

Statewide Airfield Pavement Management Program

STATEWIDE SUMMARY

Airfield Pavement Evaluation Report

2022



Florida Department of Transportation

Statewide Airfield Pavement Management Program

Statewide Pavement Evaluation Report

Prepared by:

*FDOT Aviation Office
605 Suwannee Street
Tallahassee, Florida 32399-0450*

Website: [FDOT Aviation Office](#)

Interactive Web Application: [FDOT SAPMP Interactive Web Application](#)

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Chapter 1: Introduction

Chapter 1 – Introduction

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

1.1 Background

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

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

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

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

The SAPMP addresses the requirements of maintaining an effective pavement management program for participating airports at the network level. Network-level management of pavement assets provides insight for short-term and long-term budget needs, understanding of the overall condition of the network (current and future), and knowledge of the pavement facilities that are

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

1.2 Stakeholders

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

Table 1.2: FDOT SAPMP Stakeholders

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

1.2.1 Participating Airports

The airports are the end-user and primary beneficiary of the SAPMP. The SAPMP provides a specific Airport Pavement Evaluation Report that meets the requirements of the FAA AC 150/5380-7B. Individual participating airports are issued a final Airport Pavement Evaluation Report by the Consultant that is specific to each airport's airfield PCI assessment.

Each public use, publicly owned, airport in the state of Florida was provided a response form at the start of the program to confirm SAPMP participation. **Figure 1.2.1** displays all publicly owned airports within their respective district. **Table 1.2.1** lists the current 95 airports that chose to participate in the current update. The airports part of the NPIAS that choose not to participate in this SAPMP update are as follows:

- » District 2, Northeast Florida Regional Airport (SGJ), Hilliard Airpark (01J)
- » District 5, Orlando International Airport, (MCO)
- » District 6, Miami International Airport (MIA), Miami Seaplane Base (X44)
- » District 7, Tampa International Airport (TPA)

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

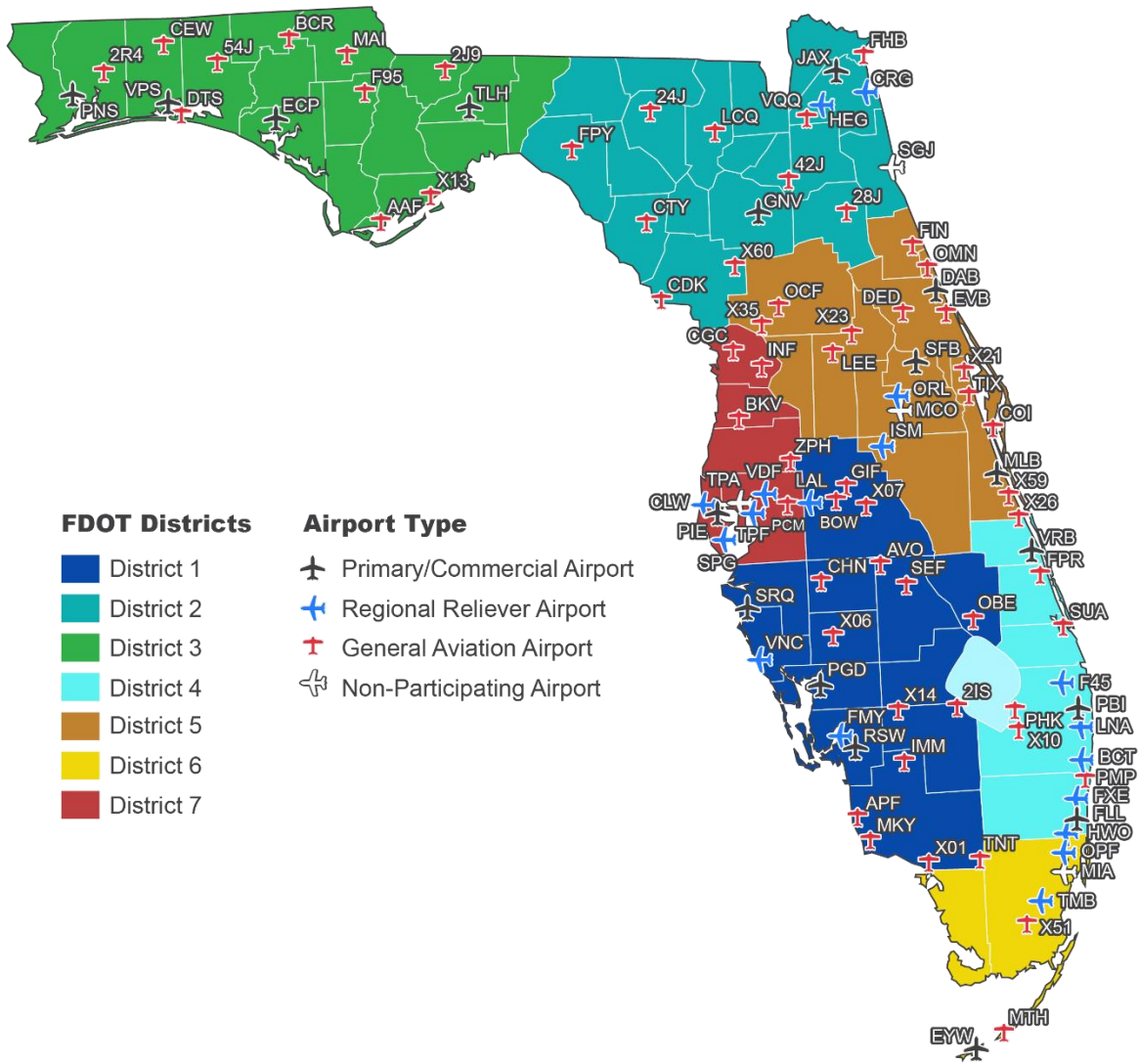


Table 1.2.1: FDOT SAPMP Participants

Airport Identifier	Airport Name	Airport Category	SAPMP Phase	Pavement Area (millions of SF)	No. of Paved Runways
District 1					
2IS	Airglades Airport	GA	1	1.3	1
APF	Naples Municipal Airport	GA	2	5.7	2
AVO	Avon Park Executive Airport	GA	1	1.5	2
BOW	Bartow Executive Airport	GA	1	3.6	3
CHN	Wauchula Municipal Airport	GA	1	0.7	1
FMY	Page Field	RL	2	6.2	2
GIF	Winter Haven Regional Airport	GA	1	2.5	2
IMM	Immokalee Regional Airport	GA	1	2.4	2
LAL	Lakeland Linder International Airport	RL	2	7.9	2
MKY	Marco Island Executive Airport	GA	1	1.3	1
OBE	Okeechobee County Airport	GA	1	1.4	2
PGD	Punta Gorda Airport	PR	2	5.6	3
RSW	Southwest Florida International Airport	PR	2	12.6	1
SEF	Sebring Regional Airport	GA	1	3.0	2
SRQ	Sarasota/Bradenton International Airport	PR	2	7.8	2
VNC	Venice Municipal Airport	RL	2	3.6	2
X01	Everglades Airpark	GA	1	0.2	1
X06	Arcadia Municipal Airport	GA	1	0.6	1
X07	Lake Wales Municipal Airport	GA	1	1.5	2
X14	Labelle Municipal Airport	GA	1	1.0	1
District 2					
24J	Suwannee County Airport	GA	1	0.8	1
28J	Palatka Municipal - Lt. Kay Larkin Field	GA	1	1.9	2
42J	Keystone Heights Airport	GA	1	1.8	2
CDK	George T. Lewis Airport	GA	1	0.2	1
CRG	Jacksonville Executive At Craig Airport	RL	2	2.6	2
CTY	Cross City Airport	GA	1	1.7	2
FHB	Fernandina Beach Municipal Airport	GA	2	2.9	3
FPY	Perry-Foley Airport	GA	1	1.9	2
GNV	Gainesville Regional Airport	PR	2	4.9	2
HEG	Herlong Recreational Airport	RL	2	1.8	2
JAX	Jacksonville International Airport	PR	2	11.7	2
LCQ	Lake City Gateway Airport	GA	1	3.9	2
VQQ	Cecil Airport	GA	1	15.0	4
X60	Williston Municipal Airport	GA	2	2.5	2

Airport Identifier	Airport Name	Airport Category	SAPMP Phase	Pavement Area (millions of SF)	No. of Paved Runways
District 3					
2J9	Quincy Municipal Airport	GA	1	0.4	1
2R4	Peter Prince Field	GA	1	1.2	1
54J	Defuniak Springs Airport	GA	1	0.7	1
AAF	Apalachicola Regional-Cleve Randolph Field	GA	1	4.3	3
BCR	Tri-County Airport	GA	1	0.8	1
CEW	Bob Sikes Airport	GA	1	3.6	1
DTS	Destin Executive Airport	GA	1	1.7	1
ECP	North west Florida Beaches International Airport	PR	2	4.7	1
F95	Calhoun County Airport	GA	2	0.7	1
MAI	Marianna Municipal Airport	GA	1	3.2	2
PNS	Pensacola International Airport	PR	2	7.2	2
TLH	Tallahassee International Airport	PR	2	8.4	2
VPS	Destin -Fort Walton Beach Airport	PR	2	1.1	0
X13	Carrabelle-Thompson Airport	GA	1	0.4	1
District 4					
BCT	Boca Raton Airport	RL	2	1.5	1
F45	North Palm Beach County General Aviation Airport	RL	2	2.6	2
FLL	Fort Lauderdale/Hollywood International Airport	PR	2	16.5	2
FPR	Treasure Coast International Airport	GA	1	5.5	3
FXE	Fort Lauderdale Executive Airport	RL	2	4.3	2
HWO	North Perry Airport	RL	2	3.1	4
LNA	Palm Beach County Park Airport	RL	2	2.2	3
PBI	Palm Beach International Airport	PR	2	15.3	3
PHK	Palm Beach County Glades Airport	GA	1	0.7	1
PMP	Pompano Beach Airpark	GA	1	4.3	3
SUA	Witham Field	GA	1	3.9	3
VRB	Vero Beach Regional Airport	PR	2	6.3	3
X10	Belle Glade State Municipal Airport	GA	1	0.3	1
X26	Sebastian Municipal Airport	GA	1	1.7	2
District 5					
COI	Merritt Island Airport	GA	1	1.2	1
DAB	Daytona Beach International Airport	PR	2	9.2	3
DED	Deland Municipal Airport - Sidney H. Taylor Field	GA	2	3.4	2
EVB	New Smyrna Beach Municipal Airport	GA	2	2.7	3
FIN	Flagler Executive Airport	GA	1	2.8	2
ISM	Kissimmee Gateway Airport	RL	2	4.5	2
LEE	Leesburg International Airport	GA	2	2.6	2

Airport Identifier	Airport Name	Airport Category	SAPMP Phase	Pavement Area (millions of SF)	No. of Paved Runways
MLB	Melbourne Orlando International Airport	PR	2	8.6	3
OCF	Ocala International Airport - Jim Taylor Field	GA	2	3.1	2
OMN	Ormond Beach Municipal Airport	GA	2	2.0	2
ORL	Orlando Executive Airport	RL	2	5.9	2
SFB	Orlando Sanford International Airport	PR	2	11.4	4
TIX	Space Coast Regional Airport	GA	2	4.2	2
X21	Arthur Dunn Air Park	GA	1	0.5	1
X23	Umatilla Municipal Airport	GA	1	0.3	1
X35	Marion County Airport	GA	1	1.3	2
X59	Valkaria Airport	GA	1	1.7	2
District 6					
EYW	Key West International Airport	PR	2	1.8	1
MTH	The Florida Keys Marathon International Airport	GA	2	1.7	1
OPF	Miami-Opa Locka Executive Airport	RL	2	10.8	3
TMB	Miami Executive Airport	RL	2	7.3	3
TNT	Dade-Collier Training and Transition Airport	GA	1	3.8	1
X51	Miami Homestead General Aviation Airport	GA	1	1.7	2
District 7					
BKV	Brooksville - Tampa Bay Regional Airport	GA	1	3.6	2
CGC	Crystal River - Captain Tom Davis Field	GA	1	0.9	1
CLW	Clearwater Air Park	RL	2	0.7	1
INF	Inverness Airport	GA	1	1.0	1
PCM	Plant City Airport	GA	1	0.9	1
PIE	St. Pete-Clearwater International Airport	PR	2	5.7	2
SPG	Albert Whitted Airport	RL	2	1.6	2
TPF	Peter O. Knight Airport	RL	2	1.4	2
VDF	Tampa Executive Airport	RL	2	2.6	2
ZPH	Zephyrhills Municipal Airport	GA	1	2.2	2

1.3 General Scope of Work

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

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

1.4 FDOT SAPMP Objectives

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

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

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

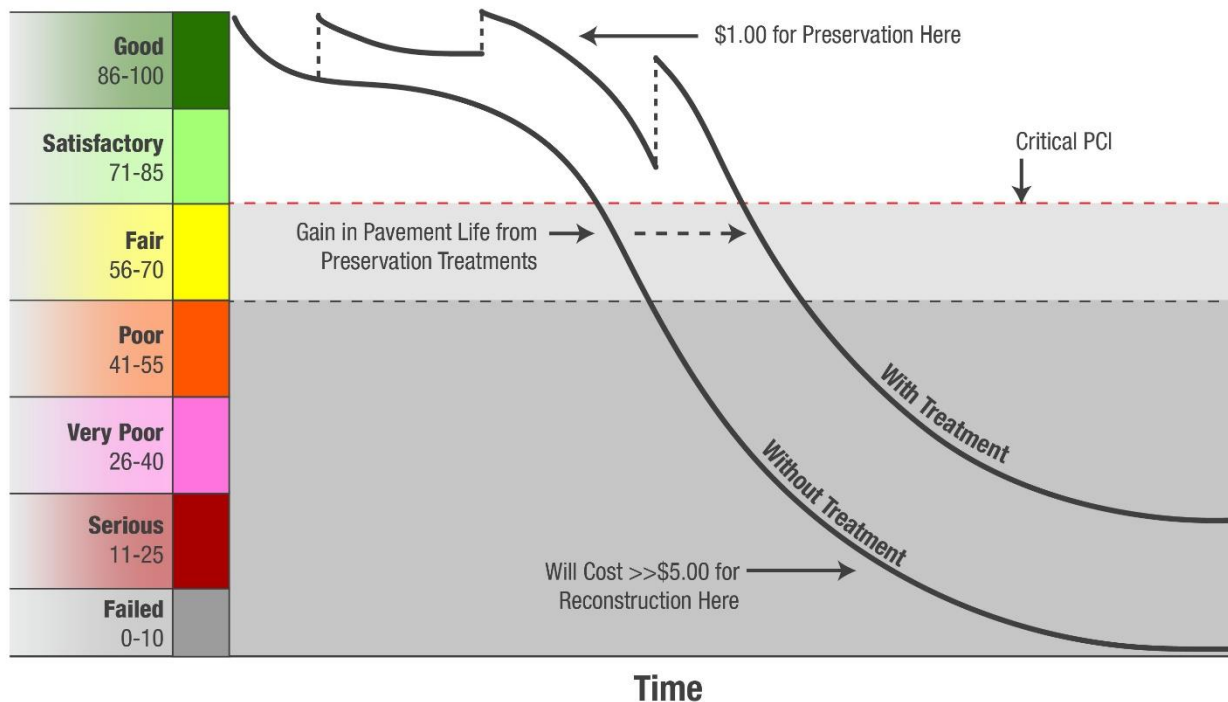
- » Assist airports in meeting the requirements of Public Law 103-305;
- » Assist airports in complying with FAA Grant Assurances 11 and 19;
- » Provide airports with functional pavement condition in accordance with ASTM D5340-20 (current) and with the FAA AC 150/5380-7B (current) based on visual assessment efforts;
- » Provide airports with planning-level guidance on maintenance, repair, and rehabilitation in accordance with the FAA AC 150/5380-6C (current) based on pavement conditions and distress data in terms of type, severity, and extent; and

- » Provide airports, FDOT Districts, FDOT AO, and the FAA Airports District Office with long-term, planning-level forecasts of pavement performance and rehabilitation budgetary needs (e.g., maintenance, repair, and major reconstruction) through reports.

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

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

Figure 1.4: Pavement Life and the Effect of Treatments



FAA Eligibility Thresholds: □ >70: Routine Maintenance □ 55-70: Rehabilitation Eligible □ <55: Reconstruction Eligible

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

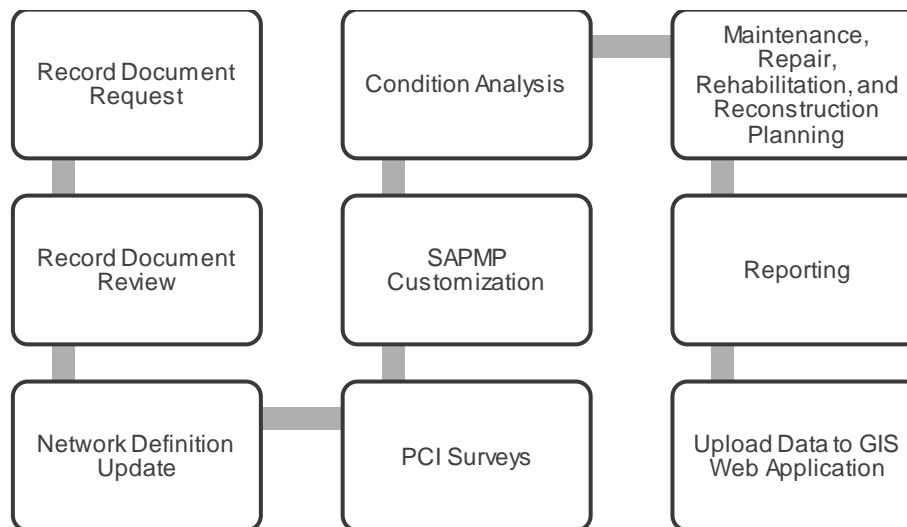


Chapter 2: Methodology

Chapter 2 – Methodology

An effective pavement management program incorporates both the regular collection of pavement condition information and communication of information to appropriate sponsors. This chapter of the report defines the specific methods utilized as part of the SAPMP System Update to meet the requirements of an effective pavement management system as defined by the FAA AC 150/5380-7B. **Figure 2** summarizes the overall process for the FDOT SAPMP.

Figure 2: FDOT SAPMP General Process



2.1 Airfield Pavement Database

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

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

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

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

2.2 Airfield Pavement Record Keeping (Historical Records Research)

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

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

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

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

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

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

2.3 Airfield Pavement Structure

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

2.3.1 Asphalt Concrete

Asphalt concrete is a pavement comprised of aggregate mixture with an asphalt cement binder. The FDOT SAPMP categorizes three (3) Asphalt Concrete surface types: Asphalt Concrete (AC), Asphalt Concrete overlaid on Asphalt Concrete (AAC), and Asphalt Concrete overlaid on Portland cement concrete (APC).

Asphalt Concrete (AC)

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

Asphalt Concrete Overlaid on Asphalt Concrete (AAC)

A flexible pavement section consisting of aggregate mixture with asphalt cement binder layered on an existing flexible AC pavement section. Airfield pavement sections are considered to be AAC when a pavement rehabilitation includes a pavement milling and resurfacing operation or a direct overlay of Asphalt Concrete without surface preparation.

Asphalt Concrete Overlaid on Portland Cement Concrete (APC)

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

2.3.2 Portland Cement Concrete

Portland cement concrete is a pavement comprised of aggregate mixture with a Portland cement binder. The FDOT SAPMP categorizes Portland cement concrete (PCC) as the primary rigid pavement section.

Portland Cement Concrete (PCC)

A rigid pavement section composed of Portland cement concrete placed on a granular or treated base course that is supported on a compacted subgrade. The concrete surface provides a texture of nonskid qualities, prevents the infiltration of surface water into the subgrade, and provides structural support for airplane loading. Rigid pavement construction requires the layout of appropriately designed joints. Concrete overlays built in accordance with the FAA Advisory Circular 150/5320-6F "Airport Pavement Design and Evaluation" are recognized as PCC pavement.

2.3.3 Composite Structure – Whitetopping Pavement

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

Conventional Whitetopping (WT)

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

Thin Whitetopping (TWT)

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

Ultra-Thin Whitetopping (UWT)

A composite pavement structure consisting of a modified PCC overlaid on an existing AC pavement section. The modified PCC layer is typically between 2 and 4 inches in thickness.

2.4 Airfield Pavement Traffic

A pavement section is typically designed to meet the needs of the user (airlines, air cargo, general aviation, and/or military) in providing a safe, smooth, operational surface. Pavement deterioration generally occurs gradually from aircraft loading and environmental conditions.

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

2.5 Pavement Management Program Network Definition Terminology

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

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

2.5.1 Pavement Network Identification

Establishing the pavement network is the first step in organizing pavements into a structure for pavement management. The network is the starting point of the hierarchy of pavement management organization. A network typically consists of one or more pavement *branches*, which have one or more pavement *sections*. For example, a network can be all the pavements within an airport's airfield or all the pavements in a statewide program. For the FDOT SAPMP, a network represents an individual Airport's airfield pavement facilities maintained by the Airport.

2.5.2 Pavement Branch Identification

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

2.5.3 Pavement Section Identification

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

2.5.4 Pavement Sample Unit Identification

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

2.5.5 Terminology Summary

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

Table 2.5.5: SAPMP Terminology

SAPMP Terminology	Common Definition	Airport Example
Network	Totality of pavement assets maintained by the Airport.	"Tallahassee International Airport – Airfield Pavements"
Branch Name	Commonly defined asset name as established by Airport and by use.	"Runway 18-36"
Branch ID	Codified shorthand name for commonly defined asset established for database identification.	"RW 18-36" RW, Branch Use, "Runway" "Runway 18-36", Runway Facility
Section ID	Codified identification for pavement asset that is distinct by pavement composition, work history, aircraft loading, or condition.	"6105"
Sample Unit	A numeric identification of an area of pavement (5,000 \pm 2,000 SF of AC or 20 \pm 8 slabs of PCC) that has been inspected in accordance with ASTM D5340-20.	"300"

2.6 Airfield PCI Survey Methodology

In adherence to the FAA AC 150/5380-7B, the FDOT SAPMP utilizes the PCI survey method to collect pavement distress data and analyze the condition. The PCI survey procedure is a visual statistical sampling of pavements for recording primary distress types (e.g., cracking and deformation), associated severities, and quantities as defined by the ASTM D5340-20. This effort is the primary means of obtaining and recording pavement distress data. The PCI survey consists primarily of visual assessments of pavement surfaces for signs of distress and deterioration resulting from loading (aircraft) and environmental influences.

Overall, a visual pavement condition survey provides an indication of the cause and rate of deterioration of a pavement section from a functional point of view and can help identify if any underlying structural deficiencies are present. Although a visual PCI survey does not predict the remaining structural life of a pavement section or its ability to support loads, it does assess the rating of the operational surface. Functional condition, determined by the PCI method, can provide a cost-effective means to plan for pavement rehabilitation projects. Timely application of pavement rehabilitation may lead to the extension of functional life of individual pavement sections. This method varies from structural evaluation; functional condition is limited to visually observed distresses and indicative modes of pavement deterioration. A formal structural evaluation analyzes subsurface conditions, material characteristics, and qualitative pavement structure attributes. A structural evaluation may consist of subsurface geotechnical exploration, falling weight deflectometer testing, petrographic testing, material coring, and/or flexural testing.

2.6.1 Pavement Distress Types

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

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

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

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

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

2.6.2 PCI Survey Procedures

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

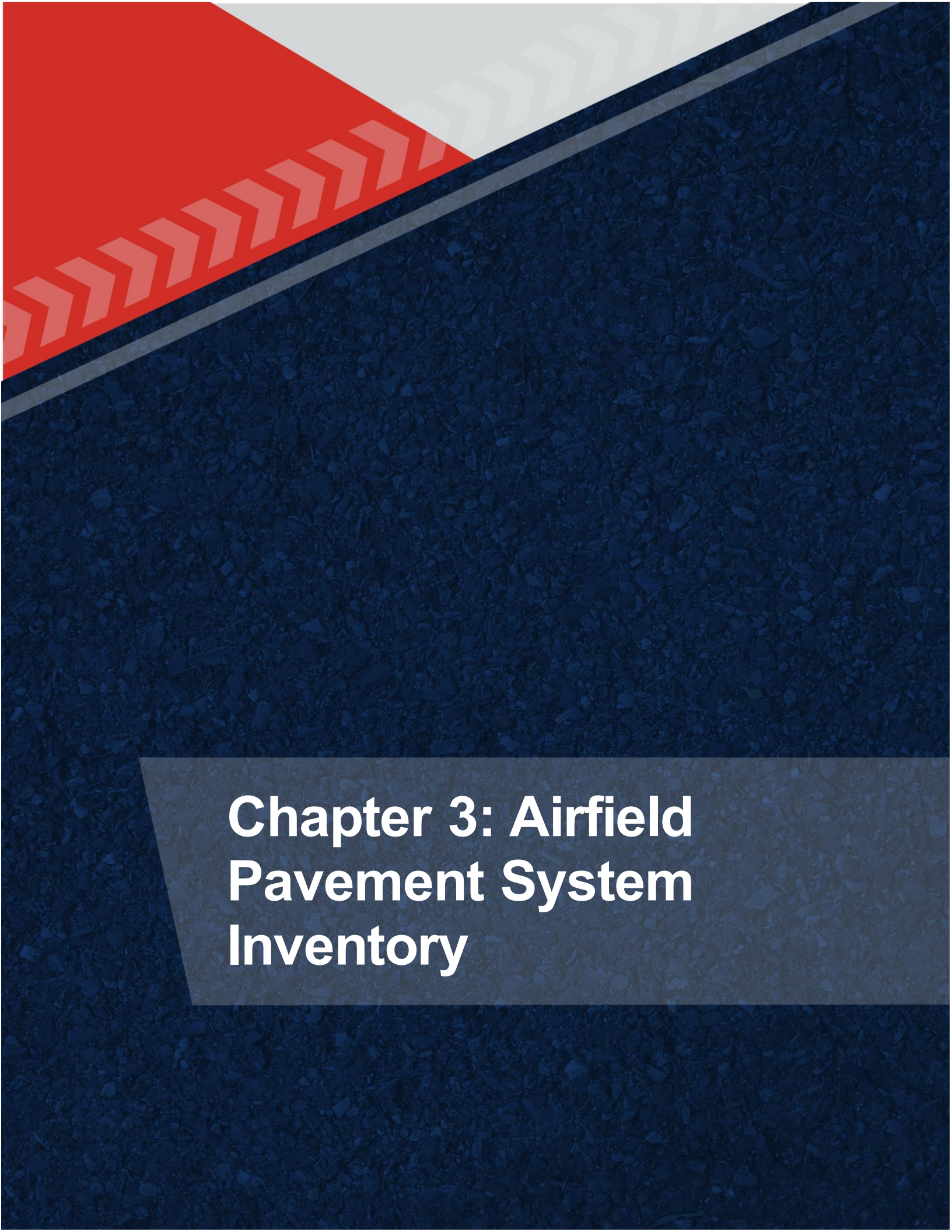
Table 2.6.2 (a): Recommended Sampling Rates for Asphalt Concrete

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

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

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

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



Chapter 3: Airfield Pavement System Inventory

Chapter 3 – Airfield Pavement System Inventory

A significant element of an effective airfield pavement management system is appropriate record keeping of changes due to construction or operational use of the pavement facilities. This chapter discusses the inventory data collected from the participating airports and summarizes the characteristics of the SAPMP's airfield pavements at the District-level.

3.1 Airfield Pavement Network Information

3.1.1 Previous and/or Anticipated Airfield Pavement Construction

The participating airports provided a combination of record drawings, reports, and staff input, which aided in developing the construction history for each airport's pavements since inception. Major rehabilitation and construction activities performed in the last 24 months, or anticipated in the next 24 months, are assumed to restore the PCI to 100. These activities include pavement overlay, mill and overlay, new construction, and/or complete reconstruction. These pavements were not formally subject to a PCI assessment and actual conditions may vary. Furthermore, any localized maintenance or repair performed in the assessment areas that would improve the PCI are considered in the condition analysis.

The updates associated with the provided documentation were incorporated into each individual airport and summarized within two exhibits, the Airfield Pavement Network Definition Exhibit and the Airfield Pavement System Inventory Exhibit. The Airfield Pavement Network Definition Exhibit identifies pavement facilities, surface types, section definitions, and sample unit delineations and can be found in the individual airport reports. The Airfield Pavement System Inventory Exhibit provides the approximate limits and details of recent and/or anticipated construction on the airfield pavement facilities as communicated by the airport's and confirmed during field surveys.

3.1.2 Airport Category

The airports within the FDOT SAPMP are classified into three categories as identified by the NPIAS: Primary/Commercial (PR), Reliever (RL), and General Aviation (GA). The three categories are defined below.

Primary/Commercial

Primary and/or commercial service airports are publicly owned airports with scheduled air carrier service. Example, DAB – Daytona Beach International Airport

Reliever

A non-primary airport designated to relieve congestion at commercial service airports and to provide more general aviation access to the overall community. Example, ORL – Orlando Executive Airport.

General Aviation

A public-use airport that does not have scheduled service or scheduled service with less than 2,500 passenger boarding's per year. Example, COI – Merritt Island Airport.

Figure 3.1.2 (a) summarizes how many of the 95 participating airports are within each FDOT District. There are 343 million square feet of airfield pavements monitored within the SAPMP. **Figure 3.1.2 (b)** depicts the statewide pavement area distribution of each airport category within the districts.

