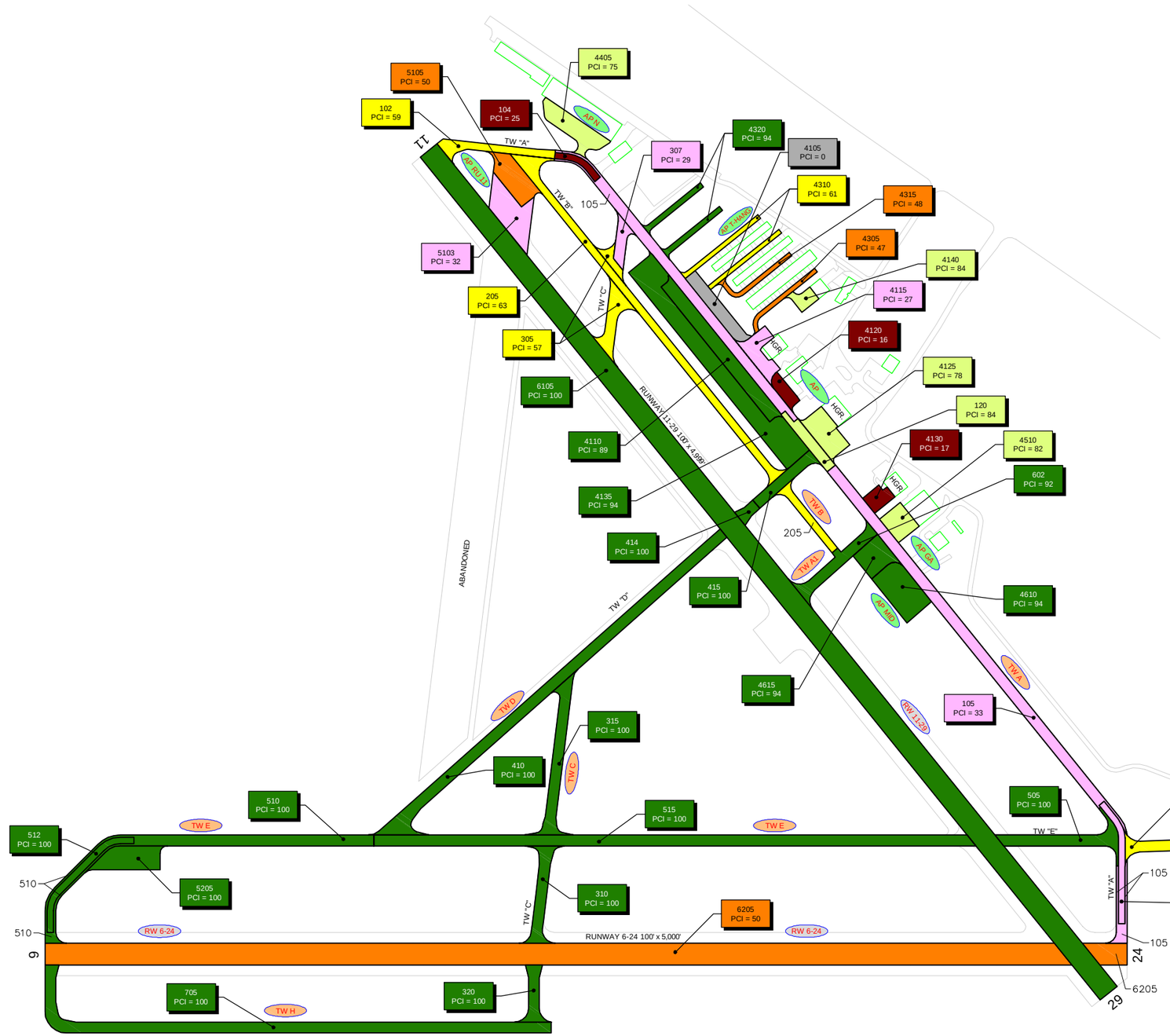
003 - AIRFIELD PAVEMENT
CONDITION INDEX EXHIBIT

Airport Pavement Evaluation Report
2019

Statewide Airfield Pavement Management Program

NEW SMYRNA BEACH MUNICIPAL AIRPORT - EVB

FDOT



NORTH

GRAPHIC SCALE IN FEET
0 125 250 500

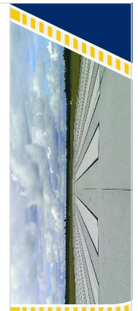
LEGEND

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

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

"SECTION NO."
"PCI NO."

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



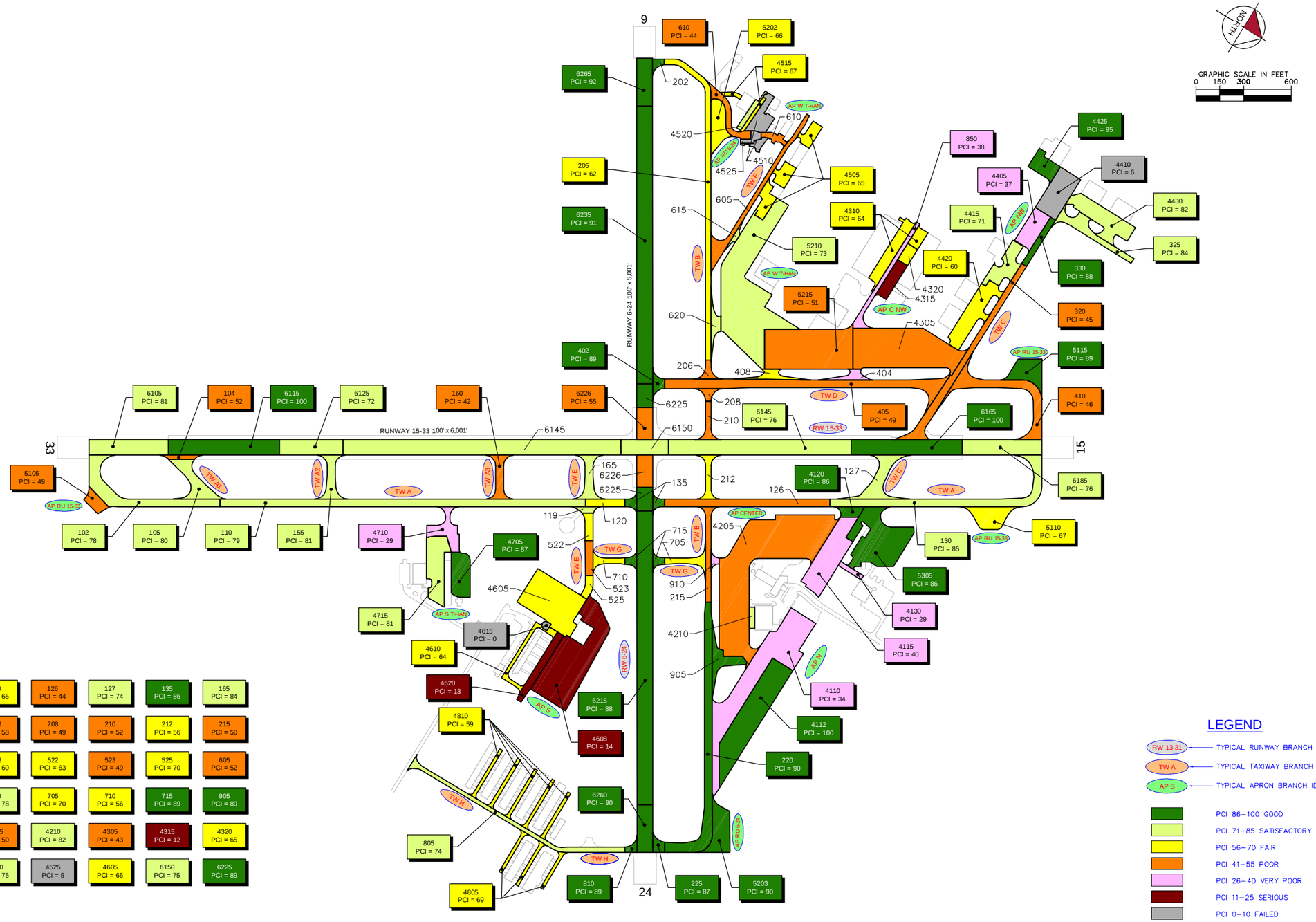
003 - AIRFIELD PAVEMENT
CONDITION INDEX EXHIBIT

Airport Pavement Evaluation Report
2017

Statewide Airfield Pavement Management Program

FLAGLER EXECUTIVE AIRPORT - FIN

FDOT



119 PCI = 76	120 PCI = 65	126 PCI = 44	127 PCI = 74	135 PCI = 86	165 PCI = 84
202 PCI = 91	206 PCI = 53	208 PCI = 49	210 PCI = 52	212 PCI = 56	215 PCI = 50
404 PCI = 28	408 PCI = 60	522 PCI = 63	523 PCI = 49	525 PCI = 70	605 PCI = 52
615 PCI = 73	620 PCI = 78	705 PCI = 70	710 PCI = 56	715 PCI = 89	905 PCI = 89
910 PCI = 36	4205 PCI = 50	4210 PCI = 82	4305 PCI = 43	4315 PCI = 12	4320 PCI = 65
4510 PCI = 2	4520 PCI = 75	4525 PCI = 5	4605 PCI = 65	6150 PCI = 75	6225 PCI = 89

LEGEND

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

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

"SECTION NO." "PCI NO."

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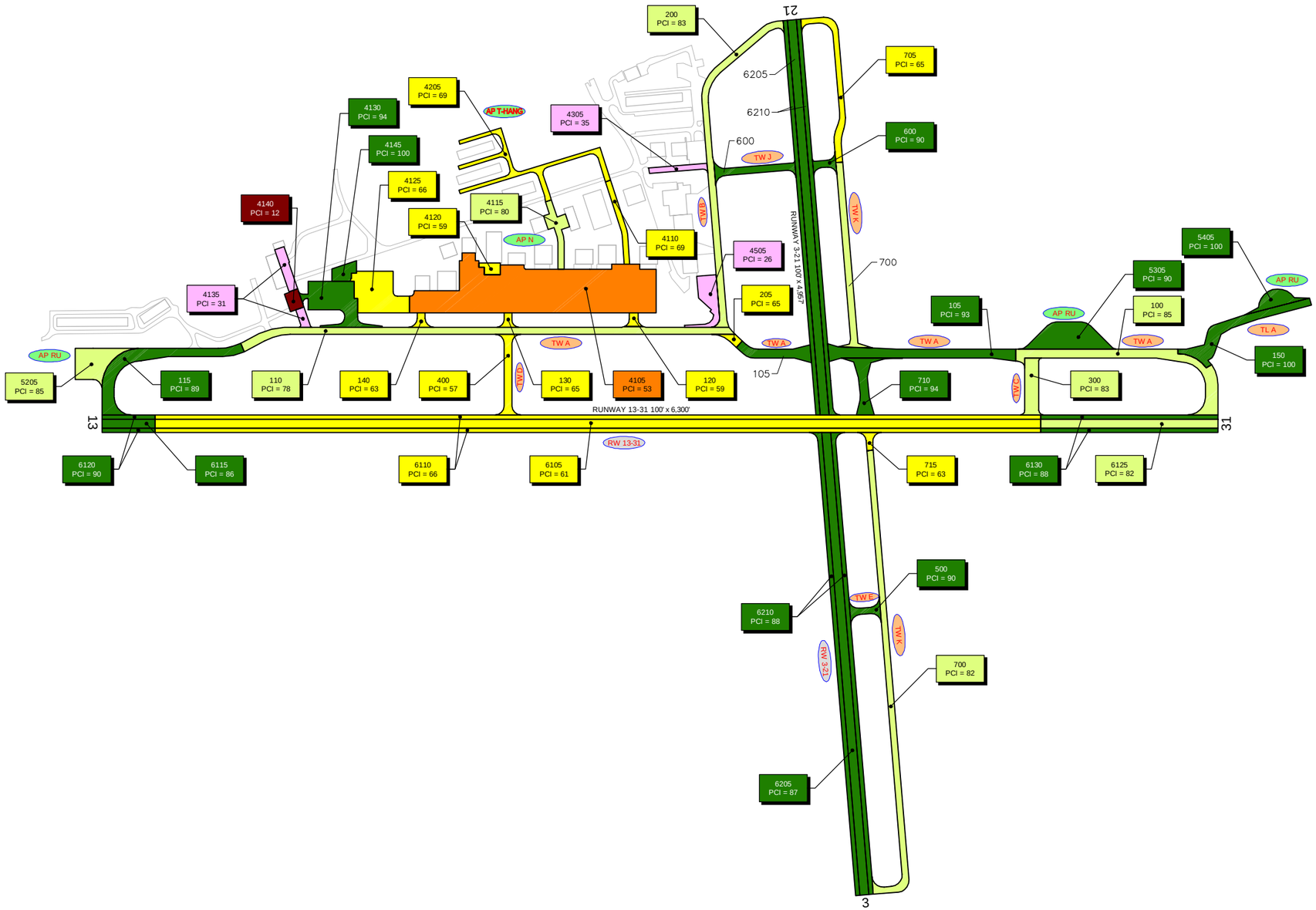
003 - AIRFIELD PAVEMENT CONDITION INDEX EXHIBIT

Airport Pavement Evaluation Report 2019

Statewide Airfield Pavement Management Program

KISSIMMEE GATEWAY AIRPORT - ISM

FDOT



LEGEND

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

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

"SECTION NO."
"PCI NO."

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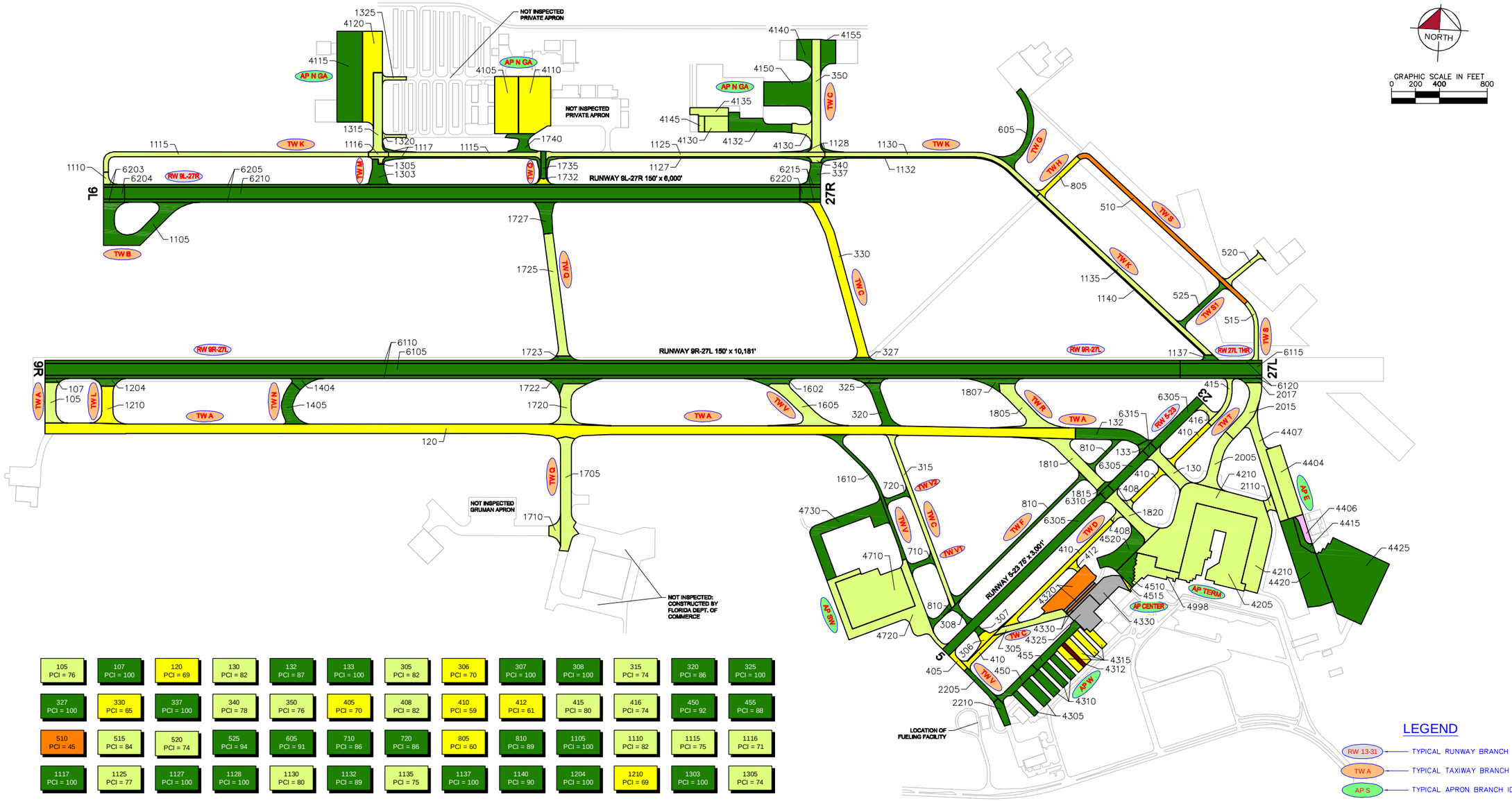
003 - AIRFIELD PAVEMENT CONDITION INDEX EXHIBIT

Statewide Airfield Pavement Management Program

Airport Pavement Evaluation Report 2019

LEESBURG INTERNATIONAL AIRPORT - LEE

FDOT



105 PCI = 76	107 PCI = 100	120 PCI = 69	130 PCI = 82	132 PCI = 87	133 PCI = 100	305 PCI = 82	306 PCI = 70	307 PCI = 100	308 PCI = 100	315 PCI = 74	320 PCI = 86	325 PCI = 100
327 PCI = 100	330 PCI = 65	337 PCI = 100	340 PCI = 78	350 PCI = 76	405 PCI = 70	408 PCI = 82	410 PCI = 59	412 PCI = 61	415 PCI = 80	416 PCI = 74	450 PCI = 92	455 PCI = 88
510 PCI = 45	515 PCI = 84	520 PCI = 74	525 PCI = 94	605 PCI = 91	710 PCI = 86	720 PCI = 86	805 PCI = 60	810 PCI = 89	1105 PCI = 100	1110 PCI = 82	1115 PCI = 75	1116 PCI = 71
1117 PCI = 100	1125 PCI = 77	1127 PCI = 100	1128 PCI = 100	1130 PCI = 80	1132 PCI = 89	1135 PCI = 75	1137 PCI = 100	1140 PCI = 90	1204 PCI = 100	1210 PCI = 69	1303 PCI = 100	1305 PCI = 74
1315 PCI = 71	1320 PCI = 71	1325 PCI = 77	1404 PCI = 100	1405 PCI = 88	1602 PCI = 100	1605 PCI = 77	1610 PCI = 94	1705 PCI = 73	1710 PCI = 79	1720 PCI = 84	1722 PCI = 100	1723 PCI = 100
1725 PCI = 77	1727 PCI = 100	1732 PCI = 61	1735 PCI = 86	1740 PCI = 100	1805 PCI = 81	1807 PCI = 100	1810 PCI = 82	1815 PCI = 100	1820 PCI = 82	2005 PCI = 80	2015 PCI = 79	2017 PCI = 100
2110 PCI = 84	2205 PCI = 94	2210 PCI = 94	4105 PCI = 66	4110 PCI = 59	4115 PCI = 95	4120 PCI = 60	4130 PCI = 80	4132 PCI = 100	4135 PCI = 85	4140 PCI = 93	4145 PCI = 83	4150 PCI = 100
4155 PCI = 100	4205 PCI = 78	4210 PCI = 80	4305 PCI = 91	4310 PCI = 90	4312 PCI = 12	4315 PCI = 65	4320 PCI = 55	4325 PCI = 0	4330 PCI = 6	4404 PCI = 81	4406 PCI = 37	4407 PCI = 78
4415 PCI = 90	4420 PCI = 90	4425 PCI = 100	4510 PCI = 86	4515 PCI = 64	4520 PCI = 88	4710 PCI = 78	4720 PCI = 75	4730 PCI = 94	4998 PCI = 71	6105 PCI = 100	6110 PCI = 100	6115 PCI = 100
6120 PCI = 100	6203 PCI = 100	6204 PCI = 100	6205 PCI = 100	6210 PCI = 100	6215 PCI = 100	6220 PCI = 100	6305 PCI = 100	6310 PCI = 100	6315 PCI = 100			

LEGEND

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

"SECTION NO." "PCI NO."

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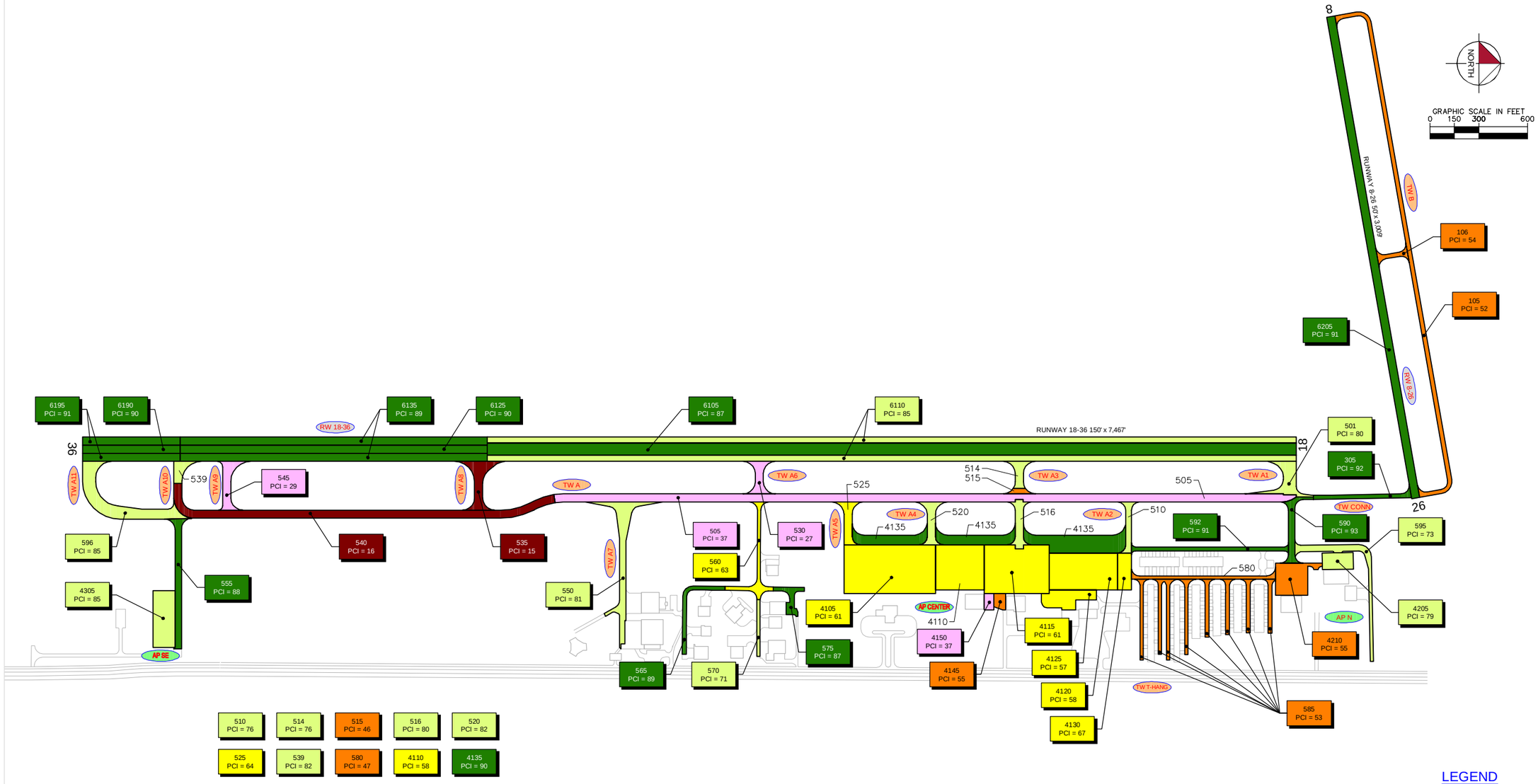
003 - AIRFIELD PAVEMENT CONDITION INDEX EXHIBIT

Statewide Airfield Pavement Management Program

Airport Pavement Evaluation Report 2019

ORLANDO - MELBOURNE INTERNATIONAL AIRPORT - MLB

FDOT



LEGEND

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

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

"SECTION NO." "PCI NO."

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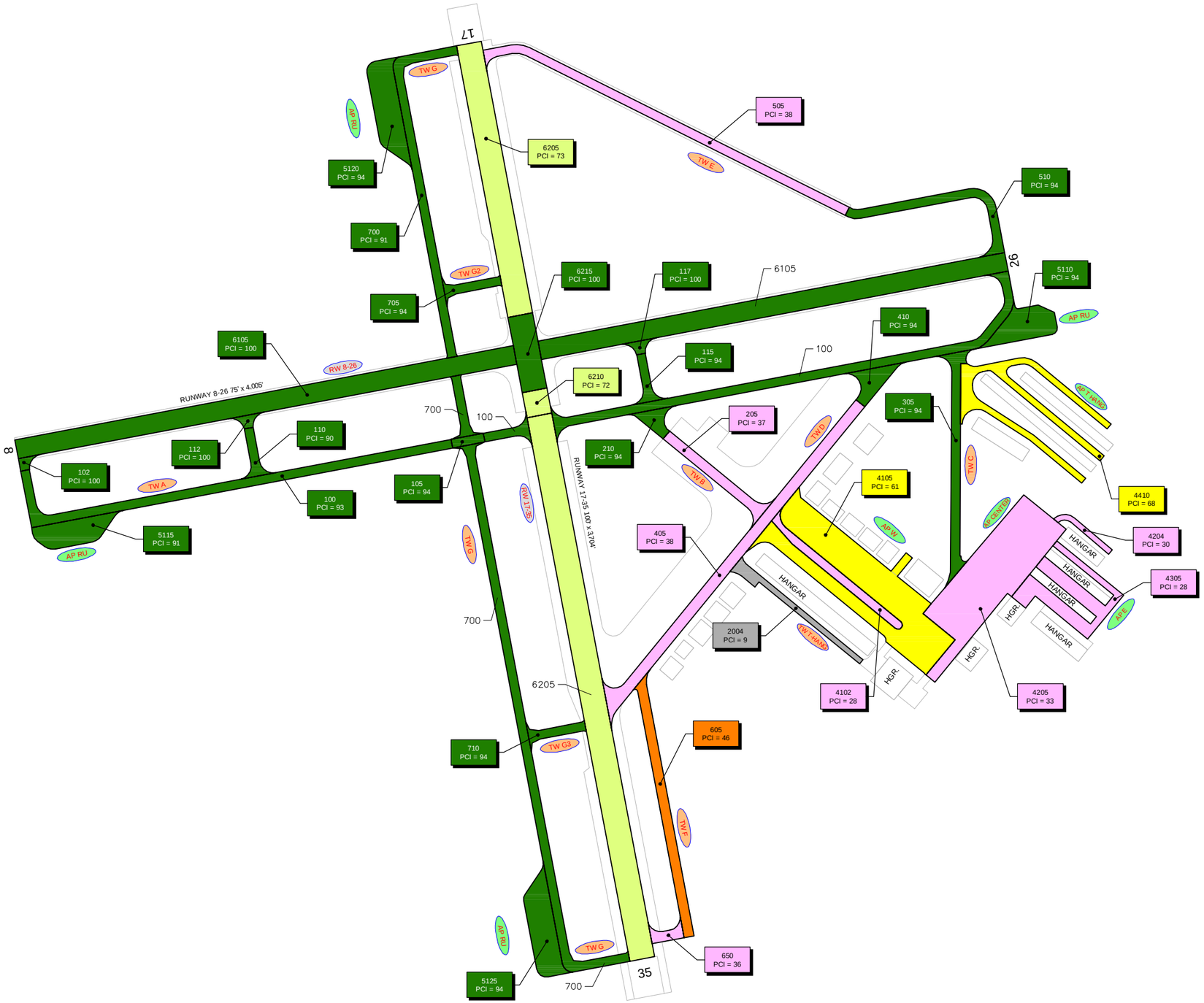
003 - AIRFIELD PAVEMENT
CONDITION INDEX EXHIBIT

Statewide Airfield Pavement Management Program
Airport Pavement Evaluation Report
2019
OCALA INTERNATIONAL/JIM TAYLOR FIELD - OCF

FDOT



LEGEND

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

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

"SECTION NO."
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003 - AIRFIELD PAVEMENT CONDITION INDEX EXHIBIT

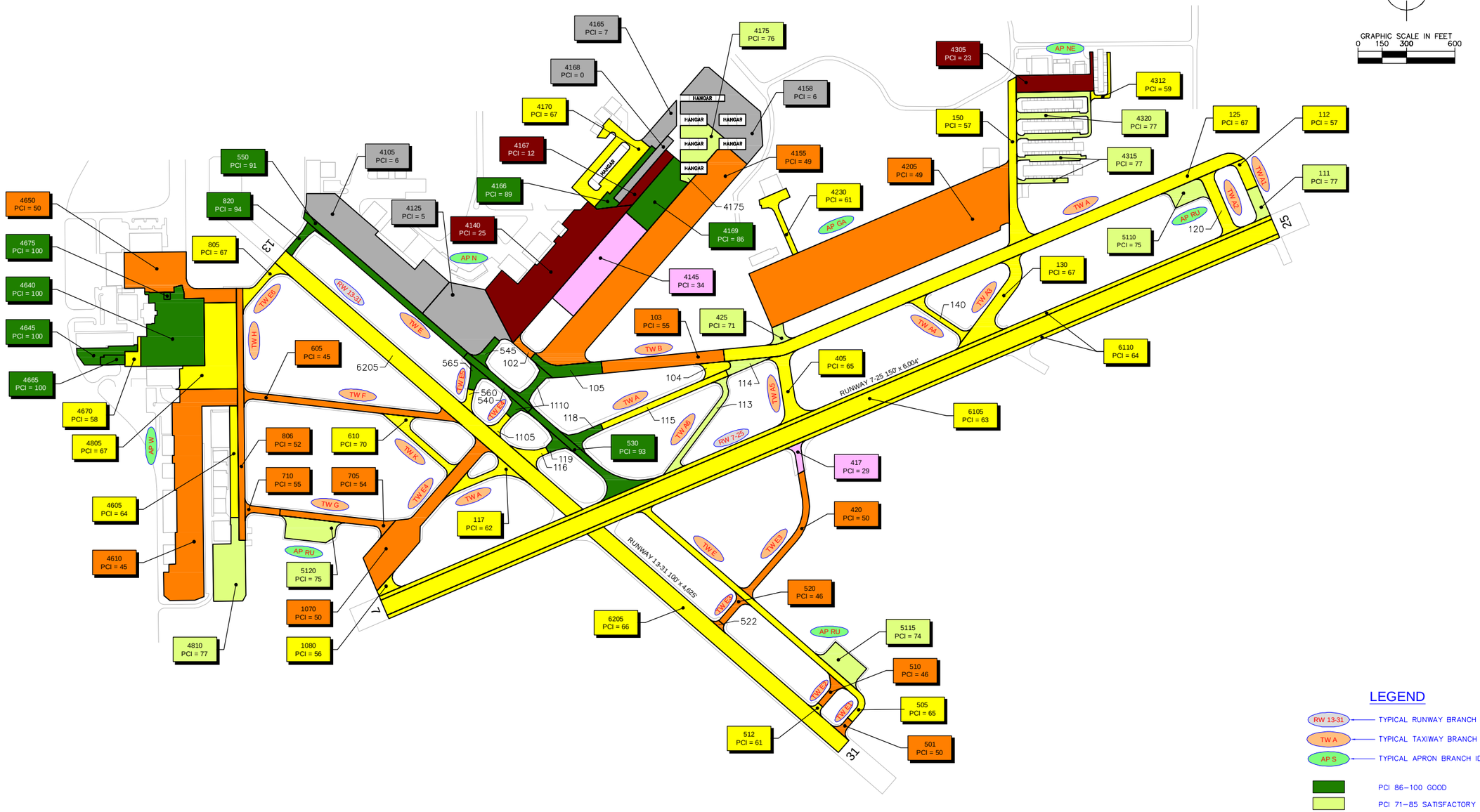
Airport Pavement Evaluation Report

2019

Statewide Airfield Pavement Management Program

ORMOND BEACH MUNICIPAL AIRPORT - OMN

FDOT



102 PCI = 48	104 PCI = 66	105 PCI = 87	113 PCI = 72	114 PCI = 78	115 PCI = 56
116 PCI = 63	118 PCI = 94	119 PCI = 89	120 PCI = 65	140 PCI = 63	522 PCI = 48
540 PCI = 94	545 PCI = 88	560 PCI = 65	565 PCI = 94	1105 PCI = 70	1110 PCI = 94

LEGEND

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

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

"SECTION NO." "PCI NO."

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003 - AIRFIELD PAVEMENT
CONDITION INDEX EXHIBIT

Airport Pavement Evaluation Report
2019

Statewide Airfield Pavement Management Program

ORLANDO EXECUTIVE AIRPORT - ORL

FDOT

NORTH

GRAPHIC SCALE IN FEET
0 200 400 800

RUNWAY 9L-27R 150' x 11,002'

RUNWAY 9C-27C 75' x 3,578'

RUNWAY 18-36 150' x 6,002'

RUNWAY 9R-27L 75' x 5,839'

LEGEND

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

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

"SECTION NO."
"PCI NO."

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105 PCI = 28	110 PCI = 63	115 PCI = 46	116 PCI = 69	202 PCI = 67	203 PCI = 67	204 PCI = 51	205 PCI = 54	213 PCI = 69	215 PCI = 15	216 PCI = 64	217 PCI = 73	220 PCI = 55
222 PCI = 67	225 PCI = 61	226 PCI = 63	227 PCI = 66	230 PCI = 83	235 PCI = 79	250 PCI = 48	252 PCI = 73	307 PCI = 53	308 PCI = 29	315 PCI = 47	320 PCI = 23	350 PCI = 70
355 PCI = 55	505 PCI = 100	605 PCI = 38	610 PCI = 49	615 PCI = 77	620 PCI = 95	1005 PCI = 60	1105 PCI = 37	1107 PCI = 58	1110 PCI = 62	1205 PCI = 72	1207 PCI = 74	1208 PCI = 49
1209 PCI = 50	1220 PCI = 58	1304 PCI = 68	1305 PCI = 47	1502 PCI = 67	1505 PCI = 23	1510 PCI = 12	1805 PCI = 38	1806 PCI = 75	1808 PCI = 100	1810 PCI = 60	1812 PCI = 67	1814 PCI = 77
1815 PCI = 69	1817 PCI = 56	1818 PCI = 61	1819 PCI = 49	1820 PCI = 21	1825 PCI = 60	1826 PCI = 85	1905 PCI = 86	1910 PCI = 77	1915 PCI = 73	1920 PCI = 70	1925 PCI = 78	1930 PCI = 70
1940 PCI = 79	1950 PCI = 92	4105 PCI = 85	4110 PCI = 80	4111 PCI = 79	4112 PCI = 85	4115 PCI = 64	4120 PCI = 93	4130 PCI = 61	4140 PCI = 65	4201 PCI = 87	4203 PCI = 80	4205 PCI = 54
4215 PCI = 99	4225 PCI = 83	4227 PCI = 100	4240 PCI = 100	4250 PCI = 40	4251 PCI = 83	4270 PCI = 49	4275 PCI = 98	4280 PCI = 97	4285 PCI = 100	4290 PCI = 100	4295 PCI = 99	4305 PCI = 44
4310 PCI = 79	4315 PCI = 65	4405 PCI = 17	4410 PCI = 58	4505 PCI = 35	4510 PCI = 66	4515 PCI = 77	4610 PCI = 74	4705 PCI = 100	4710 PCI = 100	5010 PCI = 82	6105 PCI = 71	6110 PCI = 77
6145 PCI = 84	6150 PCI = 94	6155 PCI = 86	6160 PCI = 89	6165 PCI = 85	6170 PCI = 84	6205 PCI = 70	6210 PCI = 49	6212 PCI = 81	6215 PCI = 82	6216 PCI = 78	6217 PCI = 78	6225 PCI = 78
6230 PCI = 51	6231 PCI = 55	6232 PCI = 67	6233 PCI = 56	6240 PCI = 69	6245 PCI = 57	6250 PCI = 59	6252 PCI = 73	6255 PCI = 47	6258 PCI = 74	6260 PCI = 65	6280 PCI = 61	6285 PCI = 55
6290 PCI = 65	6295 PCI = 69	6304 PCI = 71	6305 PCI = 66	6405 PCI = 61	6410 PCI = 80							

003 - AIRFIELD PAVEMENT CONDITION INDEX EXHIBIT

Airport Pavement Evaluation Report **2019**

Statewide Airfield Pavement Management Program

ORLANDO SANFORD INTERNATIONAL AIRPORT - SFB

FDOT

GRAPHIC SCALE IN FEET
0 150 300 600

110 PCI = 66	112 PCI = 67	305 PCI = 68	4214 PCI = 56
4215 PCI = 45	4218 PCI = 80	4220 PCI = 83	4226 PCI = 72
4227 PCI = 89	4232 PCI = 79	4245 PCI = 71	4250 PCI = 95

LEGEND

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

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

"SECTION NO." "PCI NO."

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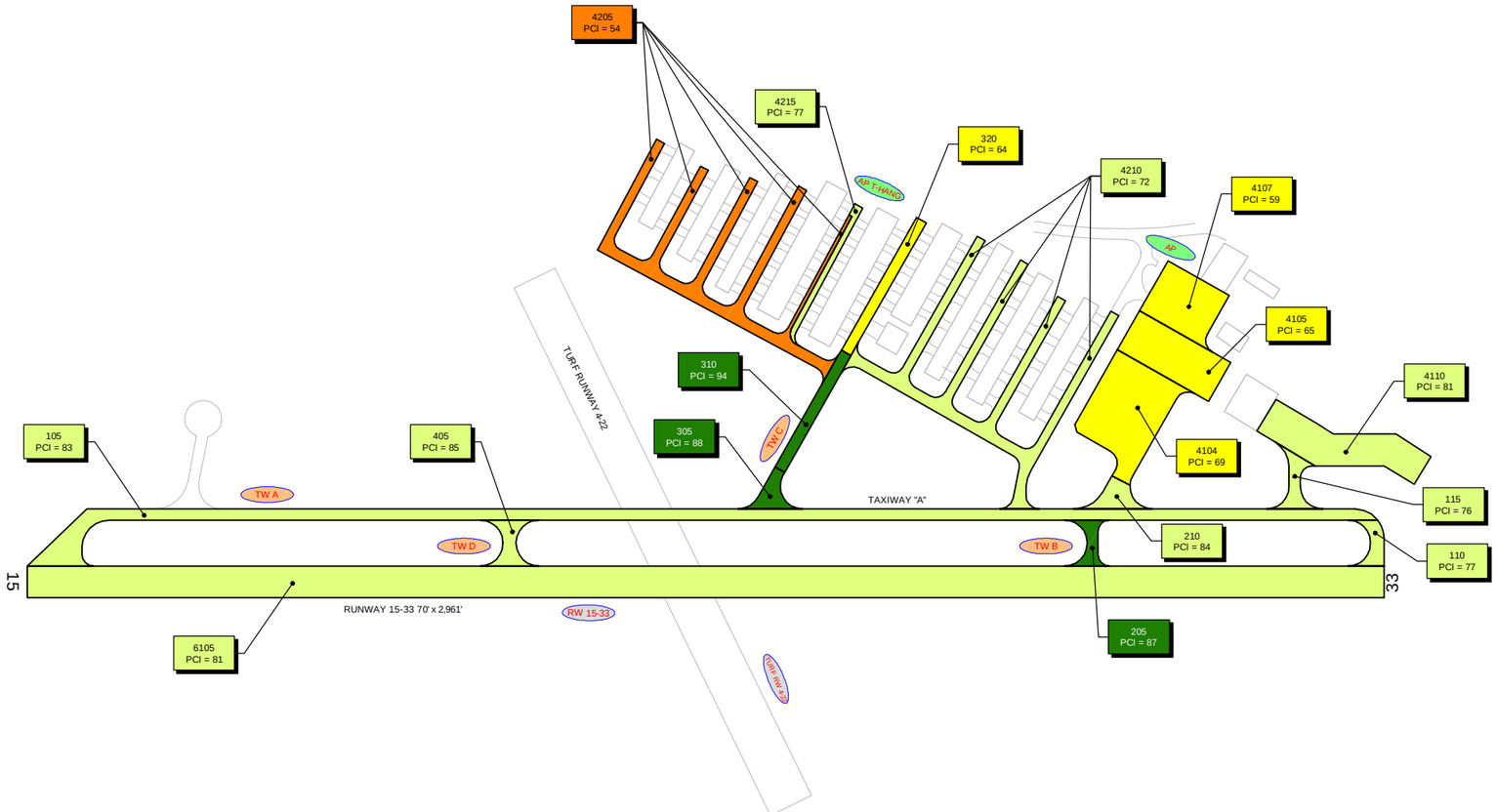
003 - AIRFIELD PAVEMENT CONDITION INDEX EXHIBIT

Airport Pavement Evaluation Report **2019**

Statewide Airfield Pavement Management Program

SPACE COAST REGIONAL AIRPORT - TIX

FDOT



GRAPHIC SCALE IN FEET
0 75 150 300

LEGEND

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

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

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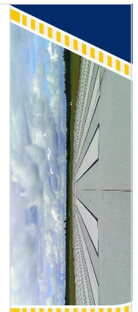


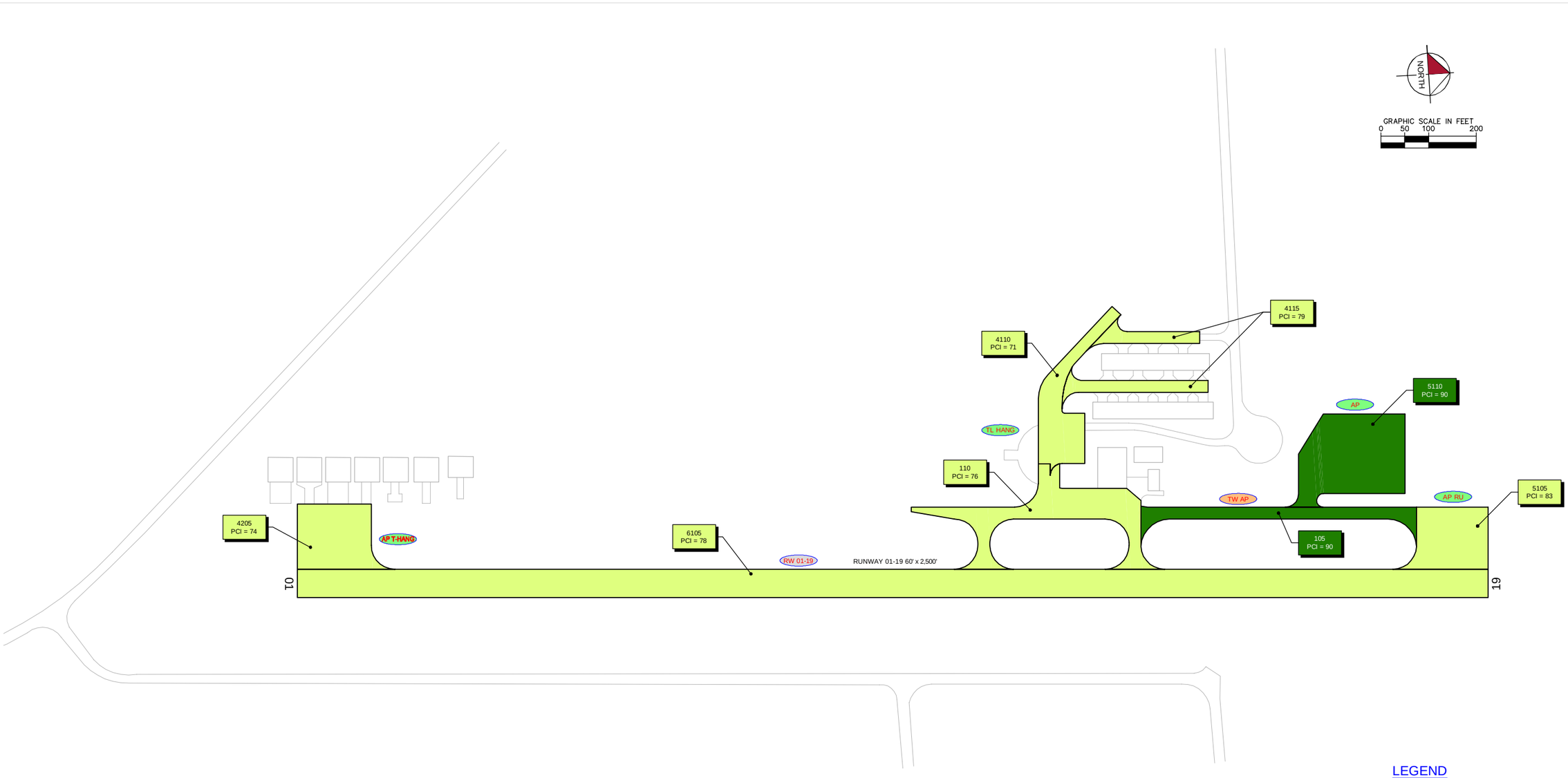
003 - AIRFIELD PAVEMENT CONDTION INDEX EXHIBIT

Airport Pavement Evaluation Report
2017

Statewide Airfield Pavement Management Program

ARTHUR DUNN AIR PARK - X21

FDOT



LEGEND

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

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

"SECTION NO."
"PCI NO."

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

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MARION COUNTY AIRPORT - X35

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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.