Figure 3.1.2 (a): Airport Category Count by District

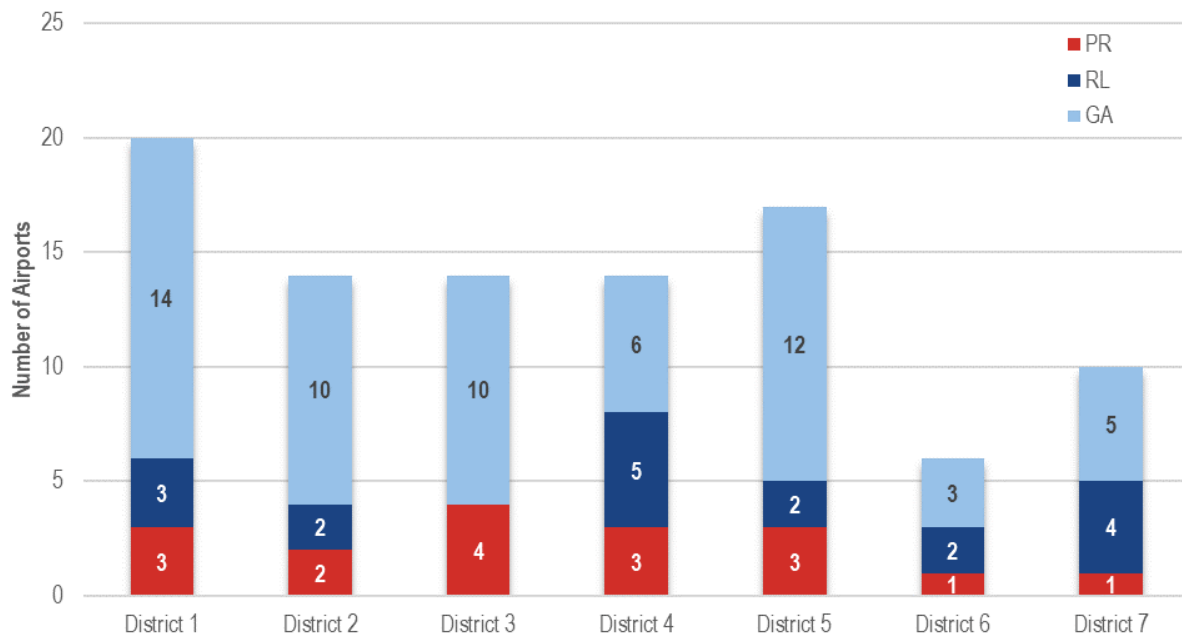
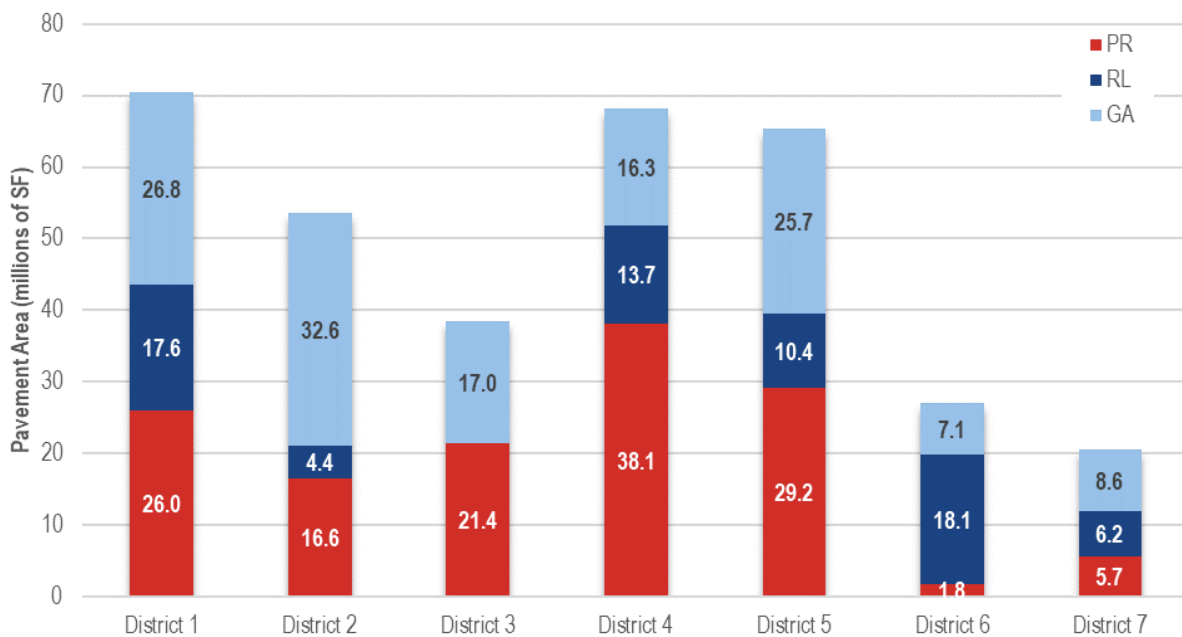


Figure 3.1.2 (b): Airport Category Pavement Area by District

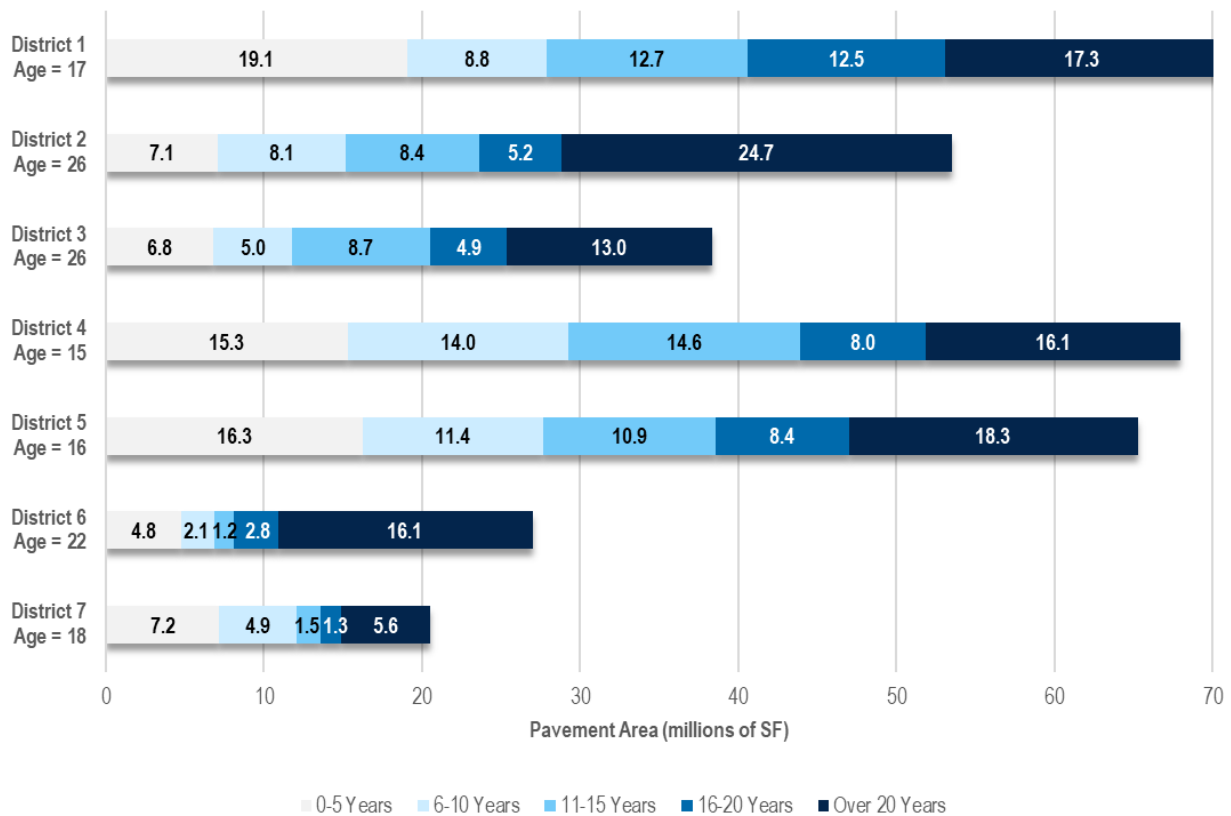


3.1.3 Estimated Pavement Age

Pavement age is determined by the date of the last major work project performed. The estimation of pavement age is based on recent construction information requested from Airport's at the start of the program. Major work such as reconstruction or rehabilitation resets a pavement age to 0. It should be noted that surface treatments do not reset a pavements age to 0 as a reconstruction or rehabilitation project would. They are used as a measure to maintain and improve the current pavement surface and extend the life of the pavement without performing major work.

The estimated Statewide area-weighted average age of the SAPMP airfield pavements is 19 years old. **Figure 3.1.3** summarizes the average age of pavement sections at the time of the PCI survey within each FDOT district. The overall area-weighted average pavement age for each district is listed below each district title.

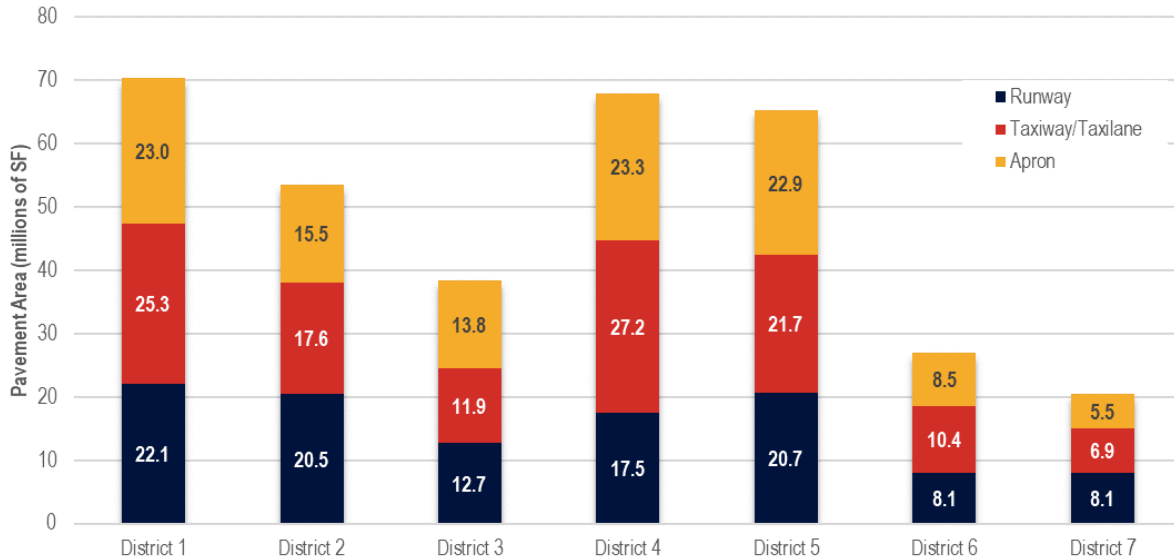
Figure 3.1.3: Age of Pavements at PCI Survey by District



3.1.4 Functional Use

Pavements are subject to variations in aircraft loading patterns based on use and overall operations. This is termed ‘functional use’ or ‘branch use’. For this SAPMP System Update, the following categories of pavement functional use are identified: Apron, Runway, Taxiway, and Taxilane. **Figure 3.1.3** summarizes pavement functional use by area for each district.

Figure 3.1.4: Statewide Airfield Pavement Branch Use Area by District

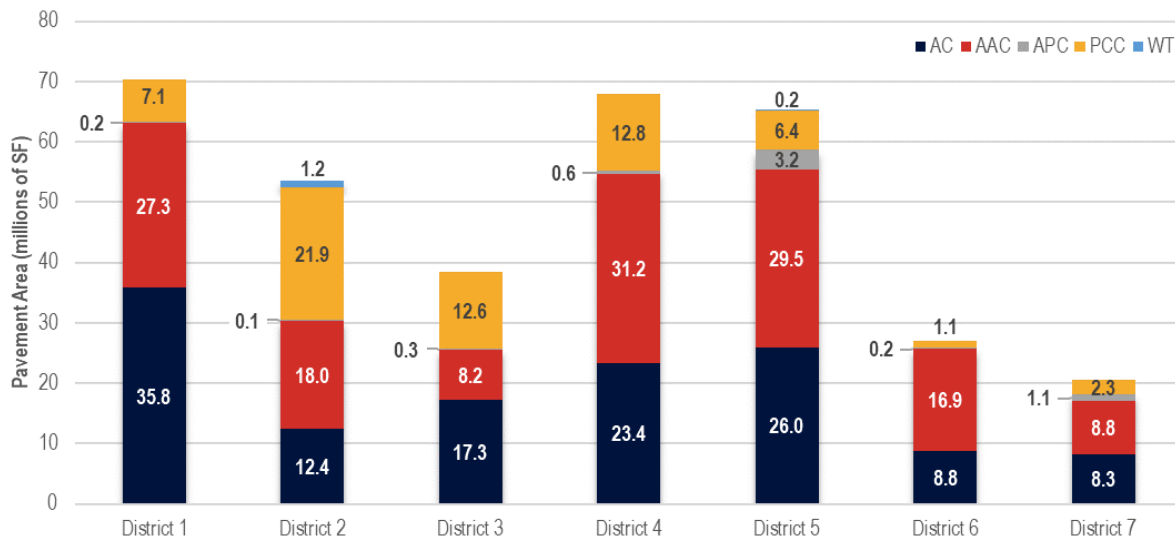


3.1.5 Pavement Surface Type

The airfield pavement facility surface types within the SAPMP include four (4) common types of pavement: Asphalt Concrete (AC), Asphalt Concrete overlaid on Asphalt Concrete (AAC), Asphalt Concrete overlaid on Portland cement concrete (APC), and Portland cement concrete (PCC). It should be noted that a select number of airports within the program contain a fifth surface type called Whitetopping Pavement (WT). Whitetopping pavement is a non-FAA standard composite pavement comprised of relatively thin PCC overlaid on an existing AC pavement structure

Based on the record documentation incorporated within the SAPMP database and as observed during airfield pavement field assessments, pavement surface types have been assigned to the various pavement sections. **Figure 3.1.5** summarizes the applicable pavement types observed within each district

Figure 3.1.5: Statewide Airfield Surface Types Area by District



3.1.6 Pavement System Inventory Details

Table 3.1.6 displays the network-level pavement inventory data, which is based on record documentation provided by the airports and from previous System Updates. The information presented relies on the accuracy and the adequacy of data provided. In some cases, characteristics such as pavement area may be estimated based on aerial interpretation of spatially-projected imagery. The accuracy of data is appropriate for this network-level planning document. Should an airport perform rehabilitation work, it is recommended that project-level investigations be performed to support the data accuracy needed for design and construction.

Appendix A includes the exhibits which visually summarize the results of the airfield pavement system inventory analysis.

Table 3.1.6: Network Level Inventory Summary by District

Airport Identifier	Airport Category	SAPMP Phase	Area (millions of SF)	No. of Paved Runways	Age at Inspection	%AC	%AAC	%APC	%PCC	%WT
District 1										
2IS	GA	1	1.3	1	53	53	45	-	2	-
APF	GA	2	5.7	2	14	50	47	-	3	-
AVO	GA	1	1.5	2	16	45	55	-	-	-
BOW	GA	1	3.6	3	36	31	52	2	15	-
CHN	GA	1	0.7	1	15	54	45	-	1	-
FMY	RL	2	6.2	2	15	56	43	-	1	-
GIF	GA	1	2.5	2	22	49	51	-	-	-
IMM	GA	1	2.4	2	39	96	-	-	4	-
LAL	RL	2	7.9	2	6	63	30	-	7	-
MKY	GA	1	1.3	1	8	94	6	-	-	-

Airport Identifier	Airport Category	SAPMP Phase	Area (millions of SF)	No. of Paved Runways	Age at Inspection	%AC	%AAC	%APC	%PCC	%WT
OBE	GA	1	1.4	2	16	2	98	-	-	-
PGD	PR	2	5.6	3	8	49	44	-	7	-
RSW	PR	2	12.6	1	17	41	43	-	16	-
SEF	GA	1	3.0	2	31	53	2	2	43	-
SRQ	PR	2	7.8	2	19	33	44	-	23	-
VNC	RL	2	3.6	2	12	63	30	3	4	-
X01	GA	1	0.2	1	37	100	-	-	-	-
X06	GA	1	0.6	1	33	100	-	-	-	-
X07	GA	1	1.5	2	11	52	48	-	-	-
X14	GA	1	1.0	1	13	94	5	-	1	-
District 1 Inventory Summary			70.4	35	17	50	39	1	10	-
District 2										
24J	GA	1	0.8	1	15	44	56	-	-	-
28J	GA	1	1.9	2	13	17	83	-	-	-
42J	GA	1	1.8	2	26	57	26	-	17	-
CDK	GA	1	0.2	1	2	85	15	-	-	-
CRG	RL	2	2.6	2	9	24	75	-	1	-
CTY	GA	1	1.7	2	32	82	-	-	18	-
FHB	GA	2	2.9	3	15	31	44	-	6	19
FPY	GA	1	1.9	2	36	29	44	-	27	-
GNV	PR	2	4.9	2	14	27	66	2	5	-
HEG	RL	2	1.8	2	10	52	46	-	2	-
JAX	PR	2	11.7	2	25	7	1	-	92	-
LCQ	GA	1	3.9	2	12	60	39	-	1	-
VQQ	GA	1	15.0	4	44	4	33	1	62	-
X60	GA	2	2.5	2	20	36	33	1	3	27
District 2 Inventory Summary			53.6	29	26	23	33	1	41	2
District 3										
2J9	GA	1	0.4	1	23	46	53	-	1	-
2R4	GA	1	1.2	1	17	67	33	-	-	-
54J	GA	1	0.7	1	14	60	40	-	-	-
AAF	GA	1	4.3	3	82	-	-	-	100	-
BCR	GA	1	0.8	1	8	57	42	-	1	-
CEW	GA	1	3.6	1	15	22	70	-	8	-
DTS	GA	1	1.7	1	24	48	51	-	1	-
ECP	PR	2	4.7	1	11	57	1	-	42	-
F95	GA	2	0.7	1	10	44	39	-	17	-
MAI	GA	1	3.2	2	59	24	20	-	56	-
PNS	PR	2	7.2	2	18	59	4	-	37	-

Airport Identifier	Airport Category	SAPMP Phase	Area (millions of SF)	No. of Paved Runways	Age at Inspection	%AC	%AAC	%APC	%PCC	%WT
TLH	PR	2	8.4	2	12	65	20	4	11	-
VPS	PR	2	1.1	0	10	28	19	-	53	-
X13	GA	1	0.4	1	26	-	98	-	2	-
District 3 Inventory Summary			38.4	18	26	45	21	1	33	-
District 4										
BCT	RL	2	1.5	1	11	10	90	-	-	-
F45	RL	2	2.6	2	26	99	-	-	1	-
FLL	PR	2	16.5	2	11	19	30	1	50	-
FPR	GA	1	5.5	3	21	44	54	-	2	-
FXE	RL	2	4.3	2	11	50	49	-	1	-
HWO	RL	2	3.1	4	19	20	77	-	3	-
LNA	RL	2	2.2	3	14	76	23	-	1	-
PBI	PR	2	15.3	3	15	25	54	2	19	-
PHK	GA	1	0.7	1	19	57	43	-	-	-
PMP	GA	1	4.3	3	17	28	64	1	7	-
SUA	GA	1	3.9	3	14	32	65	-	3	-
VRB	PR	2	6.3	3	10	40	43	4	13	-
X10	GA	1	0.3	1	5	92	8	-	-	-
X26	GA	1	1.7	2	14	75	24	-	1	-
District 4 Inventory Summary			68.2	33	15	34	46	1	19	-
District 5										
COI	GA	1	1.2	1	20	18	81	-	1	-
DAB	PR	2	9.2	3	19	34	51	7	8	-
DED	GA	2	3.4	2	19	58	42	-	-	-
EVB	GA	2	2.7	3	24	55	29	-	10	6
FIN	GA	1	2.8	2	12	56	39	-	5	-
ISM	RL	2	4.5	2	20	51	41	1	7	-
LEE	GA	2	2.6	2	10	31	65	-	4	-
MLB	PR	2	8.6	3	11	28	61	1	10	-
OCF	GA	2	3.1	2	12	29	70	-	1	-
OMN	GA	2	2.0	2	13	70	29	-	1	-
ORL	RL	2	5.9	2	19	64	34	1	1	-
SFB	PR	2	11.4	4	15	28	25	21	26	-
TIX	GA	2	4.2	2	15	4	74	1	21	-
X21	GA	1	0.5	1	16	24	76	-	-	-
X23	GA	1	0.3	1	15	98	2	-	-	-
X35	GA	1	1.3	2	18	59	38	-	3	-
X59	GA	1	1.7	2	19	80	19	-	1	-
District 5 Inventory Summary			65.4	36	16	40	45	5	9	1

Airport Identifier	Airport Category	SAPMP Phase	Area (millions of SF)	No. of Paved Runways	Age at Inspection	%AC	%AAC	%APC	%PCC	%WT
District 6										
EYW	PR	2	1.8	1	7	14	66	-	20	-
MTH	GA	2	1.7	1	30	43	50	-	7	-
OPF	RL	2	10.8	3	24	50	43	2	5	-
TMB	RL	2	7.3	3	16	22	77	-	1	-
TNT	GA	1	3.8	1	25	4	96	-	-	-
X51	GA	1	1.7	2	33	47	53	-	-	-
District 6 Inventory Summary			27.0	11	22	33	62	1	4	-
District 7										
BKV	GA	1	3.6	2	43	21	9	22	48	-
CGC	GA	1	0.9	1	14	48	52	-	-	-
CLW	RL	2	0.7	1	12	32	68	-	-	-
INF	GA	1	1.0	1	12	100	-	-	-	-
PCM	GA	1	0.9	1	6	25	74	-	1	-
PIE	PR	2	5.7	2	8	17	67	6	10	-
SPG	RL	2	1.6	2	13	39	61	-	-	-
TPF	RL	2	1.4	2	8	60	40	-	-	-
VDF	RL	2	2.6	2	23	67	33	-	-	-
ZPH	GA	1	2.2	2	16	67	31	-	2	-
District 7 Inventory Summary			20.5	16	18	40	43	6	11	-
Statewide Inventory Summary			343.5	178	19	38	41	1	19	1



Chapter 4: Airfield Pavement Condition Analysis

Chapter 4 – Airfield Pavement Condition Analysis

4.1 Airfield Pavement Condition Index

In adherence to the FAA Advisory Circular 150/5380-7B “Airport Pavement Management Program,” and ASTM D5340- 20 ‘Standard Test Method for Airport Pavement Condition Index Surveys’, the pavements were evaluated using the PCI Survey Method of inspection.

The PCI 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 ASTM D5340-20; and is the primary method of observing and recording distress data. It provides a consistent, objective, and repeatable method to evaluate the pavement condition.

The collected distress data is used to calculate an index that represents the functional pavement condition in numerical terms ranging from 0 (failed pavement) to 100 (good or new pavement). The figure provides a visual representation of the scale.

Figure 4.1: PCI Rating

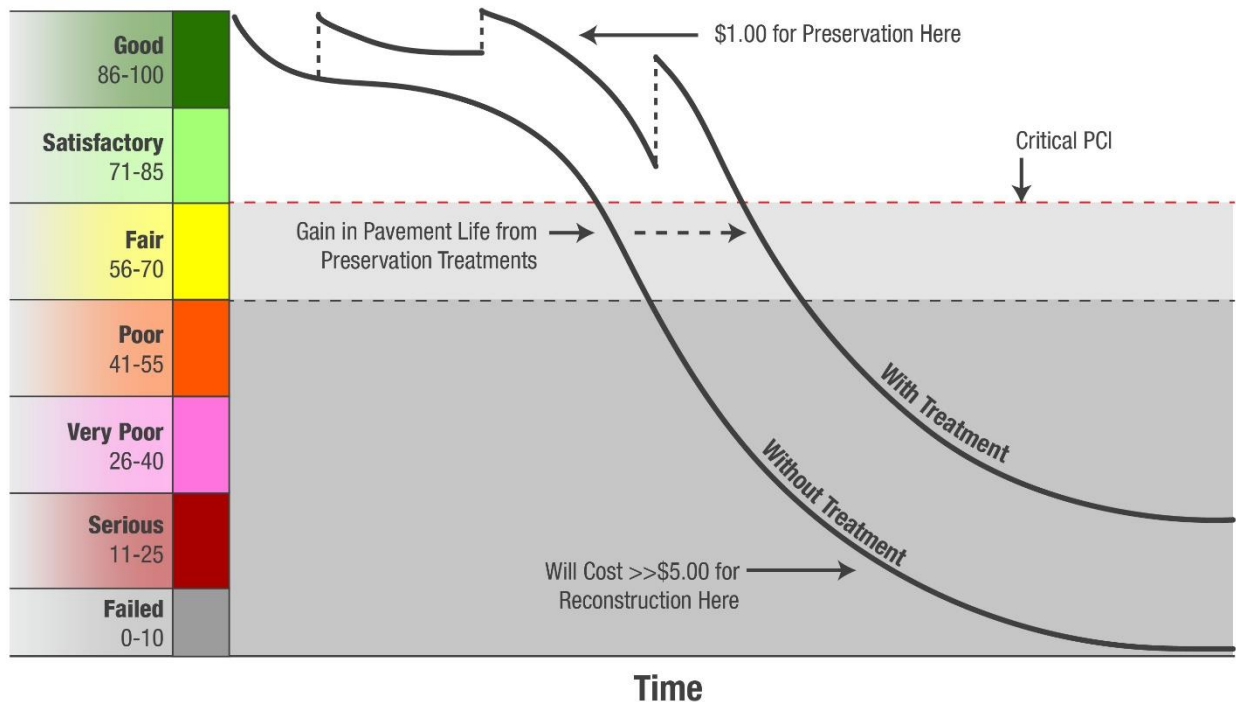
Color	Range	Condition Rating
Dark Green	86-100	Good
Light Green	71-85	Satisfactory
Yellow	56-70	Fair
Orange	41-55	Poor
Pink	26-40	Very Poor
Red	11-25	Serious
Grey	0-10	Failed

4.1.1 Critical PCI

In previous updates, the critical PCI value was set to 65 for all functional uses. Based on FAA Order 5100.38D Change 1 Airport Improvement Handbook, issued February 26, 2019, the FAA has established pavement construction based on thresholds that distinguish Rehabilitation and Reconstruction. Based on FAA Order 5100.38D Change 1 Airport Improvement Handbook, issued February 26, 2019, the FAA has established pavement construction based on thresholds that distinguish Rehabilitation and Reconstruction. Pavement sections between PCI Values 55 and 70 will be considered for Rehabilitation and sections less than 55 will be considered for Reconstruction at the planning-level. Accordingly, the **Critical PCI is defined at 70 for the FDOT SAPMP**. It should be noted that although a pavement reaches the threshold for rehabilitation, the pavement can still benefit from routine maintenance if no load related distresses are present.

An effective pavement maintenance management program is intended to identify and estimate future maintenance, repair, rehabilitation, and reconstruction needs. When timely preservation maintenance is performed on pavements with conditions above the “critical condition”, or prior to major decline in condition, significant rehabilitation and/or reconstruction may be delayed. The figure below depicts the concept of timely pavement treatments as described by the FAA AC 150/5380-7B.

Figure 4.1.1: Pavement Life and the Effect of Treatments



FAA Eligibility Thresholds: >70: Routine Maintenance 55-70: Rehabilitation Eligible <55: Reconstruction Eligible

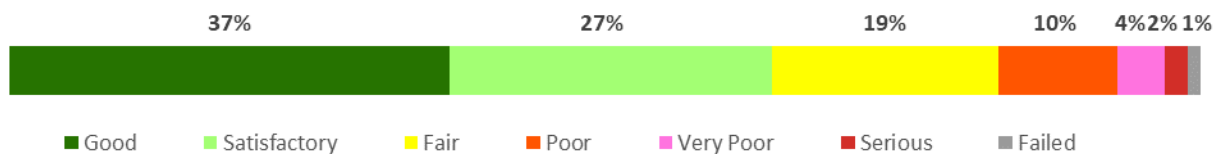
*Figure is for conceptual purposes only – unit costs are not specific to airfield pavements.

4.2 Program Pavement Condition Analysis

4.2.1 State-Level Analysis

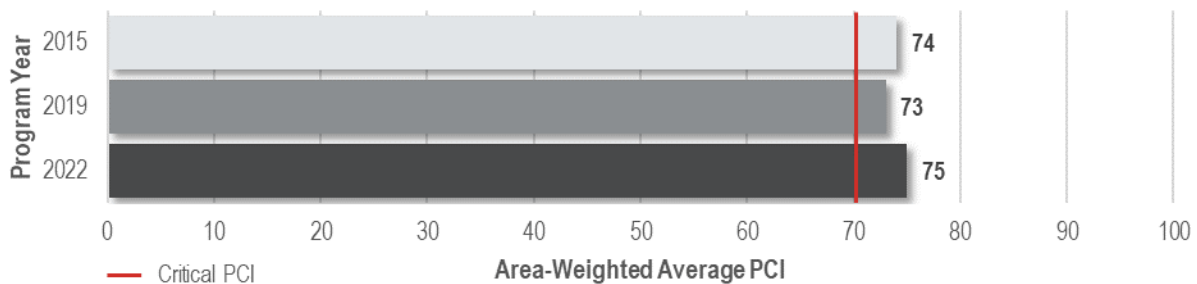
The following figure, **Figure 4.2.1**, summarizes the state-level pavement condition analysis based on the most recent survey results. The overall Statewide PCI is currently a 75, Satisfactory condition. Approximately 64% of inspected pavements within the SAPMP are in Good or Satisfactory condition. Presently, 19% of inspected pavements are in Fair condition and the remaining 17% of inspected pavements are in Poor or worse condition.

Figure 4.2.1(a): Current Conditions – Statewide



Consecutive PCI inspections have assisted the ability to track condition trends of airfield pavements over time. **Figure 4.2.1(b)** displays the summary of change in pavement condition at the statewide level since 2015.

Figure 4.2.1(b): Current and Historic Pavement Conditions – State-Level



4.2.2 District-Level Analysis

The following **Figures 4.2.2 (a)-(d)** summarize the district-level area-weighted pavement conditions based on the most recent PCI results by: current condition distribution, historical performance, branch use, and surface.

Figure 4.2.2(a) Current Conditions – District-Level

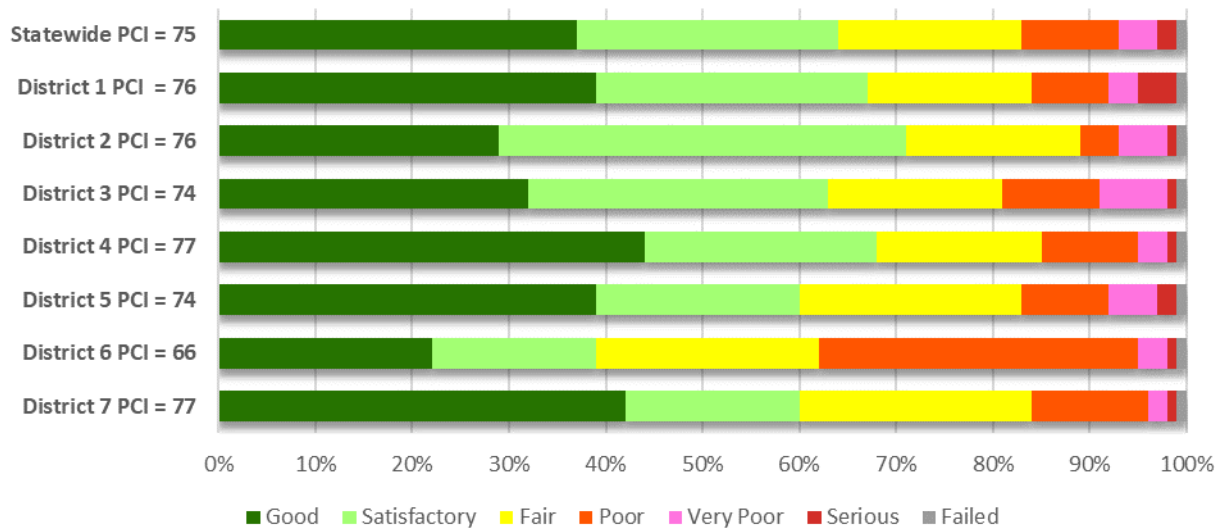


Figure 4.2.2 (b): Current and Historic Pavement Conditions – District-Level

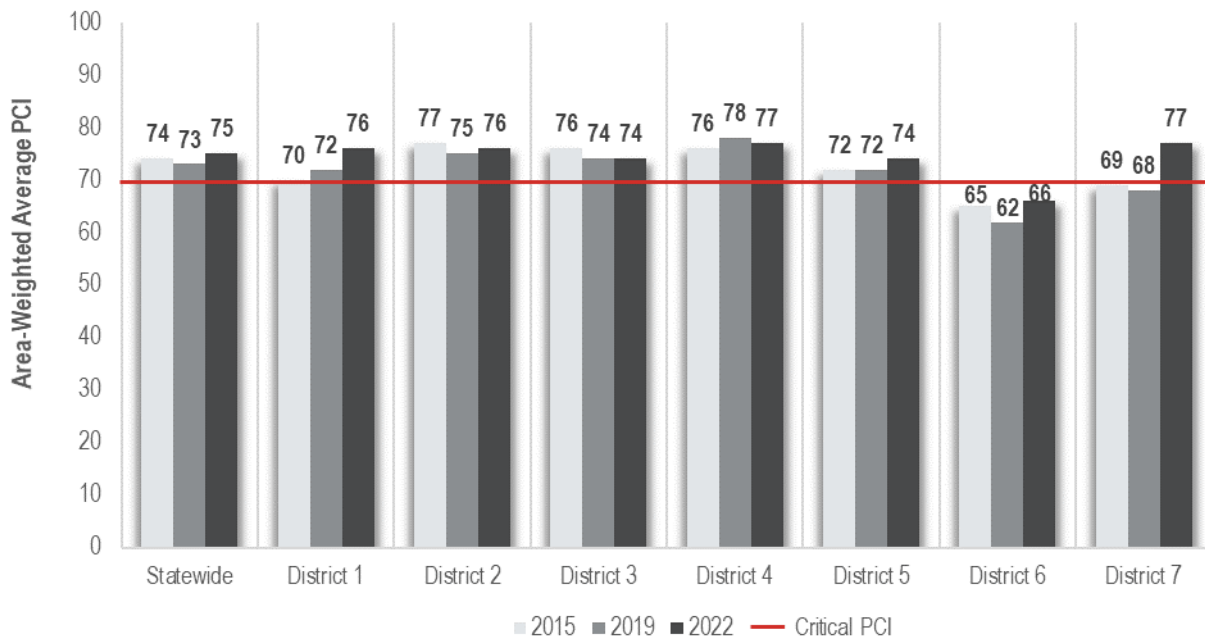


Figure 4.2.2 (c): Current Conditions by Branch Use – District-Level

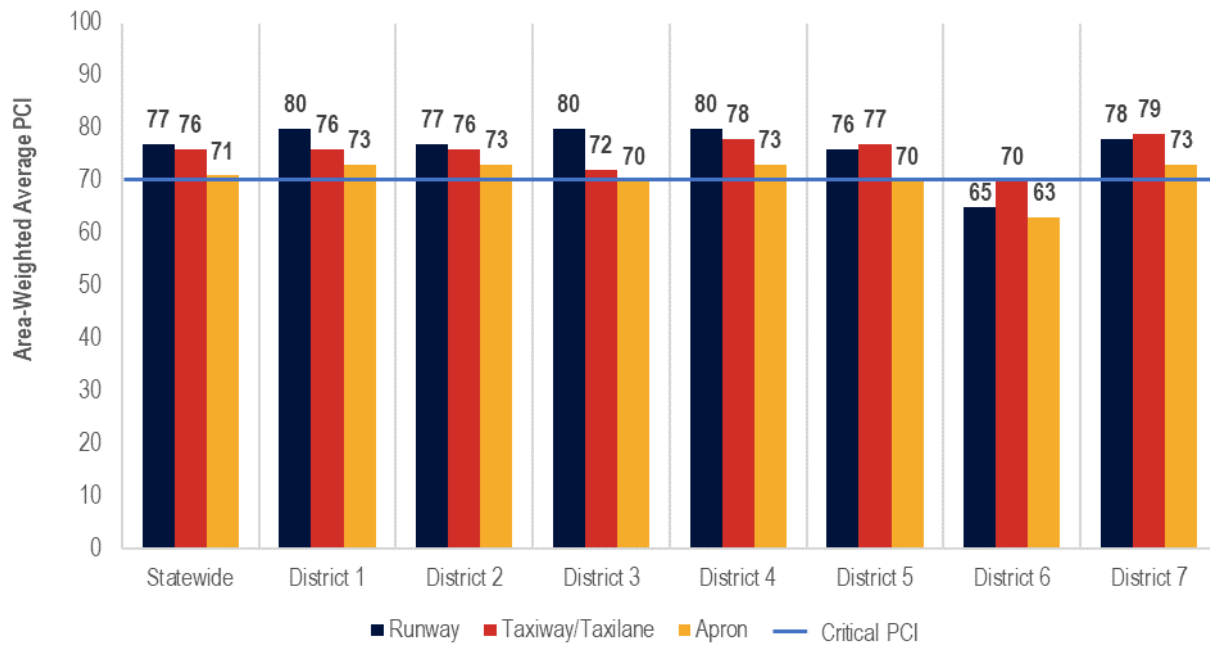
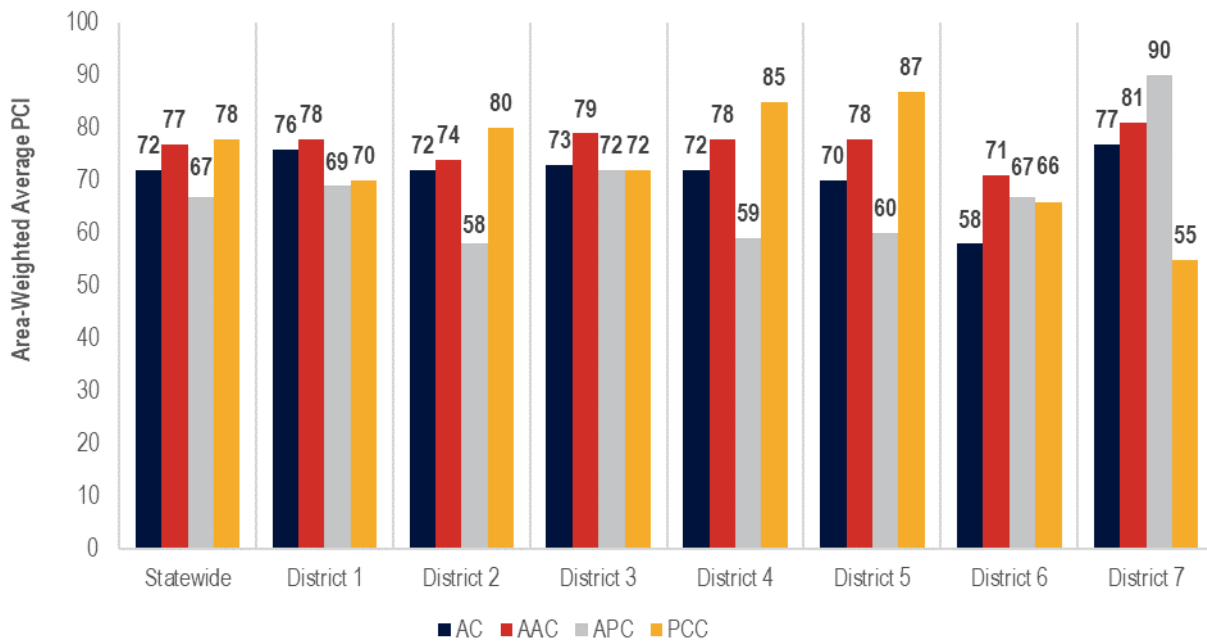


Figure 4.2.2 (d): Current Conditions by Surface Type – District-Level



4.2.3 Network-Level Analysis

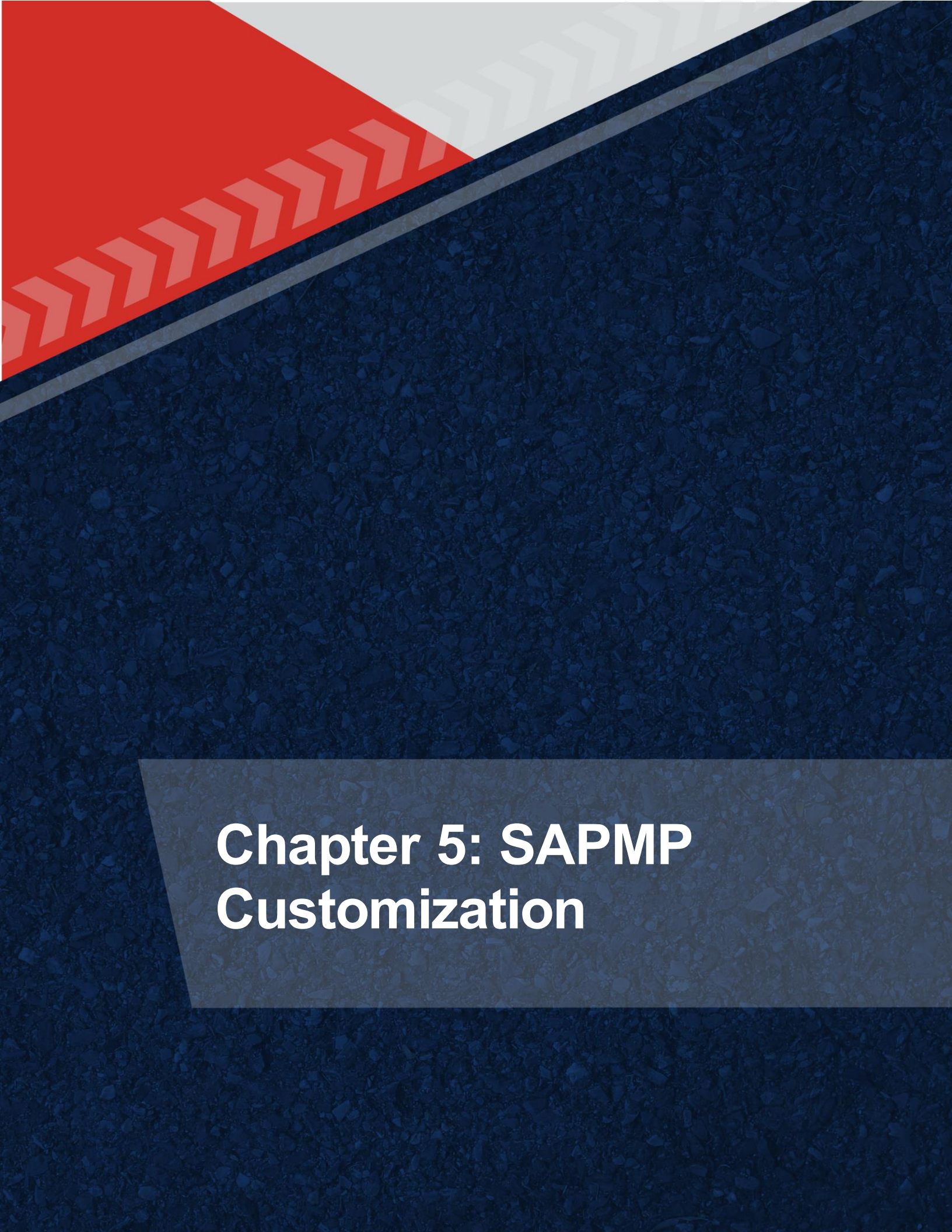
The following table, **Table 4.2.3**, summarizes the pavement conditions of each participating airport within each district based on the most recent PCI results.

Table 4.2.3: Current Condition Summary – Summary by Airport

Airport Identifier	Airport Category	Inspection Year	Runway PCI	Taxiway/Taxilane PCI	Apron PCI	Network PCI
District 1						
2IS	GA	2020	88	57	36	62
APF	GA	2022	80	83	76	79
AVO	GA	2020	87	63	52	75
BOW	GA	2020	56	66	41	56
CHN	GA	2020	100	66	77	82
FMY	RL	2022	89	81	70	78
GIF	GA	2020	88	69	50	68
IMM	GA	2020	53	68	79	62
LAL	RL	2022	90	87	87	88
MKY	GA	2020	93	93	91	92
OBE	GA	2020	67	69	71	68
PGD	PR	2022	100	68	78	83
RSW	PR	2022	70	79	69	73
SEF	GA	2020	83	51	62	66
SRQ	PR	2022	78	73	94	79
VNC	RL	2022	80	85	79	81
X01	GA	2020	40	70	77	56
X06	GA	2020	62	68	59	64
X07	GA	2020	82	98	48	84
X14	GA	2020	84	83	91	86
District 1 PCI Summary			80	76	73	76
District 2						
24J	GA	2020	67	68	88	73
28J	GA	2020	85	70	83	79
42J	GA	2020	59	80	67	67
CDK	GA	2020	100	100	100	100
CRG	RL	2022	78	72	73	74
CTY	GA	2020	71	53	55	63
FHB	GA	2022	82	69	62	74
FPY	GA	2020	68	61	28	59
GNV	PR	2022	73	73	71	73
HEG	RL	2022	81	82	72	79
JAX	PR	2022	89	82	81	83
LCQ	GA	2020	89	82	60	78
VQQ	GA	2020	72	79	75	75
X60	GA	2022	75	68	82	71
District 2 PCI Summary			77	76	73	76

Airport Identifier	Airport Category	Inspection Year	Runway PCI	Taxiway/Taxilane PCI	Apron PCI	Network PCI
District 3						
2J9	GA	2020	54	69	-	60
2R4	GA	2020	89	72	64	72
54J	GA	2021	78	78	74	77
AAF	GA	2020	64	55	50	59
BCR	GA	2020	88	85	73	85
CEW	GA	2020	75	81	54	73
DTS	GA	2020	92	49	48	61
ECP	PR	2022	96	80	88	88
F95	GA	2022	81	91	67	79
MAI	GA	2020	65	50	31	46
PNS	PR	2022	80	72	82	78
TLH	PR	2022	94	71	81	81
VPS	PR	2022	-	84	90	89
X13	GA	2020	56	100	90	64
District 3 PCI Summary			80	72	70	74
District 4						
BCT	RL	2022	88	85	87	87
F45	RL	2022	68	74	66	69
FLL	PR	2022	95	78	74	79
FPR	GA	2020	74	77	59	70
FXE	RL	2022	55	85	95	79
HWO	RL	2022	85	77	42	76
LNA	RL	2022	72	78	82	78
PBI	PR	2022	75	76	74	75
PHK	GA	2020	49	77	91	68
PMP	GA	2020	76	73	73	74
SUA	GA	2020	87	74	69	78
VRB	PR	2022	92	81	74	81
X10	GA	2020	90	70	47	80
X26	GA	2020	73	88	77	81
District 4 PCI Summary			80	78	73	77
District 5						
COI	GA	2020	61	65	43	52
DAB	PR	2022	73	80	60	73
DED	GA	2022	66	74	61	66
EVB	GA	2022	68	80	49	70
FIN	GA	2020	97	83	77	88
ISM	RL	2022	79	61	51	61
LEE	GA	2022	93	77	89	87
MLB	PR	2022	90	73	83	81
OCF	GA	2022	85	85	84	84
OMN	GA	2022	79	82	60	75

Airport Identifier	Airport Category	Inspection Year	Runway PCI	Taxiway/Taxilane PCI	Apron PCI	Network PCI
ORL	RL	2022	60	70	67	66
SFB	PR	2022	67	83	82	78
TIX	GA	2022	69	66	86	74
X21	GA	2020	71	77	62	69
X23	GA	2020	74	84	82	79
X35	GA	2020	71	90	68	73
X59	GA	2020	90	89	63	75
District 5 PCI Summary			76	77	70	74
District 6						
EYW	PR	2022	86	96	73	82
MTH	GA	2022	48	57	56	54
OPF	RL	2022	60	65	55	60
TMB	RL	2022	78	84	67	76
TNT	GA	2020	48	59	97	59
X51	GA	2020	82	76	63	75
District 6 PCI Summary			65	70	63	66
District 7						
BKV	GA	2020	45	96	73	68
CGC	GA	2020	66	85	95	80
CLW	RL	2022	75	74	56	71
INF	GA	2020	86	84	83	84
PCM	GA	2020	100	96	88	95
PIE	PR	2022	90	73	74	80
SPG	RL	2022	90	69	73	77
TPF	RL	2022	87	84	75	84
VDF	RL	2022	90	71	66	74
ZPH	GA	2020	80	75	60	74
District 7 PCI Summary			78	79	73	77
Statewide PCI Summary			77	76	71	75



Chapter 5: SAPMP Customization

Chapter 5 – SAPMP Customization

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

The FDOT SAPMP is organized to provide airports with planning-level data and does not intend to preclude the responsible engineer from performing the appropriate level of investigation and analysis in determining the appropriate design details of a pavement rehabilitation. It would not be advisable to solely base design-level rehabilitation without the appropriate level of investigation and determination of pavement deterioration beyond that of a visual functional condition assessment.

5.1 Statewide Customization

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

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

5.2 Pavement Condition Forecasts

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

5.2.1 Forecasting PCI Considerations

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

5.2.2 Performance Models

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

5.2.3 District-Level Pavement Condition Forecast

Figure 5.2.3 and **Table 5.2.3 (a)** depicts the District-level pavement condition forecast using the district’s area-weighted average PCI values. **Tables 5.2.3 (b)–(d)** depict the pavement condition forecast of each branch use by district. The condition forecasts are for a 10-year duration, starting in January 2023 through January 2032.

Figure 5.2.3: Forecasted District-Level Pavement Performance

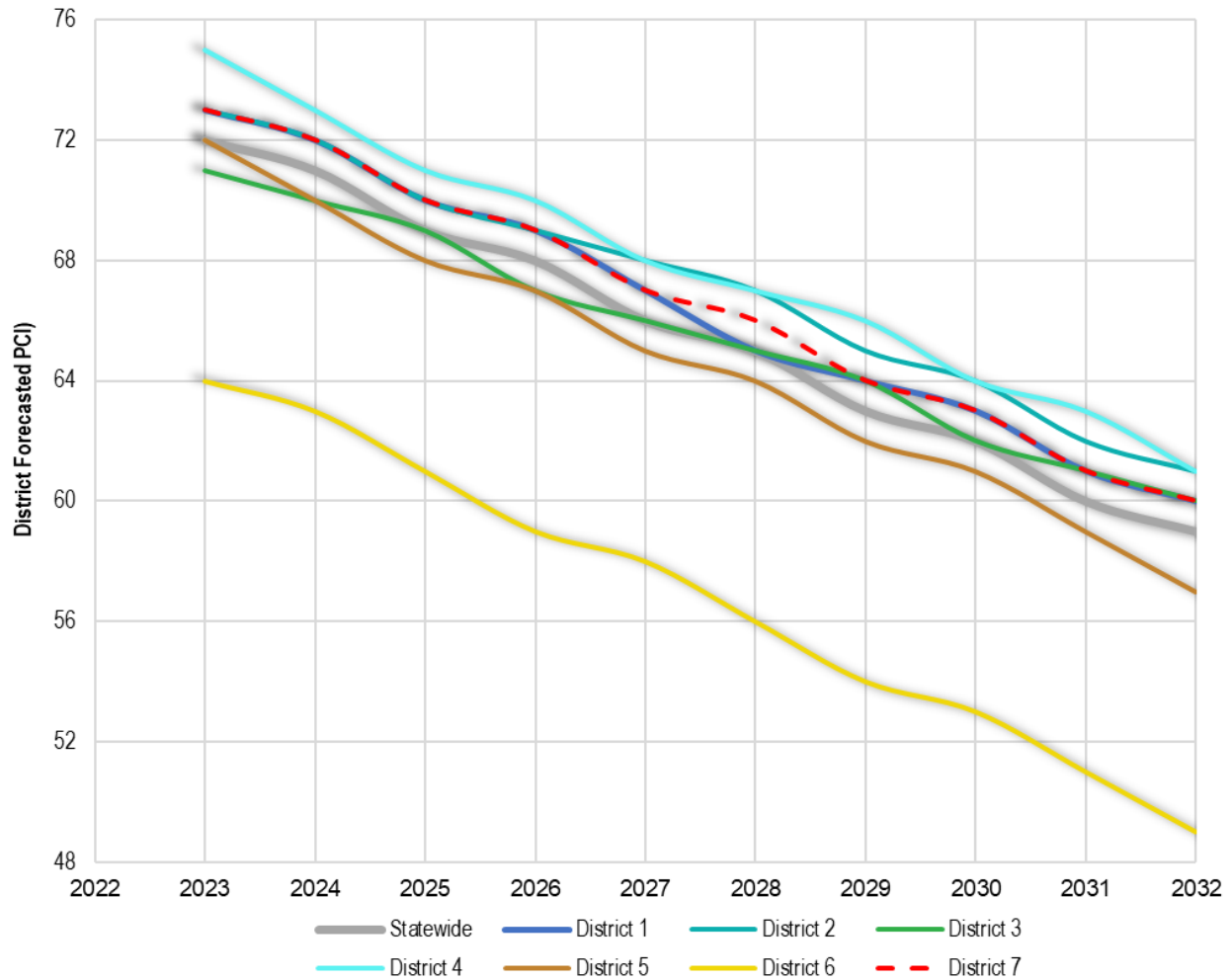


Table 5.2.3 (a): Forecasted PCI Values – District-Level

District	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032
District 1	73	72	70	69	67	65	64	63	61	60
District 2	73	72	70	69	68	67	65	64	62	61
District 3	71	70	69	67	66	65	64	62	61	60
District 4	75	73	71	70	68	67	66	64	63	61
District 5	72	70	68	67	65	64	62	61	59	57
District 6	64	63	61	59	58	56	54	53	51	49
District 7	73	72	70	69	67	66	64	63	61	60
Statewide	72	71	69	68	66	65	63	62	60	59

Table 5.2.3 (b): Forecasted PCI Values – Runway by District

District	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032
District 1	76	74	73	71	69	68	66	64	62	61
District 2	73	72	70	69	67	66	64	63	61	59
District 3	77	76	74	73	71	70	69	68	66	65
District 4	77	76	74	72	71	69	67	65	64	62
District 5	73	72	70	68	66	64	62	61	59	57
District 6	63	61	59	57	56	54	52	50	48	47
District 7	74	73	71	70	68	66	65	63	61	60
Statewide	74	73	71	69	68	66	64	63	61	59

Table 5.2.3 (c): Forecasted PCI Values – Taxiway/Taxilane by District

District	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032
District 1	76	74	73	71	69	68	66	64	62	61
District 2	73	72	70	69	67	66	64	63	61	59
District 3	77	76	74	73	71	70	69	68	66	65
District 4	77	76	74	72	71	69	67	65	64	62
District 5	73	72	70	68	66	64	62	61	59	57
District 6	63	61	59	57	56	54	52	50	48	47
District 7	74	73	71	70	68	66	65	63	61	60
Statewide	74	73	71	69	68	66	64	63	61	59

Table 5.2.3 (d): Forecasted PCI Values – Apron by District

District	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032
District 1	71	69	68	66	65	63	62	60	59	57
District 2	71	70	69	68	67	65	64	63	62	61
District 3	68	67	65	64	63	62	60	59	58	57
District 4	71	69	68	67	65	64	62	61	60	59
District 5	68	66	65	63	62	60	59	58	56	55
District 6	62	60	58	56	55	53	51	49	48	46
District 7	70	68	66	65	63	62	61	59	58	57
Statewide	69	68	66	65	63	62	61	59	58	57

5.3 Localized Maintenance and Repair

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

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

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

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

5.3.1 Localized Maintenance and Repair Approach

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

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

5.3.2 Localized Work Types

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

AC Crack Sealing

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

AC Full-Depth Patching

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

AC Partial-Depth AC Patching

This technique involves the removal of a given thickness of the surface layer using a milling machine and adding back a layer of AC pavement. This technique removes the deteriorated layer and provides a good bond for an overlay. It can correct or improve the structural capacity or functional requirement, such as skid resistance and ride quality. This repair is used for surface distresses that can occur over a large area, such as raveling, shoving, and bleeding. While mill and replace can be a major rehabilitation M&R method when applied at a large scale, its

application in a localized capacity to treat specific distress types also classifies it under localized maintenance for the purpose of this study. After milling operations are completed, any cracks still present should be cleaned and sealed prior to the placement of a tack coat and AC overlay layer(s). Measurement of this work type is typically in square feet or square yards.

Grinding

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

Monitor Pavement

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

PCC Crack Sealing

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

PCC Full-Depth Patching

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

PCC Joint Seal

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

PCC Partial-Depth Patching

Partial-depth patching involves removing shallow, localized areas of deteriorated or spalled PCC pavement and replacing them with a suitable patch-like cement concrete or epoxy concrete. This method is used to repair distresses that are confined to the top few inches of the slab, such as

joint and corner spalling. This repair would require restoring the joint sealant if near a joint. Measurement of this work type is typically in square feet or square yards.

PCC Slab Replacement

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

Surface Seal

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

5.3.3 Localized Maintenance Planning-Level Unit Costs

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

The Localized Maintenance and Repair Policies and associated planning-level unit costs are based on a statewide consideration of pavement treatments and construction costs from both airfield pavements and the FDOT Historical Cost Information archives. Furthermore, a consideration of limited repair quantities is factored into the determination of conservative planning-level unit costs. Neither the FDOT nor the Consultant team have control over the cost of labor, materials, equipment, the Contractor's methods of determining prices, or over competitive bidding or market conditions. Opinions of probable construction costs provided herein are based on the information known to the FDOT at this time and represent only the Consultant team's judgment as a design professional familiar with the construction industry. This Report cannot and does not guarantee that proposals, bids, or actual construction costs will not vary from its opinions of probable construction costs.

Tables 5.3.3 (a) and (b) display the cost by maintenance activity for AC and PCC pavement types, respectively. Because the localized maintenance activities identified for both preventive and stopgap work types are based on a statewide network approach, project-specific evaluations and maintenance quantities should be developed prior to construction.

Table 5.3.3 (a) Localized M&R Planning-Level Unit Costs – Asphalt Concrete

Localized Work Type	GA Costs (2021)	GA Costs (2022)	RL Costs (2022)	PR Costs (2022)	Work Type Unit
AC Crack Sealing	\$3.00	\$3.00	\$3.00	\$3.00	LF
AC Full Depth Patching	\$7.50	\$8.75	\$10.25	\$17.00	SF
AC Partial Depth Patching	\$3.75	\$4.75	\$4.75	\$6.25	SF
Surface Seal	\$0.50	\$0.50	\$0.50	\$0.50	SF

Table 5.3.3 (b) Localized M&R Planning-Level Unit Costs – Portland Cement Concrete

Localized Work Type	GA Costs (2021)	GA Costs (2022)	RL Costs (2022)	PR Costs (2022)	Work Type Unit
Grinding	\$2.00	\$2.00	\$2.00	\$2.00	SF
PCC Crack Sealing	\$5.00	\$5.75	\$5.75	\$5.75	LF
PCC Joint Seal	\$3.25	\$3.50	\$3.50	\$3.50	LF
PCC Full Depth Patching	\$50.00	\$50.00	\$65.00	\$75.00	SF
PCC Partial Depth Patching*	\$125.00	\$125.00	\$125.00	\$125.00	SF
PCC Slab Replacement	\$38.75	\$38.75	\$38.75	\$38.75	SF

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

5.3.4 Localized Maintenance and Repair Policy

Table 5.3.4 (a) and **(b)** depicts the Localized Preventive Maintenance Policy and the Localized Stopgap Maintenance Policy for AC and PCC pavements. The resulting Localized Maintenance recommendations for this program are identified based on this policy.