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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
Arthur Dunn Air Park (X21)								
2018	X21	AP	4105	AAC	23,412	65	AC Restoration	$ 164,000
2018	X21	AP	4107	AAC	20,293	59	AC Restoration	$ 143,000
2018	X21	AP T-HANG	4205	AC	40,492	54	AC Restoration	$ 284,000
2018	X21	TW C	320	AC	8,484	64	AC Restoration	$ 60,000
2019	X21	AP	4104	AAC	36,458	69	AC Restoration	$ 256,000
2022	X21	AP T-HANG	4210	AC	44,648	72	AC Restoration	$ 313,000
2022	X21	AP T-HANG	4215	AAC	4,276	77	AC Restoration	$ 30,000
2027	X21	AP	4110	AC	29,292	81	AC Restoration	$ 206,000
2027	X21	RW 15-33	6105	AC	211,750	81	AC Restoration	$ 1,483,000
2027	X21	TW A	110	AC	3,973	77	AC Restoration	$ 28,000
2027	X21	TW AP	115	AC	4,803	76	AC Restoration	$ 34,000
Daytona Beach International Airport (DAB)								
2020	DAB	AP CYDI	4405	AC	120,000	59	AC Restoration	$ 1,320,000
2020	DAB	AP CYDI	4410	AC	79,175	62	AC Restoration	$ 871,000
2020	DAB	AP NE	4205	AAC	7,398	32	AC Reconstruction	$ 104,000
2020	DAB	AP NE	4215	AAC	72,677	31	AC Reconstruction	$ 1,018,000
2020	DAB	AP NE	4220	APC	23,990	8	AC Reconstruction	$ 336,000
2020	DAB	AP NE	4225	APC	40,116	62	AC Restoration	$ 442,000
2020	DAB	AP NE	4230	APC	31,187	26	AC Reconstruction	$ 437,000
2020	DAB	AP NE	4235	APC	18,753	22	AC Reconstruction	$ 263,000
2020	DAB	AP NE	4240	APC	109,409	25	AC Reconstruction	$ 1,532,000
2020	DAB	AP NE	4250	AAC	108,348	14	AC Reconstruction	$ 1,517,000
2020	DAB	AP NE	4265	APC	21,786	22	AC Reconstruction	$ 305,000
2020	DAB	AP NOVA	4305	AAC	91,213	22	AC Reconstruction	$ 1,277,000
2020	DAB	AP NOVA	4310	APC	59,583	21	AC Reconstruction	$ 835,000
2020	DAB	AP NOVA	4315	AC	67,659	46	AC Restoration	$ 852,000
2020	DAB	AP NOVA	4321	AAC	32,648	54	AC Restoration	$ 360,000
2020	DAB	AP SE	4505	AC	320,704	59	AC Restoration	$ 3,528,000
2020	DAB	RW 16-34	6205	AC	150,000	63	AC Restoration	$ 1,650,000
2020	DAB	RW 16-34	6210	AC	75,000	64	AC Restoration	$ 825,000
2020	DAB	RW 16-34	6215	AAC	332,700	56	AC Restoration	$ 3,660,000
2020	DAB	RW 16-34	6220	AAC	166,350	62	AC Restoration	$ 1,830,000
2020	DAB	RW 16-34	6235	AC	50,100	62	AC Restoration	$ 552,000
2020	DAB	RW 7R-25L	6305	AAC	304,491	47	AC Restoration	$ 3,667,000
2020	DAB	TW B4	240	AC	14,984	63	AC Restoration	$ 165,000
2020	DAB	TW E	505	AC	57,468	64	AC Restoration	$ 633,000
2020	DAB	TW E	508	AC	7,593	65	AC Restoration	$ 84,000
2020	DAB	TW E	515	AC	137,453	58	AC Restoration	$ 1,512,000
2020	DAB	TW E	523	AAC	3,374	60	AC Restoration	$ 38,000
2020	DAB	TW E	530	AC	3,453	27	AC Reconstruction	$ 49,000
2020	DAB	TW E	535	AC	3,227	49	AC Restoration	$ 38,000
2020	DAB	TW E	536	AC	3,600	63	AC Restoration	$ 40,000
2020	DAB	TW E	560	AC	43,589	55	AC Restoration	$ 480,000
2020	DAB	TW E1	510	AC	19,231	49	AC Restoration	$ 225,000
2020	DAB	TW E3	540	AC	15,297	54	AC Restoration	$ 169,000

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Program Year	Network ID	Branch ID	Section ID	Surface	Area (SF)	PCI Before	Rehabilitation Type	Planning Cost
2020	DAB	TW E4	550	AC	16,161	58	AC Restoration	$ 178,000
2020	DAB	TW N	1408	AAC	246,580	35	AC Reconstruction	$ 3,453,000
2020	DAB	TW N2	1420	AAC	22,730	43	AC Restoration	$ 308,000
2020	DAB	TW N3	1430	AAC	32,608	29	AC Reconstruction	$ 457,000
2020	DAB	TW N4	1440	AAC	31,363	35	AC Reconstruction	$ 440,000
2020	DAB	TW N5	1450	AC	46,334	62	AC Restoration	$ 510,000
2020	DAB	TW N5	1457	AC	29,986	56	AC Restoration	$ 330,000
2020	DAB	TW N6	1460	AAC	27,137	36	AC Reconstruction	$ 380,000
2020	DAB	TW N7	1465	AAC	18,045	51	AC Restoration	$ 199,000
2020	DAB	TW P	835	AC	29,002	62	AC Restoration	$ 320,000
2020	DAB	TW S	1905	AC	71,963	37	AC Reconstruction	$ 1,008,000
2020	DAB	TW S	1910	AC	13,097	27	AC Reconstruction	$ 184,000
2020	DAB	TW S	1915	AC	15,855	51	AC Restoration	$ 175,000
2020	DAB	TW S	1925	AAC	14,850	37	AC Reconstruction	$ 208,000
2020	DAB	TW S	1932	AC	38,647	35	AC Reconstruction	$ 542,000
2020	DAB	TW S	1935	AC	10,788	37	AC Reconstruction	$ 152,000
2020	DAB	TW S	1940	AC	16,591	60	AC Restoration	$ 183,000
2020	DAB	TW S	1945	AC	12,764	59	AC Restoration	$ 141,000
2020	DAB	TW S	1950	AC	10,500	22	AC Reconstruction	$ 147,000
2020	DAB	TW W	2305	AC	96,831	59	AC Restoration	$ 1,066,000
2020	DAB	TW W	2320	AAC	85,362	49	AC Restoration	$ 984,000
2020	DAB	TW W	2340	AAC	26,407	44	AC Restoration	$ 348,000
2020	DAB	TW W	2360	AC	63,539	56	AC Restoration	$ 699,000
2020	DAB	TW W3	2350	AAC	17,896	51	AC Restoration	$ 197,000
2020	DAB	TW W4	2370	AAC	31,045	55	AC Restoration	$ 342,000
2020	DAB	TW W5	2380	AC	53,247	52	AC Restoration	$ 586,000
2021	DAB	AP NE	4226	APC	65,908	68	AC Restoration	$ 725,000
2022	DAB	TW B4	245	AC	5,274	67	AC Restoration	$ 59,000
2022	DAB	TW P	825	AC	22,371	67	AC Restoration	$ 247,000
2022	DAB	TW W1	2310	AC	26,958	67	AC Restoration	$ 297,000
2023	DAB	AP RU	5110	AC	41,243	71	AC Restoration	$ 454,000
2023	DAB	AP RU	5115	AC	34,645	71	AC Restoration	$ 382,000
2023	DAB	RW 16-34	6240	AC	25,050	70	AC Restoration	$ 276,000
2023	DAB	TW E	507	AC	13,372	68	AC Restoration	$ 148,000
2024	DAB	TW S	1941	AAC	4,548	72	AC Restoration	$ 51,000
2025	DAB	AP RU	5120	AC	36,468	74	AC Restoration	$ 402,000
2025	DAB	TW N7	1467	AAC	12,803	74	AC Restoration	$ 141,000
2025	DAB	TW P3	815	AAC	16,587	74	AC Restoration	$ 183,000
2025	DAB	TW S	1914	AC	28,587	70	AC Restoration	$ 315,000
2025	DAB	TW S	1943	AAC	4,916	73	AC Restoration	$ 55,000
2025	DAB	TW S1	1918	AC	7,695	70	AC Restoration	$ 85,000
2026	DAB	AP NE	4237	APC	312,671	81	AC Restoration	$ 3,440,000
2026	DAB	TW N	1405	AAC	208,454	76	AC Restoration	$ 2,293,000
2026	DAB	TW N1	1415	AAC	6,444	75	AC Restoration	$ 71,000
2027	DAB	TW B3	230	AC	28,469	72	AC Restoration	$ 314,000
2028	DAB	AP NW	4605	AC	39,816	78	AC Restoration	$ 438,000
2028	DAB	RW 7L-25R	6130	AAC	205,000	81	AC Restoration	$ 2,255,000
2028	DAB	TW P	805	AC	261,259	73	AC Restoration	$ 2,874,000
2028	DAB	TW W5	2385	AC	25,427	73	AC Restoration	$ 280,000

Program Year	Network ID	Branch ID	Section ID	Surface	Area (SF)	PCI Before	Rehabilitation Type	Planning Cost
2029	DAB	TW N3	1425	AAC	16,929	82	AC Restoration	$ 187,000
2029	DAB	TW P	830	AC	48,568	74	AC Restoration	$ 535,000
2029	DAB	TW T	705	AC	73,170	74	AC Restoration	$ 805,000
DeLand Municipal/Sidney H. Taylor Field (DED)								
2020	DED	AP E	4205	AC	41,776	22	AC Reconstruction	$ 523,000
2020	DED	AP E	4210	AC	41,350	37	AC Reconstruction	$ 517,000
2020	DED	AP W	4405	AC	336,788	36	AC Reconstruction	$ 4,210,000
2020	DED	AP W	4410	AC	134,373	29	AC Reconstruction	$ 1,680,000
2020	DED	AP W	4415	AC	28,772	40	AC Reconstruction	$ 360,000
2020	DED	AP W	4420	AC	22,529	40	AC Reconstruction	$ 282,000
2020	DED	AP W	4425	AC	25,039	35	AC Reconstruction	$ 313,000
2020	DED	RW 5-23	6210	AAC	30,000	58	AC Restoration	$ 286,000
2020	DED	TW B	205	AC	32,275	58	AC Restoration	$ 307,000
2020	DED	TW B	220	AC	107,725	64	AC Restoration	$ 1,024,000
2021	DED	TW C	306	AAC	4,448	66	AC Restoration	$ 43,000
2022	DED	RW 5-23	6215	AAC	192,250	67	AC Restoration	$ 1,827,000
2022	DED	RW 5-23	6218	AAC	9,392	67	AC Restoration	$ 90,000
2022	DED	TW A	105	AC	35,618	68	AC Restoration	$ 339,000
2022	DED	TW A	106	AAC	7,575	67	AC Restoration	$ 72,000
2022	DED	TW B	206	AAC	7,543	67	AC Restoration	$ 72,000
2022	DED	TW B	215	AAC	8,194	67	AC Restoration	$ 78,000
2023	DED	TW A	110	AC	52,600	69	AC Restoration	$ 500,000
2024	DED	AP W	4400	AC	21,270	71	AC Restoration	$ 203,000
2025	DED	RW 5-23	6225	AAC	36,375	70	AC Restoration	$ 346,000
2026	DED	AP S	5105	AC	41,994	75	AC Restoration	$ 399,000
2026	DED	AP S	5305	AC	95,271	74	AC Restoration	$ 906,000
2026	DED	AP T-HANG	4305	AC	97,487	75	AC Restoration	$ 927,000
2026	DED	TW C	305	AC	18,548	73	AC Restoration	$ 177,000
2027	DED	AP SE	4135	AC	20,923	76	AC Restoration	$ 199,000
2027	DED	RW 5-23	6220	AAC	12,533	72	AC Restoration	$ 120,000
2027	DED	TW A	115	AC	47,949	74	AC Restoration	$ 456,000
2028	DED	AP SE	4115	AC	80,300	78	AC Restoration	$ 763,000
2028	DED	AP SE	4120	AC	110,466	79	AC Restoration	$ 1,050,000
2029	DED	AP SE	4110	AC	265,152	80	AC Restoration	$ 2,520,000
Flagler Executive Airport (FIN)								
2018	FIN	AP	4105	PCC	23,645	0	PCC Reconstruction	$ 355,000
2018	FIN	AP	4115	AC	20,847	27	AC Reconstruction	$ 188,000
2018	FIN	AP	4120	PCC	9,798	16	PCC Reconstruction	$ 147,000
2018	FIN	AP	4130	PCC	10,275	17	PCC Reconstruction	$ 155,000
2018	FIN	AP RU 11	5103	AC	36,038	32	AC Reconstruction	$ 325,000
2018	FIN	AP RU 11	5105	AAC	27,768	50	AC Restoration	$ 204,000
2018	FIN	RW 6-24	6205	AAC	487,349	50	AC Restoration	$ 3,679,000
2018	FIN	T-HANG	4305	PCC	8,395	47	PCC Restoration	$ 100,000
2018	FIN	T-HANG	4310	AC	17,531	61	AC Restoration	$ 123,000
2018	FIN	T-HANG	4315	AC	8,565	48	AC Restoration	$ 66,000
2018	FIN	TW A	102	AAC	22,177	59	AC Restoration	$ 156,000
2018	FIN	TW A	104	AAC	7,358	25	AC Reconstruction	$ 67,000
2018	FIN	TW A	105	AC	184,752	33	AC Reconstruction	$ 1,663,000

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Program Year	Network ID	Branch ID	Section ID	Surface	Area (SF)	PCI Before	Rehabilitation Type	Planning Cost
2018	FIN	TW A	110	AAC	17,576	26	AC Reconstruction	$ 159,000
2018	FIN	TW B	205	AC	88,917	63	AC Restoration	$ 623,000
2018	FIN	TW C	305	AAC	28,798	57	AC Restoration	$ 202,000
2018	FIN	TW C	307	AC	11,213	29	AC Reconstruction	$ 101,000
2018	FIN	TW E	520	AC	13,104	65	AC Restoration	$ 92,000
2023	FIN	AP N	4405	PCC	30,077	75	PCC Restoration	$ 301,000
2024	FIN	AP	4125	PCC	25,668	78	PCC Restoration	$ 257,000
2025	FIN	AP GA	4510	PCC	17,338	82	PCC Restoration	$ 174,000
2026	FIN	AP	4140	PCC	8,368	84	PCC Restoration	$ 84,000
Kissimmee Gateway Airport (ISM)								
2020	ISM	AP C NW	4305	AC	154,557	43	AC Restoration	$ 1,841,000
2020	ISM	AP C NW	4310	PCC	40,664	64	PCC Restoration	$ 549,000
2020	ISM	AP C NW	4315	PCC	18,506	12	PCC Reconstruction	$ 371,000
2020	ISM	AP C NW	4320	PCC	8,760	65	PCC Restoration	$ 119,000
2020	ISM	AP CENTER	4205	AC	270,311	50	AC Restoration	$ 2,631,000
2020	ISM	AP N	4110	AC	153,862	34	AC Reconstruction	$ 1,924,000
2020	ISM	AP N	4115	AAC	70,849	40	AC Reconstruction	$ 886,000
2020	ISM	AP N	4130	AC	5,070	29	AC Reconstruction	$ 64,000
2020	ISM	AP NW	4405	AC	28,172	37	AC Reconstruction	$ 353,000
2020	ISM	AP NW	4410	PCC	45,300	6	PCC Reconstruction	$ 907,000
2020	ISM	AP NW	4420	PCC	50,085	60	PCC Restoration	$ 677,000
2020	ISM	AP RU 6-24	5202	AC	27,901	66	AC Restoration	$ 266,000
2020	ISM	AP RU15-33	5105	AAC	11,667	49	AC Restoration	$ 122,000
2020	ISM	AP S	4605	AAC	96,551	65	AC Restoration	$ 918,000
2020	ISM	AP S	4608	AC	139,565	14	AC Reconstruction	$ 1,745,000
2020	ISM	AP S	4610	AC	15,063	64	AC Restoration	$ 144,000
2020	ISM	AP S	4615	PCC	2,232	0	PCC Reconstruction	$ 45,000
2020	ISM	AP S T-HAN	4710	AC	25,607	29	AC Reconstruction	$ 321,000
2020	ISM	AP W T-HAN	4505	AC	41,443	65	AC Restoration	$ 394,000
2020	ISM	AP W T-HAN	4510	PCC	25,944	2	PCC Reconstruction	$ 519,000
2020	ISM	AP W T-HAN	4525	APC	2,287	5	AC Reconstruction	$ 29,000
2020	ISM	AP W T-HAN	5215	AC	139,404	51	AC Restoration	$ 1,325,000
2020	ISM	RW 6-24	6226	AAC	39,999	55	AC Restoration	$ 381,000
2020	ISM	T-HAN EAST	4810	AC	35,911	59	AC Restoration	$ 342,000
2020	ISM	TW A	120	AAC	12,450	65	AC Restoration	$ 119,000
2020	ISM	TW A	126	AC	52,050	44	AC Restoration	$ 598,000
2020	ISM	TW A1	104	APC	4,928	52	AC Restoration	$ 47,000
2020	ISM	TW A3	160	AAC	17,109	42	AC Restoration	$ 211,000
2020	ISM	TW AP S	4620	AC	21,907	13	AC Reconstruction	$ 274,000
2020	ISM	TW B	205	AAC	71,686	62	AC Restoration	$ 682,000
2020	ISM	TW B	206	AAC	6,615	53	AC Restoration	$ 63,000
2020	ISM	TW B	208	AAC	5,209	49	AC Restoration	$ 53,000
2020	ISM	TW B	210	AC	10,184	52	AC Restoration	$ 97,000
2020	ISM	TW B	212	AC	12,603	56	AC Restoration	$ 120,000
2020	ISM	TW B	215	AC	22,300	50	AC Restoration	$ 218,000
2020	ISM	TW C	320	AC	55,722	45	AC Restoration	$ 624,000
2020	ISM	TW CONN NW	850	AC	22,390	38	AC Reconstruction	$ 280,000
2020	ISM	TW D	404	AC	8,876	28	AC Reconstruction	$ 111,000

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Program Year	Network ID	Branch ID	Section ID	Surface	Area (SF)	PCI Before	Rehabilitation Type	Planning Cost
2020	ISM	TW D	405	AC	101,976	49	AC Restoration	$ 1,023,000
2020	ISM	TW D	410	AC	56,652	46	AC Restoration	$ 618,000
2020	ISM	TW E	522	AAC	8,895	63	AC Restoration	$ 85,000
2020	ISM	TW E	523	AAC	11,003	49	AC Restoration	$ 112,000
2020	ISM	TW F	605	AC	36,483	52	AC Restoration	$ 347,000
2020	ISM	TW F	610	AC	25,681	44	AC Restoration	$ 295,000
2020	ISM	TW G	710	AAC	8,914	56	AC Restoration	$ 85,000
2020	ISM	TW N RAMP	910	AC	2,963	36	AC Reconstruction	$ 38,000
2020	ISM	TW W APRON	408	AC	11,176	60	AC Restoration	$ 107,000
2021	ISM	AP RU15-33	5110	AAC	29,707	67	AC Restoration	$ 283,000
2021	ISM	AP W T-HAN	4515	AC	8,387	67	AC Restoration	$ 80,000
2023	ISM	T-HAN EAST	4805	AC	18,639	69	AC Restoration	$ 178,000
2024	ISM	AP NW	4415	PCC	30,431	71	PCC Restoration	$ 411,000
2025	ISM	AP W T-HAN	5210	AC	221,395	73	AC Restoration	$ 2,104,000
2025	ISM	TW E	525	AAC	7,128	70	AC Restoration	$ 68,000
2025	ISM	TW G	705	AAC	12,550	70	AC Restoration	$ 120,000
2026	ISM	AP W T-HAN	4520	AC	7,391	75	AC Restoration	$ 71,000
2026	ISM	TW W APRON	615	AC	3,458	73	AC Restoration	$ 33,000
2027	ISM	RW 15-33	6125	AAC	40,000	72	AC Restoration	$ 381,000
2027	ISM	TW H	805	AC	42,962	74	AC Restoration	$ 409,000
2028	ISM	TW C	127	AAC	32,304	74	AC Restoration	$ 307,000
2029	ISM	AP N	4120	AAC	8,981	86	AC Restoration	$ 86,000
2029	ISM	AP S T-HAN	4715	AC	46,465	81	AC Restoration	$ 442,000
2029	ISM	RW 15-33	6150	AAC	30,000	75	AC Restoration	$ 286,000
Leesburg International Airport (LEE)								
2020	LEE	AP N	4105	AC	323,324	53	AC Restoration	$ 2,264,000
2020	LEE	AP N	4120	PCC	6,600	59	PCC Restoration	$ 67,000
2020	LEE	AP N	4125	AC	59,690	66	AC Restoration	$ 418,000
2020	LEE	AP N	4135	PCC	18,579	31	PCC Reconstruction	$ 279,000
2020	LEE	AP N	4140	PCC	8,600	12	PCC Reconstruction	$ 130,000
2020	LEE	AP RFUEL	4505	AC	25,329	26	AC Reconstruction	$ 228,000
2020	LEE	RW 13-31	6105	AAC	250,000	61	AC Restoration	$ 1,751,000
2020	LEE	RW 13-31	6110	AAC	250,000	66	AC Restoration	$ 1,751,000
2020	LEE	TL APRON	4305	AC	10,698	35	AC Reconstruction	$ 97,000
2020	LEE	TW A1	120	AC	4,409	59	AC Restoration	$ 31,000
2020	LEE	TW A2	130	AC	4,287	65	AC Restoration	$ 31,000
2020	LEE	TW A3	140	AC	4,673	63	AC Restoration	$ 33,000
2020	LEE	TW B	205	AAC	4,534	65	AC Restoration	$ 32,000
2020	LEE	TW D	400	AC	22,621	57	AC Restoration	$ 159,000
2020	LEE	TW K	705	AC	33,012	65	AC Restoration	$ 232,000
2020	LEE	TW K	715	AC	4,634	63	AC Restoration	$ 33,000
2022	LEE	AP T-HANG	4205	AC	45,127	69	AC Restoration	$ 316,000
2024	LEE	TL T-HANG	4110	AC	14,559	69	AC Restoration	$ 102,000
Marion County Airport (X35)								
2018	X35	AP	4105	AC	128,008	59	AC Restoration	$ 897,000
2018	X35	AP HANGAR	4210	AC	10,197	57	AC Restoration	$ 72,000
2018	X35	AP HANGAR	4220	AC	21,334	56	AC Restoration	$ 150,000
2018	X35	AP HANGAR	4230	PCC	8,045	17	PCC Reconstruction	$ 121,000

Program Year	Network ID	Branch ID	Section ID	Surface	Area (SF)	PCI Before	Rehabilitation Type	Planning Cost
2018	X35	AP HANGAR	4235	AC	2,713	51	AC Restoration	$ 20,000
2018	X35	RW 5-23	6215	PCC	30,000	45	PCC Restoration	$ 391,000
2018	X35	TW A	115	PCC	3,750	33	PCC Reconstruction	$ 57,000
2021	X35	RW 10-28	6105	AC	273,635	71	AC Restoration	$ 1,916,000
Merritt Island Airport (COI)								
2018	COI	AP N	4203	PCC	2,202	46	PCC Restoration	$ 28,000
2018	COI	AP N	4205	AAC	24,860	24	AC Reconstruction	$ 224,000
2018	COI	AP N	4215	AAC	139,109	61	AC Restoration	$ 974,000
2018	COI	AP N	4218	AAC	48,875	68	AC Restoration	$ 343,000
2018	COI	AP N	4225	AAC	26,238	68	AC Restoration	$ 184,000
2018	COI	AP N	4230	AAC	42,203	65	AC Restoration	$ 296,000
2018	COI	AP S	4105	AAC	97,600	18	AC Reconstruction	$ 879,000
2018	COI	AP S	4106	AAC	19,959	18	AC Reconstruction	$ 180,000
2018	COI	AP S	4110	AAC	61,930	19	AC Reconstruction	$ 558,000
2018	COI	AP S	4111	AAC	14,689	23	AC Reconstruction	$ 133,000
2018	COI	AP S	4115	AAC	89,447	21	AC Reconstruction	$ 806,000
2018	COI	TW A1	305	AAC	10,739	57	AC Restoration	$ 76,000
2018	COI	TW A5	110	AAC	9,043	62	AC Restoration	$ 64,000
2018	COI	TW B	205	AAC	12,750	64	AC Restoration	$ 90,000
2018	COI	TW B	210	AAC	57,150	64	AC Restoration	$ 401,000
2018	COI	TW B1	315	AAC	4,046	61	AC Restoration	$ 29,000
2018	COI	TW B4	216	AAC	5,450	65	AC Restoration	$ 39,000
2019	COI	RW 11-29	6105	AAC	270,225	68	AC Restoration	$ 1,892,000
2020	COI	TW A3	505	AAC	4,513	68	AC Restoration	$ 32,000
2020	COI	TW B2	410	AAC	4,298	68	AC Restoration	$ 31,000
2022	COI	AP N	4220	AAC	33,609	76	AC Restoration	$ 236,000
2023	COI	TW A	105	AAC	125,133	71	AC Restoration	$ 876,000
2024	COI	AP RU RW29	5105	AAC	14,226	80	AC Restoration	$ 100,000
2025	COI	AP N	4202	PCC	3,023	82	PCC Restoration	$ 31,000
2025	COI	AP SW	4310	AC	10,214	78	AC Restoration	$ 72,000
2026	COI	TW A2	405	AAC	4,513	74	AC Restoration	$ 32,000
2026	COI	TW A4	605	AAC	5,387	73	AC Restoration	$ 38,000
New Smyrna Beach Municipal Airport (EVB)								
2020	EVB	AP	4102	PCC	29,874	5	PCC Reconstruction	$ 598,000
2020	EVB	AP	4104	AC	4,212	49	AC Restoration	$ 43,000
2020	EVB	AP	4105	PCC	10,564	9	PCC Reconstruction	$ 212,000
2020	EVB	AP	4110	PCC	1,950	11	PCC Reconstruction	$ 40,000
2020	EVB	AP	4115	PCC	8,775	5	PCC Reconstruction	$ 176,000
2020	EVB	AP	4130	PCC	40,106	40	PCC Reconstruction	$ 803,000
2020	EVB	AP	4135	AC	5,831	33	AC Reconstruction	$ 73,000
2020	EVB	AP	4140	AC	60,486	38	AC Reconstruction	$ 757,000
2020	EVB	AP	4160	AC	10,001	46	AC Restoration	$ 110,000
2020	EVB	AP	4165	PCC	9,517	10	PCC Reconstruction	$ 191,000
2020	EVB	AP	4185	PCC	17,272	4	PCC Reconstruction	$ 346,000
2020	EVB	AP RW15-33	6345	AC	46,282	32	AC Reconstruction	$ 579,000
2020	EVB	AP S	4215	PCC	56,450	9	PCC Reconstruction	$ 1,130,000
2020	EVB	AP S	4220	PCC	8,835	4	PCC Reconstruction	$ 177,000
2020	EVB	RW 2-20	6405	AC	78,400	35	AC Reconstruction	$ 981,000