Table 5.3.4 (a): AC Pavement Localized Preventive & Stopgap Maintenance & Repair Policy

Distress	Severity	Description	AC Preventive Work Type	AC Stopgap Work Type
41	Low	Alligator Cracking	Monitor Pavement	Monitor Pavement
41	Medium	Alligator Cracking	AC Full Depth Patching	AC Full Depth Patching
41	High	Alligator Cracking	AC Full Depth Patching	AC Full Depth Patching
42	N/A	Bleeding	Monitor Pavement	Monitor Pavement
43	Low	Block Cracking	Monitor Pavement	Monitor Pavement
43	Medium	Block Cracking	AC Crack Sealing	Monitor Pavement
43	High	Block Cracking	AC Crack Sealing	AC Crack Sealing
44	Low	Corrugation	Monitor Pavement	Monitor Pavement
44	Medium	Corrugation	AC Full Depth Patching	Monitor Pavement
44	High	Corrugation	AC Full Depth Patching	AC Full Depth Patching
45	Low	Depression	Monitor Pavement	Monitor Pavement
45	Medium	Depression	AC Full Depth Patching	Monitor Pavement
45	High	Depression	AC Full Depth Patching	AC Full Depth Patching
46	N/A	Jet Blast	Monitor Pavement	Monitor Pavement
47	Low	Jt. Reflective Cracking	Monitor Pavement	Monitor Pavement
47	Medium	Jt. Reflective Cracking	AC Crack Sealing	Monitor Pavement
47	High	Jt. Reflective Cracking	AC Full Depth Patching	AC Full Depth Patching
48	Low	L&T Cracking	Monitor Pavement	Monitor Pavement
48	Medium	L&T Cracking	AC Crack Sealing	Monitor Pavement
48	High	L&T Cracking	AC Full Depth Patching	AC Full Depth Patching
49	N/A	Oil Spillage	Monitor Pavement	Monitor Pavement
50	Low	Patching	Monitor Pavement	Monitor Pavement

Distress	Severity	Description	AC Preventive Work Type	AC Stopgap Work Type
50	Medium	Patching	AC Full Depth Patching	Monitor Pavement
50	High	Patching	AC Full Depth Patching	AC Full Depth Patching
51	N/A	Polished Aggregate	Monitor Pavement	Monitor Pavement
52	Low	Raveling	Surface Seal	Monitor Pavement
52	Medium	Raveling	Surface Seal	Monitor Pavement
52	High	Raveling	AC Partial Depth Patching	AC Partial Depth Patching
53	Low	Rutting	Monitor Pavement	Monitor Pavement
53	Medium	Rutting	AC Full Depth Patching	Monitor Pavement
53	High	Rutting	AC Full Depth Patching	AC Full Depth Patching
54	Low	Shoving	Monitor Pavement	Monitor Pavement
54	Medium	Shoving	AC Partial Depth Patching	Monitor Pavement
54	High	Shoving	AC Full Depth Patching	AC Full Depth Patching
55	N/A	Slippage Cracking	AC Full Depth Patching	AC Full Depth Patching
56	Low	Swelling	Monitor Pavement	Monitor Pavement
56	Medium	Swelling	AC Full Depth Patching	Monitor Pavement
56	High	Swelling	AC Full Depth Patching	AC Full Depth Patching
57	Low	Weathering	Monitor Pavement	Monitor Pavement
57	Medium	Weathering	Surface Seal	Monitor Pavement
57	High	Weathering	AC Partial Depth Patching	Surface Seal

Table 5.3.4 (b): PCC Pavement Localized Preventive & Stopgap Maintenance & Repair Policy

Distress	Severity	Description	PCC Preventive Work Type	PCC Stopgap Work Type
61	Low	Blow-up	PCC Full Depth Patching	Monitor Pavement
61	Medium	Blow-up	PCC Full Depth Patching	PCC Full Depth Patching
61	High	Blow-up	PCC Slab Replacement	PCC Slab Replacement
62	Low	Corner Break	Monitor Pavement	Monitor Pavement
62	Medium	Corner Break	PCC Full Depth Patching	PCC Full Depth Patching
62	High	Corner Break	PCC Full Depth Patching	PCC Full Depth Patching
63	Low	Linear Cracking	Monitor Pavement	Monitor Pavement
63	Medium	Linear Cracking	PCC Crack Sealing	PCC Crack Sealing
63	High	Linear Cracking	PCC Full Depth Patching	PCC Crack Sealing
64	Low	Durability Cracking	Monitor Pavement	Monitor Pavement
64	Medium	Durability Cracking	PCC Full Depth Patching	PCC Full Depth Patching
64	High	Durability Cracking	PCC Slab Replacement	PCC Slab Replacement
65	Low	Jt. Seal Damage	PCC Joint Seal	Monitor Pavement
65	Medium	Jt. Seal Damage	PCC Joint Seal	Monitor Pavement
65	High	Jt. Seal Damage	PCC Joint Seal	PCC Joint Seal
66	Low	Small Patch	Monitor Pavement	Monitor Pavement
66	Medium	Small Patch	PCC Partial Depth Patching	Monitor Pavement

Distress	Severity	Description	PCC Preventive Work Type	PCC Stopgap Work Type
66	High	Small Patch	PCC Partial Depth Patching	PCC Partial Depth Patching
67	Low	Large Patch	Monitor Pavement	Monitor Pavement
67	Medium	Large Patch	PCC Full Depth Patching	Monitor Pavement
67	High	Large Patch	PCC Full Depth Patching	PCC Full Depth Patching
68	N/A	Popouts	Monitor Pavement	Monitor Pavement
69	N/A	Pumping	Monitor Pavement	Monitor Pavement
70	Low	Scaling	Monitor Pavement	Monitor Pavement
70	Medium	Scaling	PCC Slab Replacement	Monitor Pavement
70	High	Scaling	PCC Slab Replacement	PCC Slab Replacement
71	Low	Faulting	Monitor Pavement	Monitor Pavement
71	Medium	Faulting	Grinding	Monitor Pavement
71	High	Faulting	PCC Slab Replacement	PCC Slab Replacement
72	Low	Shattered Slab	PCC Crack Sealing	Monitor Pavement
72	Medium	Shattered Slab	PCC Slab Replacement	PCC Crack Sealing
72	High	Shattered Slab	PCC Slab Replacement	PCC Slab Replacement
73	N/A	Shrinkage Cracking	Monitor Pavement	Monitor Pavement
74	Low	Joint Spall	Monitor Pavement	Monitor Pavement
74	Medium	Joint Spall	PCC Partial Depth Patching	PCC Partial Depth Patching
74	High	Joint Spall	PCC Partial Depth Patching	PCC Partial Depth Patching
75	Low	Corner Spall	Monitor Pavement	Monitor Pavement
75	Medium	Corner Spall	PCC Partial Depth Patching	PCC Partial Depth Patching
75	High	Corner Spall	PCC Partial Depth Patching	PCC Partial Depth Patching
76	Low	ASR	Monitor Pavement	Monitor Pavement
76	Medium	ASR	PCC Slab Replacement	PCC Slab Replacement
76	High	ASR	PCC Slab Replacement	PCC Slab Replacement

5.4 Major Rehabilitation

Major rehabilitation is recommended to correct or improve structural deficiencies and/or functional deterioration. Often, when pavements are subject to significant changes in the aircraft fleet mix (frequency and type), major rehabilitation is required to provide a pavement section that can meet the structural demands of traffic loading. Major rehabilitation is generally described as a pavement construction that removes and replaces the pavement surface, thus resetting the PCI value to 100 and the pavement age to zero. Typical policies include full- and partial-depth reconstruction and mill and overlay.

Figures 5.4 (a) and 5.4 (b) depict the decision process for major rehabilitation project identification with the assumption of available funds (Shahin). Should funding be unavailable for pavement sections in need of major rehabilitation, the airport may elect to apply appropriate localized stopgap repair strategies. As the figures show, once major rehabilitation has been applied, the PCI of the section is re-set to 100.

Figure 5.4 (a): Major Rehabilitation Planning Decision Diagram, $PCI < Critical\ PCI$

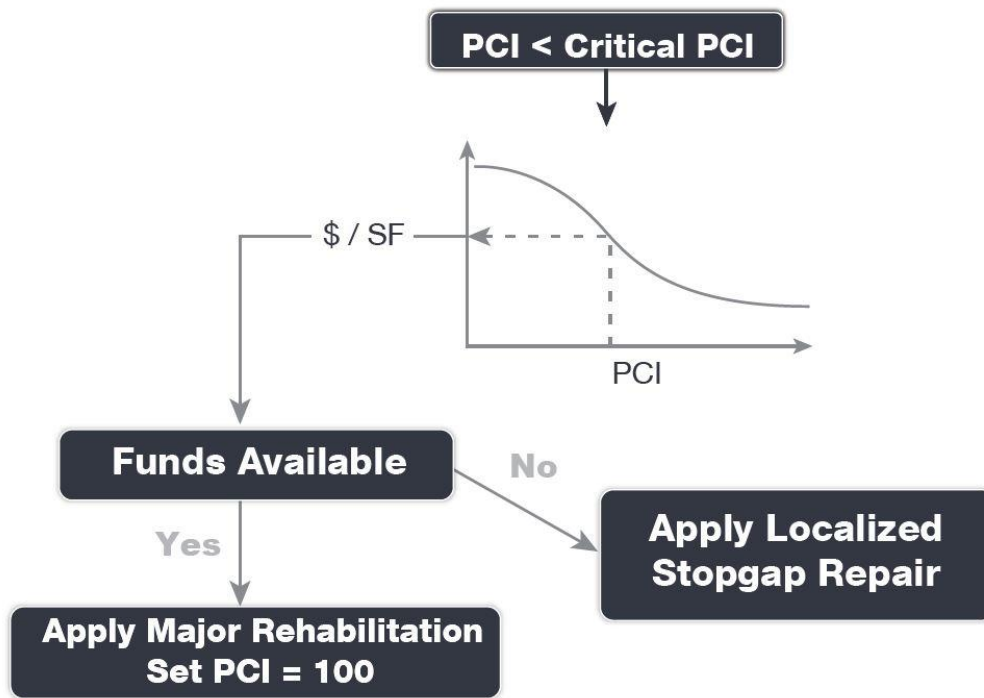
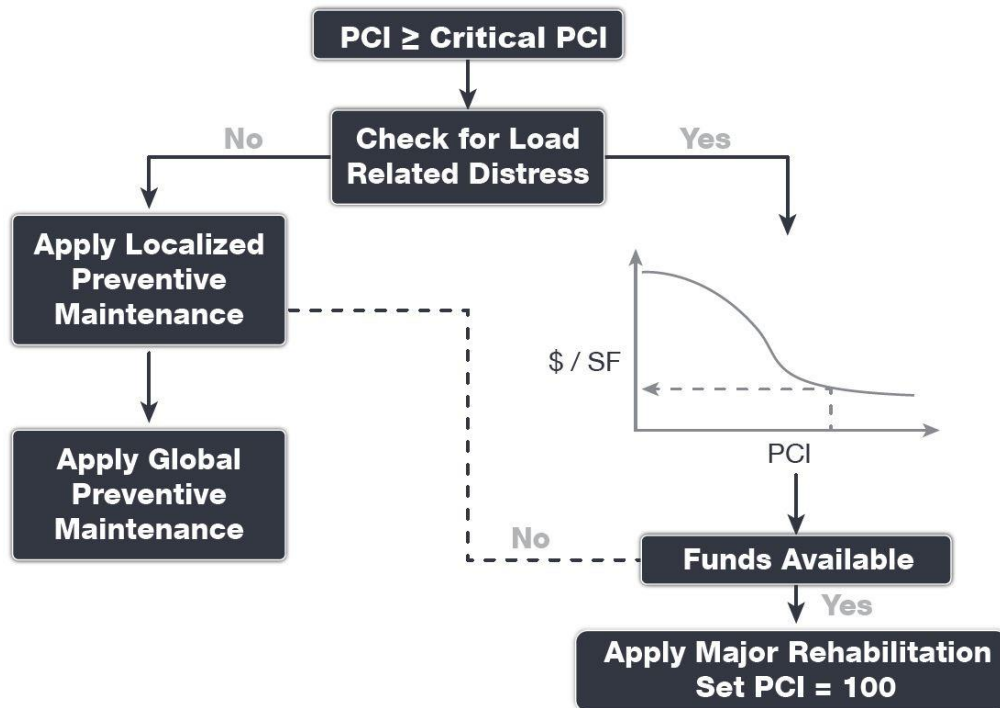


Figure 5.4 (b): Major Rehabilitation Planning Decision Diagram, $PCI \geq Critical\ PCI$



5.4.1 Major Rehabilitation Pavement Section Development

Once the timing of the major rehabilitation activity is determined based on the PCI value, existing as-built record documentation is used to determine typical rehabilitation processes and pavement sections. Refinement of the pavement section layers is performed in consideration of the FAA AC 150/5320-6F. It should be noted that no subsurface geotechnical investigation, American Land Title Association (ALTA)/American Congress on Surveying and Mapping (ACSM) Survey, topographic survey, utilities survey, environmental, or site-specific air traffic study(s) have been utilized in the development of the design criteria. No warranty or assurance is implied in this document for final design nor construction for any airfield pavements discussed within this Report.

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

Reconstruction (AC or PCC)

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

AC Rehabilitation

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

PCC Rehabilitation

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

Table 5.4.1: Conceptual Pavement Sections for Major Rehabilitation

Rehabilitation Type	Pavement Section Details		
	General Aviation	Reliever	Primary
AC Reconstruction			
<i>Full-depth asphalt pavement section reconstruction. Removal of existing pavement section and construction of a new section.</i> PCI < 55	Pavement Removal	Pavement Removal	Pavement Removal
	Unclassified Excavation	Unclassified Excavation	Unclassified Excavation
	Subgrade Stabilization (12")	Subgrade Stabilization (12")	Subgrade Stabilization (12")
	Limerock Base Course (6")	Limerock Base Course (8")	Limerock Base Course (8")
	Prime Coat	Prime Coat	Prime Coat
	Tack Coat	Tack Coat	Tack Coat
	P-401 Surface Course (3")	P-401 Surface Course (4")	P-403 Stabilized Base Course (5")
			P-401 Surface Course (4")
AC Rehabilitation			
<i>Combination of asphalt pavement milling and replacement overlay with 15% of the areas subject to full-depth reconstruction.</i> PCI = 55 to 70	15% AC Reconstruction	15% AC Reconstruction	15% AC Reconstruction
	Mill and Overlay	Mill and Overlay	Mill and Overlay
	AC Milling (3")	AC Milling (3")	AC Milling (4")
	Tack Coat	Tack Coat	Tack Coat
	P-401 Surface Course (3")	P-401 Surface Course (3")	P-401 Surface Course (4")
PCC Reconstruction			
<i>Full-depth rigid pavement section reconstruction.</i> PCI < 55	Pavement Removal	Pavement Removal	Pavement Removal
	Unclassified Excavation	Unclassified Excavation	Unclassified Excavation
	Subgrade Stabilization (6")	Subgrade Stabilization (12")	Subgrade Stabilization (12")
	Limerock Base Course (6")	Limerock Base Course (6")	Limerock Base Course (6")
	P-501 PCC Pavement (8")	P-501 PCC Pavement (14")	Prime Coat
	PCC Joint Seal	PCC Joint Seal	Tack Coat
			P-403 Stabilized Base Course (5")
			P-501 PCC Pavement (17")
		PCC Joint Seal	
PCC Rehabilitation			
<i>Rehabilitation of PCC pavement with a combination of crack sealing, joint seal replacement, limited patching, and replacement of 15% of slab panels.</i> PCI = 55 to 70	15% Slab Replacement	15% Slab Replacement	15% Slab Replacement
	Joint and Crack Seal	Joint and Crack Seal	Joint and Crack Seal
	Limited Patching	Limited Patching	Limited Patching

The identification of rehabilitation needs and conceptual pavement sections have been determined at the planning level. Design-level investigation is recommended prior to developing construction-level design documents and budgets. This type of construction typically warrants consideration for non-pavement efforts that may include drainage, turfing, electrical lighting, pavement marking, construction contingency, mobilization costs, and project soft costs.

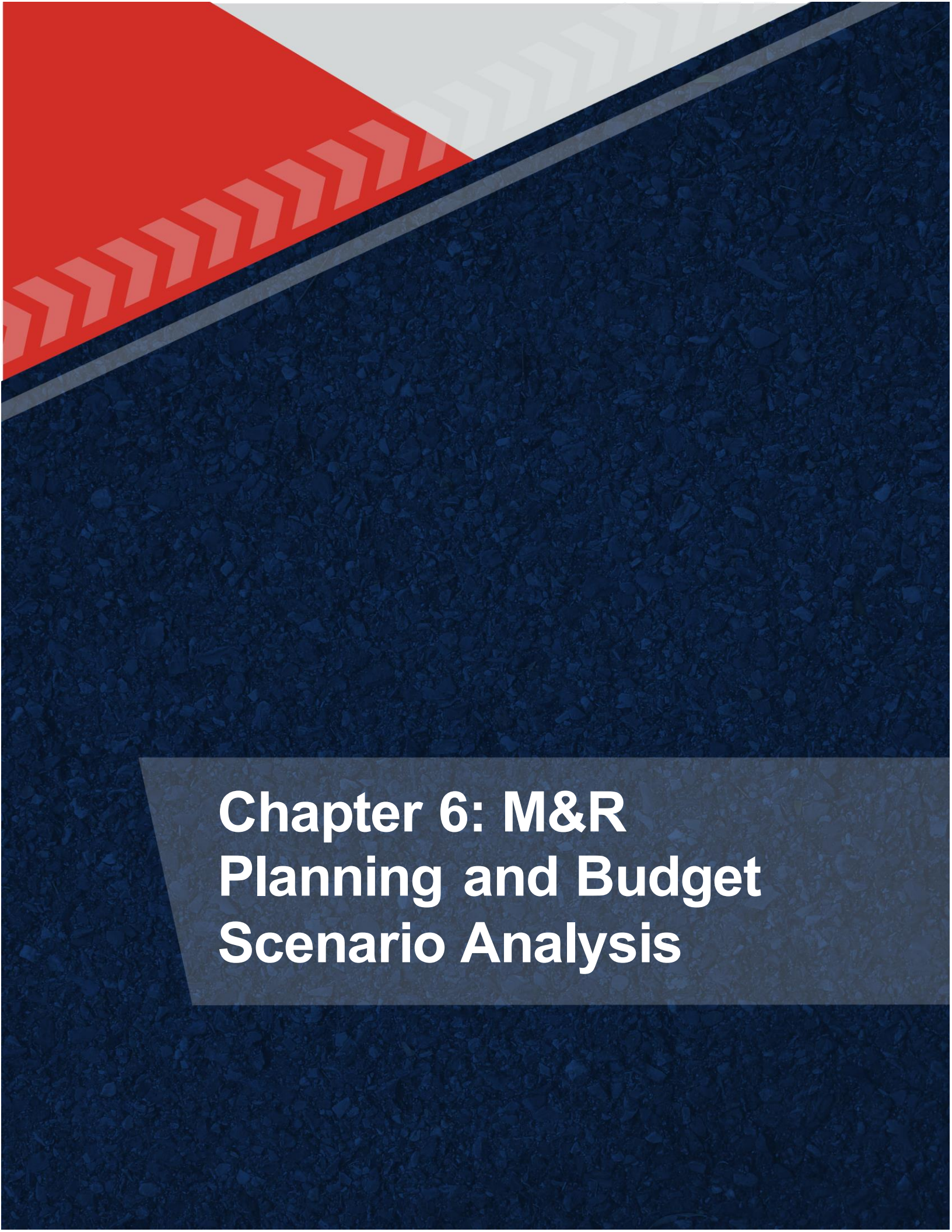
5.4.2 Major Rehabilitation Planning-Level Unit Costs

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

Neither the FDOT nor the Consultant team have control over the cost of labor, materials, equipment, Contractor's methods of determining prices, or over competitive bidding or market conditions. Opinions of probable construction costs provided herein are based on the information known to the FDOT at this time and represent only the Consultant team's judgment as a design professional familiar with the construction industry. This Report cannot and does not guarantee that proposals, bids, or actual construction costs will not vary from its opinions of probable construction costs. **Table 5.4.2** depicts the associated work type planning-level unit costs for Major Rehabilitation for each pavement type.

Table 5.4.2: Major Rehabilitation Planning-Level Unit Cost by Pavement Type

Rehabilitation Work Type	GA Costs (2021)	GA Costs (2022)	RL Costs (2022)	PR Costs (2022)	Work Type Unit
AC Reconstruction	\$10.50	\$16.00	\$18.50	\$30.50	SF
AC Rehabilitation	\$7.00	\$9.00	\$10.50	\$14.00	SF
PCC Reconstruction	\$22.25	\$29.00	\$45.00	\$60.00	SF
PCC Rehabilitation	\$14.00	\$15.00	\$22.50	\$30.50	SF



**Chapter 6: M&R
Planning and Budget
Scenario Analysis**

Chapter 6 – M&R Planning and Budget Scenario Analysis

6.1 Localized Maintenance and Repair Analysis and Recommendations

This FDOT SAPMP System Update provides a planning-level estimation of Localized Maintenance and Repair costs based on the results of the latest PCI assessment performed at the Airport. Due to the limited sample units inspected in certain pavement sections, a statistical extrapolation of distresses is used to estimate the quantities of recommended repair activities at the section level, based on the policies defined in **5.3.4 Localized Maintenance and Repair Policy**. These work quantities are limited to a near-term application since they were determined directly from the PCI assessment efforts. As pavements continue to deteriorate year-to-year, quantities and/or distress severities may increase, which will affect the amount and type of localized maintenance required. This analysis can be utilized as a planning tool to assist airport staff in determining an annual budget allocation for maintenance activities that will help maintain Airport pavements above the critical PCI value and extend the life of the pavement.

Table 6.1 (a) provides a summary of the anticipated planning-level costs for Localized Preventive Maintenance and Localized Stopgap Maintenance at the state-level in millions of dollars.

Table 6.1 (a): Summary of Localized Maintenance – State Level

Work Category	Cost
Preventive	\$ 21.7
Stopgap	\$ 19.9
Planning-Level Localized M&R Needs =	\$ 41.6

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

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

Table 6.1 (b): Year 1 Localized Maintenance by Work Type Summary – State-Level

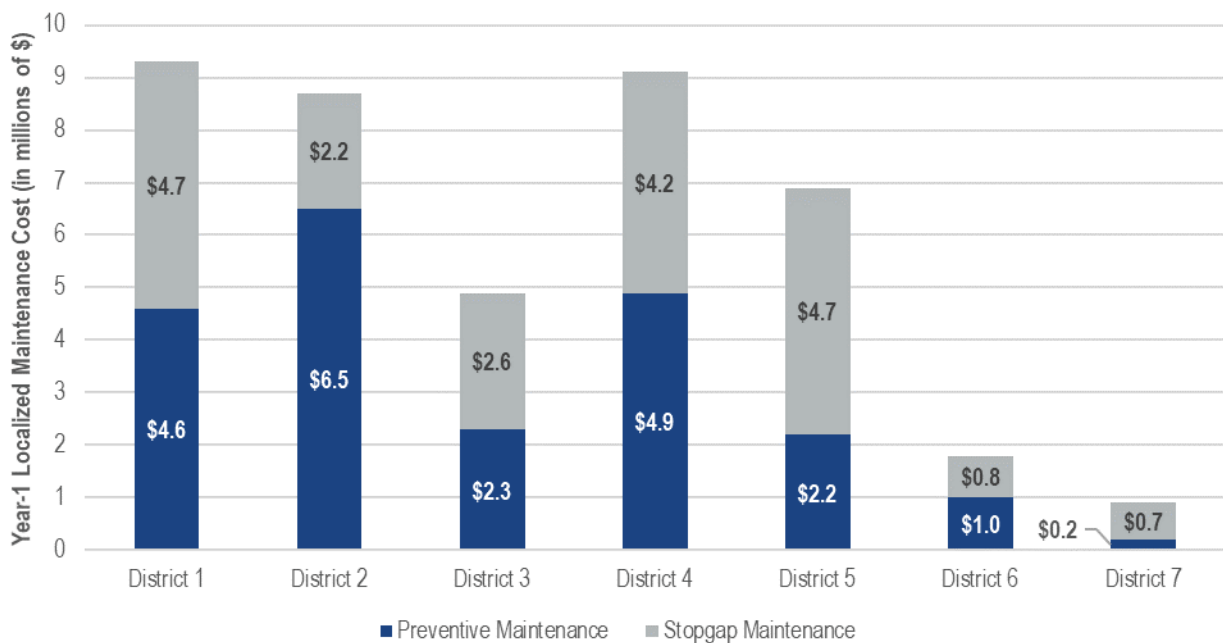
Localized Maintenance Category	Work Description	Rough Estimate of Work Quantity	Work Units	Planning Material Cost
Preventive	CRACK SEALING - AC	86,000	LF	\$316,000
	CRACK SEALING - PCC	1,000	LF	\$17,000
	GRINDING (LOCALIZED)	1,000	LF	\$1,000
	JOINT SEAL - PCC	70,000	LF	\$8,593,000
	PATCHING - AC FULL DEPTH	3,000	SF	\$52,000
	PATCHING - AC PARTIAL DEPTH	1,000	SF	\$1,000
	PATCHING - PCC FULL DEPTH	1,000	SF	\$1,306,000
	PATCHING - PCC PARTIAL DEPTH	4,000	SF	\$3,053,000
	SLAB REPLACEMENT - PCC	1,000	SF	\$146,000
	SURFACE SEAL	11,606,000	SF	\$8,319,000
Stopgap	CRACK SEALING - AC	86,000	LF	\$499,000
	CRACK SEALING - PCC	1,000	LF	\$1,184,000
	JOINT SEAL - PCC	70,000	LF	\$2,023,000
	PATCHING - AC FULL DEPTH	3,000	SF	\$2,865,000
	PATCHING - AC PARTIAL DEPTH	1,000	SF	\$1,750,000
	PATCHING - PCC FULL DEPTH	1,000	SF	\$2,061,000
	PATCHING - PCC PARTIAL DEPTH	4,000	SF	\$2,959,000
	SLAB REPLACEMENT - PCC	1,000	SF	\$6,450,000
	SURFACE SEAL	11,606,000	SF	\$8,000

Table 6.1 (c) Figure 6.1 (a) summarizes the anticipated planning-level costs for Localized Preventive Maintenance and Localized Stopgap Maintenance at the district-level.

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

District	Preventive Maintenance	Stopgap Maintenance	Total Localized Maintenance in Millions
District 1	\$4.6	\$4.7	\$9.3
District 2	\$6.5	\$2.2	\$8.7
District 3	\$2.3	\$2.6	\$4.9
District 4	\$4.9	\$4.2	\$9.1
District 5	\$2.2	\$4.7	\$6.9
District 6	\$1.0	\$0.8	\$1.8
District 7	\$0.2	\$0.7	\$0.9
Statewide Localized M&R Needs	\$21.7	\$19.9	\$41.6

Figure 6.1: Summary of Year-1 Localized Maintenance – District-Level



6.2 Major Rehabilitation Needs

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

The objective of the Major Pavement Rehabilitation Needs analysis is to develop planning-level projects within an Airport's airfield pavement network. As depicted in **Figures 5.4 (a)** and **(b)** in **Chapter 5**, major rehabilitation activities are recommended when a pavement section has deteriorated below the critical PCI value, a point at which localized maintenance and repair activities may not be a cost-effective solution. In addition, major rehabilitation is also recommended when the section's PCI value is above the critical PCI value with the section exhibiting a significant amount of load-related distresses. Identification of rehabilitation needs is done at the section-level. This, however, does not limit the Airport from further refining limits of project planning areas.

6.2.1 10-Year Unconstrained Budget Major Rehabilitation Needs

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

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

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

Table 6.2.1 (a) summarizes District-level major rehabilitation needs forecasted for a 10-year planning period by year. It should be noted that the following table depicts planning-level costs in millions of dollars for planning purposes.

Table 6.2.1 (a): District-Level Major Rehabilitation Needs by Year

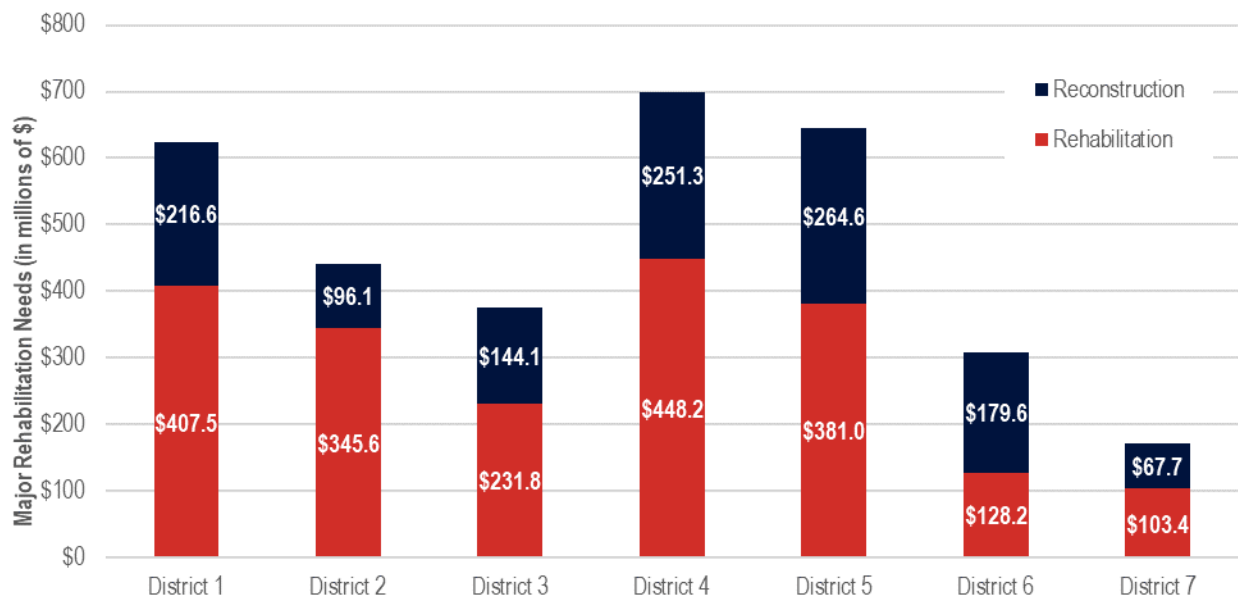
District	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032
District 1	100.7	0.7	277.5	47.6	31.5	30.6	21.5	17.0	15.5	33.9	18.0	29.4
District 2	86.8	9.8	106.8	47.4	5.5	15.7	26.8	24.6	24.1	64.8	16.1	13.4
District 3	139.8	2.7	110.8	18.1	10.2	21.8	7.6	11.2	14.2	12.0	6.2	21.2
District 4	55.8	0.8	371.9	26.1	11.0	19.6	19.1	28.5	24.4	38.3	23.1	80.7
District 5	23.4	0.5	418.3	16.7	12.5	17.0	24.8	13.2	18.7	38.8	35.5	26.6
District 6	35.9	0.1	211.9	7.5	9.7	5.7	1.8	8.2	3.2	4.7	12.3	6.7
District 7	54.7	0.4	69.4	11.3	1.0	4.6	9.5	6.0	2.7	3.3	3.6	4.3
Statewide	497.1	15.0	1.6 B	174.7	81.4	115.0	111.1	108.7	102.8	195.8	114.8	182.3

Table 6.2.1 (b) and Figure 6.2.1 summarizes the total District-level major rehabilitation needs forecasted for the 10-year planning period by work type. It should be noted that the following table depicts planning-level costs in millions of dollars for planning purposes.

Table 6.2.1 (b): District-Level Major Rehabilitation Needs by Work Type

District	Rehabilitation Cost	Reconstruction Cost	Planning Total
District 1	407.5	216.6	624.1
District 2	345.6	96.1	441.7
District 3	231.8	144.1	375.9
District 4	448.2	251.3	699.5
District 5	381.0	264.6	645.6
District 6	128.2	179.6	307.8
District 7	103.4	67.7	171.1
Statewide	2.1 B	1.2 B	3.3 B

Figure 6.2.1: District-Level 10-Year Total Major Rehabilitation Needs





Chapter 7: Conclusion

Chapter 7 – Conclusion

7.1 Recommendations

7.1.1 Continued PCI Surveys

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

A high priority should be placed on maintaining good record keeping and re-inspecting the airport's maintained pavement facilities to ensure continued safe aircraft operations. Per the FAA AC 150/5380-7B, a series of scheduled periodic inspections must be carried out for an effective maintenance program. Re-inspection of pavements should be scheduled in a timely manner to ensure that all areas, particularly those that may not come under day-to-day observation, are thoroughly evaluated and reported.

7.1.2 Localized Maintenance and Repair

While deterioration of the pavements due to usage and exposure to the environment cannot be prevented, applying timely and effective maintenance efforts can slow the anticipated rate of deterioration. Lack of adequate and timely maintenance is a significant factor in pavement deterioration. **Chapter 6** identified localized maintenance and repair needs. It is recommended that Airport sponsors coordinate with their respective Airport maintenance staff and Airport engineer when developing project-level maintenance and repair efforts.

7.1.3 Major Rehabilitation

Chapter 6 also identified major pavement rehabilitation project needs from 2021-2032. Identification of these rehabilitation needs are performed at the section level for manageable project areas and assume an unconstrained budget scenario. Given the uncertainty in Airport-specific budget information and prioritization goals, the unconstrained budget scenario represents a conservative scenario and identifies pavement needs over a 10-year period. Certainly, it is understood that most airports are faced with constrained budgets, thus further evaluation of projects based on prioritization, operational criticality, funding availability, and practicality is recommended.

7.1.4 Pavement Management System

The following recommendations are made to fully implement an effective pavement management program for the 95 participating airports:

- » Develop a detailed preventive maintenance program for the Airport based on the recommendations provided in **Section 6.1**;
- » Further refine and implement the identified 10-year major rehabilitation needs provided in **Section 6.2**;
- » Maintain detailed records on pavement maintenance, construction, and inspection; and
- » Maintain records on major pavement construction projects (year, scope, cost, and construction documents).

7.2 Supporting Documents

Airfield Pavement System Inventory Exhibit

The Airfield Pavement System Inventory Exhibit is located in **Chapter 3** and **Appendix A**. The Exhibit depicts recent and/or anticipated construction activity within the airfield pavement facilities reported by Airport staff. The Exhibit is intended to schematically identify the pavement limits of work and general work description. The information reported on the Airport Response Form provided by each participating airport was used as the basis of the changes. Furthermore, changes are confirmed at the Airport with Airport staff during the in-brief and debrief meeting.

Airfield Pavement Estimated Age Exhibit

The Airfield Pavement Estimated Age Exhibit is located in **Chapter 3** and **Appendix A**. Based on the review of historic airfield pavement construction activities, the Exhibit provides the approximate limits of the age of the pavement sections since the last major construction activity has occurred. This is intended to be a rough estimate based on interpretation of the limited data available at the time of report.

Airfield Pavement Condition Index Exhibit

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

Airfield Pavement Major Rehabilitation Exhibit

The Airfield Pavement Major Rehabilitation Exhibit is located in **Chapter 6** and **Appendix A**. The Exhibit has been prepared based on the section condition analysis, pavement condition forecasts, and major rehabilitation needs analysis. The Exhibit graphically depicts the inventory with the associated rehabilitation type activity, program year, and the planning-level costs. Area limits, rehabilitation type, and planning-level costs should not be considered a design-level recommendation. A tabulation of the 10-Year Major Rehabilitation is located in **Appendix D**.

7.3 Conclusion

The FDOT SAPMP System Update 2020-2023 was completed for each of the 95 participating airports on behalf of the FDOT AO in accordance with the FAA AC 150/5380-7B and 150/5380-6C. FDOT's implementation of the SAPMP has assisted public airports with this requirement in performing PCI survey inspections and analysis in accordance with the ASTM D5340-20.

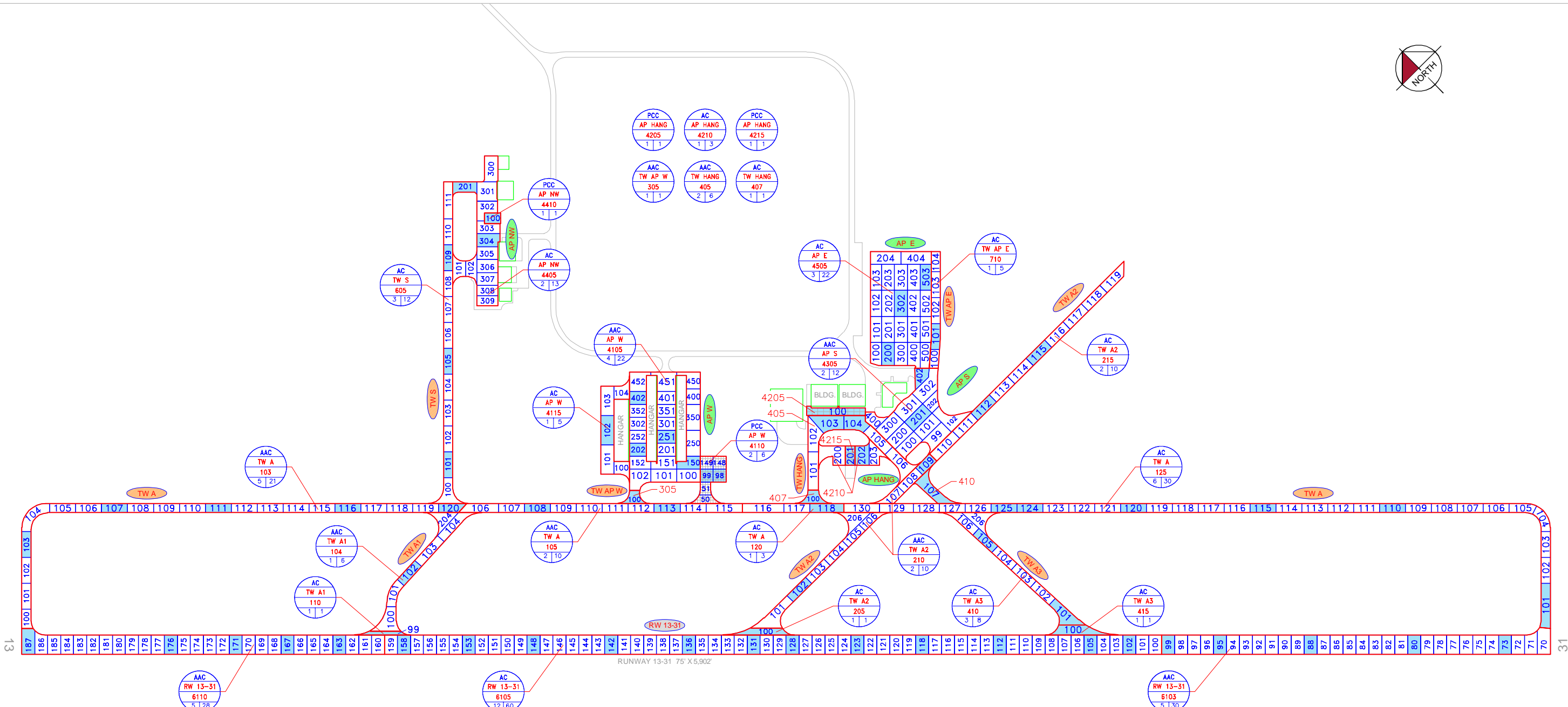
7.4 References

The following documents are referenced as specific guidelines and procedures for maintaining Airport pavements, establishing an effective pavement maintenance program, and identifying specific pavement distresses, probable causes of distresses, survey guidelines, and recommended methods of repair.

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



Appendix A: Technical Exhibits



13

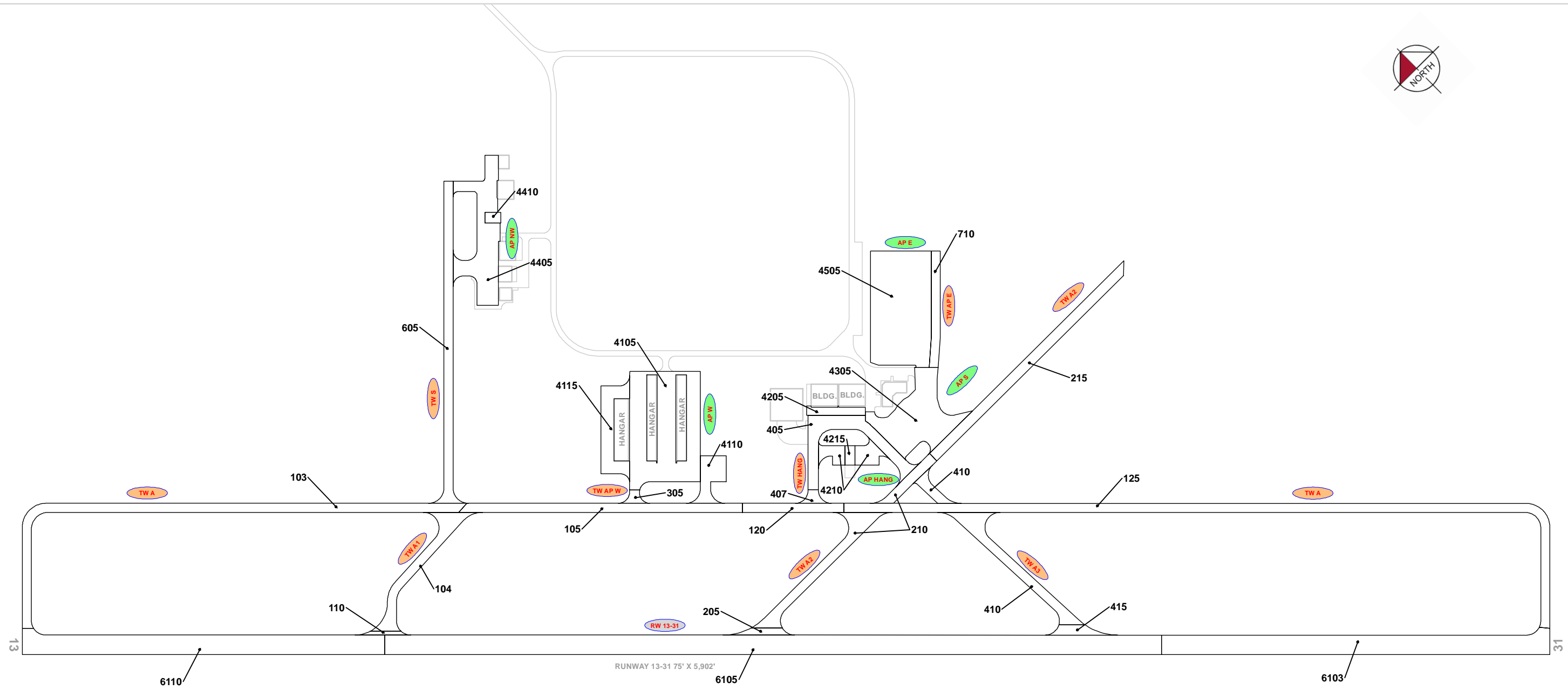
31

LEGEND

- TYPICAL RUNWAY BRANCH ID
- TYPICAL TAXIWAY BRANCH ID
- TYPICAL APRON BRANCH ID
- PAVEMENT SURFACE TYPE
- PAVEMENT BRANCH ID
- SECTION NUMBER
- NUMBER OF SAMPLE UNITS IN SECTION
- NUMBER OF SAMPLE UNITS TO BE INSPECTED
- SECTION NOT INSPECTED DUE TO RECENT CONSTRUCTION. SEE SYSTEM INVENTORY MAP FOR CONSTRUCTION DATES.
- INSPECTED SAMPLE UNITS.

TOTAL SAMPLES INSPECTED = 72
AC: 67 PCC: 5

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



RECENT & ANTICIPATED CONSTRUCTION ACTIVITY

CONSTRUCTION YEAR	LOCATION	WORK TYPE / PAVEMENT SECTION
NO INFORMATION PROVIDED		

LEGEND

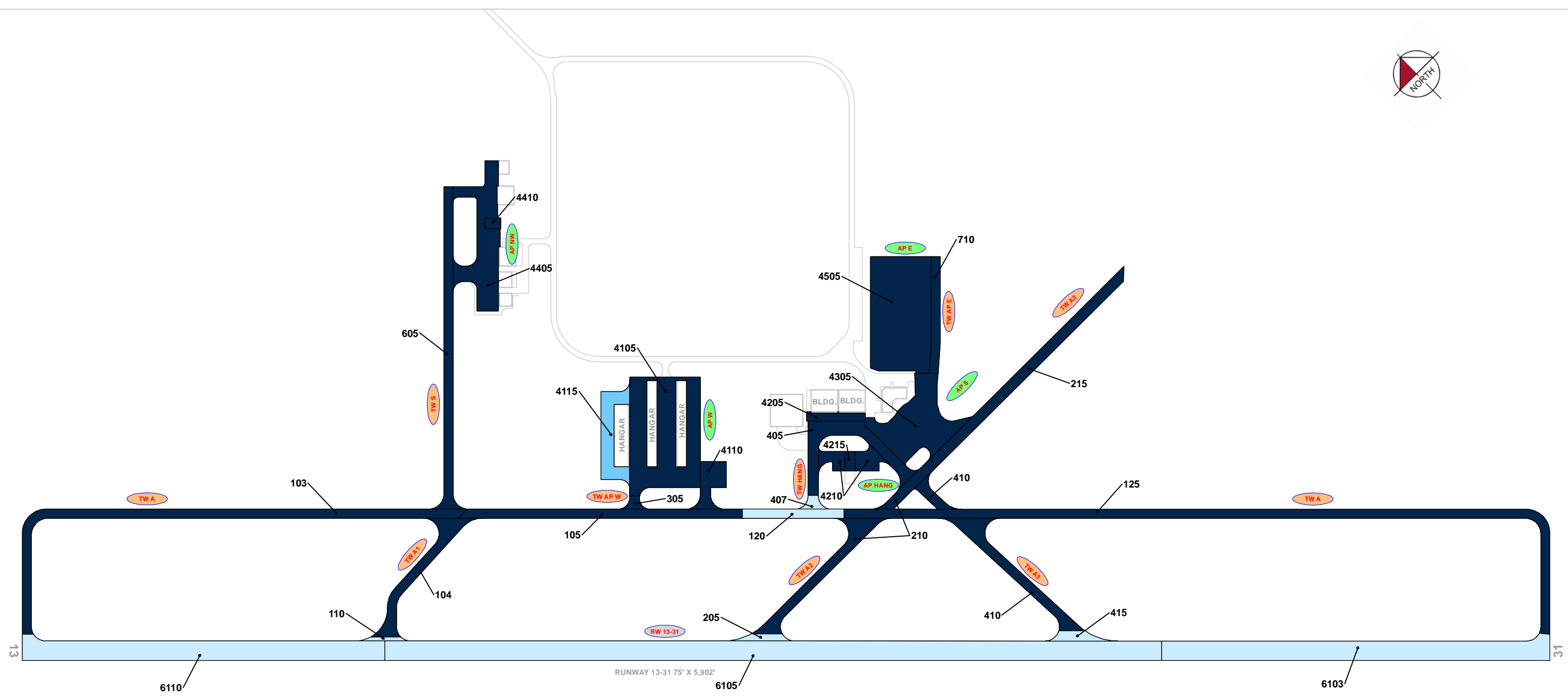
- RW 13-31 — TYPICAL RUNWAY BRANCH ID
- TWA — TYPICAL TAXIWAY BRANCH ID
- AP S — TYPICAL APRON BRANCH ID

PROJECT YEAR

2016	2021
2017	2022
2018	2023
2019	2024
2020	2025

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





LEGEND

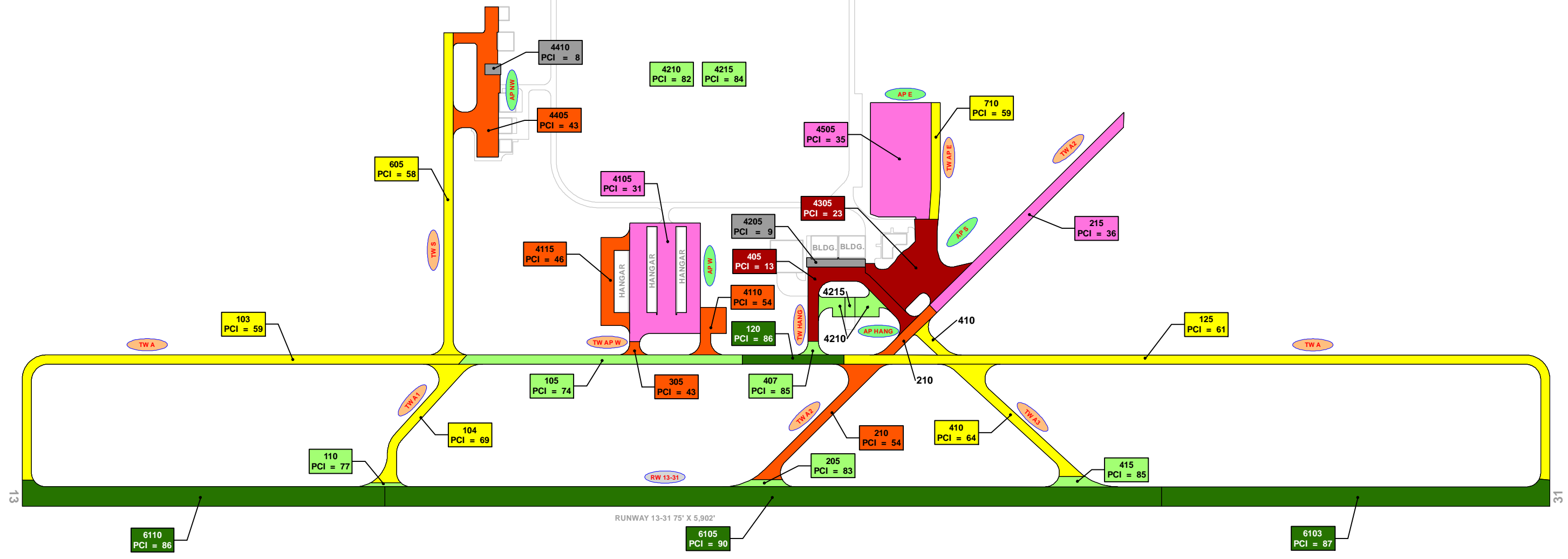
- TYPICAL RUNWAY BRANCH ID
- TYPICAL TAXIWAY BRANCH ID
- TYPICAL APRON BRANCH ID

AGE AT INSPECTION

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

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





LEGEND

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

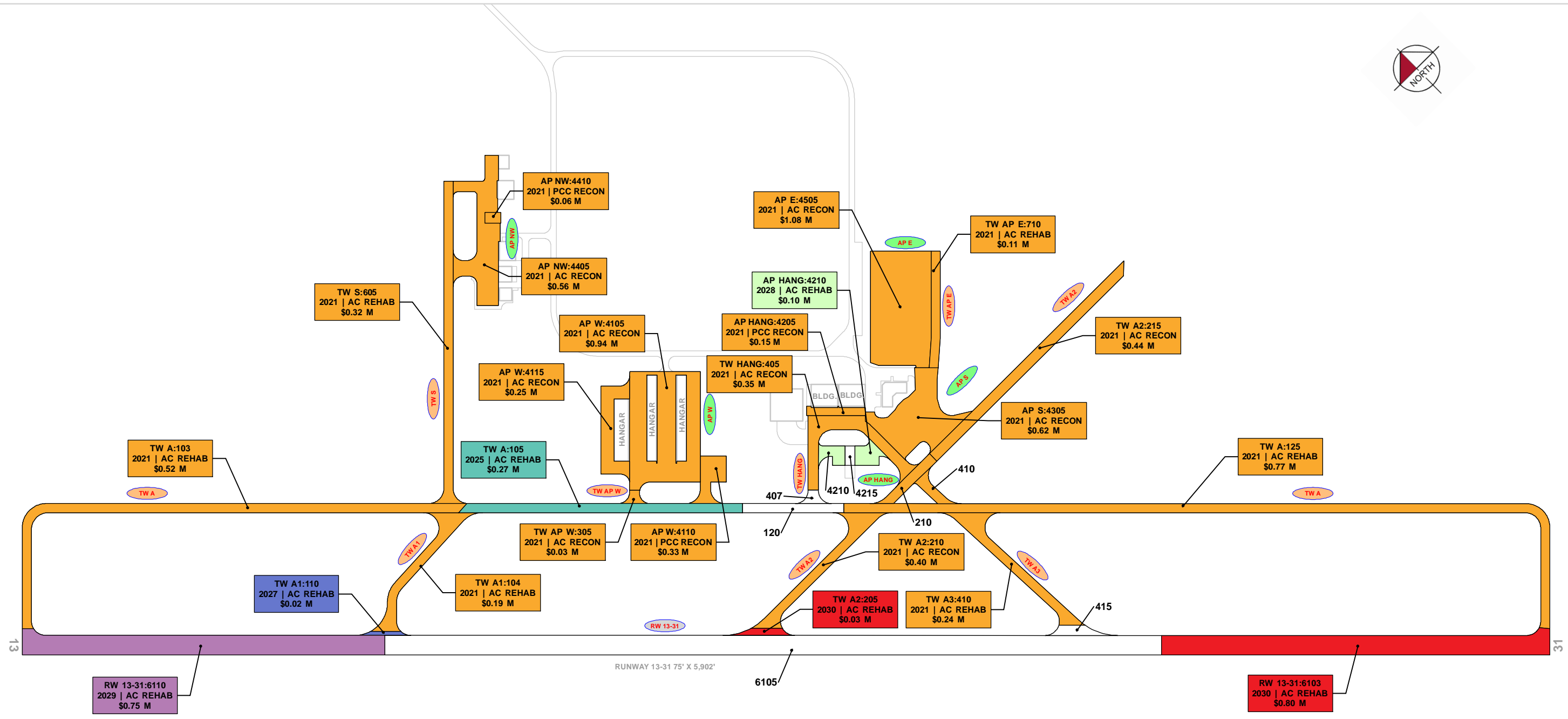
2020 PAVEMENT CONDITION INDEX

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

**"SECTION ID"
"PCI VALUE"**

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





LEGEND

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

PROGRAM YEAR

2021	2026
2022	2027
2023	2028
2024	2029
2025	2030

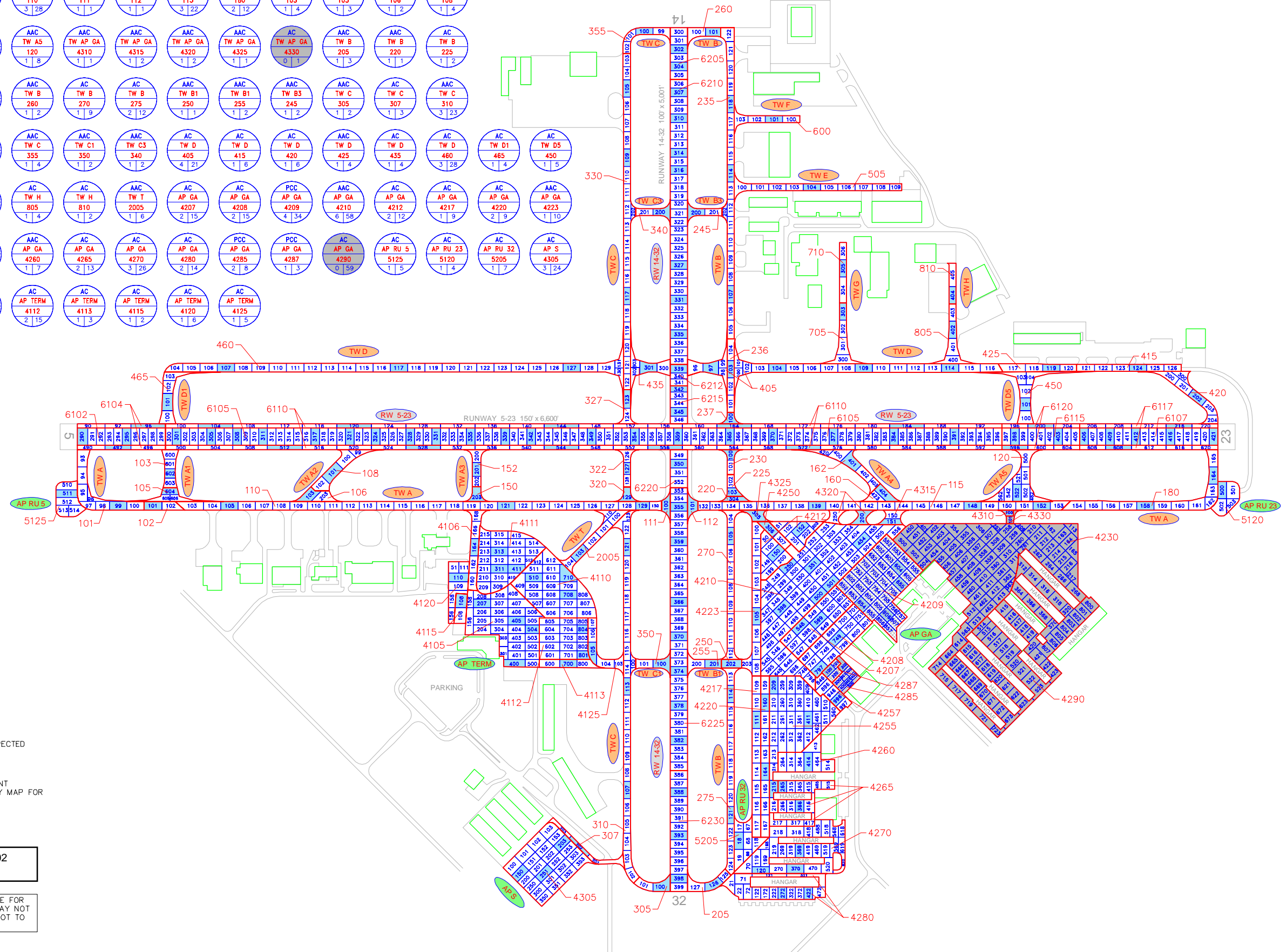
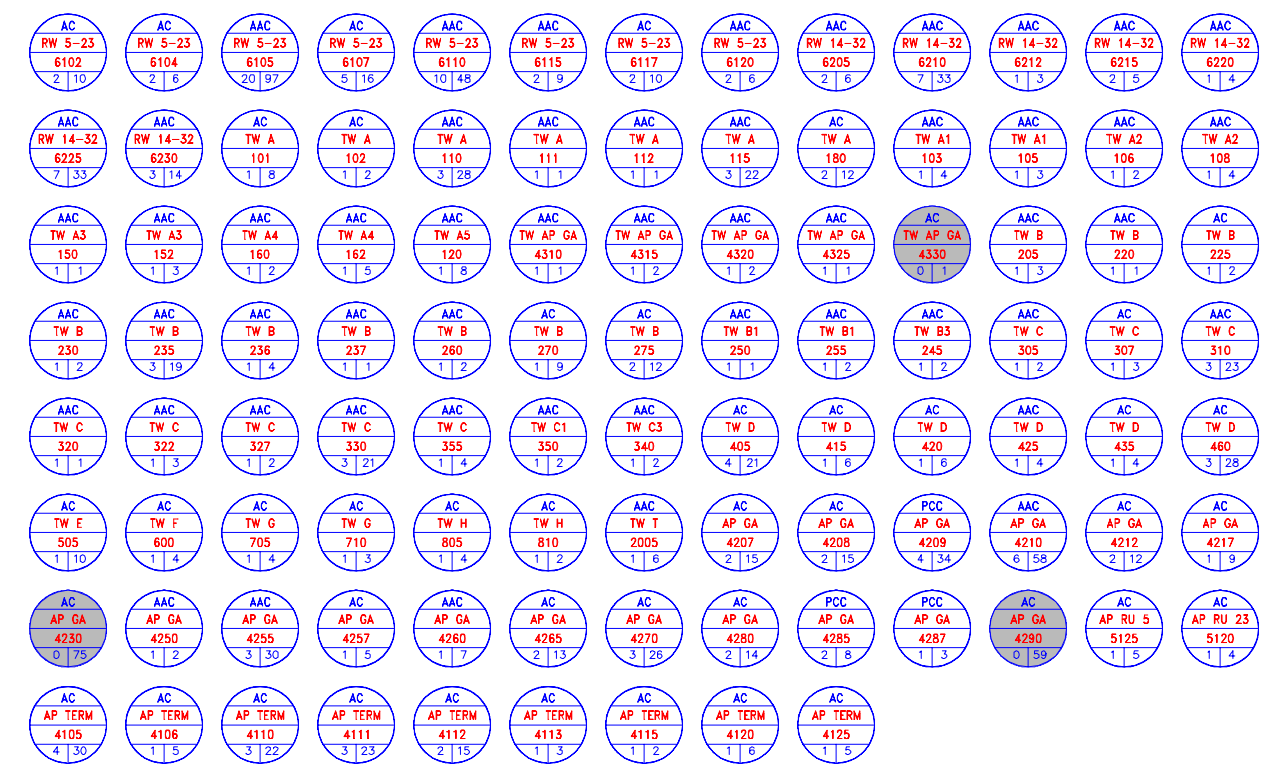
"BRANCH" "SECTION"
"YEAR" "REHAB ACTIVITY"
"EST. COST"

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

AIRFIELD PAVEMENT MAJOR REHABILITATION EXHIBIT

Statewide Airfield Pavement Management Program AIRGLADES AIRPORT





LEGEND

- TYPICAL RUNWAY BRANCH ID
- TYPICAL TAXIWAY BRANCH ID
- TYPICAL APRON BRANCH ID
- PAVEMENT SURFACE TYPE
- PAVEMENT BRANCH ID
- SECTION NUMBER
- NUMBER OF SAMPLE UNITS IN SECTION
NUMBER OF SAMPLE UNITS TO BE INSPECTED
- SECTION NOT INSPECTED DUE TO RECENT CONSTRUCTION. SEE SYSTEM INVENTORY MAP FOR CONSTRUCTION DATES.
- INSPECTED SAMPLE UNITS.