Program Year	Network ID	Branch ID	Section ID	Surface	Area (SF)	PCI Before	Rehabilitation Type	Planning Cost
2020	EVB	RW 2-20	6425	AC	254,789	35	AC Reconstruction	$ 3,185,000
2020	EVB	RW 2-20	6430	AC	5,000	38	AC Reconstruction	$ 63,000
2020	EVB	RW 2-20	6445	AC	37,952	36	AC Reconstruction	$ 475,000
2020	EVB	RW 2-20	6450	AC	25,000	36	AC Reconstruction	$ 313,000
2020	EVB	TW A	105	AC	93,280	55	AC Restoration	$ 887,000
2020	EVB	TW A	125	AC	4,303	56	AC Restoration	$ 41,000
2020	EVB	TW C	310	AC	38,242	44	AC Restoration	$ 439,000
2020	EVB	TW D	415	AC	7,000	25	AC Reconstruction	$ 88,000
2020	EVB	TW D	420	PCC	15,749	4	PCC Reconstruction	$ 315,000
2021	EVB	TW C	325	AC	48,581	67	AC Restoration	$ 462,000
2022	EVB	TW B	215	AC	105,867	68	AC Restoration	$ 1,006,000
2024	EVB	TW C	315	AC	43,226	70	AC Restoration	$ 411,000
2024	EVB	TW C	320	AC	31,436	70	AC Restoration	$ 299,000
2024	EVB	TW D	405	AC	50,628	71	AC Restoration	$ 481,000
2025	EVB	AP	4145	AC	17,888	72	AC Restoration	$ 170,000
2027	EVB	TW B	210	AC	67,896	74	AC Restoration	$ 646,000
Ocala International/Jim Taylor Field (OCF)								
2020	OCF	AP CENTER	4105	AAC	168,599	61	AC Restoration	$ 1,855,000
2020	OCF	AP CENTER	4110	AAC	83,395	58	AC Restoration	$ 918,000
2020	OCF	AP CENTER	4115	AAC	118,750	61	AC Restoration	$ 1,307,000
2020	OCF	AP CENTER	4120	AAC	95,753	58	AC Restoration	$ 1,054,000
2020	OCF	AP CENTER	4125	AC	30,574	57	AC Restoration	$ 337,000
2020	OCF	AP CENTER	4145	AAC	6,660	55	AC Restoration	$ 74,000
2020	OCF	AP CENTER	4150	PCC	6,000	37	PCC Reconstruction	$ 139,000
2020	OCF	AP N	4210	AC	41,762	55	AC Restoration	$ 460,000
2020	OCF	TW A	505	AAC	226,008	37	AC Reconstruction	$ 3,165,000
2020	OCF	TW A	540	AC	124,047	16	AC Reconstruction	$ 1,737,000
2020	OCF	TW A3	515	AAC	3,791	46	AC Restoration	$ 48,000
2020	OCF	TW A5	525	AAC	16,153	64	AC Restoration	$ 178,000
2020	OCF	TW A6	530	AAC	14,829	27	AC Reconstruction	$ 208,000
2020	OCF	TW A6	560	AC	22,146	63	AC Restoration	$ 244,000
2020	OCF	TW A8	535	AC	25,759	15	AC Reconstruction	$ 361,000
2020	OCF	TW A9	545	AC	19,957	29	AC Reconstruction	$ 280,000
2020	OCF	TW B	105	AC	84,332	52	AC Restoration	$ 928,000
2020	OCF	TW B	106	AC	6,834	54	AC Restoration	$ 76,000
2020	OCF	TW T-HANG	580	AC	18,904	47	AC Restoration	$ 235,000
2020	OCF	TW T-HANG	585	AC	76,028	53	AC Restoration	$ 837,000
2021	OCF	AP CENTER	4130	AAC	19,665	67	AC Restoration	$ 217,000
2026	OCF	TW A3	514	AAC	11,036	76	AC Restoration	$ 122,000
2026	OCF	TW A6	570	AC	6,990	71	AC Restoration	$ 77,000
2028	OCF	AP N	4205	AC	19,584	79	AC Restoration	$ 216,000
2028	OCF	TW A3	516	AAC	17,350	80	AC Restoration	$ 191,000
2028	OCF	TW AP N	595	AC	33,921	73	AC Restoration	$ 374,000
2029	OCF	TW A4	520	AAC	16,927	82	AC Restoration	$ 187,000
Orlando Executive Airport (ORL)								
2020	ORL	AP GA	4205	AC	608,614	49	AC Restoration	$ 6,102,000
2020	ORL	AP GA	4230	AC	23,614	61	AC Restoration	$ 225,000
2020	ORL	AP N	4105	AC	200,966	6	AC Reconstruction	$ 2,513,000

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Program Year	Network ID	Branch ID	Section ID	Surface	Area (SF)	PCI Before	Rehabilitation Type	Planning Cost
2020	ORL	AP N	4125	AC	140,429	5	AC Reconstruction	$ 1,756,000
2020	ORL	AP N	4140	AC	237,860	25	AC Reconstruction	$ 2,974,000
2020	ORL	AP N	4145	AC	122,500	34	AC Reconstruction	$ 1,532,000
2020	ORL	AP N	4155	AC	337,449	49	AC Restoration	$ 3,384,000
2020	ORL	AP N	4158	AAC	125,584	6	AC Reconstruction	$ 1,570,000
2020	ORL	AP N	4165	AC	27,156	7	AC Reconstruction	$ 340,000
2020	ORL	AP N	4167	AC	28,916	12	AC Reconstruction	$ 362,000
2020	ORL	AP N	4168	PCC	24,538	0	PCC Reconstruction	$ 491,000
2020	ORL	AP NE	4305	AC	52,643	23	AC Reconstruction	$ 659,000
2020	ORL	AP NE	4312	AC	8,541	59	AC Restoration	$ 82,000
2020	ORL	AP W	4605	AC	34,600	64	AC Restoration	$ 329,000
2020	ORL	AP W	4610	AC	260,825	45	AC Restoration	$ 2,940,000
2020	ORL	AP W	4650	AC	115,747	50	AC Restoration	$ 1,125,000
2020	ORL	AP W	4670	AC	10,856	58	AC Restoration	$ 104,000
2020	ORL	RW 7-25	6105	AAC	600,500	63	AC Restoration	$ 5,705,000
2020	ORL	RW 7-25	6110	AAC	300,250	64	AC Restoration	$ 2,853,000
2020	ORL	TW A	104	AC	11,949	66	AC Restoration	$ 114,000
2020	ORL	TW A	115	AC	31,644	56	AC Restoration	$ 301,000
2020	ORL	TW A	116	AC	11,579	63	AC Restoration	$ 111,000
2020	ORL	TW A	117	AC	22,912	62	AC Restoration	$ 218,000
2020	ORL	TW A	150	AC	60,358	57	AC Restoration	$ 574,000
2020	ORL	TW A1	112	AAC	14,428	57	AC Restoration	$ 138,000
2020	ORL	TW A2	120	AAC	30,935	65	AC Restoration	$ 294,000
2020	ORL	TW A4	140	AC	15,668	63	AC Restoration	$ 149,000
2020	ORL	TW A5	405	AAC	37,049	65	AC Restoration	$ 352,000
2020	ORL	TW B	102	AC	6,388	48	AC Restoration	$ 66,000
2020	ORL	TW B	103	AAC	57,000	55	AC Restoration	$ 542,000
2020	ORL	TW E	505	AC	78,110	65	AC Restoration	$ 743,000
2020	ORL	TW E1	501	AC	5,073	50	AC Restoration	$ 50,000
2020	ORL	TW E2	510	AC	9,644	46	AC Restoration	$ 105,000
2020	ORL	TW E2	512	AC	2,687	61	AC Restoration	$ 26,000
2020	ORL	TW E3	417	AC	8,311	29	AC Reconstruction	$ 104,000
2020	ORL	TW E3	420	AC	36,384	50	AC Restoration	$ 354,000
2020	ORL	TW E3	520	AC	9,009	46	AC Restoration	$ 99,000
2020	ORL	TW E3	522	AC	2,133	48	AC Restoration	$ 22,000
2020	ORL	TW E4	1070	AAC	130,837	50	AC Restoration	$ 1,278,000
2020	ORL	TW E4	1080	AAC	8,393	56	AC Restoration	$ 80,000
2020	ORL	TW E5	560	AC	5,540	65	AC Restoration	$ 53,000
2020	ORL	TW F	605	AC	54,815	45	AC Restoration	$ 613,000
2020	ORL	TW G	705	AC	30,099	54	AC Restoration	$ 286,000
2020	ORL	TW G	710	AC	9,812	55	AC Restoration	$ 94,000
2020	ORL	TW H	806	AC	62,452	52	AC Restoration	$ 594,000
2021	ORL	AP N	4170	AC	84,878	67	AC Restoration	$ 807,000
2021	ORL	AP W SEGM	4805	AAC	129,830	67	AC Restoration	$ 1,234,000
2021	ORL	TW E6	805	AC	17,742	67	AC Restoration	$ 169,000
2022	ORL	RW 13-31	6205	AC	445,836	66	AC Restoration	$ 4,236,000
2022	ORL	TW A	125	AAC	257,040	67	AC Restoration	$ 2,442,000
2022	ORL	TW A3	130	AAC	56,163	67	AC Restoration	$ 534,000
2024	ORL	TW E4	1105	AC	6,580	70	AC Restoration	$ 63,000

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2024	ORL	TW K	610	AC	27,266	70	AC Restoration	$ 260,000
2025	ORL	AP NE	4315	AAC	24,518	77	AC Restoration	$ 233,000
2025	ORL	AP NE	4320	AAC	53,040	77	AC Restoration	$ 504,000
2025	ORL	AP W SEGM	4810	AAC	79,530	77	AC Restoration	$ 756,000
2025	ORL	TW A6	113	AC	26,953	72	AC Restoration	$ 257,000
2026	ORL	AP RU	5110	AC	25,880	75	AC Restoration	$ 246,000
2026	ORL	AP RU	5115	AC	36,282	74	AC Restoration	$ 345,000
2026	ORL	AP RU	5120	AC	41,840	75	AC Restoration	$ 398,000
2026	ORL	TW A5	425	AAC	9,443	71	AC Restoration	$ 90,000
2027	ORL	AP N	4175	AC	42,594	76	AC Restoration	$ 405,000
Orlando-Melbourne International Airport (MLB)								
2020	MLB	AP CENTER	4515	APC	2,842	64	AC Restoration	$ 32,000
2020	MLB	AP E	4406	APC	12,949	37	AC Reconstruction	$ 182,000
2020	MLB	AP N GA	4105	AC	95,800	66	AC Restoration	$ 1,054,000
2020	MLB	AP N GA	4110	AC	124,328	59	AC Restoration	$ 1,368,000
2020	MLB	AP N GA	4120	AC	96,139	60	AC Restoration	$ 1,058,000
2020	MLB	AP W	4312	PCC	8,547	12	PCC Reconstruction	$ 197,000
2020	MLB	AP W	4315	AAC	57,374	65	AC Restoration	$ 632,000
2020	MLB	AP W	4320	AC	75,950	55	AC Restoration	$ 836,000
2020	MLB	AP W	4325	PCC	45,350	0	PCC Reconstruction	$ 1,044,000
2020	MLB	AP W	4330	PCC	52,136	6	PCC Reconstruction	$ 1,200,000
2020	MLB	TW C	330	AC	104,250	65	AC Restoration	$ 1,147,000
2020	MLB	TW D	410	AC	103,254	59	AC Restoration	$ 1,136,000
2020	MLB	TW D	412	AC	4,498	61	AC Restoration	$ 50,000
2020	MLB	TW H	805	AAC	18,700	60	AC Restoration	$ 206,000
2020	MLB	TW Q	1732	AAC	4,295	61	AC Restoration	$ 48,000
2020	MLB	TW S	510	AAC	68,429	45	AC Restoration	$ 880,000
2022	MLB	TW A	120	AAC	691,660	69	AC Restoration	$ 7,609,000
2022	MLB	TW L	1210	AAC	33,859	69	AC Restoration	$ 373,000
2023	MLB	TW C	306	AAC	12,368	70	AC Restoration	$ 137,000
2023	MLB	TW D	405	AAC	8,073	70	AC Restoration	$ 89,000
2024	MLB	AP CENTER	4998	PCC	48,745	71	PCC Restoration	$ 829,000
2024	MLB	TW K	1116	AAC	6,760	71	AC Restoration	$ 75,000
2024	MLB	TW M	1320	AAC	5,526	71	AC Restoration	$ 61,000
2025	MLB	TW C	315	AAC	58,917	74	AC Restoration	$ 649,000
2025	MLB	TW M	1305	AAC	3,968	74	AC Restoration	$ 44,000
2025	MLB	TW Q	1705	AAC	91,926	73	AC Restoration	$ 1,012,000
2026	MLB	AP SW	4720	AC	146,718	75	AC Restoration	$ 1,614,000
2026	MLB	AP TERM	4210	AAC	344,919	80	AC Restoration	$ 3,795,000
2026	MLB	TW A	105	AAC	33,560	76	AC Restoration	$ 370,000
2026	MLB	TW K	1115	AAC	144,746	75	AC Restoration	$ 1,593,000
2026	MLB	TW K	1135	AAC	78,460	75	AC Restoration	$ 864,000
2026	MLB	TW M	1315	AC	50,873	71	AC Restoration	$ 560,000
2027	MLB	AP N GA	4145	AAC	6,550	83	AC Restoration	$ 73,000
2027	MLB	TW K	1125	AAC	94,162	77	AC Restoration	$ 1,036,000
2027	MLB	TW M	1325	AAC	5,526	77	AC Restoration	$ 61,000
2027	MLB	TW V	1605	AAC	57,621	77	AC Restoration	$ 634,000
2028	MLB	AP E	4407	AC	69,765	78	AC Restoration	$ 768,000

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2028	MLB	AP N GA	4135	APC	22,070	85	AC Restoration	$ 243,000
2028	MLB	AP SW	4710	AC	216,728	78	AC Restoration	$ 2,384,000
2028	MLB	TW K	1130	AAC	76,184	80	AC Restoration	$ 839,000
2028	MLB	TW Q	1710	AAC	12,104	79	AC Restoration	$ 134,000
2028	MLB	TW R	1805	AAC	56,463	81	AC Restoration	$ 622,000
2028	MLB	TW T	2005	AAC	47,619	80	AC Restoration	$ 524,000
2029	MLB	AP N GA	4130	AC	41,505	80	AC Restoration	$ 457,000
2029	MLB	AP TERM	4205	PCC	290,074	78	PCC Restoration	$ 4,932,000
2029	MLB	TW A	130	AAC	36,222	82	AC Restoration	$ 399,000
2029	MLB	TW C	305	AAC	34,006	82	AC Restoration	$ 375,000
2029	MLB	TW D	408	AAC	7,930	82	AC Restoration	$ 88,000
2029	MLB	TW D	416	AC	8,423	74	AC Restoration	$ 93,000
2029	MLB	TW K	1110	AAC	5,207	82	AC Restoration	$ 58,000
2029	MLB	TW R	1810	AAC	57,323	82	AC Restoration	$ 631,000
2029	MLB	TW R	1820	AAC	49,954	82	AC Restoration	$ 550,000
2029	MLB	TW S1	520	AC	14,644	74	AC Restoration	$ 162,000
Orlando Sanford International Airport (SFB)								
2020	SFB	AP E	4505	PCC	15,664	35	PCC Reconstruction	$ 361,000
2020	SFB	AP E	4510	PCC	23,133	66	PCC Restoration	$ 394,000
2020	SFB	AP SW	4205	APC	188,662	54	AC Restoration	$ 2,076,000
2020	SFB	AP SW	4250	AAC	9,240	40	AC Reconstruction	$ 130,000
2020	SFB	AP SW	4270	AC	295,981	49	AC Restoration	$ 3,467,000
2020	SFB	AP TERM	4115	AAC	172,176	64	AC Restoration	$ 1,894,000
2020	SFB	AP TERM	4130	AC	20,752	61	AC Restoration	$ 229,000
2020	SFB	AP TERM	4140	AC	161,183	65	AC Restoration	$ 1,773,000
2020	SFB	AP W	4405	AC	20,143	17	AC Reconstruction	$ 282,000
2020	SFB	AP W	4410	PCC	27,986	58	PCC Restoration	$ 476,000
2020	SFB	FBO AP	4305	AC	231,730	44	AC Restoration	$ 3,062,000
2020	SFB	FBO AP	4315	AC	57,936	65	AC Restoration	$ 638,000
2020	SFB	FBO APCONN	105	AC	72,100	28	AC Reconstruction	$ 1,010,000
2020	SFB	RW 18-36	6210	AAC	231,374	49	AC Restoration	$ 2,650,000
2020	SFB	RW 18-36	6230	APC	12,000	51	AC Restoration	$ 132,000
2020	SFB	RW 18-36	6231	APC	13,324	55	AC Restoration	$ 147,000
2020	SFB	RW 18-36	6232	APC	8,625	67	AC Restoration	$ 95,000
2020	SFB	RW 18-36	6233	APC	13,137	56	AC Restoration	$ 145,000
2020	SFB	RW 18-36	6245	APC	9,864	57	AC Restoration	$ 109,000
2020	SFB	RW 18-36	6250	AAC	22,650	59	AC Restoration	$ 250,000
2020	SFB	RW 18-36	6255	AAC	15,412	47	AC Restoration	$ 186,000
2020	SFB	RW 18-36	6260	AAC	7,553	65	AC Restoration	$ 84,000
2020	SFB	RW 18-36	6280	AAC	70,125	61	AC Restoration	$ 772,000
2020	SFB	RW 18-36	6285	AAC	27,000	55	AC Restoration	$ 297,000
2020	SFB	RW 18-36	6290	AAC	30,750	65	AC Restoration	$ 339,000
2020	SFB	RW 9C-27C	6305	AAC	268,321	66	AC Restoration	$ 2,952,000
2020	SFB	RW 9R-27L	6405	AC	237,301	61	AC Restoration	$ 2,611,000
2020	SFB	TW A	110	AC	188,653	63	AC Restoration	$ 2,076,000
2020	SFB	TW A3	115	AC	36,474	46	AC Restoration	$ 463,000
2020	SFB	TW B	204	AC	82,722	51	AC Restoration	$ 915,000
2020	SFB	TW B	205	AAC	408,689	54	AC Restoration	$ 4,496,000

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2020	SFB	TW B	605	AAC	197,906	38	AC Reconstruction	$ 2,771,000
2020	SFB	TW B	610	AAC	60,454	49	AC Restoration	$ 698,000
2020	SFB	TW B2	250	APC	85,247	48	AC Restoration	$ 1,013,000
2020	SFB	TW B3	215	AC	20,682	15	AC Reconstruction	$ 290,000
2020	SFB	TW B4	216	AC	18,607	64	AC Restoration	$ 205,000
2020	SFB	TW B4	220	AC	21,122	55	AC Restoration	$ 233,000
2020	SFB	TW B7	225	APC	100,187	61	AC Restoration	$ 1,103,000
2020	SFB	TW B7	226	AC	11,788	63	AC Restoration	$ 130,000
2020	SFB	TW B7	227	APC	3,805	66	AC Restoration	$ 42,000
2020	SFB	TW C	307	AC	33,750	53	AC Restoration	$ 372,000
2020	SFB	TW C	308	AC	18,750	29	AC Reconstruction	$ 263,000
2020	SFB	TW C	315	AAC	218,691	47	AC Restoration	$ 2,670,000
2020	SFB	TW C	320	AAC	19,167	23	AC Reconstruction	$ 269,000
2020	SFB	TW C	355	APC	31,708	55	AC Restoration	$ 349,000
2020	SFB	TW K	1105	APC	46,155	37	AC Reconstruction	$ 647,000
2020	SFB	TW K	1107	AAC	59,520	58	AC Restoration	$ 655,000
2020	SFB	TW K	1110	AC	57,970	62	AC Restoration	$ 638,000
2020	SFB	TW K1	1005	AC	65,060	60	AC Restoration	$ 716,000
2020	SFB	TW L	1208	AAC	97,725	49	AC Restoration	$ 1,129,000
2020	SFB	TW L	1209	AAC	24,382	50	AC Restoration	$ 274,000
2020	SFB	TW L	1220	AC	46,072	58	AC Restoration	$ 507,000
2020	SFB	TW M	1305	AC	30,807	47	AC Restoration	$ 381,000
2020	SFB	TW P	1505	AC	11,651	23	AC Reconstruction	$ 164,000
2020	SFB	TW P	1510	PCC	3,848	12	PCC Reconstruction	$ 89,000
2020	SFB	TW R	1805	AC	120,498	38	AC Reconstruction	$ 1,687,000
2020	SFB	TW R	1810	AC	15,757	60	AC Restoration	$ 174,000
2020	SFB	TW R	1817	AAC	19,255	56	AC Restoration	$ 212,000
2020	SFB	TW R	1818	AAC	8,265	61	AC Restoration	$ 91,000
2020	SFB	TW R	1819	APC	4,984	49	AC Restoration	$ 58,000
2020	SFB	TW R	1820	AC	22,019	21	AC Reconstruction	$ 309,000
2020	SFB	TW R	1825	AAC	21,271	60	AC Restoration	$ 234,000
2021	SFB	RW 18-36	6205	AAC	241,125	70	AC Restoration	$ 2,653,000
2021	SFB	RW 18-36	6240	APC	5,625	69	AC Restoration	$ 62,000
2021	SFB	RW 18-36	6295	AAC	30,750	69	AC Restoration	$ 339,000
2021	SFB	TW B	202	AAC	18,286	67	AC Restoration	$ 202,000
2021	SFB	TW B	203	AAC	16,975	67	AC Restoration	$ 187,000
2021	SFB	TW P	1502	AAC	3,018	67	AC Restoration	$ 34,000
2021	SFB	TW R	1812	AAC	22,615	67	AC Restoration	$ 249,000
2022	SFB	RW 9C-27C	6304	AAC	8,514	71	AC Restoration	$ 94,000
2022	SFB	RW 9L-27R	6105	APC	864,000	71	AC Restoration	$ 9,504,000
2022	SFB	TW B3	213	AAC	17,487	69	AC Restoration	$ 193,000
2022	SFB	TW B4	222	AC	17,047	67	AC Restoration	$ 188,000
2022	SFB	TW R	1815	AAC	54,955	69	AC Restoration	$ 605,000
2023	SFB	RW 18-36	6252	AAC	7,500	73	AC Restoration	$ 83,000
2023	SFB	RW 18-36	6258	AAC	7,237	74	AC Restoration	$ 80,000
2023	SFB	TW M	1304	AC	27,969	68	AC Restoration	$ 308,000
2024	SFB	TW A3	116	AC	16,974	69	AC Restoration	$ 187,000
2025	SFB	AP E	4515	APC	15,000	77	AC Restoration	$ 165,000
2025	SFB	RW 9L-27R	6110	APC	432,000	77	AC Restoration	$ 4,752,000

District Airfield Pavement Evaluation Report

Program Year	Network ID	Branch ID	Section ID	Surface	Area (SF)	PCI Before	Rehabilitation Type	Planning Cost
2025	SFB	TW B	252	AAC	19,042	73	AC Restoration	$ 210,000
2025	SFB	TW C	350	AC	128,042	70	AC Restoration	$ 1,409,000
2025	SFB	TW L	1207	AAC	20,672	74	AC Restoration	$ 228,000
2025	SFB	TW S2	1920	AC	23,285	70	AC Restoration	$ 257,000
2025	SFB	TW S3	1930	AC	13,494	70	AC Restoration	$ 149,000
2026	SFB	RW 18-36	6217	AAC	27,370	78	AC Restoration	$ 302,000
2026	SFB	RW 18-36	6225	AAC	15,745	78	AC Restoration	$ 174,000
2026	SFB	TW R	1806	AAC	17,488	75	AC Restoration	$ 193,000
2027	SFB	AP SW	4251	AAC	8,702	83	AC Restoration	$ 96,000
2027	SFB	RW 18-36	6216	PCC	27,000	78	PCC Restoration	$ 460,000
2027	SFB	TW B8	235	AAC	36,946	79	AC Restoration	$ 407,000
2027	SFB	TW L	1205	AC	16,841	72	AC Restoration	$ 186,000
2027	SFB	TW R	1814	AAC	10,011	77	AC Restoration	$ 111,000
2028	SFB	AP N	4310	AC	244,780	79	AC Restoration	$ 2,693,000
2028	SFB	AP SW	4201	APC	8,635	87	AC Restoration	$ 95,000
2028	SFB	RW 18-36	6212	AAC	9,750	81	AC Restoration	$ 108,000
2028	SFB	RW 9R-27L	6410	AC	217,575	80	AC Restoration	$ 2,394,000
2028	SFB	TW B3	217	AC	18,604	73	AC Restoration	$ 205,000
2028	SFB	TW S1	1915	AC	22,553	73	AC Restoration	$ 249,000
2029	SFB	AP SW	4203	AC	16,967	80	AC Restoration	$ 187,000
2029	SFB	RW 9L-27R	6145	APC	32,500	84	AC Restoration	$ 358,000
2029	SFB	TW K	4610	AC	15,598	74	AC Restoration	$ 172,000
Ormond Beach Municipal Airport (OMN)								
2020	OMN	AP CENTER	4204	AC	5,932	30	AC Reconstruction	$ 75,000
2020	OMN	AP CENTER	4205	AAC	141,436	33	AC Reconstruction	$ 1,768,000
2020	OMN	AP E	4305	AC	52,638	28	AC Reconstruction	$ 658,000
2020	OMN	AP W	4102	AC	22,255	28	AC Reconstruction	$ 279,000
2020	OMN	AP W	4105	AC	164,592	61	AC Restoration	$ 1,564,000
2020	OMN	TW B	205	AAC	21,323	37	AC Reconstruction	$ 267,000
2020	OMN	TW D	405	AAC	74,127	38	AC Reconstruction	$ 927,000
2020	OMN	TW E	505	AAC	56,507	38	AC Reconstruction	$ 707,000
2020	OMN	TW F	605	AC	41,694	46	AC Restoration	$ 455,000
2020	OMN	TW F	650	AC	6,273	36	AC Reconstruction	$ 79,000
2020	OMN	TW T-HANG	2004	PCC	17,255	9	PCC Reconstruction	$ 346,000
2022	OMN	AP T HANG	4410	AC	54,829	68	AC Restoration	$ 521,000
2027	OMN	RW 17-35	6210	AAC	10,188	72	AC Restoration	$ 97,000
2028	OMN	RW 17-35	6205	AAC	329,912	73	AC Restoration	$ 3,135,000
Space Coast Regional Airport (TIX)								
2020	TIX	AP E	4205	AAC	101,014	62	AC Restoration	$ 1,112,000
2020	TIX	AP E	4214	APC	52,187	56	AC Restoration	$ 575,000
2020	TIX	AP E	4215	AC	82,925	45	AC Restoration	$ 1,070,000
2020	TIX	AP E	4219	AAC	8,237	56	AC Restoration	$ 91,000
2020	TIX	RW 18-36	6105	AAC	500,000	62	AC Restoration	$ 5,500,000
2020	TIX	RW 18-36	6110	AAC	250,000	57	AC Restoration	$ 2,750,000
2020	TIX	RW 18-36	6125	AAC	100,000	62	AC Restoration	$ 1,100,000
2020	TIX	RW 18-36	6130	AAC	50,000	60	AC Restoration	$ 550,000
2020	TIX	RW 18-36	6145	AAC	131,900	65	AC Restoration	$ 1,451,000
2020	TIX	RW 18-36	6150	AAC	65,950	64	AC Restoration	$ 726,000

District Airfield Pavement Evaluation Report

Program Year	Network ID	Branch ID	Section ID	Surface	Area (SF)	PCI Before	Rehabilitation Type	Planning Cost
2020	TIX	RW 9-27	6205	AAC	169,743	63	AC Restoration	$ 1,868,000
2020	TIX	RW 9-27	6210	AAC	320,000	53	AC Restoration	$ 3,520,000
2020	TIX	TW A	110	AAC	70,000	66	AC Restoration	$ 770,000
2020	TIX	TW A	120	AAC	90,638	65	AC Restoration	$ 997,000
2020	TIX	TW A2	125	AAC	35,137	65	AC Restoration	$ 387,000
2020	TIX	TW B	205	AAC	22,146	57	AC Restoration	$ 244,000
2020	TIX	TW C	310	AAC	116,660	63	AC Restoration	$ 1,284,000
2020	TIX	TW D	404	AAC	26,461	65	AC Restoration	$ 292,000
2020	TIX	TW D	408	AAC	7,500	65	AC Restoration	$ 83,000
2020	TIX	TW F	605	AAC	30,388	14	AC Reconstruction	$ 426,000
2021	TIX	AP E	4211	AAC	3,845	67	AC Restoration	$ 43,000
2021	TIX	TW A	112	AAC	30,000	67	AC Restoration	$ 330,000
2021	TIX	TW A	115	AAC	50,000	67	AC Restoration	$ 550,000
2022	TIX	AP E	4225	PCC	8,700	69	PCC Restoration	$ 148,000
2022	TIX	TW A	105	AAC	114,651	68	AC Restoration	$ 1,262,000
2022	TIX	TW C	305	AAC	46,879	68	AC Restoration	$ 516,000
2023	TIX	AP E	4221	AC	5,405	71	AC Restoration	$ 60,000
2023	TIX	AP E	4226	AAC	6,677	72	AC Restoration	$ 74,000
2023	TIX	AP E	4245	AC	7,200	71	AC Restoration	$ 80,000
2023	TIX	AP W	4310	AAC	30,464	72	AC Restoration	$ 336,000
2023	TIX	TW E	515	AAC	113,522	70	AC Restoration	$ 1,249,000
2024	TIX	TW E	505	AAC	32,371	72	AC Restoration	$ 357,000
2026	TIX	AP E	4218	AAC	95,344	80	AC Restoration	$ 1,049,000
2026	TIX	AP E	4232	AAC	9,960	79	AC Restoration	$ 110,000
2026	TIX	TW D	410	AAC	73,750	75	AC Restoration	$ 812,000
2027	TIX	AP E	4216	AAC	48,836	82	AC Restoration	$ 538,000
2027	TIX	AP E	4220	AAC	8,168	83	AC Restoration	$ 90,000
2028	TIX	AP E	4230	PCC	9,576	77	PCC Restoration	$ 163,000
2029	TIX	AP E	4227	AAC	6,560	89	AC Restoration	$ 73,000
2029	TIX	AP E	4228	AAC	11,100	89	AC Restoration	$ 123,000
Umatilla Municipal Airport (X23)								
2023	X23	AP T-HANG	4205	AC	21,772	74	AC Restoration	$ 153,000
2023	X23	TL HANG	4110	AC	19,155	71	AC Restoration	$ 135,000
2025	X23	RW 01-19	6105	AC	150,000	78	AC Restoration	$ 1,051,000
2027	X23	TW AP	110	AC	31,285	76	AC Restoration	$ 220,000
Valkaria Airport (X59)								
2018	X59	AP	4115	AC	7,573	61	AC Restoration	$ 54,000
2018	X59	AP	4130	AC	116,849	6	AC Reconstruction	$ 1,052,000
2018	X59	AP	4145	AC	161,691	13	AC Reconstruction	$ 1,456,000
2023	X59	AP	4120	AC	61,617	74	AC Restoration	$ 432,000
2026	X59	AP	4135	PCC	1,600	84	PCC Restoration	$ 17,000

STATEWIDE AIRFIELD PAVEMENT MANAGEMENT PROGRAM

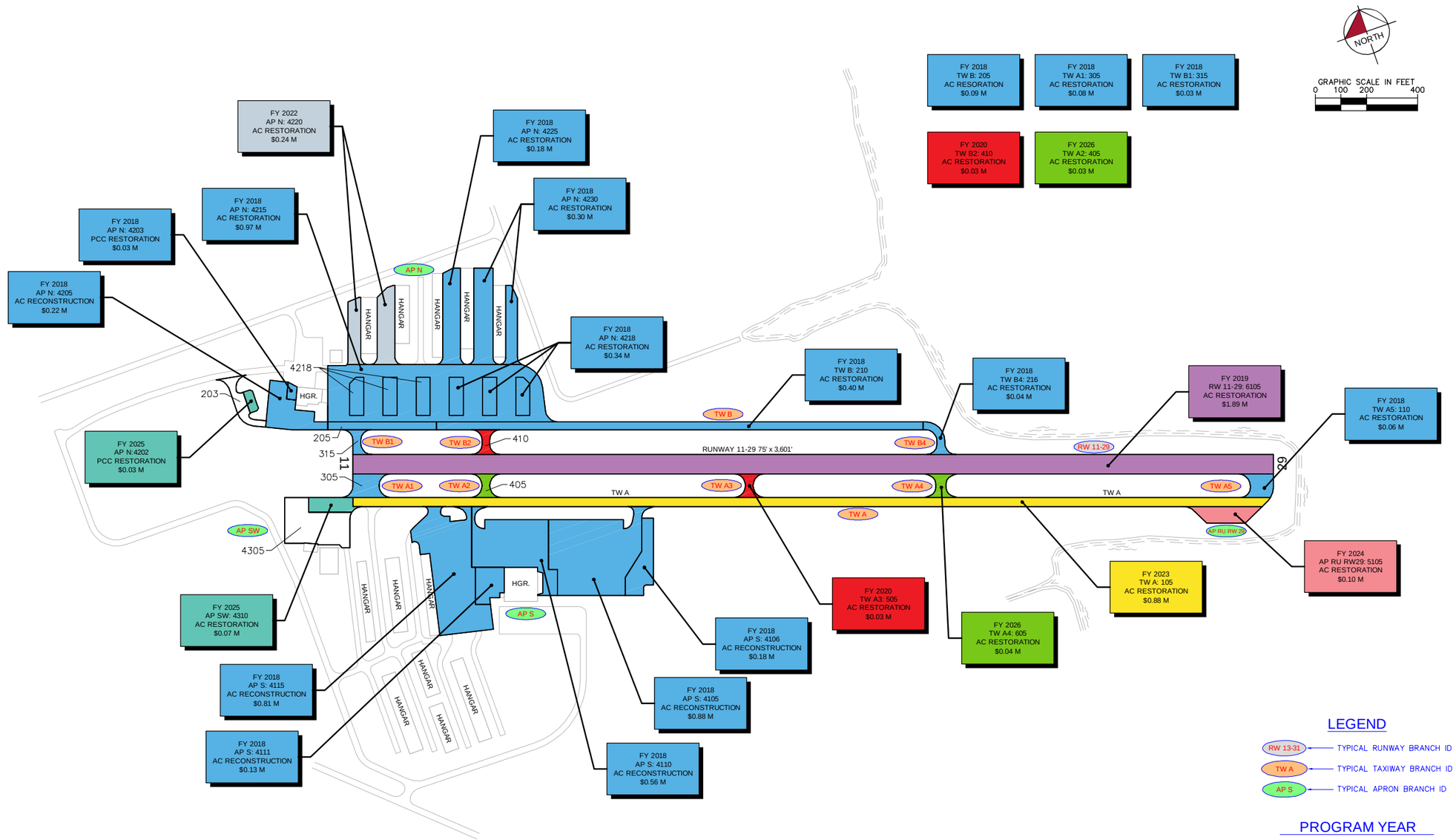
District Airfield Pavement Evaluation Report

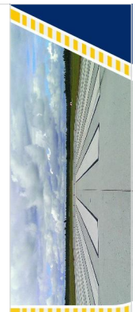
DISTRICT 5

Appendix D

Major Rehabilitation Exhibits

FDOT





004 - AIRFIELD PAVEMENT
MAJOR REHABILITATION EXHIBIT

Airport Pavement Evaluation Report
2017

Statewide Airfield Pavement Management Program
MERRITT ISLAND AIRPORT - COI

FDOT

FY 2020
AP CYDI: 4405
AC RESTORATION
$1.32 M

FY 2020
AP CYDI: 4410
AC RESTORATION
$0.87 M

FY 2020
AP NE: 4205
AC RECONSTRUCTION
$0.1 M

FY 2020
AP NE: 4215
AC RECONSTRUCTION
$1.02 M

FY 2020
AP NE: 4220
AC RECONSTRUCTION
$0.34 M

FY 2020
\AP NE: 4225
AC RESTORATION
$0.44 M

FY 2020
AP NE: 4230
AC RECONSTRUCTION
$0.44 M

FY 2020
AP NE: 4235
AC RECONSTRUCTION
$0.26 M

FY 2020
AP NE: 4240
AC RECONSTRUCTION
$1.53 M

FY 2020
AP NE: 4250
AC RECONSTRUCTION
$1.52 M

FY 2020
AP NE: 4265
AC RECONSTRUCTION
$0.31 M

FY 2020
AP NOVA: 4305
AC RECONSTRUCTION
$1.28 M

FY 2020
AP NOVA: 4310
AC RECONSTRUCTION
$0.84 M

FY 2020
AP NOVA: 4315
AC RESTORATION
$0.85 M

FY 2020
AP NOVA: 4321
AC RESTORATION
$0.36 M

FY 2020
AP SE: 4505
AC RESTORATION
$3.53 M

FY 2020
RW 16-34: 6205
AC RESTORATION
$1.65 M

FY 2020
RW 16-34: 6210
AC RESTORATION
$0.83 M

FY 2020
RW 16-34: 6215
AC RESTORATION
$3.66 M

FY 2020
RW 16-34: 6220
AC RESTORATION
$1.83 M

FY 2020
RW 16-34: 6235
AC RESTORATION
$0.55 M

FY 2020
RW 7R-25L: 6305
AC RESTORATION
$3.67 M

FY 2020
TW B4: 240
AC RESTORATION
$0.17 M

FY 2020
TW E: 505
AC RESTORATION
$0.63 M

FY 2020
TW E: 508
AC RESTORATION
$0.08 M

FY 2020
TW E: 515
AC RESTORATION
$1.51 M

FY 2020
TW E: 523
AC RESTORATION
$0.04 M

FY 2020
TW E: 530
AC RECONSTRUCTION
$0.05 M

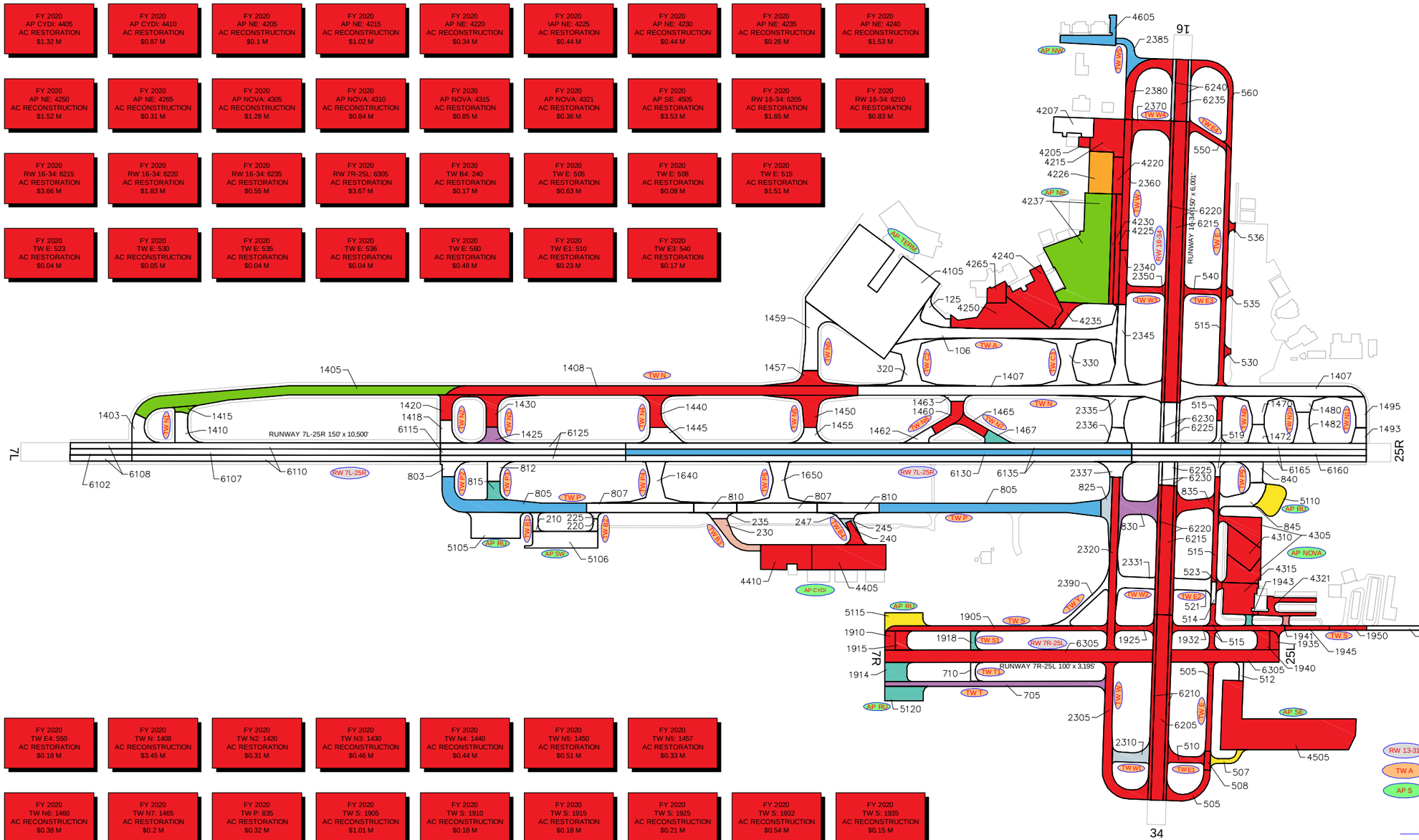
FY 2020
TW E: 535
AC RESTORATION
$0.04 M

FY 2020
TW E: 536
AC RESTORATION
$0.04 M

FY 2020
TW E: 560
AC RESTORATION
$0.48 M

FY 2020
TW E1: 510
AC RESTORATION
$0.23 M

FY 2020
TW E3: 540
AC RESTORATION
$0.17 M



FY 2020
TW E4: 550
AC RESTORATION
$0.18 M

FY 2020
TW N: 1408
AC RECONSTRUCTION
$3.45 M

FY 2020
TW N2: 1420
AC RESTORATION
$0.31 M

FY 2020
TW N3: 1430
AC RECONSTRUCTION
$0.46 M

FY 2020
TW N4: 1440
AC RECONSTRUCTION
$0.44 M

FY 2020
TW N5: 1450
AC RESTORATION
$0.51 M

FY 2020
TW N5: 1457
AC RESTORATION
$0.33 M

FY 2020
TW N6: 1460
AC RECONSTRUCTION
$0.38 M

FY 2020
TW N7: 1465
AC RESTORATION
$0.2 M

FY 2020
TW P: 835
AC RESTORATION
$0.32 M

FY 2020
TW S: 1905
AC RECONSTRUCTION
$1.01 M

FY 2020
TW S: 1910
AC RECONSTRUCTION
$0.18 M

FY 2020
TW S: 1915
AC RESTORATION
$0.18 M

FY 2020
TW S: 1925
AC RECONSTRUCTION
$0.21 M

FY 2020
TW S: 1932
AC RECONSTRUCTION
$0.54 M

FY 2020
TW S: 1935
AC RECONSTRUCTION
$0.15 M

FY 2020
TW S: 1940
AC RESTORATION
$0.18 M

FY 2020
TW S: 1945
AC RESTORATION
$0.14 M

FY 2020
TW S: 1950
AC RECONSTRUCTION
$0.15 M

FY 2020
TW W: 2305
AC RESTORATION
$1.07 M

FY 2020
TW W: 2320
AC RESTORATION
$0.98 M

FY 2020
TW W: 2340
AC RESTORATION
$0.35 M

FY 2020
TW W: 2360
AC RESTORATION
$0.7 M

FY 2020
TW W3: 2350
AC RESTORATION
$0.2 M

FY 2020
TW W4: 2370
AC RESTORATION
$0.34 M

FY 2020
TW W5: 2380
AC RESTORATION
$0.59 M

FY 2021
AP NE: 4226
AC RESTORATION
$0.73 M

FY 2022
RW 16-34: 6240
AC RESTORATION
$0.28 M

FY 2022
TW B4: 245
AC RESTORATION
$0.06 M

FY 2022
TW P: 825
AC RESTORATION
$0.25 M

FY 2022
TW W1: 2310
AC RESTORATION
$0.3 M

FY 2023
AP RU: 5110
AC RESTORATION
$0.45 M

FY 2023
AP RU: 5115
AC RESTORATION
$0.38 M

FY 2023
TW E: 507
AC RESTORATION
$0.15 M

FY 2024
TW S: 1941
AC RESTORATION
$0.05 M

FY 2025
AP RU: 5120
AC RESTORATION
$0.4 M

FY 2025
TW N7: 1467
AC RESTORATION
$0.14 M

FY 2025
TW P3: 815
AC RESTORATION
$0.18 M

FY 2025
TW S: 1914
AC RESTORATION
$0.32 M

FY 2025
TW S: 1943
AC RESTORATION
$0.06 M

FY 2025
TW S1: 1918
AC RESTORATION
$0.09 M

FY 2026
AP NE: 4237
AC RESTORATION
$3.44 M

FY 2026
TW N: 1405
AC RESTORATION
$2.29 M

FY 2026
TW N1: 1415
AC RESTORATION
$0.07 M

FY 2027
TW B3: 230
AC RESTORATION
$0.31 M

FY 2028
AP NW: 4605
AC RESTORATION
$0.44 M

FY 2028
RW 7L-25R: 6130
AC RESTORATION
$2.26 M

FY 2028
TW P: 805
AC RESTORATION
$2.87 M

FY 2028
TW W5: 2385
AC RESTORATION
$0.28 M

FY 2029
TW N3: 1425
AC RESTORATION
$0.19 M

FY 2029
TW P: 830
AC RESTORATION
$0.54 M

FY 2029
TW T: 705
AC RESTORATION
$0.81 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"

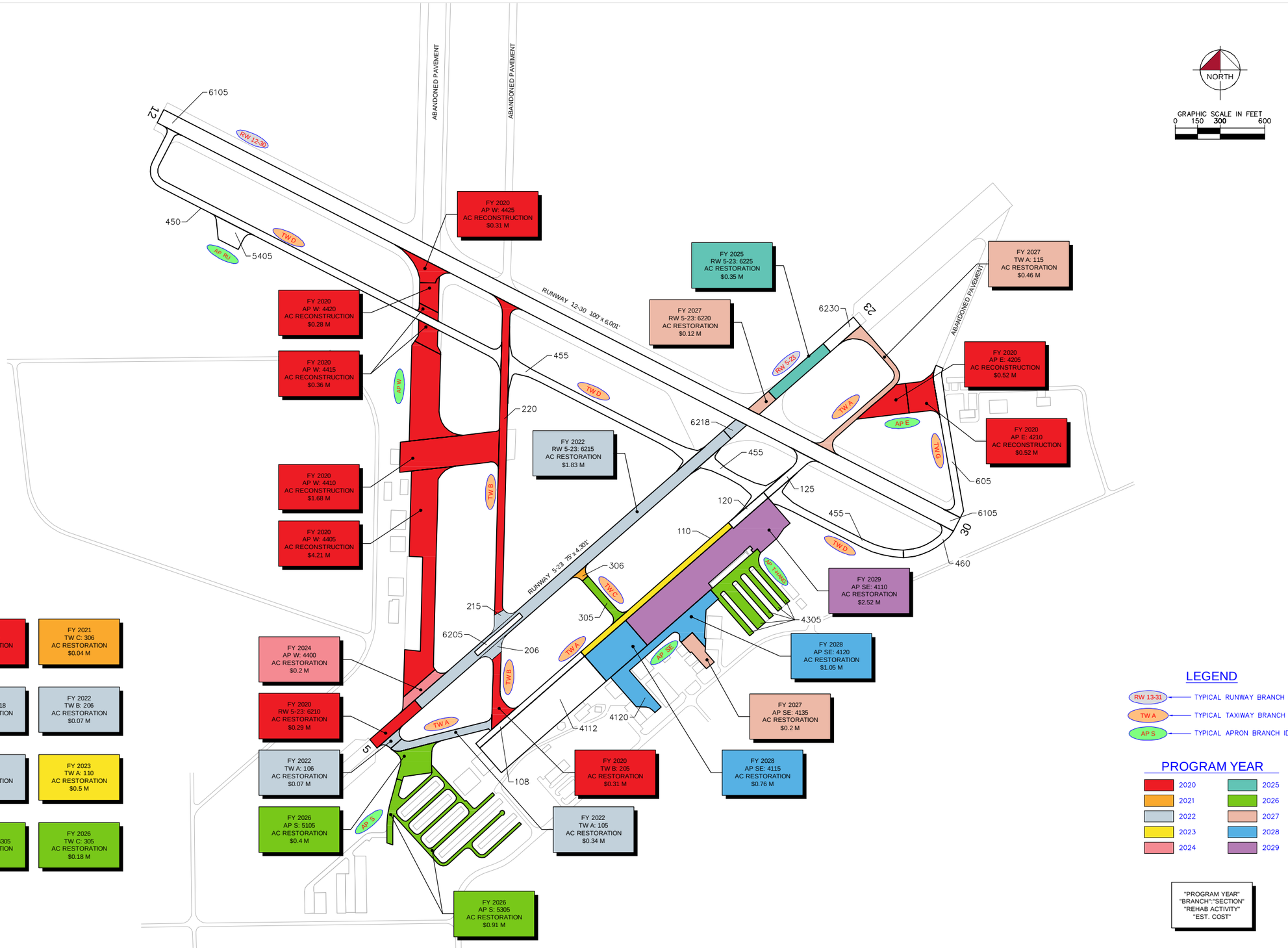
RUNWAY LENGTHS DEPICTED IN THIS DRAWING ARE FOR PAVEMENT MANAGEMENT PURPOSES ONLY AND MAY NOT MATCH PUBLISHED RUNWAY LENGTHS.