TOTAL SAMPLES INSPECTED = 202
 AC: 195 PCC: 7

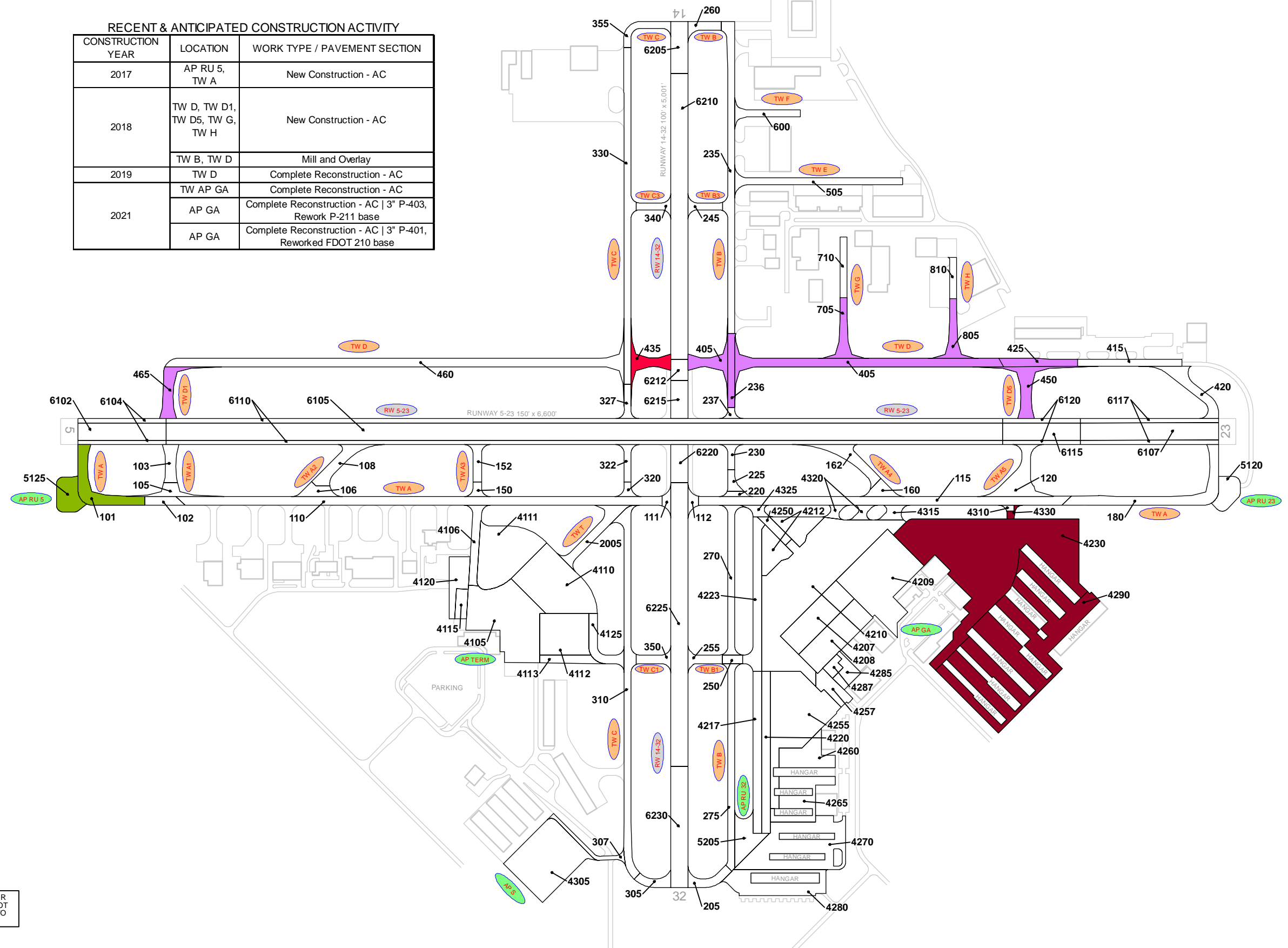
RUNWAY LENGTHS DEPICTED IN THIS DRAWING ARE FOR PAVEMENT MANAGEMENT PURPOSES ONLY AND MAY NOT MATCH PUBLISHED RUNWAY LENGTHS. DRAWING NOT TO SCALE.





RECENT & ANTICIPATED CONSTRUCTION ACTIVITY

CONSTRUCTION YEAR	LOCATION	WORK TYPE / PAVEMENT SECTION
2017	AP RU 5, TW A	New Construction - AC
2018	TW D, TW D1, TW D5, TW G, TW H	New Construction - AC
	TW B, TW D	Mill and Overlay
2019	TW D	Complete Reconstruction - AC
2021	TW AP GA	Complete Reconstruction - AC
	AP GA	Complete Reconstruction - AC 3" P-403, Rework P-211 base
	AP GA	Complete Reconstruction - AC 3" P-401, Reworked FDOT 210 base



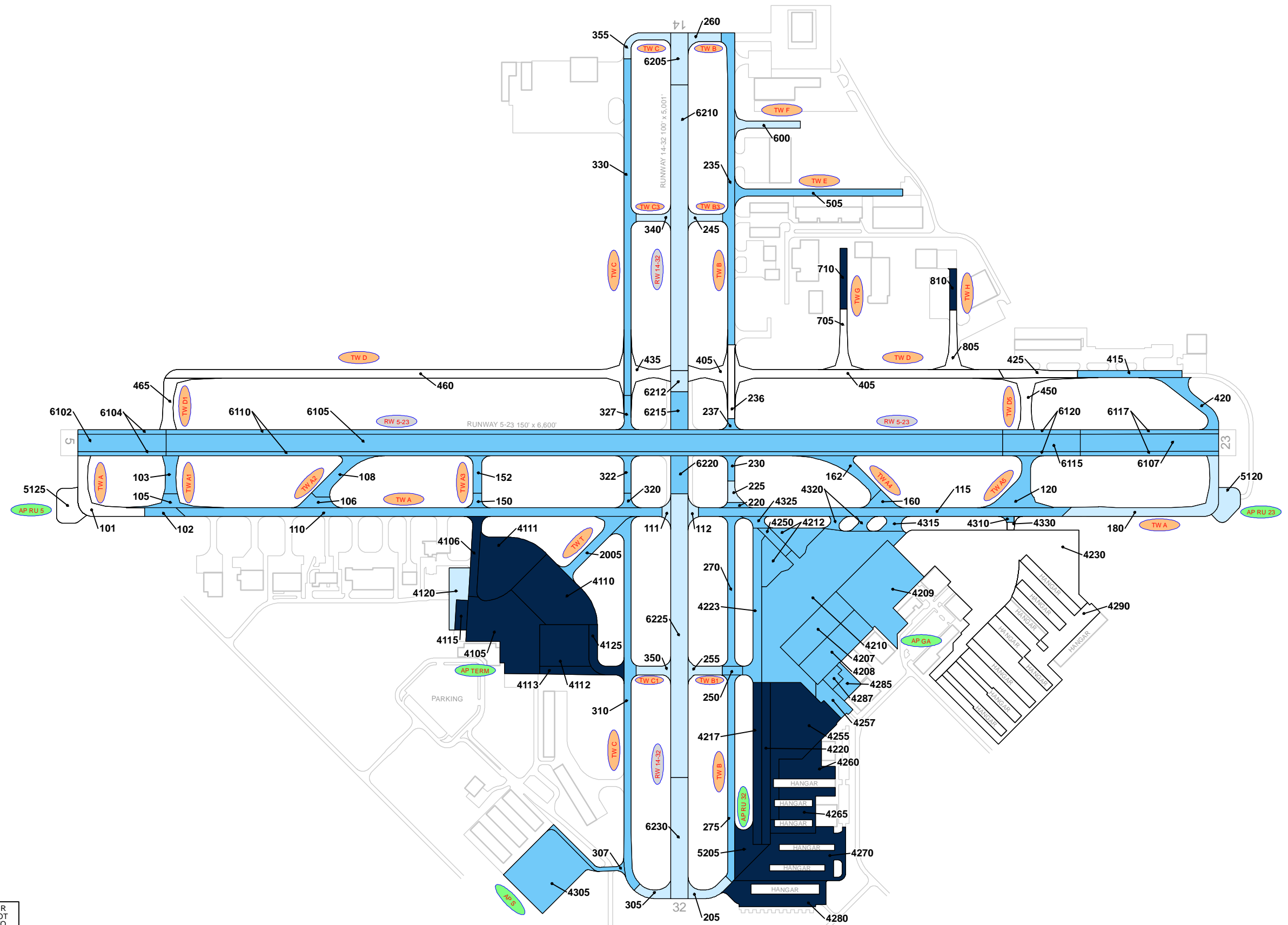
LEGEND

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

PROJECT YEAR

 2017	 2022
 2018	 2023
 2019	 2024
 2020	 2025
 2021	 2026

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



LEGEND

- TYPICAL RUNWAY BRANCH ID
- TYPICAL TAXIWAY BRANCH ID
- TYPICAL APRON BRANCH ID

AGE AT INSPECTION

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

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





101 PCI = 94	102 PCI = 86	103 PCI = 78	105 PCI = 70	106 PCI = 78	108 PCI = 87	110 PCI = 84	111 PCI = 83	112 PCI = 86	115 PCI = 77	120 PCI = 78	150 PCI = 84	152 PCI = 91	160 PCI = 81	162 PCI = 87
180 PCI = 81	205 PCI = 79	220 PCI = 78	225 PCI = 86	230 PCI = 85	235 PCI = 84	236 PCI = 94	237 PCI = 86	245 PCI = 85	250 PCI = 53	255 PCI = 86	260 PCI = 88	270 PCI = 73	275 PCI = 77	305 PCI = 81
307 PCI = 74	310 PCI = 81	320 PCI = 82	322 PCI = 78	327 PCI = 80	330 PCI = 80	340 PCI = 82	350 PCI = 86	355 PCI = 91	405 PCI = 94	415 PCI = 77	420 PCI = 87	425 PCI = 94	435 PCI = 94	450 PCI = 94
460 PCI = 94	465 PCI = 94	505 PCI = 66	600 PCI = 89	705 PCI = 94	710 PCI = 31	805 PCI = 94	810 PCI = 66	2005 PCI = 72	4105 PCI = 58	4106 PCI = 54	4110 PCI = 29	4111 PCI = 75	4112 PCI = 59	4113 PCI = 70
4115 PCI = 69	4120 PCI = 86	4125 PCI = 63	4207 PCI = 84	4208 PCI = 84	4209 PCI = 96	4210 PCI = 78	4212 PCI = 79	4217 PCI = 48	4220 PCI = 38	4223 PCI = 82	4230 PCI = 100	4250 PCI = 77	4255 PCI = 60	4257 PCI = 67
4260 PCI = 63	4265 PCI = 64	4270 PCI = 58	4280 PCI = 41	4285 PCI = 61	4287 PCI = 55	4290 PCI = 100	4305 PCI = 87	4310 PCI = 79	4315 PCI = 52	4320 PCI = 71	4325 PCI = 77	4330 PCI = 100	5120 PCI = 75	5125 PCI = 94
5205 PCI = 69	6102 PCI = 86	6104 PCI = 87	6105 PCI = 74	6107 PCI = 86	6110 PCI = 76	6115 PCI = 69	6117 PCI = 83	6120 PCI = 71	6205 PCI = 89	6210 PCI = 87	6212 PCI = 85	6215 PCI = 76	6220 PCI = 86	6225 PCI = 86
6230 PCI = 89														



LEGEND

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

2022 PAVEMENT CONDITION INDEX

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

"SECTION ID"
"PCI VALUE"

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



TW A1:105 2023 AC REHAB \$0.11 M	TW B1:250 2023 AC RECON \$0.10 M	TW E:505 2023 AC REHAB \$0.37 M	TW G:710 2023 AC RECON \$0.22 M	TW H:810 2023 AC REHAB \$0.09 M	AP TERM:4105 2023 AC REHAB \$1.29 M	AP TERM:4106 2023 AC RECON \$0.38 M	AP TERM:4110 2023 AC RECON \$1.88 M	AP TERM:4112 2023 AC REHAB \$0.61 M
AP TERM:4113 2023 AC REHAB \$0.14 M	AP TERM:4115 2023 AC REHAB \$0.11 M	AP TERM:4125 2023 AC REHAB \$0.20 M	AP GA:4217 2023 AC RECON \$0.75 M	AP GA:4220 2023 AC RECON \$0.75 M	AP GA:4255 2023 AC REHAB \$1.31 M	AP GA:4257 2023 AC REHAB \$0.18 M	AP GA:4260 2023 AC REHAB \$0.37 M	AP GA:4265 2023 AC REHAB \$0.44 M
AP GA:4270 2023 AC REHAB \$1.08 M	AP GA:4280 2023 AC RECON \$0.96 M	AP GA:4285 2023 PCC REHAB \$0.25 M	AP GA:4287 2023 PCC REHAB \$0.24 M	TW AP GA:4315 2023 AC RECON \$0.15 M	TW AP GA:4320 2023 AC REHAB \$0.11 M	AP RU 32:5205 2023 AC REHAB \$0.27 M	RW 5-23:6115 2023 AC REHAB \$0.41 M	RW 5-23:6120 2023 AC REHAB \$0.20 M
TW T:2005 2024 AC REHAB \$0.27 M	TW B:270 2025 AC REHAB \$0.37 M	RW 5-23:6105 2025 AC REHAB \$4.80 M	TW C:307 2026 AC REHAB \$0.13 M	AP TERM:4111 2026 AC REHAB \$1.05 M	AP GA:4250 2026 AC REHAB \$0.11 M	AP RU 23:5120 2026 AC REHAB \$0.23 M	RW 5-23:6110 2026 AC REHAB \$2.52 M	RW 14-32:6215 2026 AC REHAB \$0.23 M
AP GA:4210 2027 AC REHAB \$3.18 M	TW A1:103 2028 AC REHAB \$0.18 M	TW A2:106 2028 AC REHAB \$0.14 M	TW A:115 2028 AC REHAB \$1.23 M	TW A5:120 2028 AC REHAB \$0.44 M	TW B:220 2028 AC REHAB \$0.05 M	TW B:275 2028 AC REHAB \$0.56 M	TW C:322 2028 AC REHAB \$0.11 M	TW D:415 2028 AC REHAB \$0.28 M
AP GA:4212 2028 AC REHAB \$0.65 M	TW AP GA:4325 2028 AC REHAB \$0.07 M	TW B:205 2029 AC REHAB \$0.18 M	TW C:327 2029 AC REHAB \$0.11 M	TW C:330 2029 AC REHAB \$0.97 M	AP GA:4223 2029 AC REHAB \$0.59 M	TW AP GA:4310 2029 AC REHAB \$0.02 M	TW A4:160 2030 AC REHAB \$0.14 M	TW A:180 2030 AC REHAB \$0.79 M
TW C:305 2030 AC REHAB \$0.15 M	TW C:310 2030 AC REHAB \$1.18 M	AP GA:4207 2030 AC REHAB \$0.87 M	AP GA:4208 2030 AC REHAB \$0.89 M	RW 5-23:6117 2030 AC REHAB \$0.51 M	RW 14-32:6212 2030 AC REHAB \$0.16 M	TW A:111 2031 AC REHAB \$0.07 M	TW C:320 2031 AC REHAB \$0.06 M	TW C3:340 2031 AC REHAB \$0.13 M
AP TERM:4120 2031 AC REHAB \$0.38 M	RW 14-32:6210 2031 AC REHAB \$2.20 M	RW 14-32:6220 2031 AC REHAB \$0.29 M	RW 14-32:6225 2031 AC REHAB \$2.18 M	TW A:110 2032 AC REHAB \$1.95 M	TW A3:150 2032 AC REHAB \$0.08 M	TW B:230 2032 AC REHAB \$0.10 M	TW B:235 2032 AC REHAB \$1.08 M	TW B3:245 2032 AC REHAB \$0.13 M
AP S:4305 2032 AC REHAB \$1.74 M	RW 5-23:6102 2032 AC REHAB \$0.71 M	RW 5-23:6107 2032 AC REHAB \$1.12 M	RW 14-32:6205 2032 AC REHAB \$0.42 M	RW 14-32:6230 2032 AC REHAB \$0.98 M				



LEGEND

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

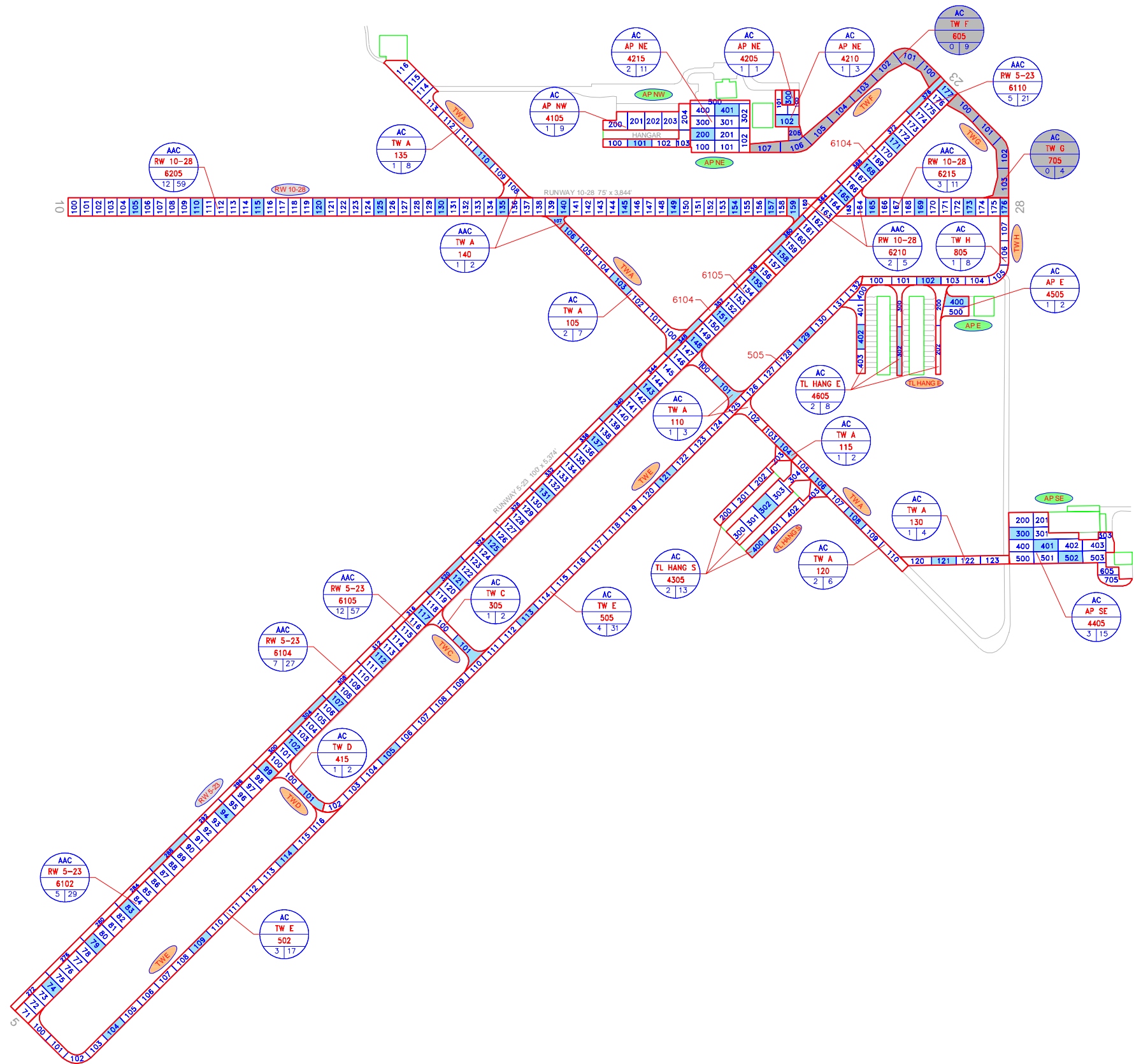
PROGRAM YEAR

2023	2028
2024	2029
2025	2030
2026	2031
2027	2032

"BRANCH"/"SECTION"
"YEAR"/"REHAB ACTIVITY"
"EST. COST"

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





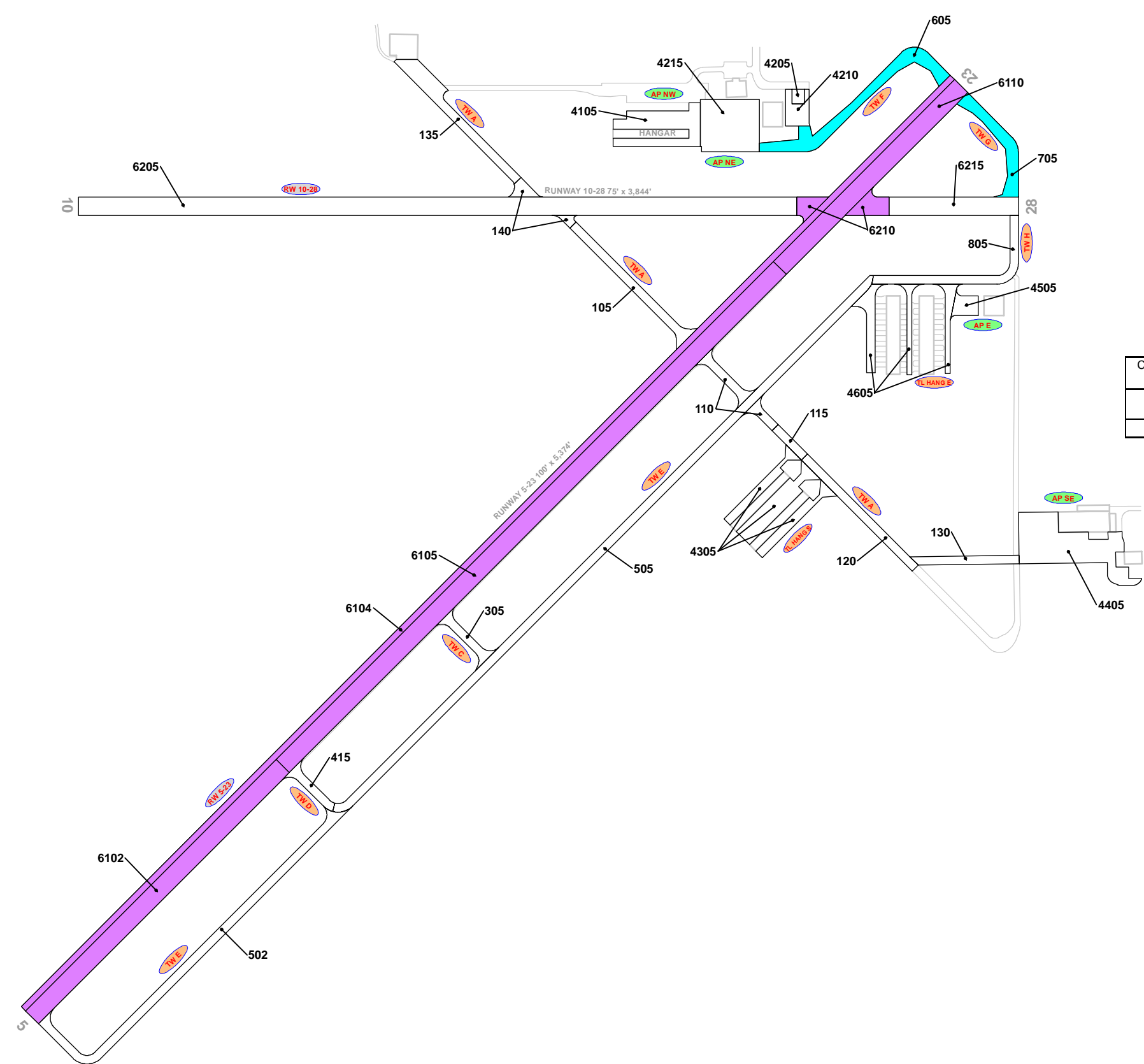
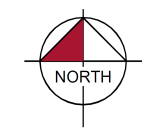
LEGEND

- RW 13-31 — TYPICAL RUNWAY BRANCH ID
- TW A — TYPICAL TAXIWAY BRANCH ID
- AP S — TYPICAL APRON BRANCH ID
- AAC — PAVEMENT SURFACE TYPE
- AP MAIN — PAVEMENT BRANCH ID
- 4105 — SECTION NUMBER
- 10 — NUMBER OF SAMPLE UNITS IN SECTION
- 100 — NUMBER OF SAMPLE UNITS TO BE INSPECTED

- AAC
AP MAIN
4105
0 | 100 — SECTION NOT INSPECTED DUE TO RECENT CONSTRUCTION. SEE SYSTEM INVENTORY MAP FOR CONSTRUCTION DATES.
- 100 — INSPECTED SAMPLE UNITS.

TOTAL SAMPLES INSPECTED = 78
 AC: 78 PCC: 0

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



RECENT & ANTICIPATED CONSTRUCTION ACTIVITY

CONSTRUCTION YEAR	LOCATION	WORK TYPE / PAVEMENT SECTION
2018	RW 5-23, RW 10-28	Mill and Overlay 1.5" Mill, 1.5" P-401
2020	TW F, TW G	New Construction - AC

LEGEND

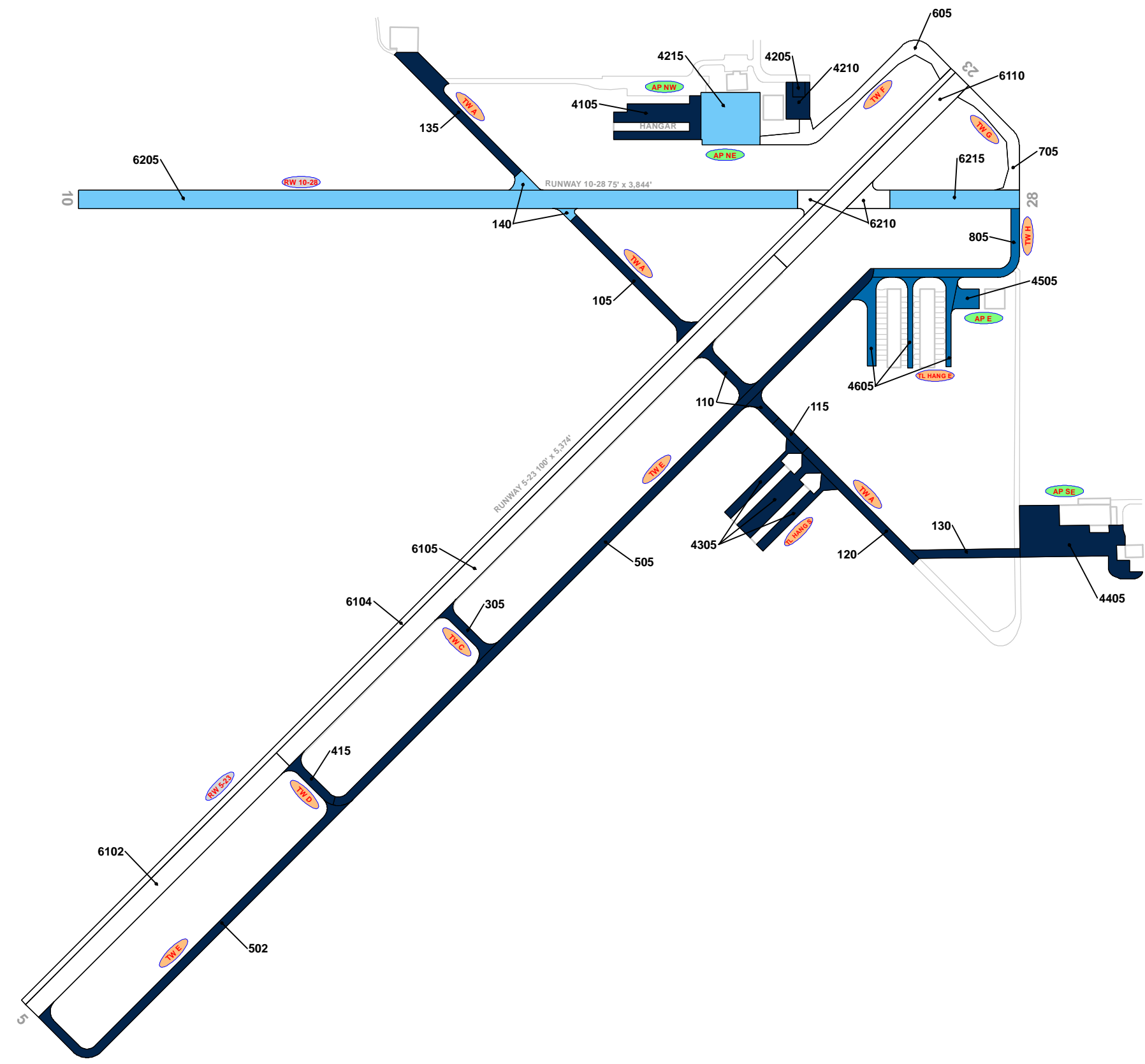
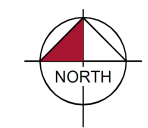
- RW 13-31 TYPICAL RUNWAY BRANCH ID
- TW A TYPICAL TAXIWAY BRANCH ID
- AP S TYPICAL APRON BRANCH ID

PROJECT YEAR

2016	2021
2017	2022
2018	2023
2019	2024
2020	2025

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





LEGEND

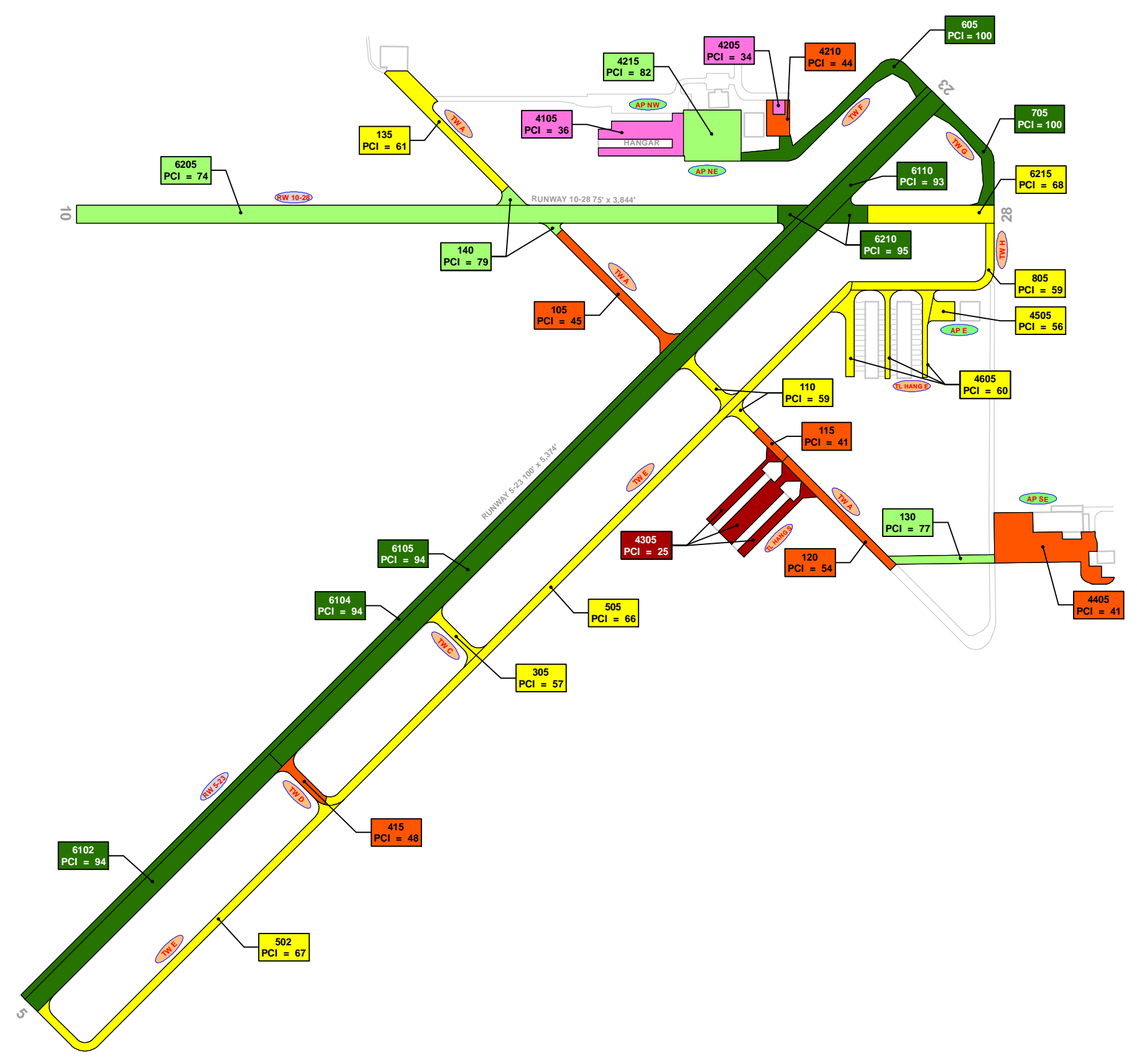
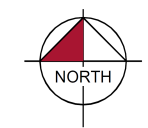
- TYPICAL RUNWAY BRANCH ID
- TYPICAL TAXIWAY BRANCH ID
- TYPICAL APRON BRANCH ID

AGE AT INSPECTION

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

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





LEGEND

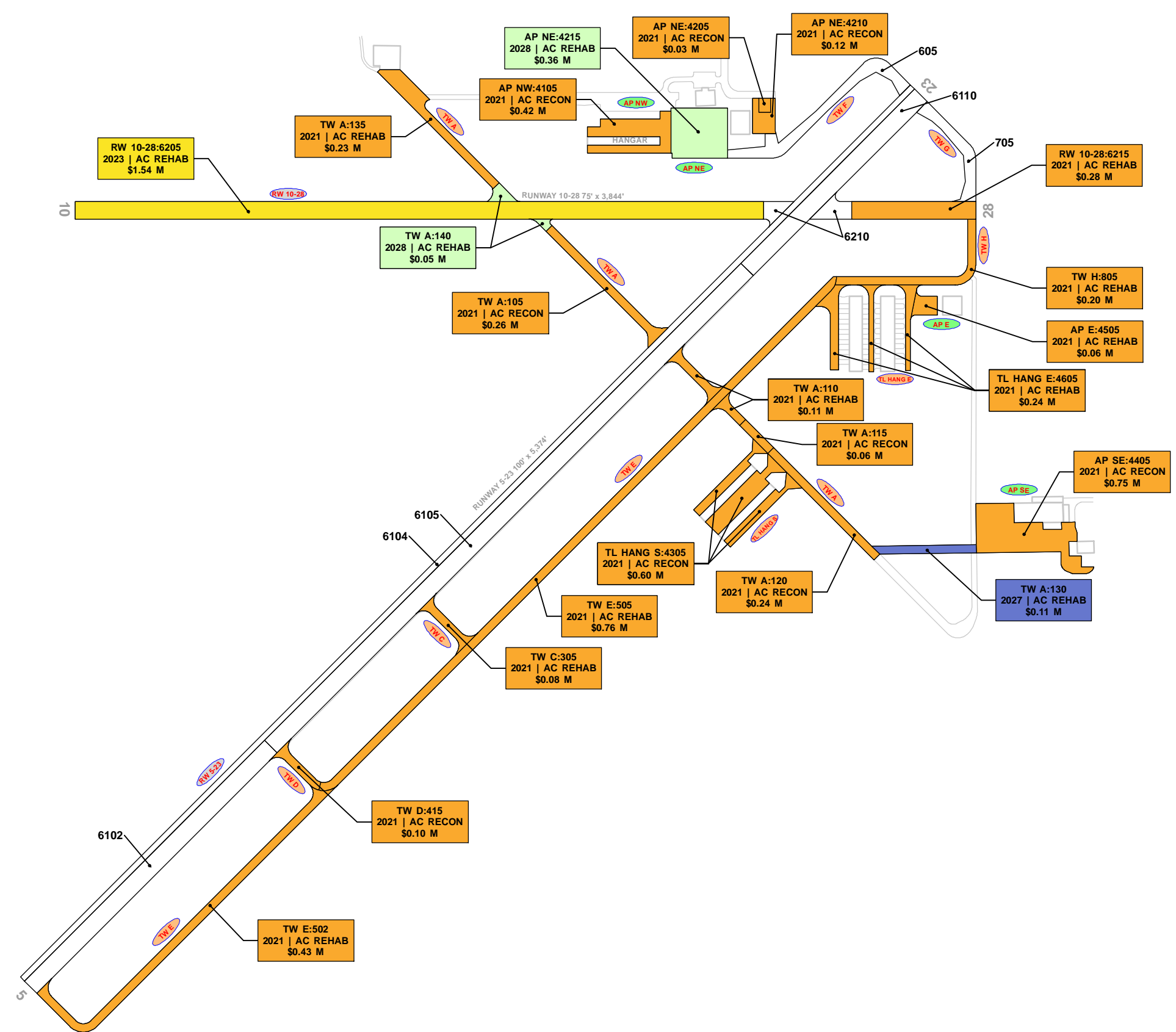
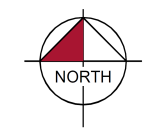
- RW 13-31 TYPICAL RUNWAY BRANCH ID
- TW A TYPICAL TAXIWAY BRANCH ID
- AP S TYPICAL APRON BRANCH ID

2020 PAVEMENT CONDITION INDEX

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

SECTION ID
PCI VALUE

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



LEGEND

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

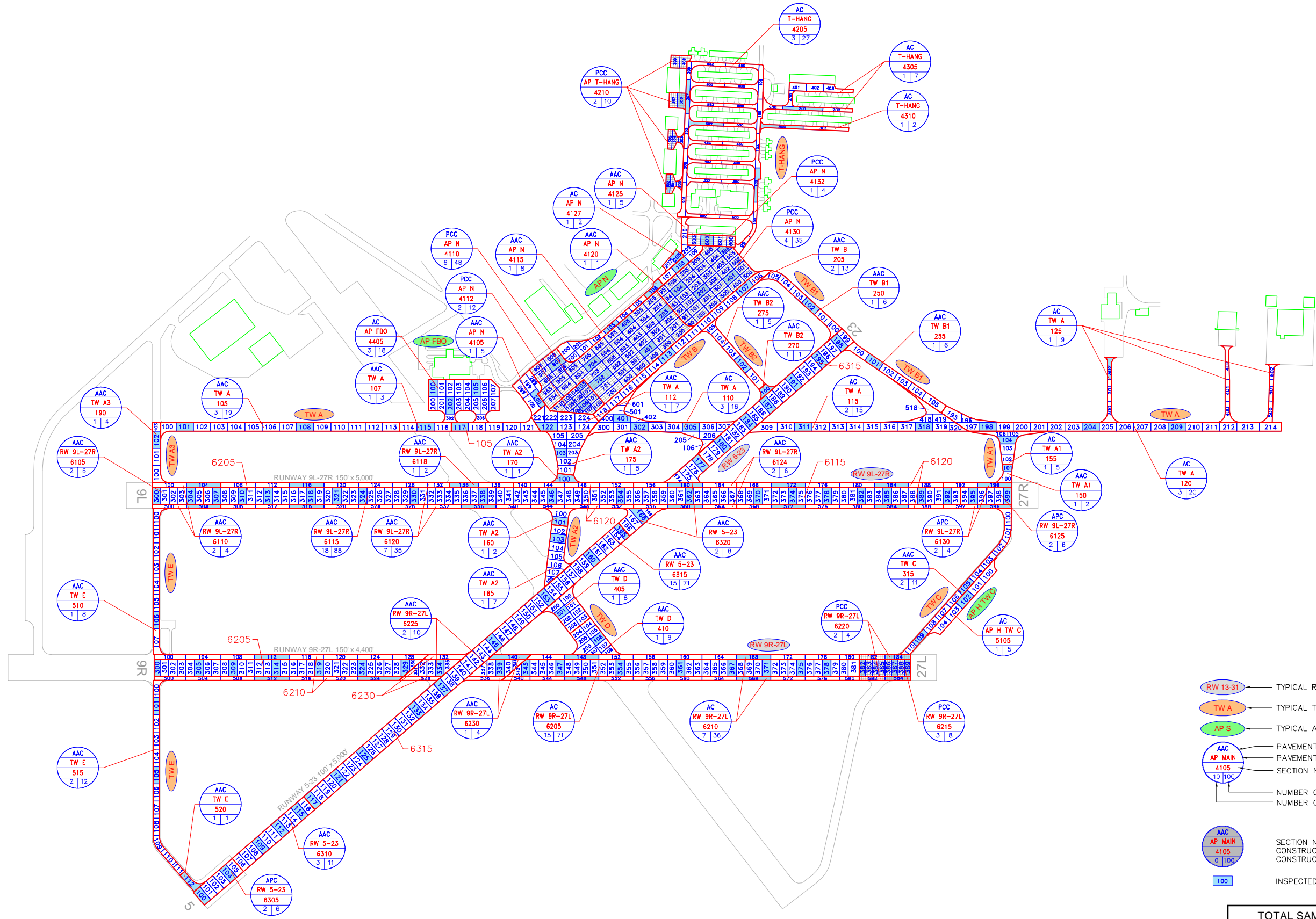
PROGRAM YEAR

	2021		2026
	2022		2027
	2023		2028
	2024		2029
	2025		2030

"BRANCH"; "SECTION"
"YEAR"; "REHAB ACTIVITY"
"EST. COST"

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





LEGEND

- TYPICAL RUNWAY BRANCH ID
- TYPICAL TAXIWAY BRANCH ID
- TYPICAL APRON BRANCH ID
- PAVEMENT SURFACE TYPE
- PAVEMENT BRANCH ID
- SECTION NUMBER
- NUMBER OF SAMPLE UNITS IN SECTION
NUMBER OF SAMPLE UNITS TO BE INSPECTED
- SECTION NOT INSPECTED DUE TO RECENT CONSTRUCTION. SEE SYSTEM INVENTORY MAP FOR CONSTRUCTION DATES.
- INSPECTED SAMPLE UNITS.

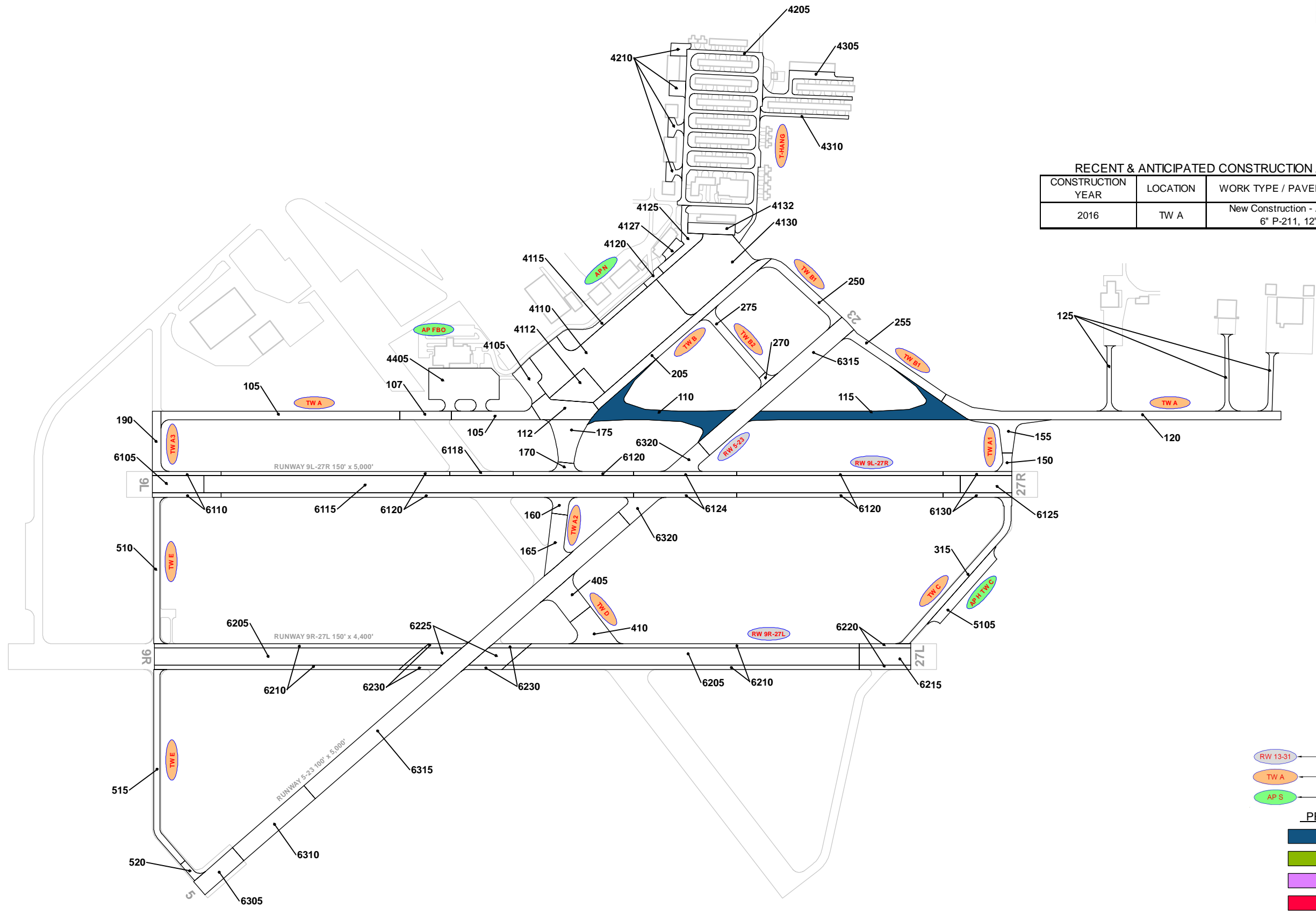
TOTAL SAMPLES INSPECTED = 152
 AC: 132 PCC: 20

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



RECENT & ANTICIPATED CONSTRUCTION ACTIVITY

CONSTRUCTION YEAR	LOCATION	WORK TYPE / PAVEMENT SECTION
2016	TW A	New Construction - AC 4" P-401, 6" P-211, 12" P-160



LEGEND

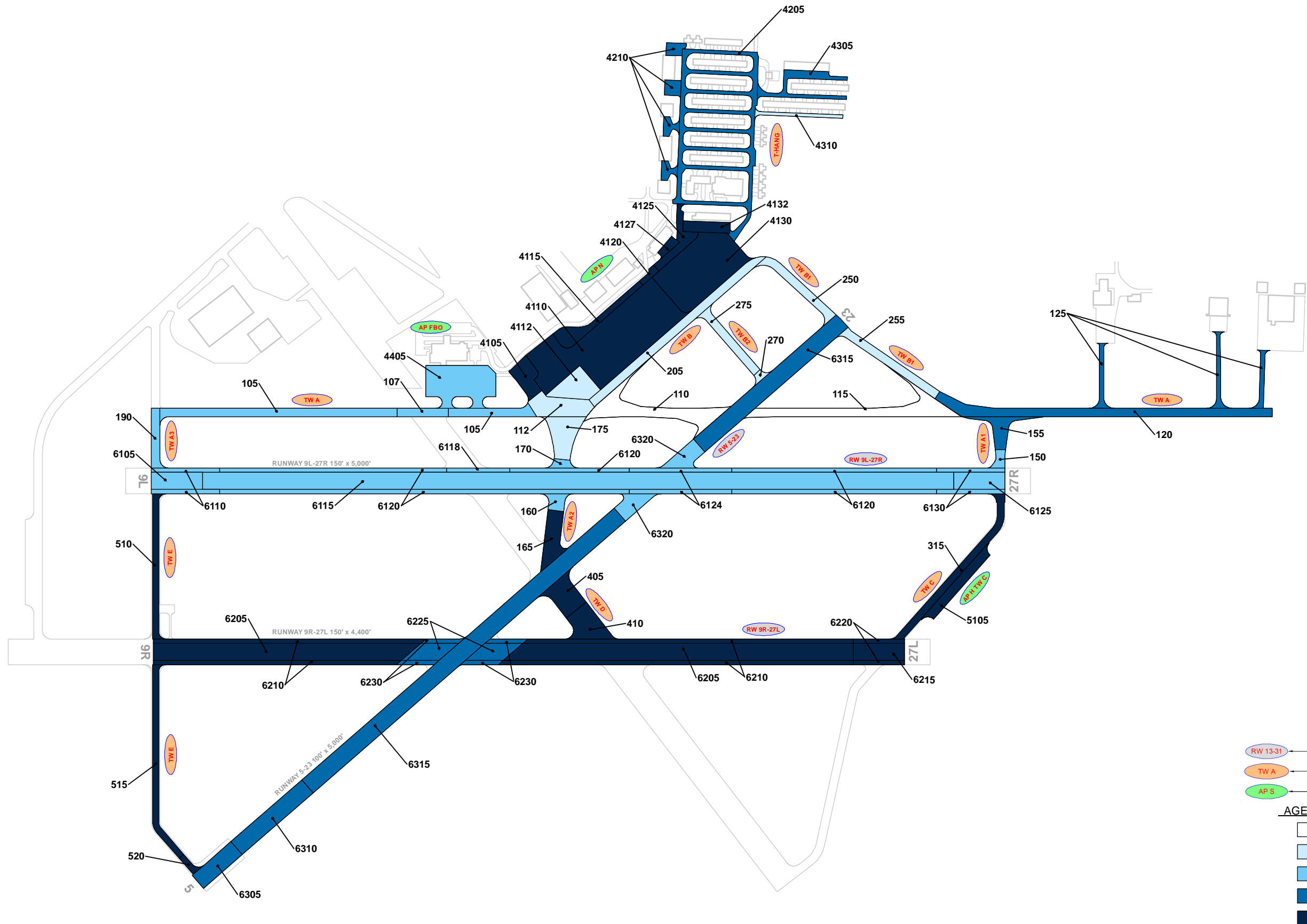
- RW 13-31 TYPICAL RUNWAY BRANCH ID
- TW A TYPICAL TAXIWAY BRANCH ID
- AP S TYPICAL APRON BRANCH ID

PROJECT YEAR

 2016	 2021
 2017	 2022
 2018	 2023
 2019	 2024
 2020	 2025

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





LEGEND

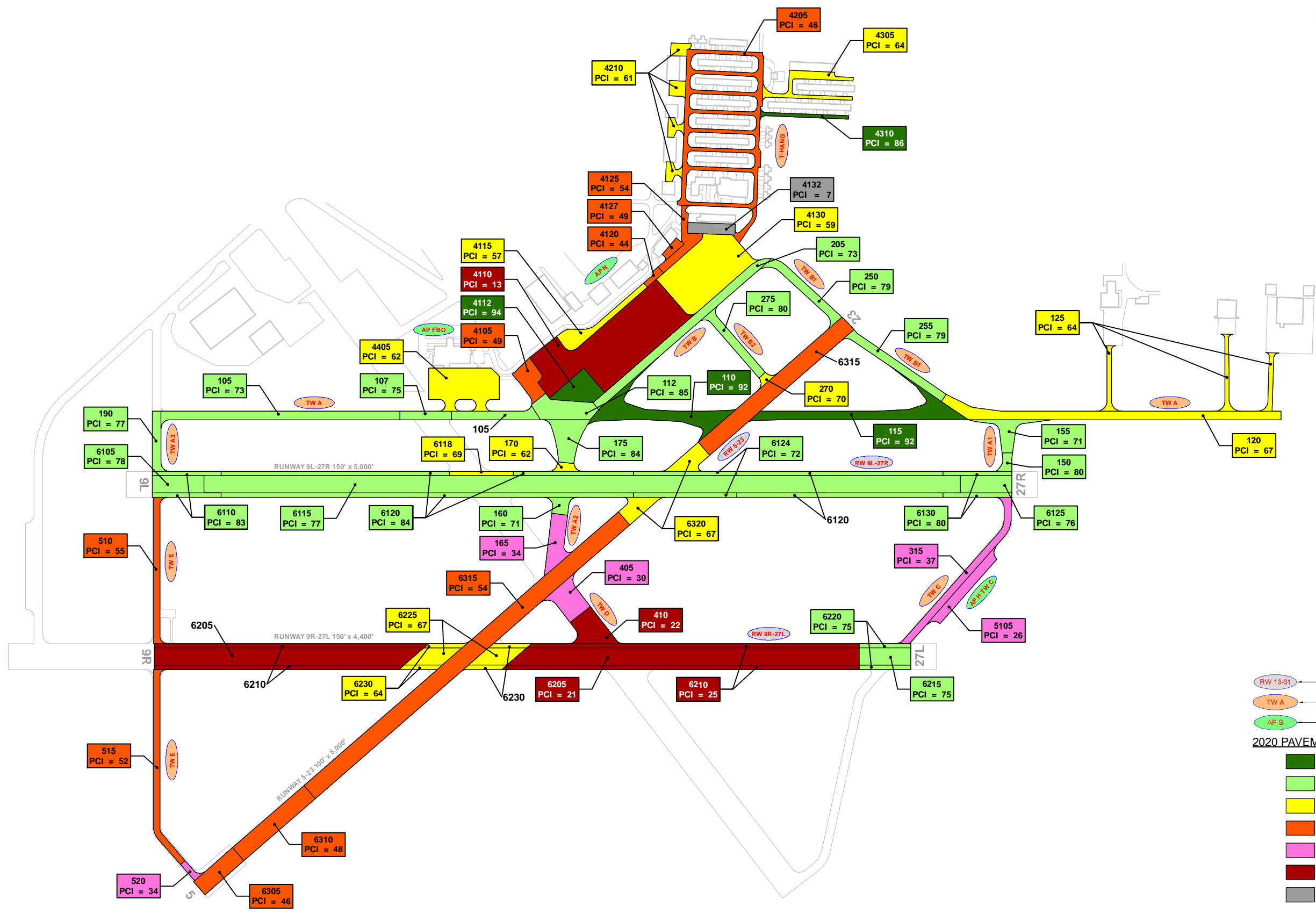
- TYPICAL RUNWAY BRANCH ID
- TYPICAL TAXIWAY BRANCH ID
- TYPICAL APRON BRANCH ID

AGE AT INSPECTION

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

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





LEGEND

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

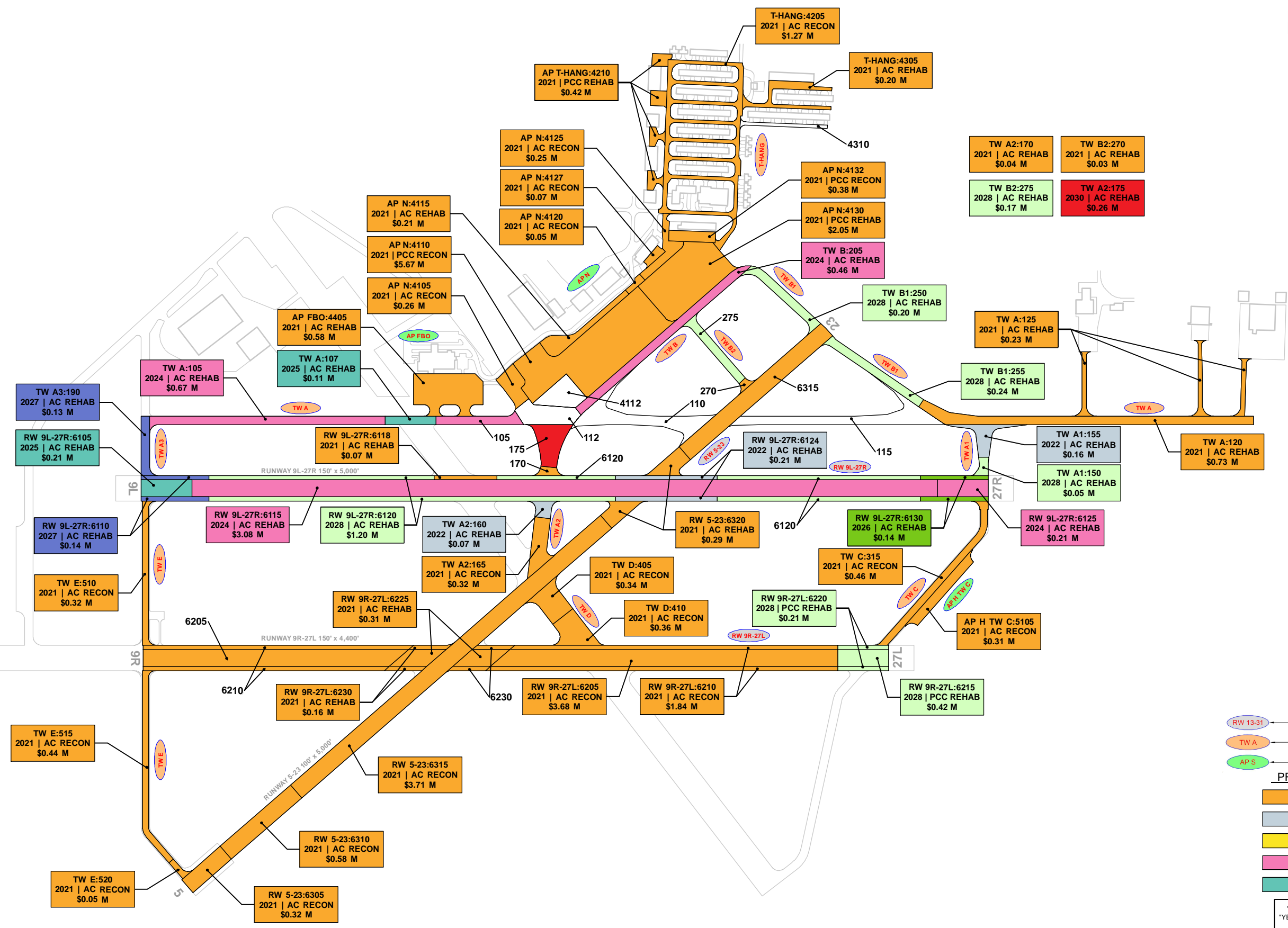
2020 PAVEMENT CONDITION INDEX

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

"SECTION ID" "PCI VALUE"