004 - AIRFIELD PAVEMENT
MAJOR REHABILITATION EXHIBIT

Airport Pavement Evaluation Report
2019

Statewide Airfield Pavement Management Program
DAYTONA BEACH INTERNATIONAL AIRPORT - DAB

FDOT



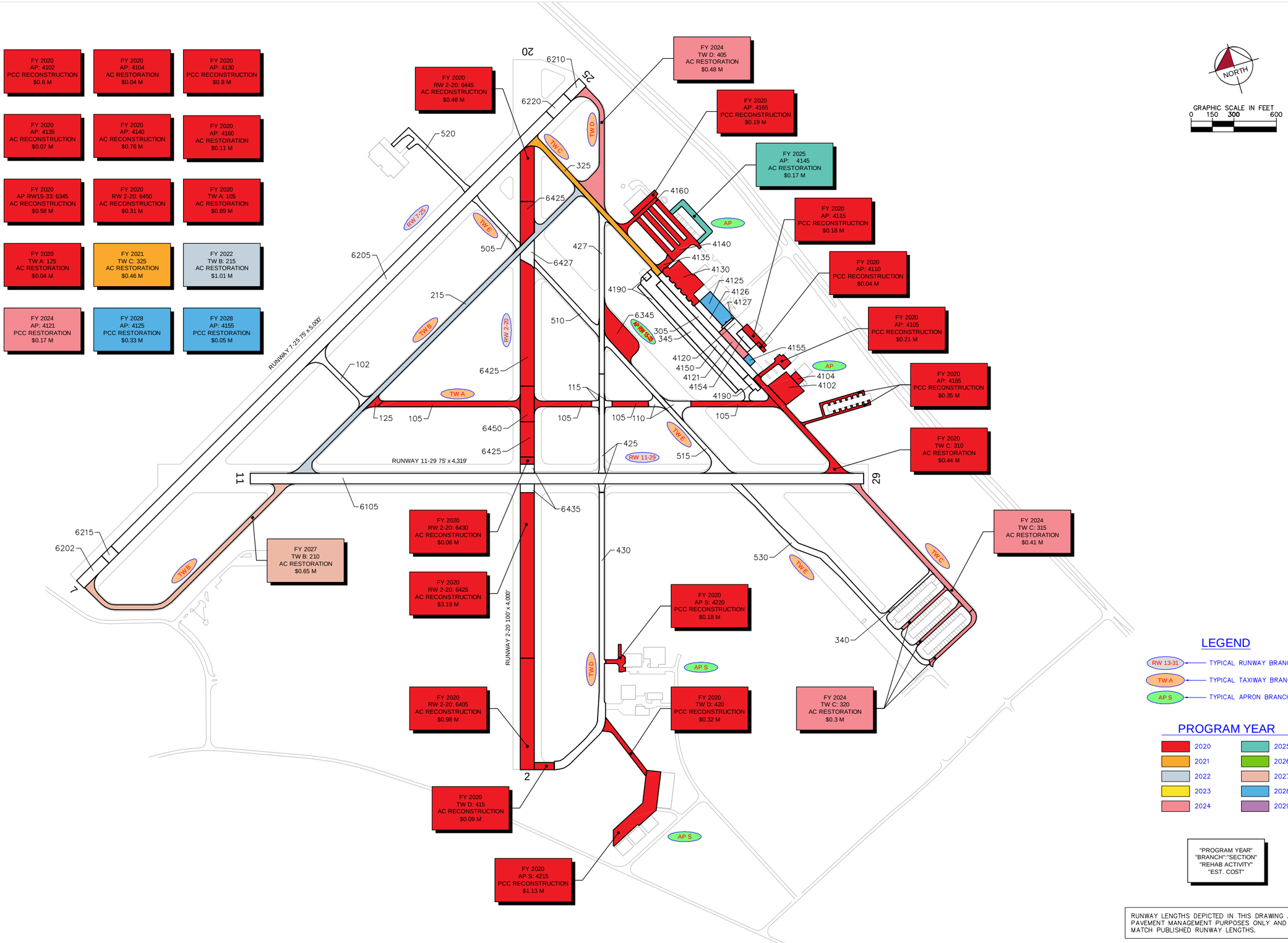
004 - AIRFIELD PAVEMENT
MAJOR REHABILITATION EXHIBIT

Airport Pavement Evaluation Report
2019

Statewide Airfield Pavement Management Program

DELAND MUNICIPAL AIRPORT-SIDNEY H. TAYLOR FIELD - DED

FDOT


FY 2020
AP: 4102
PCC RECONSTRUCTION
$0.6 M
FY 2020
AP: 4104
AC RESTORATION
$0.04 M
FY 2020
AP: 4130
PCC RESTORATION
$0.8 M
FY 2020
AP: 4135
AC RECONSTRUCTION
$0.07 M
FY 2020
AP: 4140
AC RECONSTRUCTION
$0.76 M
FY 2020
AP: 4160
AC RESTORATION
$0.11 M
FY 2020
AP RW15-33: 6345
AC RECONSTRUCTION
$0.58 M
FY 2020
RW 2-20: 6450
AC RECONSTRUCTION
$0.31 M
FY 2020
TW A: 105
AC RESTORATION
$0.89 M
FY 2020
TW A: 125
AC RESTORATION
$0.04 M
FY 2021
TW C: 325
AC RESTORATION
$0.46 M
FY 2022
TW B: 215
AC RESTORATION
$1.01 M
FY 2024
AP: 4121
PCC RESTORATION
$0.17 M
FY 2028
AP: 4125
PCC RESTORATION
$0.33 M
FY 2028
AP: 4155
PCC RESTORATION
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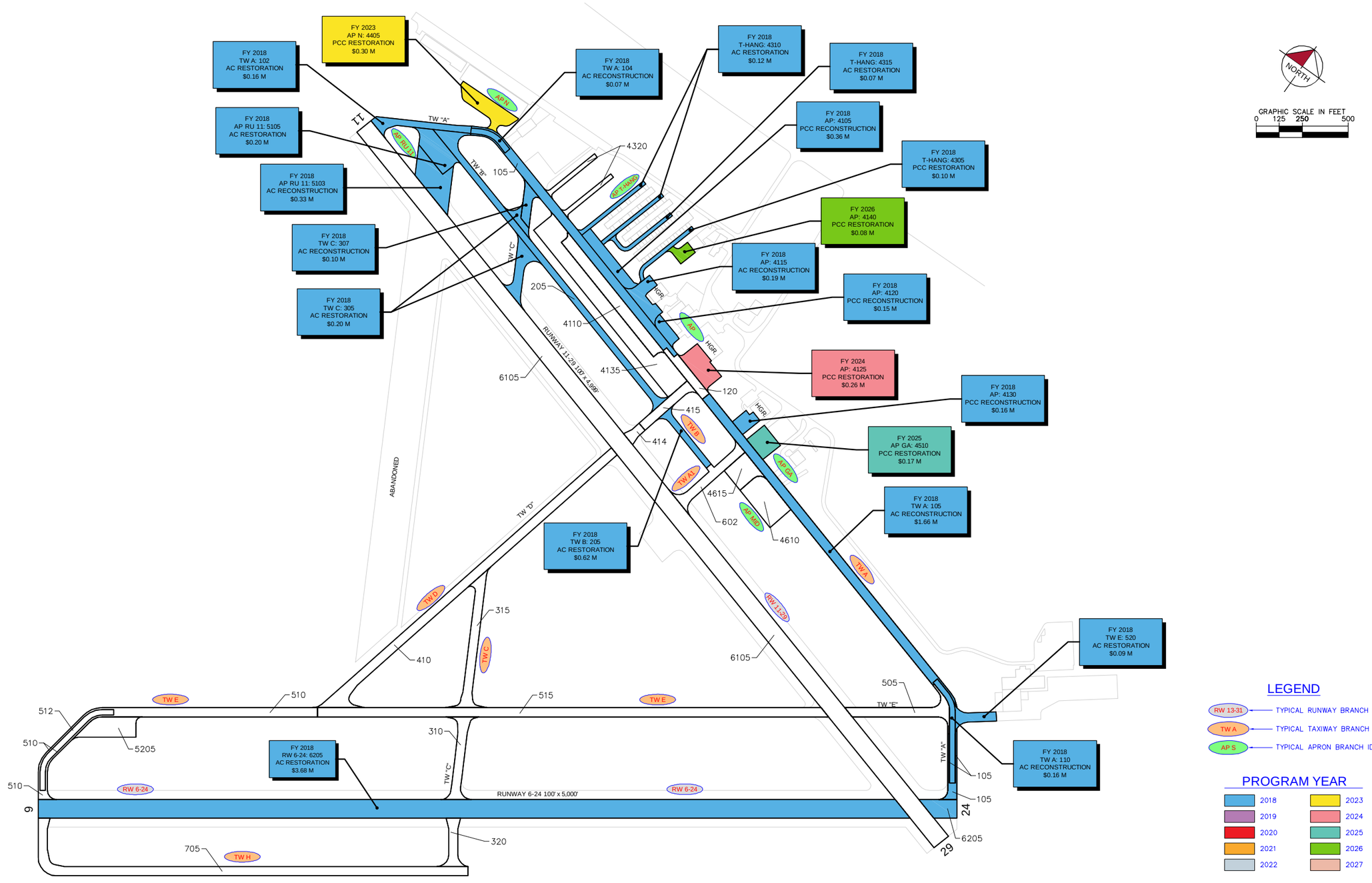
FY 2024
TW D: 405
AC RESTORATION
$0.48 M
FY 2020
RW 2-20: 6445
AC RECONSTRUCTION
$0.48 M
FY 2020
AP: 4165
PCC RECONSTRUCTION
$0.19 M
FY 2025
AP: 4145
AC RESTORATION
$0.17 M
FY 2020
AP: 4115
PCC RECONSTRUCTION
$0.18 M
FY 2020
AP: 4110
PCC RECONSTRUCTION
$0.04 M
FY 2020
AP: 4105
PCC RECONSTRUCTION
$0.21 M
FY 2020
AP: 4185
PCC RECONSTRUCTION
$0.35 M
FY 2020
TW C: 310
AC RESTORATION
$0.44 M
FY 2024
TW C: 315
AC RESTORATION
$0.41 M
FY 2024
TW C: 320
AC RESTORATION
$0.3 M
FY 2020
RW 2-20: 6430
AC RECONSTRUCTION
$0.06 M
FY 2020
RW 2-20: 6425
AC RECONSTRUCTION
$3.19 M
FY 2020
RW 2-20: 6405
AC RECONSTRUCTION
$0.98 M
FY 2020
TW D: 415
AC RECONSTRUCTION
$0.09 M
FY 2020
AP S: 4215
PCC RECONSTRUCTION
$1.13 M
FY 2020
AP S: 4220
PCC RECONSTRUCTION
$0.18 M
FY 2020
TW D: 420
PCC RECONSTRUCTION
$0.32 M
FY 2027
TW B: 210
AC RESTORATION
$0.65 M
RUNWAY 7-25 75' x 5,000'
RUNWAY 11-29 75' x 4,319'
RUNWAY 2-20 100' x 4,000'
TW A
TW B
TW C
TW D
TW E
RW 7-25
RW 2-20
RW 11-29
RW 15-33
AP
AP S
NORTH
GRAPHIC SCALE IN FEET
0 150 300 600
LEGEND
RW 13-31 TYPICAL RUNWAY BRANCH ID
TW A TYPICAL TAXIWAY BRANCH ID
AP S TYPICAL APRON BRANCH ID
PROGRAM YEAR
2020
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
Statewide Airfield Pavement Management Program
Airport Pavement Evaluation Report
2019
NEW SMYRNA BEACH MUNICIPAL AIRPORT - EVB
FDOT



LEGEND

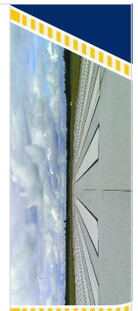
RW 13-31 — TYPICAL RUNWAY BRANCH ID
TW A — TYPICAL TAXIWAY BRANCH ID
AP S — TYPICAL APRON BRANCH ID

PROGRAM YEAR

2018	2023
2019	2024
2020	2025
2021	2026
2022	2027

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

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



004 - AIRFIELD PAVEMENT
MAJOR REHABILITATION EXHIBIT

Airport Pavement Evaluation Report
2017

Statewide Airfield Pavement Management Program

FLAGLER EXECUTIVE AIRPORT - FIN

FDOT

FY 2020
AP C NW: 4305
AC RESTORATION
$1.84 M

FY 2020
AP C NW: 4310
PCC RESTORATION
$0.55 M

FY 2020
AP C NW: 4315
PCC RECONSTRUCTION
$0.37 M

FY 2020
AP C NW: 4320
PCC RESTORATION
$0.12 M

FY 2020
AP CENTER: 4205
AC RESTORATION
$2.63 M

FY 2020
AP NW: 4420
PCC RESTORATION
$0.68 M

FY 2020
AP RU 6-24: 5202
AC RESTORATION
$0.27 M

FY 2020
AP S: 4605
AC RESTORATION
$0.92 M

FY 2020
AP S: 4608
AC RECONSTRUCTION
$1.75 M

FY 2020
AP S: 4615
PCC RECONSTRUCTION
$0.05 M

FY 2020
AP W T-HAN: 4505
AC RESTORATION
$0.39 M

FY 2020
AP W T-HAN: 4510
PCC RECONSTRUCTION
$0.52 M

FY 2020
AP W T-HAN: 4525
AC RECONSTRUCTION
$0.03 M

FY 2020
AP W T-HAN: 5215
AC RESTORATION
$1.33 M

FY 2020
RW 6-24: 6226
AC RESTORATION
$0.38 M

FY 2020
TW A: 120
AC RESTORATION
$0.12 M

FY 2020
TW A: 126
AC RESTORATION
$0.6 M

FY 2020
TW AP S: 4620
AC RECONSTRUCTION
$0.27 M

FY 2020
TW B: 205
AC RESTORATION
$0.68 M

FY 2020
TW B: 206
AC RESTORATION
$0.06 M

FY 2020
TW B: 208
AC RESTORATION
$0.05 M

FY 2020
TW B: 210
AC RESTORATION
$0.1 M

FY 2020
TW B: 212
AC RESTORATION
$0.12 M

FY 2020
TW B: 215
AC RESTORATION
$0.22 M

FY 2020
TW CONN NW: 850
AC RECONSTRUCTION
$0.28 M

FY 2020
TW D: 404
AC RECONSTRUCTION
$0.11 M

FY 2020
TW D: 405
AC RESTORATION
$1.02 M

FY 2020
TW E: 522
AC RESTORATION
$0.09 M

FY 2020
TW E: 523
AC RESTORATION
$0.11 M

FY 2020
TW F: 605
AC RESTORATION
$0.35 M

FY 2020
TW F: 610
AC RESTORATION
$0.3 M

FY 2020
TW G: 710
AC RESTORATION
$0.09 M

FY 2020
TW N RAMP: 910
AC RECONSTRUCTION
$0.04 M

FY 2020
TW W APRON: 408
AC RESTORATION
$0.11 M

FY 2020
AP NW: 4405
AC RECONSTRUCTION
$0.35 M

FY 2021
AP W T-HAN: 4515
AC RESTORATION
$0.08 M

FY 2025
AP W T-HAN: 5210
AC RESTORATION
$2.1 M

FY 2020
AP NW: 4410
PCC RECONSTRUCTION
$0.91 M

FY 2020
TW C: 320
AC RESTORATION
$0.62 M

FY 2020
TW D: 410
AC RESTORATION
$0.62 M

FY 2020
TW A1: 104
AC RESTORATION
$0.05 M

FY 2027
RW 15-33: 6125
AC RESTORATION
$0.38 M

FY 2020
TW A3: 160
AC RESTORATION
$0.21 M

FY 2029
RW 15-33: 6150
AC RESTORATION
$0.29 M

FY 2020
AP RU15-33: 5105
AC RESTORATION
$0.12 M

FY 2020
AP S T-HAN: 4710
AC RECONSTRUCTION
$0.32 M

FY 2029
AP S T-HAN: 4715
AC RESTORATION
$0.44 M

FY 2020
AP S: 4610
AC RESTORATION
$0.14 M

FY 2020
T-HAN EAST: 4810
AC RESTORATION
$0.34 M

FY 2027
TW H: 805
AC RESTORATION
$0.41 M

FY 2020
AP N: 4130
AC RECONSTRUCTION
$0.06 M

FY 2020
AP N: 4115
AC RECONSTRUCTION
$0.89 M

FY 2020
AP N: 4110
AC RECONSTRUCTION
$1.92 M

FY 2021
AP RU15-33: 5110
AC RESTORATION
$0.28 M

FY 2023
T-HAN EAST: 4805
AC RESTORATION
$0.18 M

FY 2024
AP NW: 4415
PCC RESTORATION
$0.41 M

FY 2025
TW E: 525
AC RESTORATION
$0.07 M

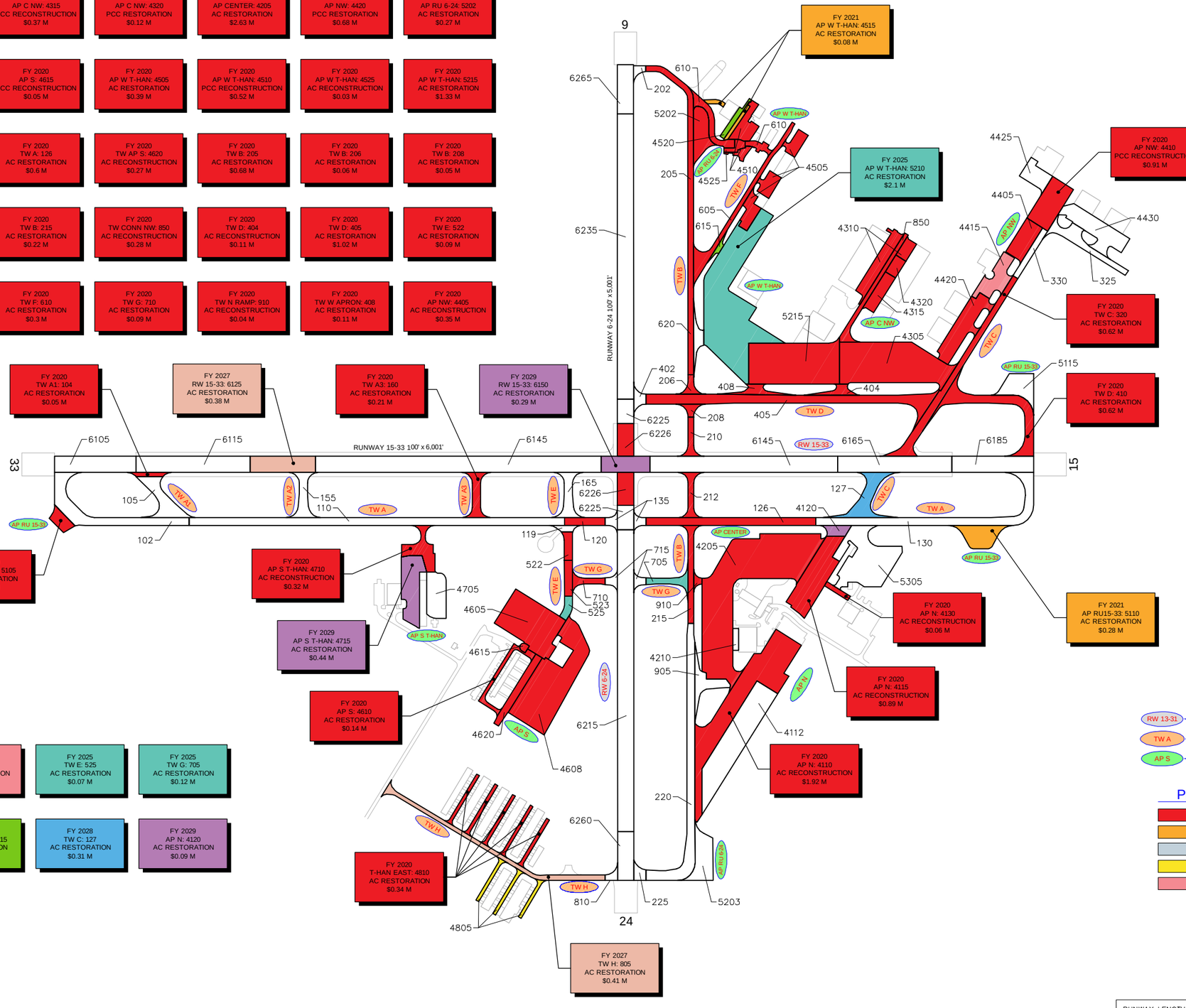
FY 2025
TW G: 705
AC RESTORATION
$0.12 M

FY 2026
AP W T-HAN: 4520
AC RESTORATION
$0.07 M

FY 2026
TW W APRON: 615
AC RESTORATION
$0.03 M

FY 2028
TW C: 127
AC RESTORATION
$0.31 M

FY 2029
AP N: 4120
AC RESTORATION
$0.09 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

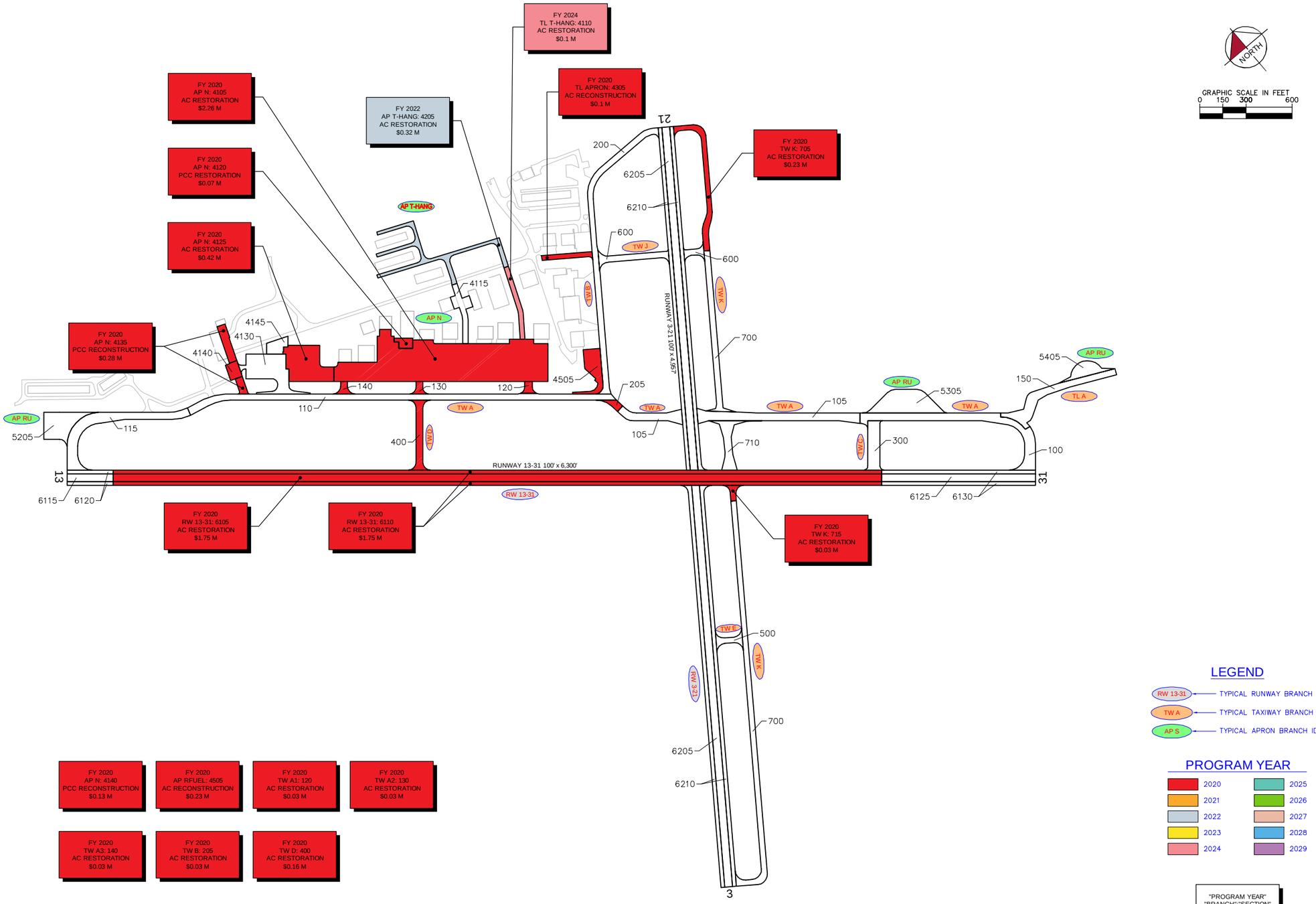
"PROGRAM YEAR"
"BRANCH":"SECTION"
"REHAB ACTIVITY"
"EST. COST"

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

Statewide Airfield Pavement Management Program
Airport Pavement Evaluation Report
2019
KISSIMMEE GATEWAY AIRPORT - ISM

FDOT



NORTH

GRAPHIC SCALE IN FEET
0 150 300 600

LEGEND

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

PROGRAM YEAR

2020	2025
2021	2026
2022	2027
2023	2028
2024	2029

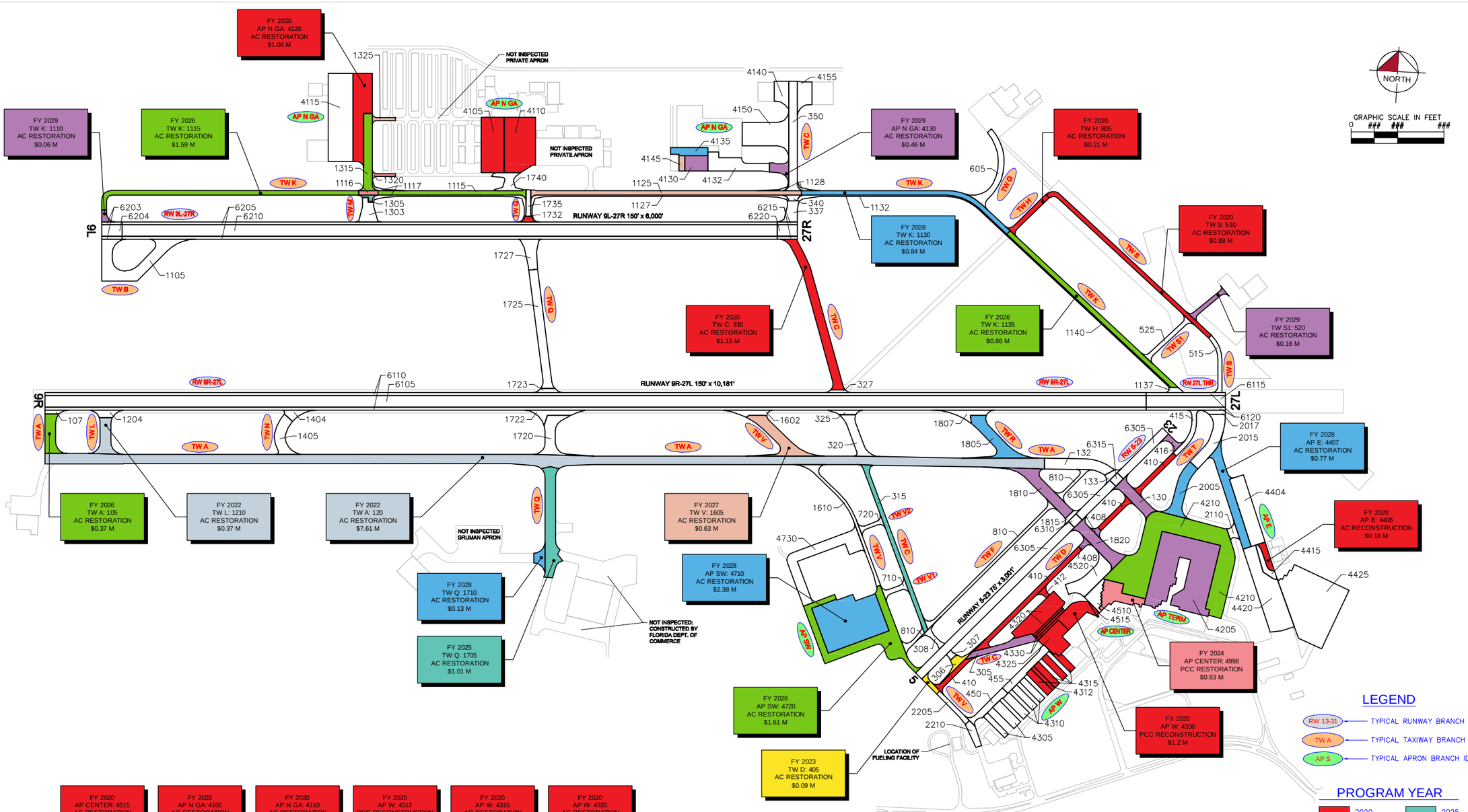
"PROGRAM YEAR"
"BRANCH":"SECTION"
"REHAB ACTIVITY"
"EST. COST"

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
LEESBURG INTERNATIONAL AIRPORT - LEE

FDOT



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

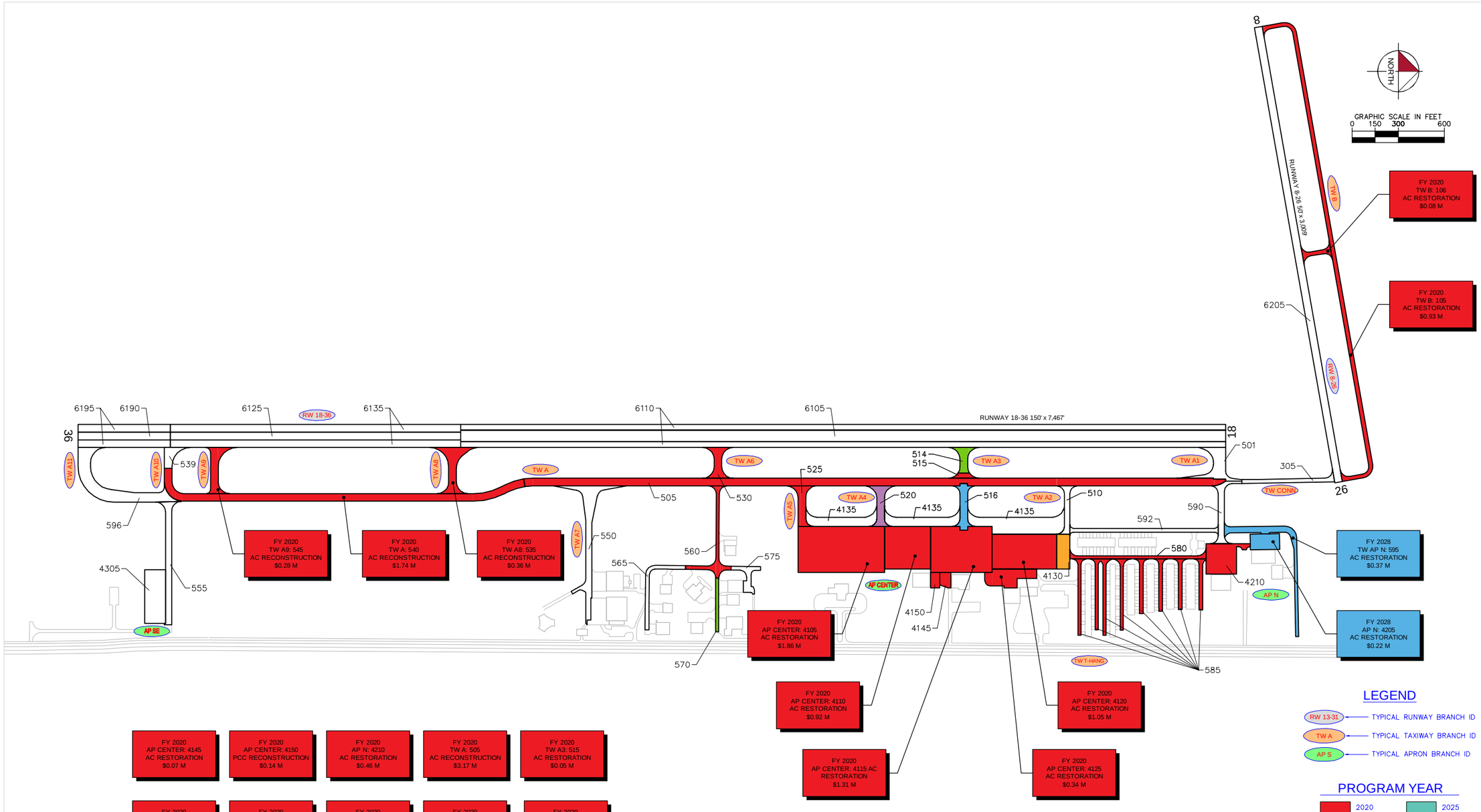
Statewide Airfield Pavement Management Program

Airport Pavement Evaluation Report

2019

ORLANDO - MELBOURNE INTERNATIONAL AIRPORT - MLB

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

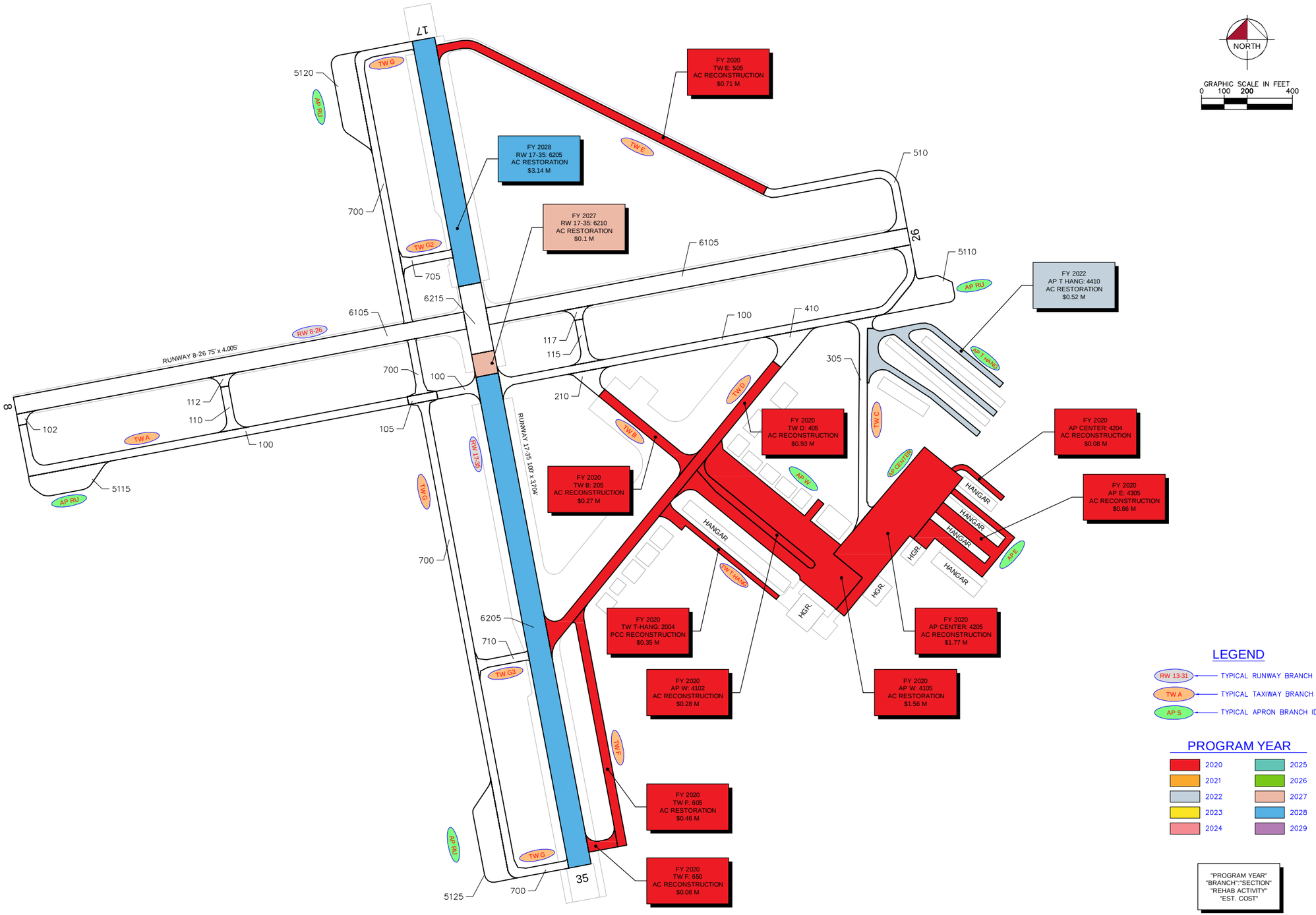
"PROGRAM YEAR"
"BRANCH":"SECTION"
"REHAB ACTIVITY"
"EST. COST"

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

004 - AIRFIELD PAVEMENT
MAJOR REHABILITATION EXHIBIT

Statewide Airfield Pavement Management Program
Airport Pavement Evaluation Report
2019
OCALA INTERNATIONAL/JIM TAYLOR FIELD - OCF

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

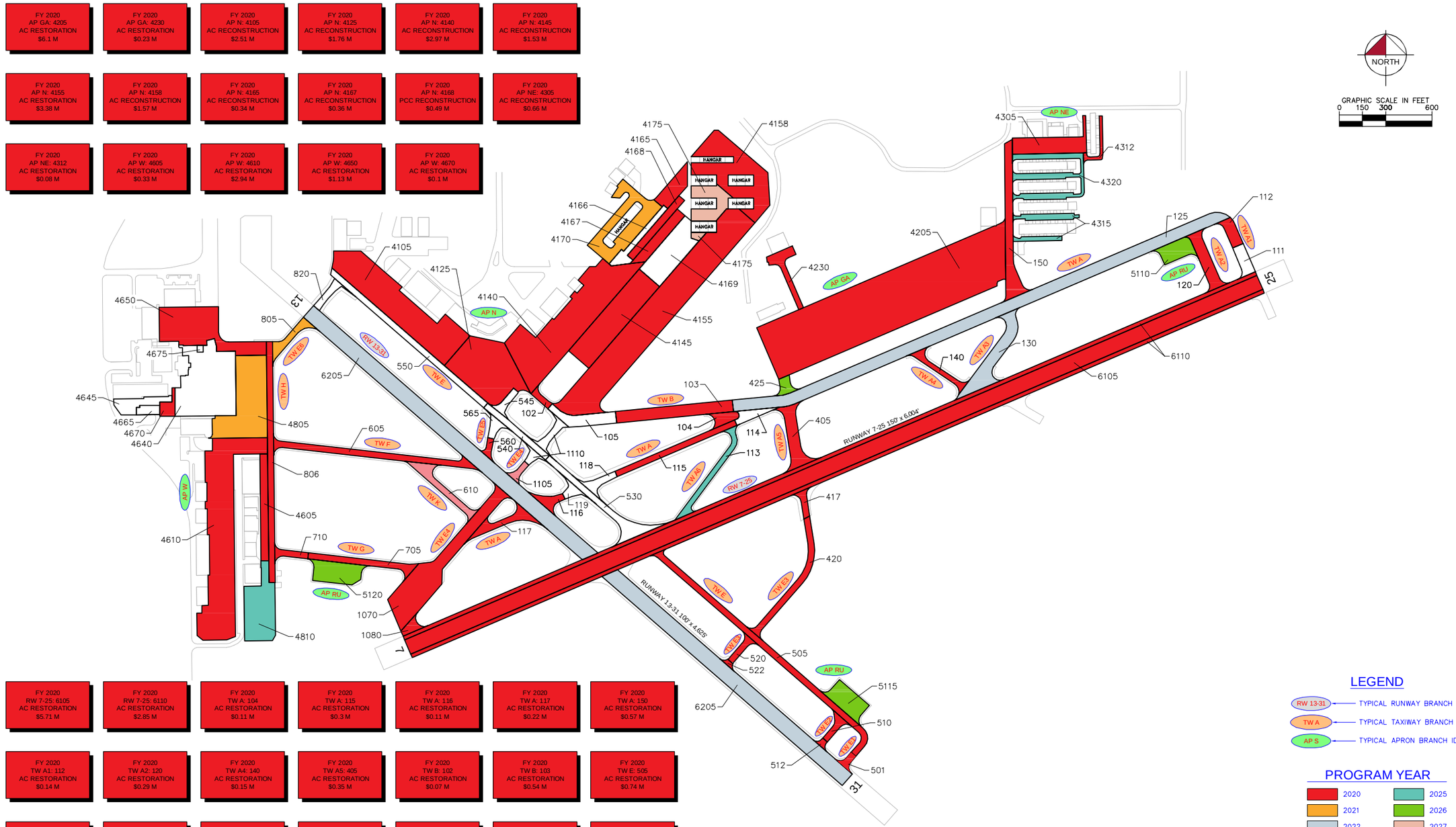
"PROGRAM YEAR"
"BRANCH":"SECTION"
"REHAB ACTIVITY"
"EST. COST"

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

004 - AIRFIELD PAVEMENT
MAJOR REHABILITATION EXHIBIT

Statewide Airfield Pavement Management Program
Airport Pavement Evaluation Report
2019
ORMOND BEACH MUNICIPAL AIRPORT - OMN

FDOT



FY 2020
AP GA: 4205
AC RESTORATION
$6.1 M

FY 2020
AP GA: 4230
AC RESTORATION
$0.23 M

FY 2020
AP N: 4105
AC RECONSTRUCTION
$2.51 M

FY 2020
AP N: 4125
AC RECONSTRUCTION
$1.76 M

FY 2020
AP N: 4140
AC RECONSTRUCTION
$2.97 M

FY 2020
AP N: 4145
AC RECONSTRUCTION
$1.53 M

FY 2020
AP N: 4155
AC RESTORATION
$3.38 M

FY 2020
AP N: 4158
AC RECONSTRUCTION
$1.57 M

FY 2020
AP N: 4165
AC RECONSTRUCTION
$0.34 M

FY 2020
AP N: 4167
AC RECONSTRUCTION
$0.36 M

FY 2020
AP N: 4168
PCC RECONSTRUCTION
$0.49 M

FY 2020
AP NE: 4305
AC RECONSTRUCTION
$0.66 M

FY 2020
AP NE: 4312
AC RESTORATION
$0.08 M

FY 2020
AP W: 4605
AC RESTORATION
$0.33 M

FY 2020
AP W: 4610
AC RESTORATION
$2.94 M

FY 2020
AP W: 4650
AC RESTORATION
$1.13 M

FY 2020
AP W: 4670
AC RESTORATION
$0.1 M

FY 2020
RW 7-25: 6105
AC RESTORATION
$5.71 M

FY 2020
RW 7-25: 6110
AC RESTORATION
$2.85 M

FY 2020
TW A: 104
AC RESTORATION
$0.11 M

FY 2020
TW A: 115
AC RESTORATION
$0.3 M

FY 2020
TW A: 116
AC RESTORATION
$0.11 M

FY 2020
TW A: 117
AC RESTORATION
$0.22 M

FY 2020
TW A: 150
AC RESTORATION
$0.57 M

FY 2020
TW A1: 112
AC RESTORATION
$0.14 M

FY 2020
TW A2: 120
AC RESTORATION
$0.29 M

FY 2020
TW A4: 140
AC RESTORATION
$0.15 M

FY 2020
TW A5: 405
AC RESTORATION
$0.35 M

FY 2020
TW B: 102
AC RESTORATION
$0.07 M

FY 2020
TW B: 103
AC RESTORATION
$0.54 M

FY 2020
TW E: 505
AC RESTORATION
$0.74 M

FY 2020
TW E1: 501
AC RESTORATION
$0.05 M

FY 2020
TW E2: 510
AC RESTORATION
$0.11 M

FY 2020
TW E2: 512
AC RESTORATION
$0.03 M

FY 2020
TW E3: 417
AC RECONSTRUCTION
$0.1 M

FY 2020
TW E3: 420
AC RESTORATION
$0.35 M

FY 2020
TW E3: 520
AC RESTORATION
$0.1 M

FY 2020
TW E3: 522
AC RESTORATION
$0.02 M

FY 2020
TW E4: 1070
AC RESTORATION
$1.28 M

FY 2020
TW E4: 1080
AC RESTORATION
$0.08 M

FY 2020
TW E5: 560
AC RESTORATION
$0.05 M

FY 2020
TW F: 605
AC RESTORATION
$0.61 M

FY 2020
TW G: 705
AC RESTORATION
$0.29 M

FY 2020
TW G: 710
AC RESTORATION
$0.09 M

FY 2020
TW H: 806
AC RESTORATION
$0.59 M

FY 2021
AP N: 4170
AC RESTORATION
$0.81 M

FY 2021
AP W SEGM: 4805
AC RESTORATION
$1.23 M

FY 2021
TW E6: 805
AC RESTORATION
$0.17 M

FY 2022
RW 13-31: 6205
AC RESTORATION
$4.24 M

FY 2022
TW A: 125
AC RESTORATION
$2.44 M

FY 2022
TW A3: 130
AC RESTORATION
$0.53 M

FY 2024
TW E4: 1105
AC RESTORATION
$0.06 M

FY 2024
TW K: 610
AC RESTORATION
$0.26 M

FY 2025
AP NE: 4315
AC RESTORATION
$0.23 M

FY 2025
AP NE: 4320
AC RESTORATION
$0.5 M

FY 2025
AP W SEGM: 4810
AC RESTORATION
$0.76 M

FY 2025
TW A6: 113
AC RESTORATION
$0.26 M

FY 2026
AP RU: 5110
AC RESTORATION
$0.25 M

FY 2026
AP RU: 5115
AC RESTORATION
$0.35 M

FY 2026
AP RU: 5120
AC RESTORATION
$0.4 M

FY 2026
TW A5: 425
AC RESTORATION
$0.09 M

FY 2027
AP N: 4175
AC RESTORATION
$0.41 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.

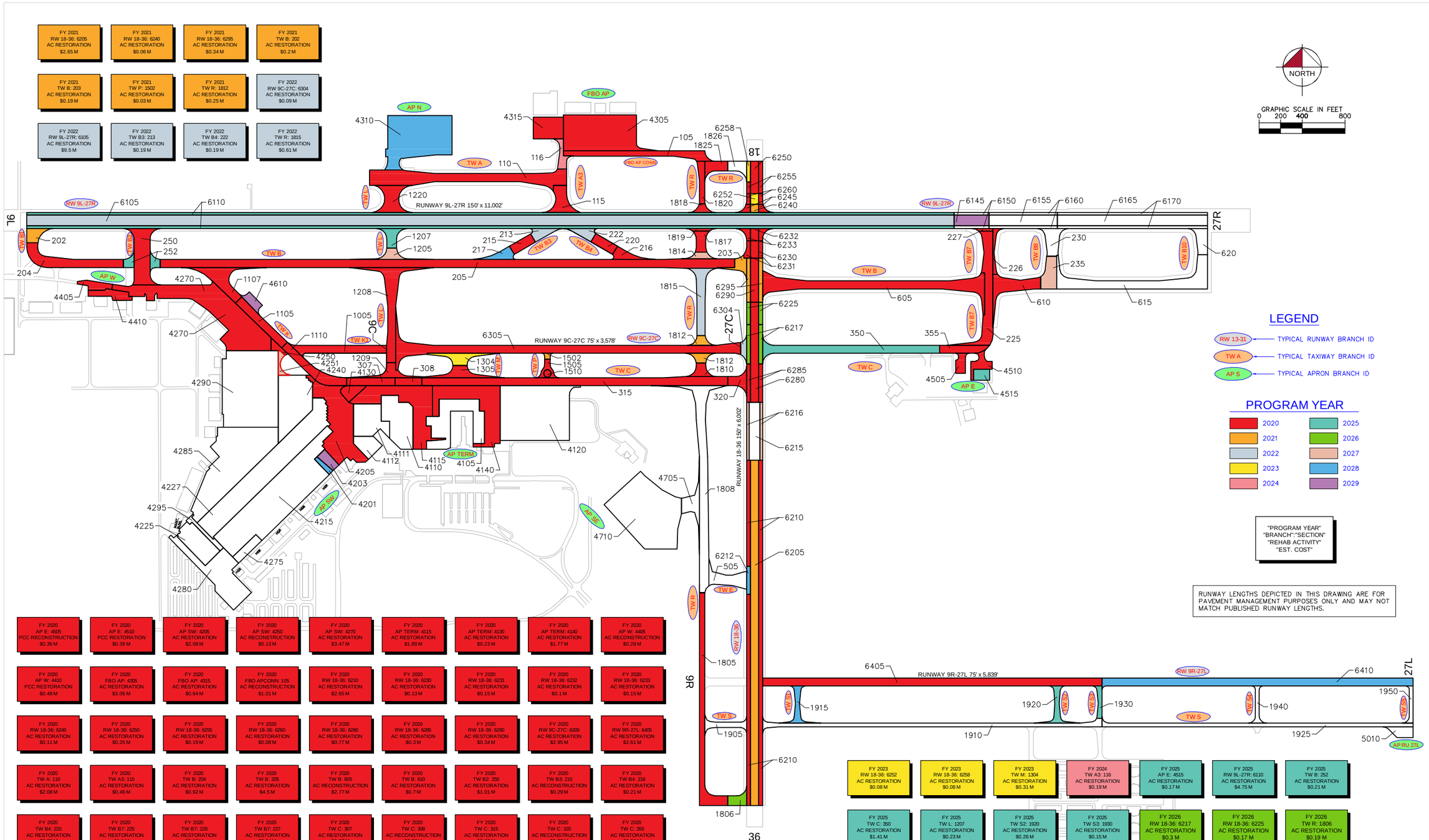
004 - AIRFIELD PAVEMENT
MAJOR REHABILITATION EXHIBIT

Airport Pavement Evaluation Report
2019

Statewide Airfield Pavement Management Program

ORLANDO EXECUTIVE AIRPORT - ORL

FDOT



Airport Pavement Evaluation Report

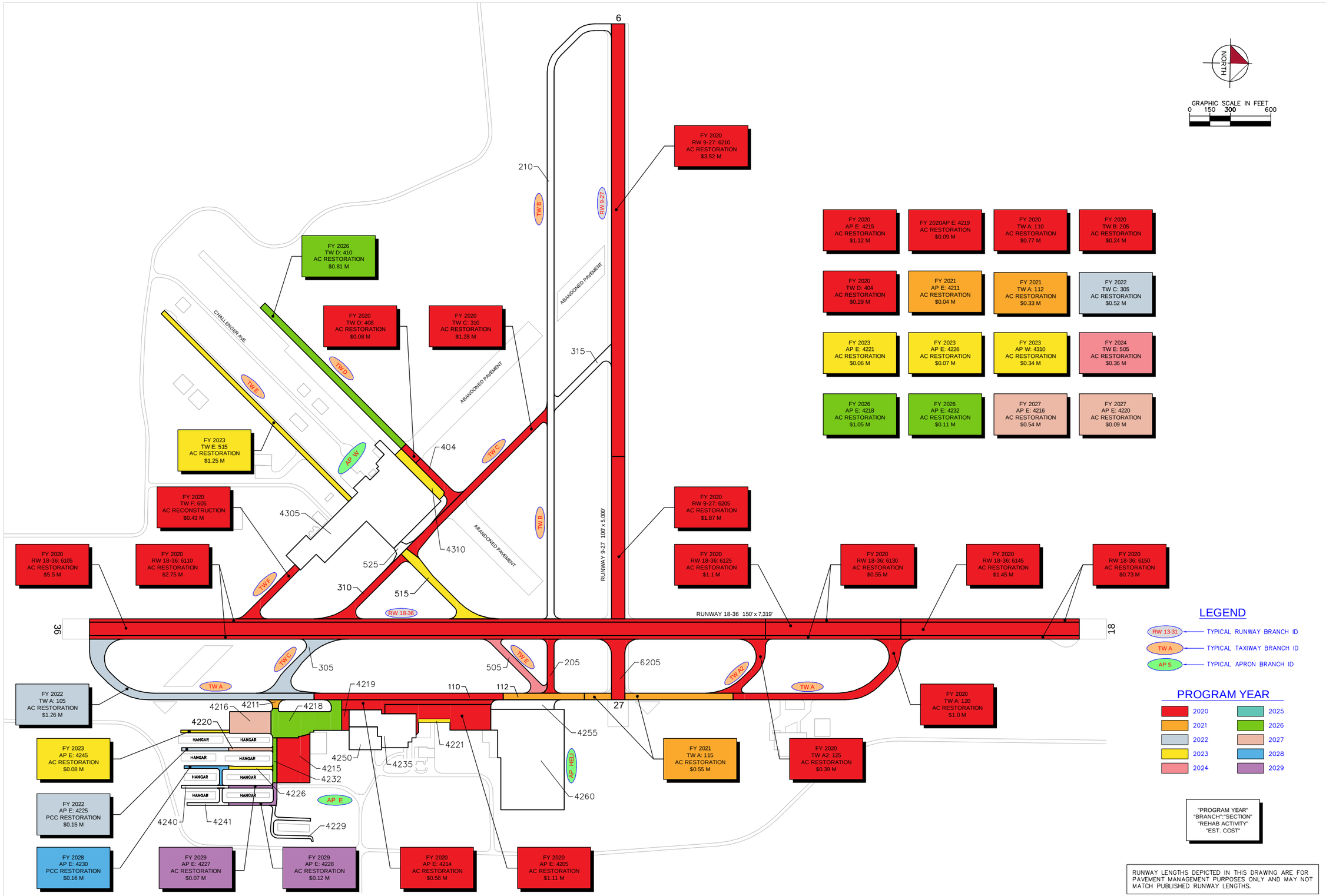
2019

Statewide Airfield Pavement Management Program

004 - AIRFIELD PAVEMENT MAJOR REHABILITATION EXHIBIT

ORLANDO SANFORD INTERNATIONAL AIRPORT - SFB

FDOT



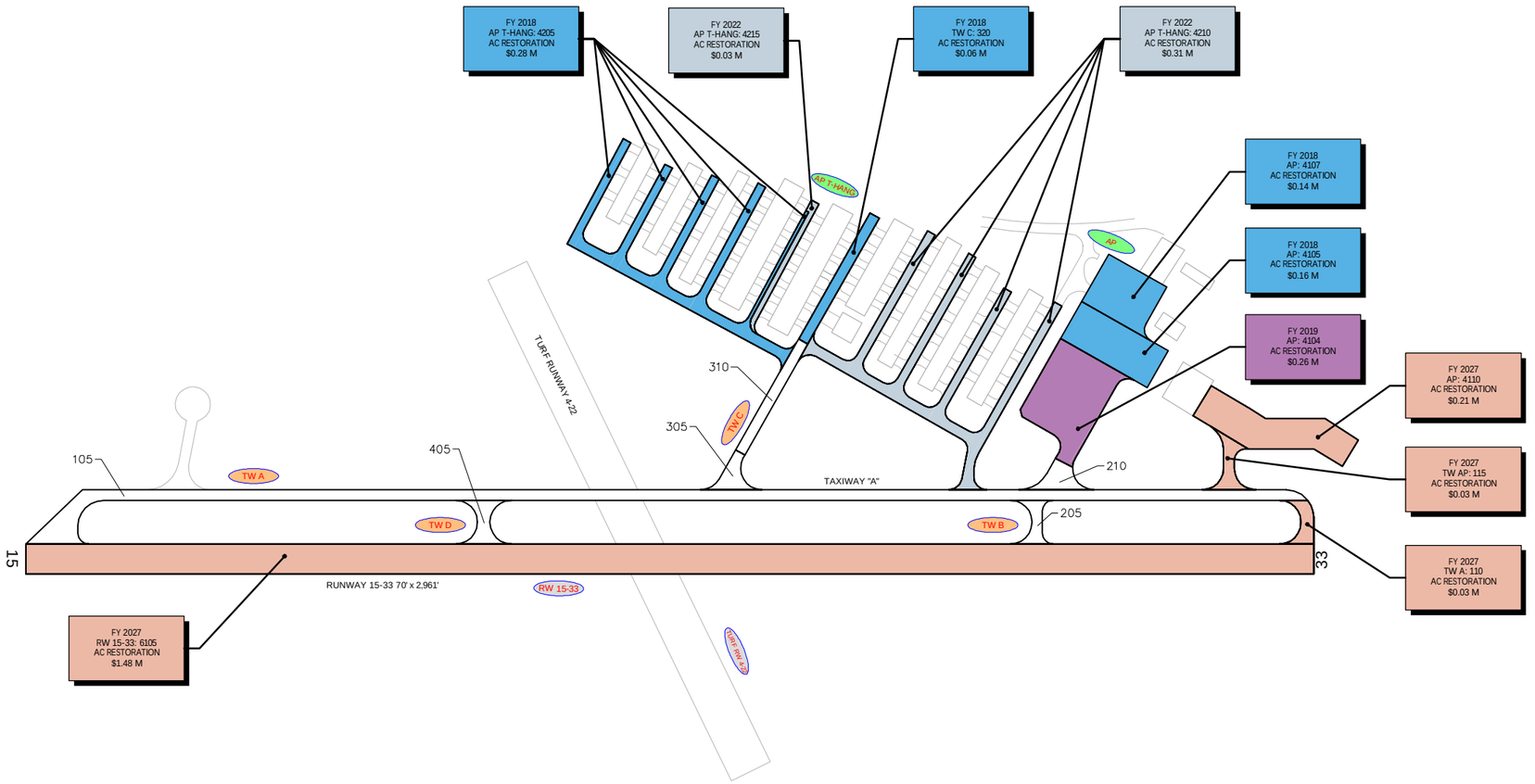
004 - AIRFIELD PAVEMENT
MAJOR REHABILITATION EXHIBIT

Airport Pavement Evaluation Report
2019

Statewide Airfield Pavement Management Program

SPACE COAST REGIONAL AIRPORT - TIX

FDOT



GRAPHIC SCALE IN FEET
0 75 150 300

LEGEND

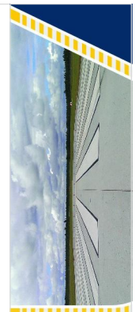
- RW 13-31 — TYPICAL RUNWAY BRANCH ID
- TW A — TYPICAL TAXIWAY BRANCH ID
- AP S — TYPICAL APRON BRANCH ID

PROGRAM YEAR

2018	2023
2019	2024
2020	2025
2021	2026
2022	2027

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

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



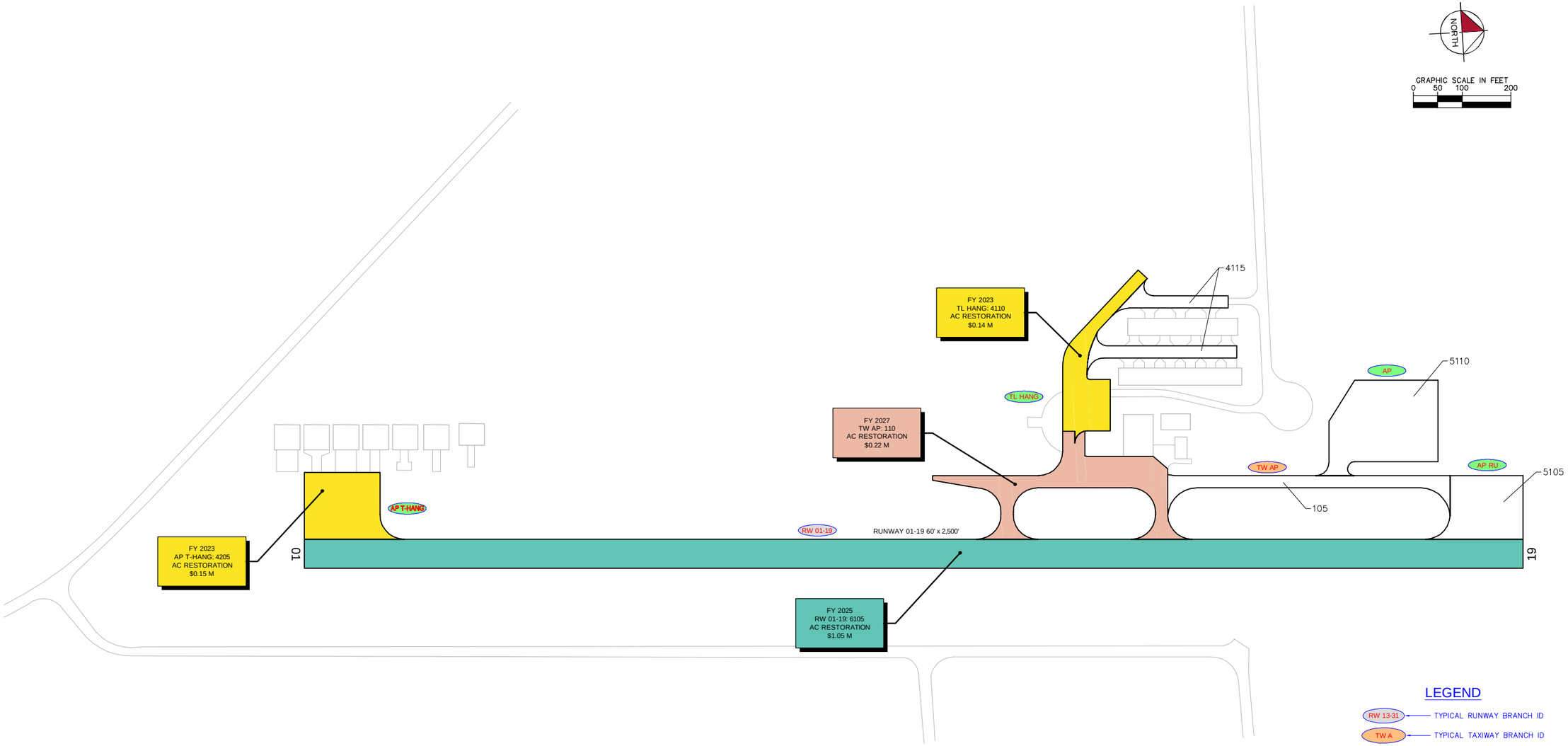
004 - AIRFIELD PAVEMENT
MAJOR REHABILITATION EXHIBIT

Airport Pavement Evaluation Report
2017

Statewide Airfield Pavement Management Program

ARTHUR DUNN AIR PARK - X21

FDOT



LEGEND

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

PROGRAM YEAR

2018	2023
2019	2024
2020	2025
2021	2026
2022	2027

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

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

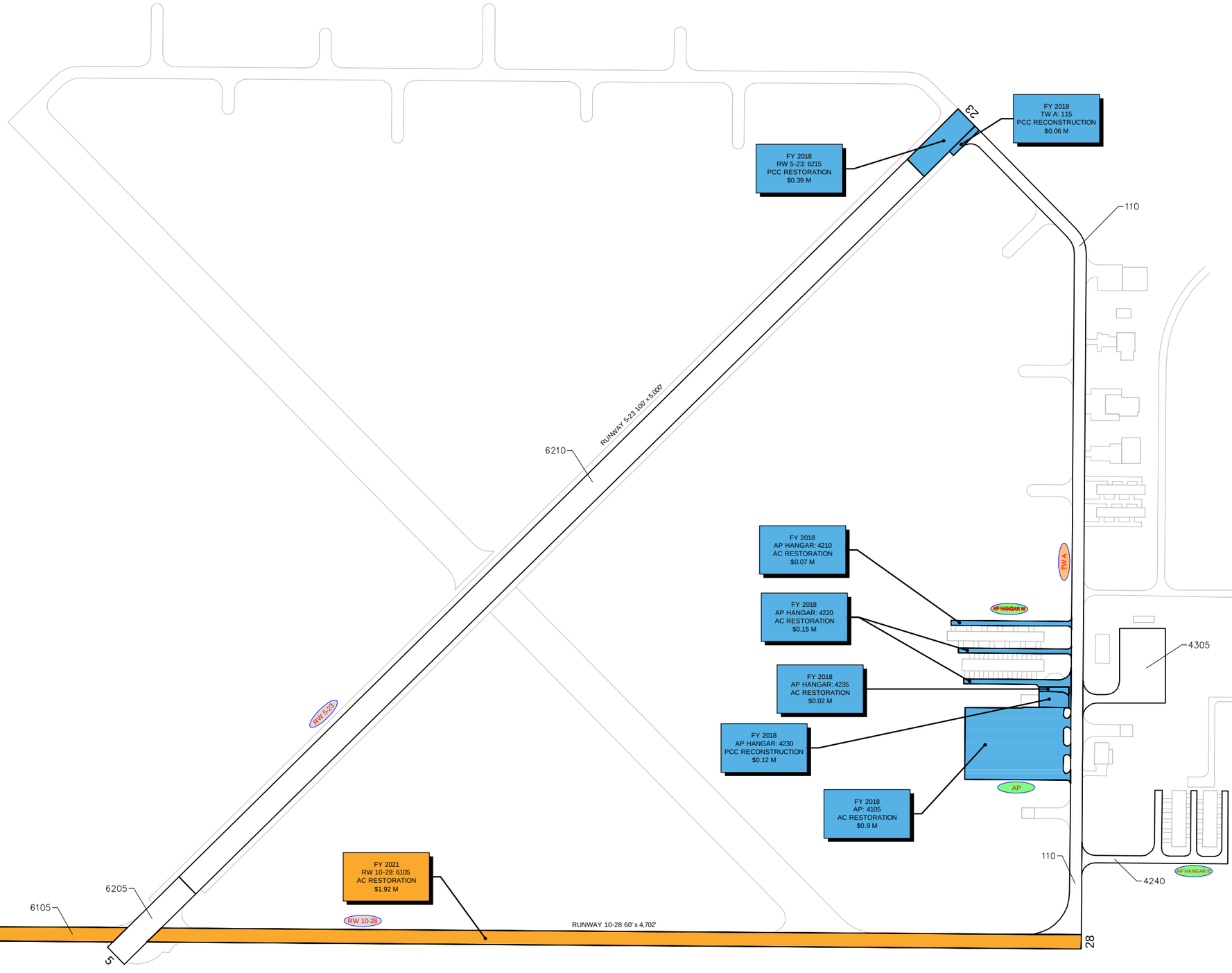
004 - AIRFIELD PAVEMENT
MAJOR REHABILITATION EXHIBIT

Airport Pavement Evaluation Report
2017

Statewide Airfield Pavement Management Program

UMATILLA MUNICIPAL AIRPORT - X23

FDOT

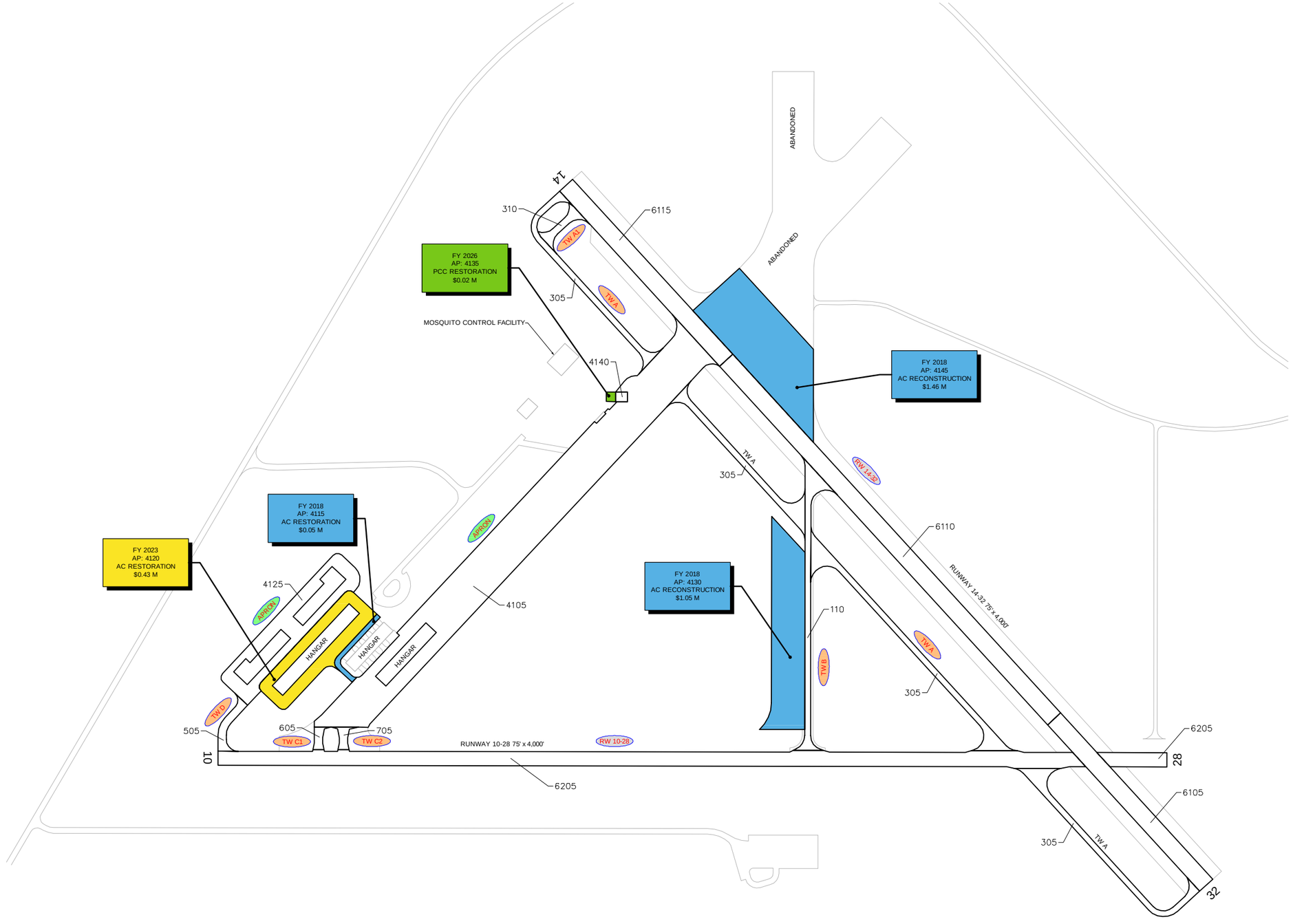


004 - AIRFIELD PAVEMENT
MAJOR REHABILITATION EXHIBIT

Airport Pavement Evaluation Report
2017

Statewide Airfield Pavement Management Program
MARION COUNTY AIRPORT - X35

FDOT



LEGEND

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

PROGRAM YEAR

2018	2023
2019	2024
2020	2025
2021	2026
2022	2027

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

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

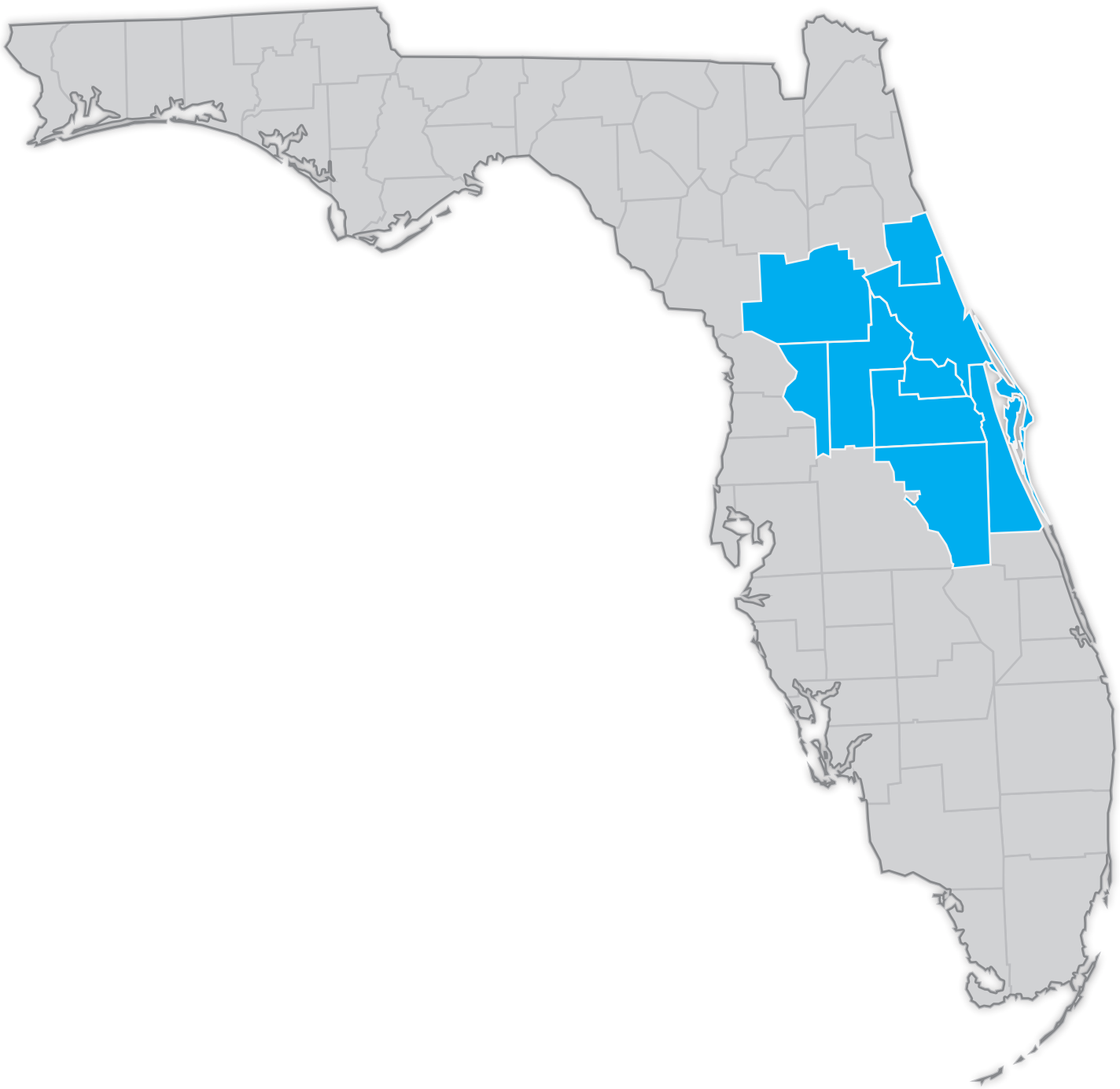
004 - AIRFIELD PAVEMENT MAJOR REHABILITATION EXHIBIT

Airport Pavement Evaluation Report **2017**

Statewide Airfield Pavement Management Program

VALKARIA AIRPORT - X59

FDOT



DISTRICT 5

FLORIDA DEPARTMENT OF TRANSPORTATION

AVIATION AND SPACEPORTS OFFICE

FDOT