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





LEGEND

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

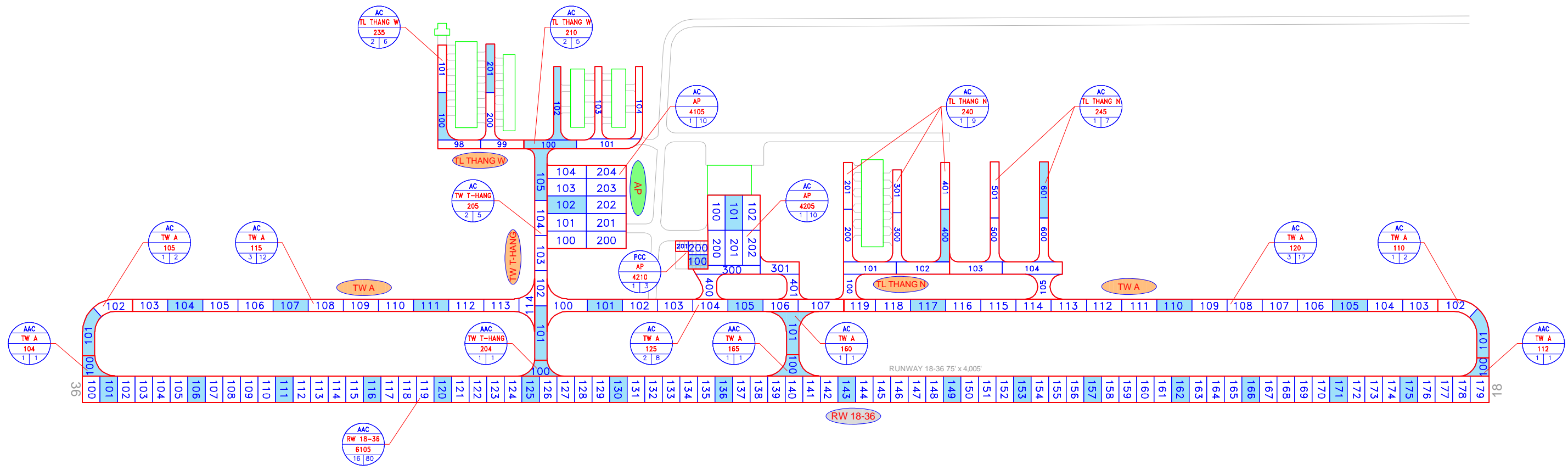
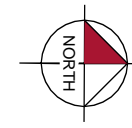
PROGRAM YEAR

	2021		2026
	2022		2027
	2023		2028
	2024		2029
	2025		2030

"BRANCH," "SECTION"
"YEAR," "REHAB ACTIVITY"
"EST. COST"

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



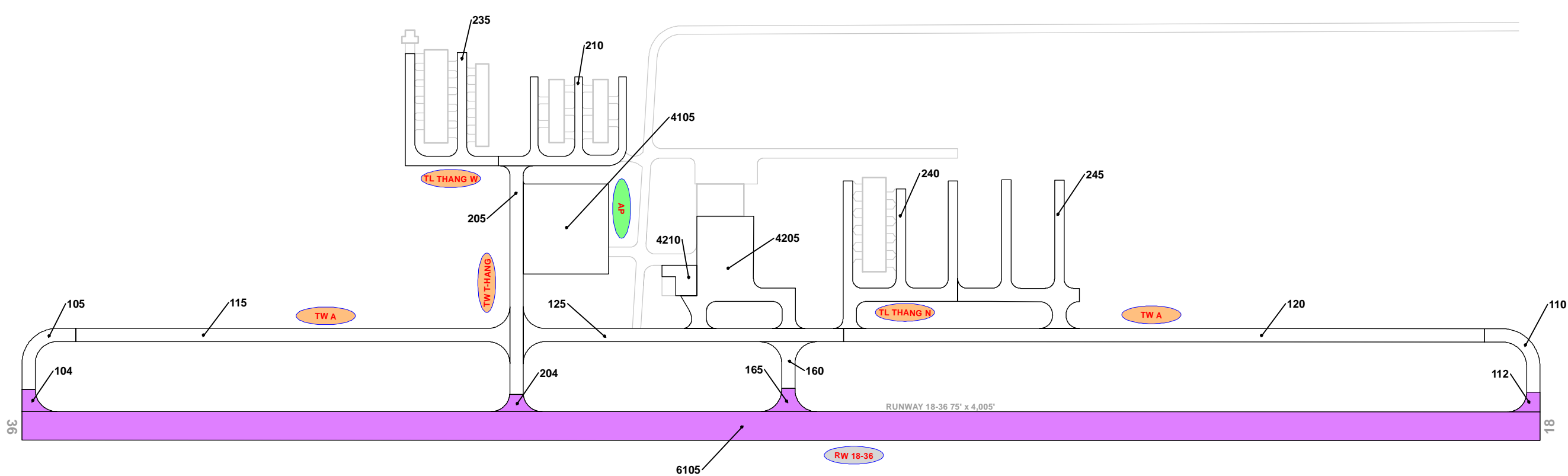
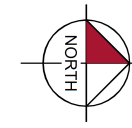


LEGEND

- TYPICAL RUNWAY BRANCH ID
- TYPICAL TAXIWAY BRANCH ID
- TYPICAL APRON BRANCH ID
- PAVEMENT SURFACE TYPE
- PAVEMENT BRANCH ID
- SECTION NUMBER
- NUMBER OF SAMPLE UNITS IN SECTION
- NUMBER OF SAMPLE UNITS TO BE INSPECTED
- SECTION NOT INSPECTED DUE TO RECENT CONSTRUCTION. SEE SYSTEM INVENTORY MAP FOR CONSTRUCTION DATES.
- INSPECTED SAMPLE UNITS.

TOTAL SAMPLES INSPECTED = 42
 AC: 41 PCC: 1

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



RECENT & ANTICIPATED CONSTRUCTION ACTIVITY

CONSTRUCTION YEAR	LOCATION	WORK TYPE / PAVEMENT SECTION
2018	RW 18-36, TW A, TW T-HANG	Mill and Overlay

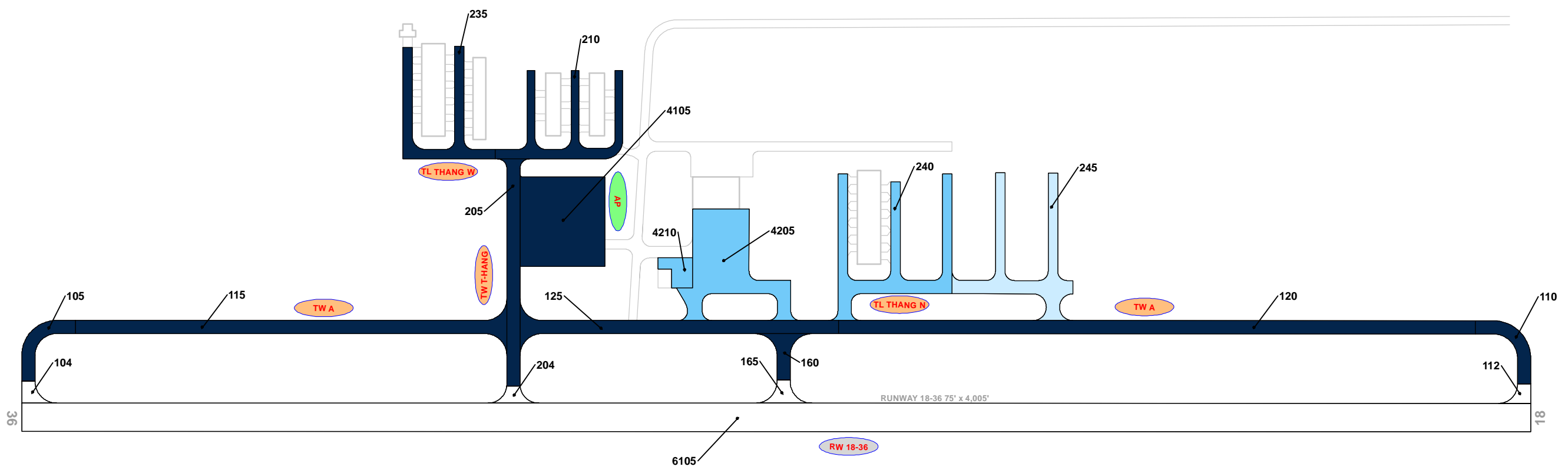
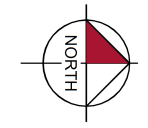
LEGEND

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

PROJECT YEAR

2016	2021
2017	2022
2018	2023
2019	2024
2020	2025

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



LEGEND

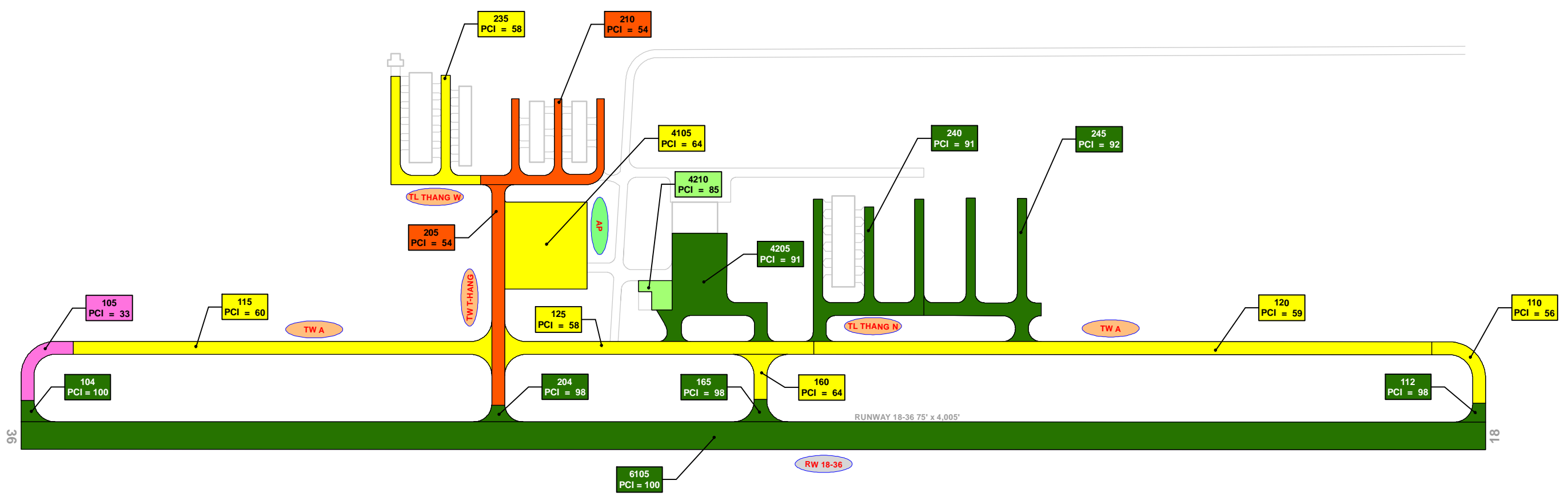
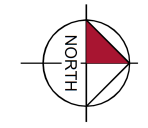
- TYPICAL RUNWAY BRANCH ID
- TYPICAL TAXIWAY BRANCH ID
- TYPICAL APRON BRANCH ID

AGE AT INSPECTION

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

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





LEGEND

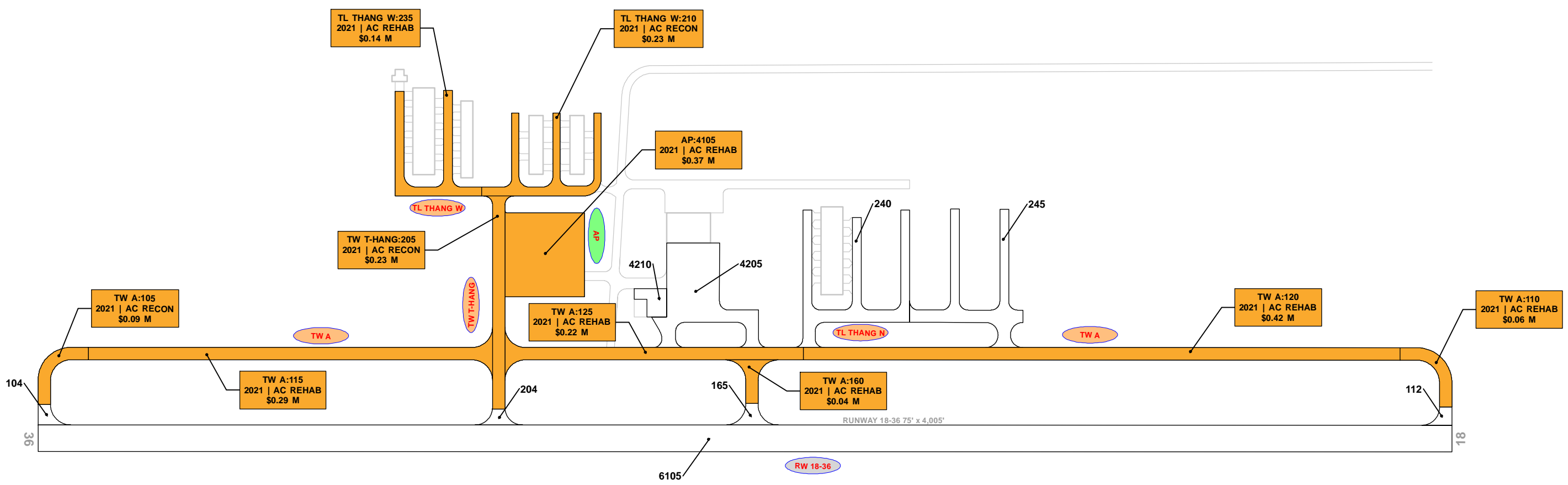
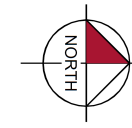
- RW 13-31 TYPICAL RUNWAY BRANCH ID
- TW A TYPICAL TAXIWAY BRANCH ID
- AP S TYPICAL APRON BRANCH ID

2020 PAVEMENT CONDITION INDEX

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

SECTION ID
PCI VALUE

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



LEGEND

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

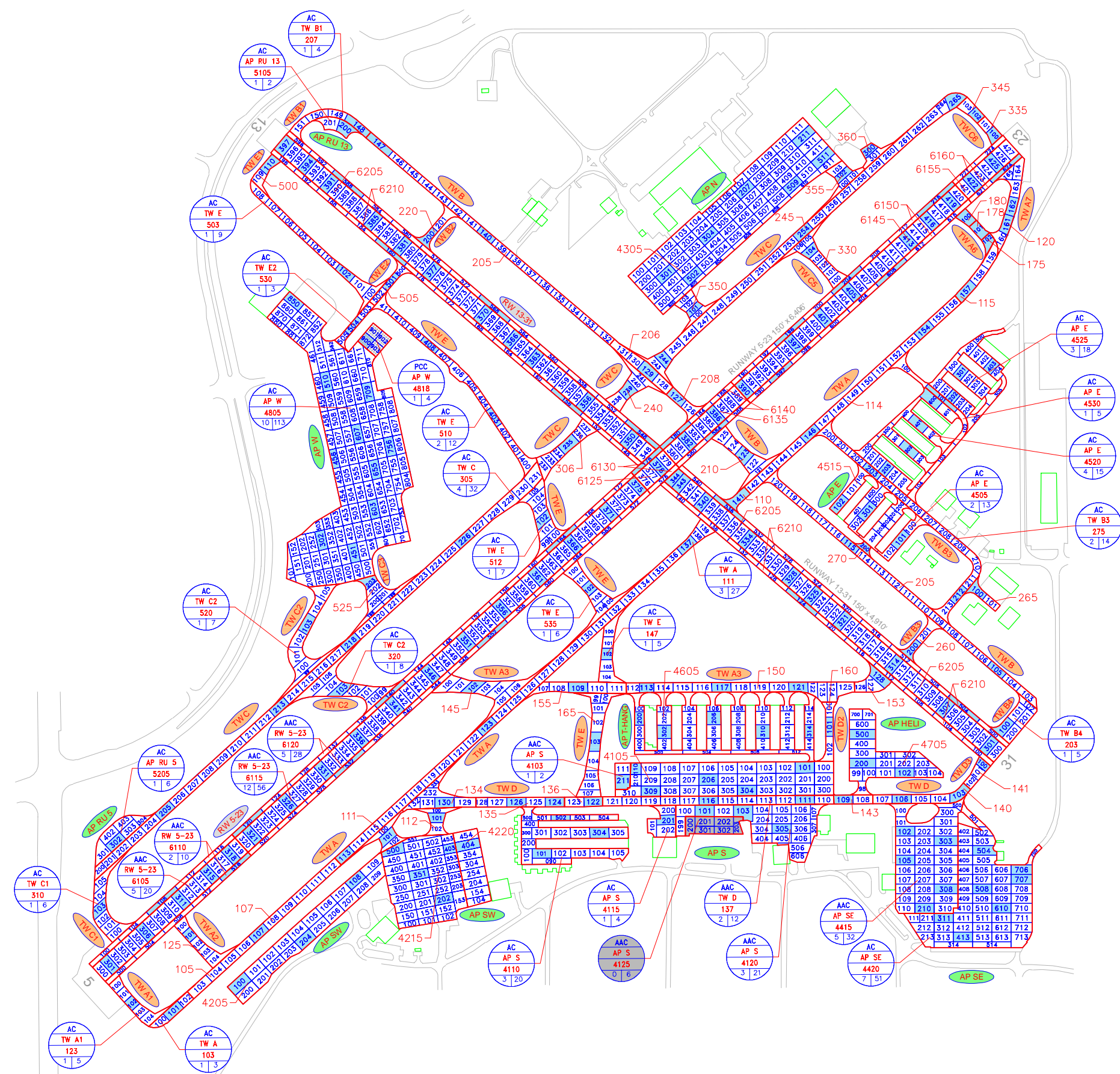
PROGRAM YEAR

	2021		2026
	2022		2027
	2023		2028
	2024		2029
	2025		2030

"BRANCH"; "SECTION"
"YEAR"; "REHAB ACTIVITY"
"EST. COST"

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





AAC RW 5-23 6125 1 4	AAC RW 5-23 6130 1 2	AAC RW 5-23 6135 2 10	AAC RW 5-23 6140 2 6	AAC RW 5-23 6145 7 31	AAC RW 5-23 6150 5 16	AAC RW 5-23 6155 2 7
AAC RW 5-23 6160 1 4	AAC RW 13-31 6205 21 95	AC RW 15-31 6210 8 45	AAC TW A 105 1 10	AAC TW A 110 1 1	AAC TW A 114 2 15	AAC TW A 115 1 3
AC TW A2 125 1 5	AC TW A3 145 1 7	AAC TW A3 150 3 14	AC TW A3 155 1 3	AC TW A3 155 1 5	AAC TW A6 175 1 1	AAC TW A6 178 1 1
AC TW A6 180 1 1	AAC TW A7 120 2 6	AC TW AP SW 107 1 3	AC TW AP SW 112 1 3	AC TW B 205 4 34	AC TW B 206 1 4	AAC TW B 208 1 2
AC TW B 210 1 5	AC TW B 270 1 1	AC TW B2 220 1 2	AC TW B3 260 1 2	AC TW B3 265 1 2	AC TW C 240 1 4	AC TW C 245 3 23
AC TW C 306 1 6	AC TW C3 525 1 6	AC TW C5 330 1 7	AAC TW C6 335 1 2	AC TW C6 345 1 2	AC TW C7 350 1 4	AC TW C8 355 1 4
AC TW C9 360 1 2	AC TW D 134 1 6	AAC TW D 135 2 5	AC TW D 136 1 2	AC TW D 140 2 5	AC TW D 143 1 2	AAC TW D2 160 1 3
AC TW D3 141 1 3	AC TW E 165 1 9	AC TW E1 500 1 3	AC TW E2 505 1 3	AC AP E 4515 1 3	AC AP HELI 4705 3 19	AC AP N 4305 7 67
AAC AP S 4105 5 33	AC AP SW 4205 3 20	AC AP SW 4215 4 35	AC AP SW 4220 1 8	AC AP T-HANG 4805 5 36		

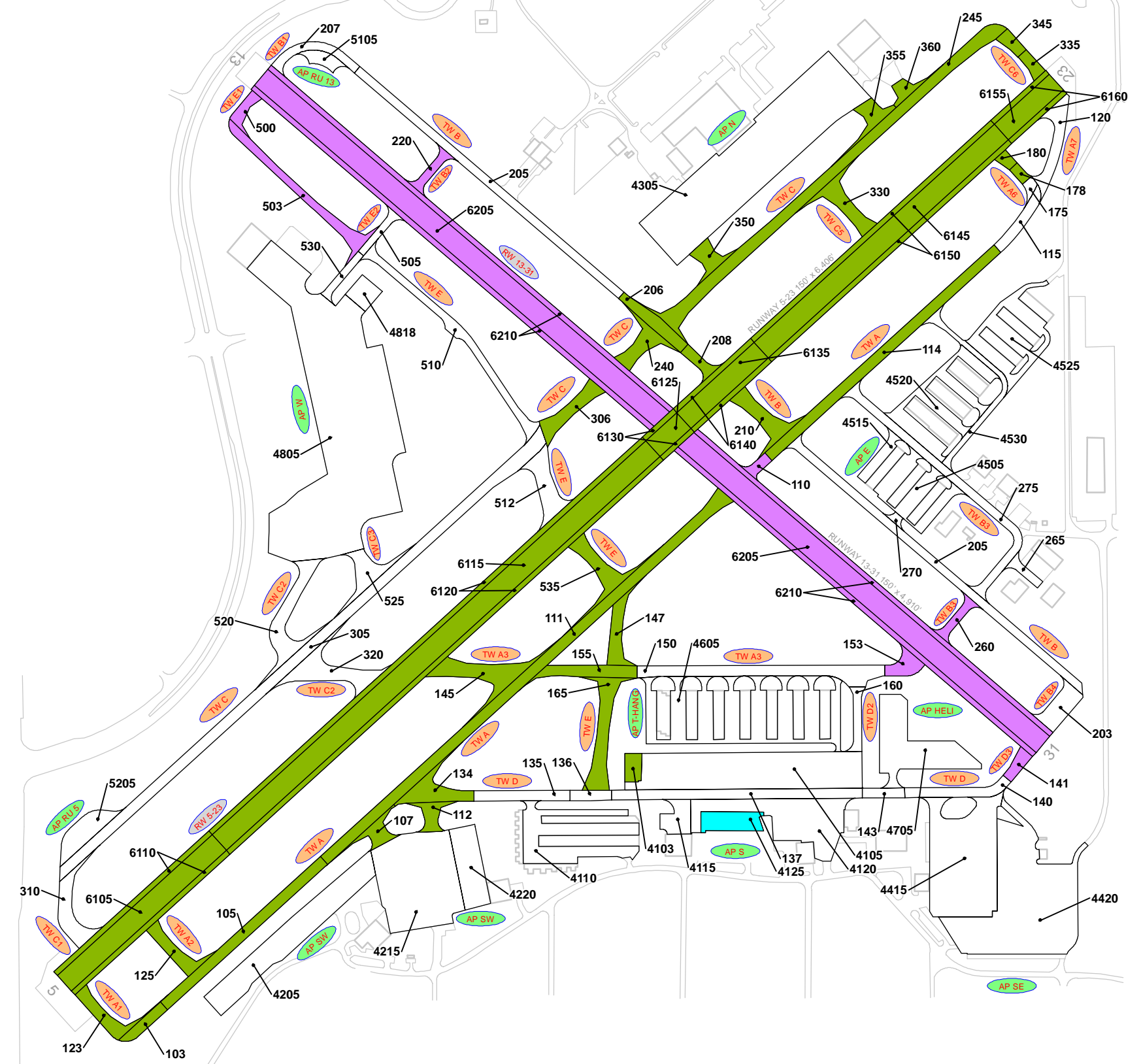
LEGEND

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

TOTAL SAMPLES INSPECTED = 226
AC: 225 PCC: 1

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





RECENT & ANTICIPATED CONSTRUCTION ACTIVITY

CONSTRUCTION YEAR	LOCATION	WORK TYPE / PAVEMENT SECTION
2017	AP S	Mill and Overlay
	RW 5-23	Mill and Overlay 4" Mill, 4" P-401 Overlay
	TW A, TW A6, TW C6	Mill and Overlay 2" Mill, 2" P-401 Overlay
	TW A, TW A1, TW A3, TW A6, TW AP SW, TW B, TW C6, TW D	Complete Reconstruction - AC 4" P-401, 6" P-211, 12" P-160
2018	TW A, TW A2, TW C, TW C5, TW C7, TW C8, TW C9, TW E	New Construction - AC 4" P-401, 6" P-211, 12" P-160
	RW 13-31	Mill and Overlay 2" Mill, 2" P-401 Overlay
	RW 13-31	Complete Reconstruction - AC 4" P-401, 6" P-211
	TW A3, TW B2, TW B3, TW D3	Complete Reconstruction - AC 4" P-401, Existing Base
2019	TW A	Mill and Overlay 2" Mill, 2" P-401 Overlay
	TW E, TW E1	New Construction - AC 4" P-401, 6" P-211, 12" P-160
	AP S	Mill and Overlay
2020	AP S	Mill and Overlay

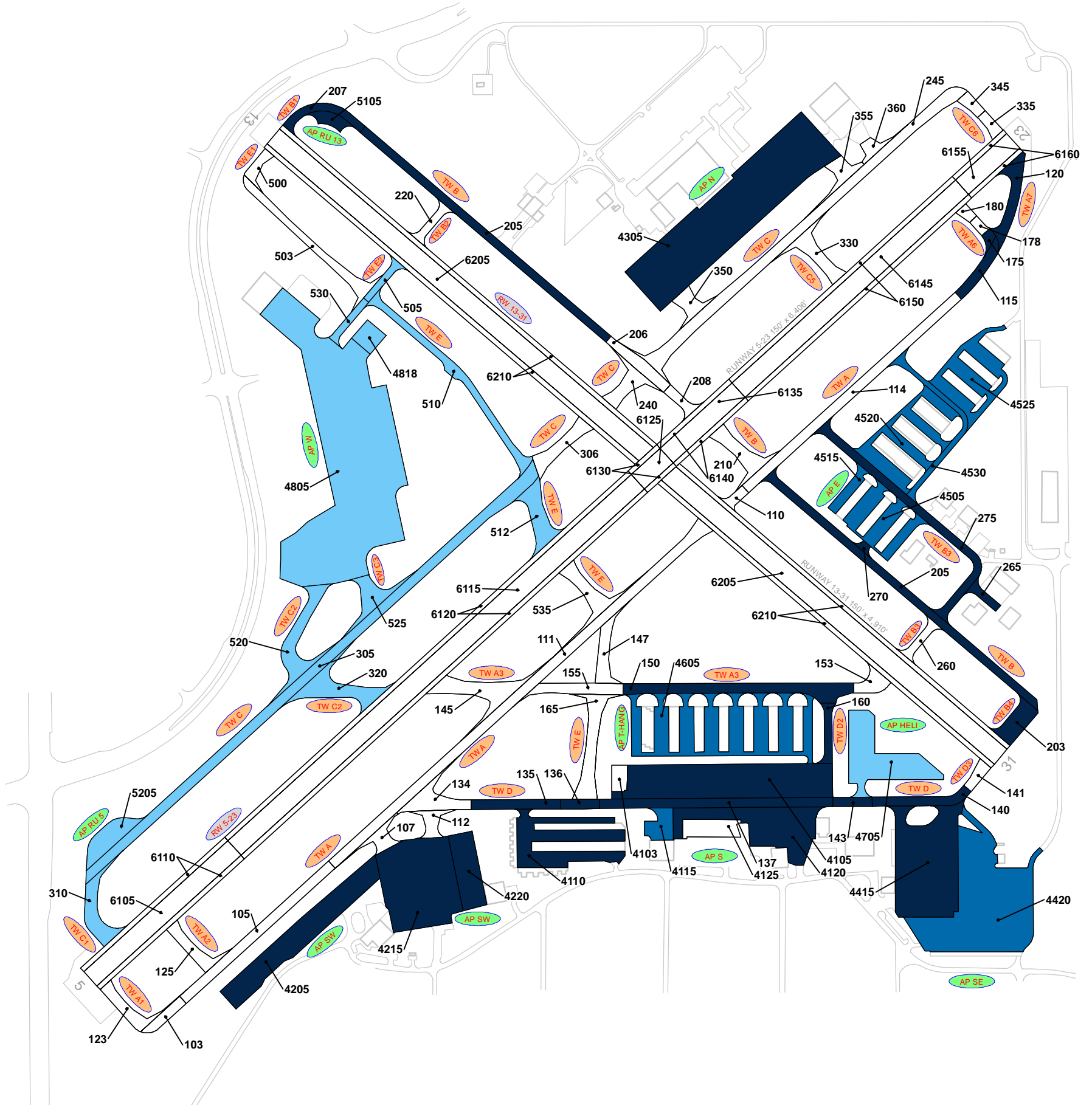
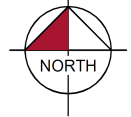
LEGEND

- TYPICAL RUNWAY BRANCH ID
- TYPICAL TAXIWAY BRANCH ID
- TYPICAL APRON BRANCH ID

PROJECT YEAR

- 2017
- 2018
- 2019
- 2020
- 2021
- 2022
- 2023
- 2024
- 2025
- 2026

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



LEGEND

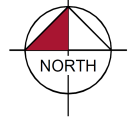
- RW 13-31 — TYPICAL RUNWAY BRANCH ID
- TW A — TYPICAL TAXIWAY BRANCH ID
- AP S — TYPICAL APRON BRANCH ID

AGE AT INSPECTION

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

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



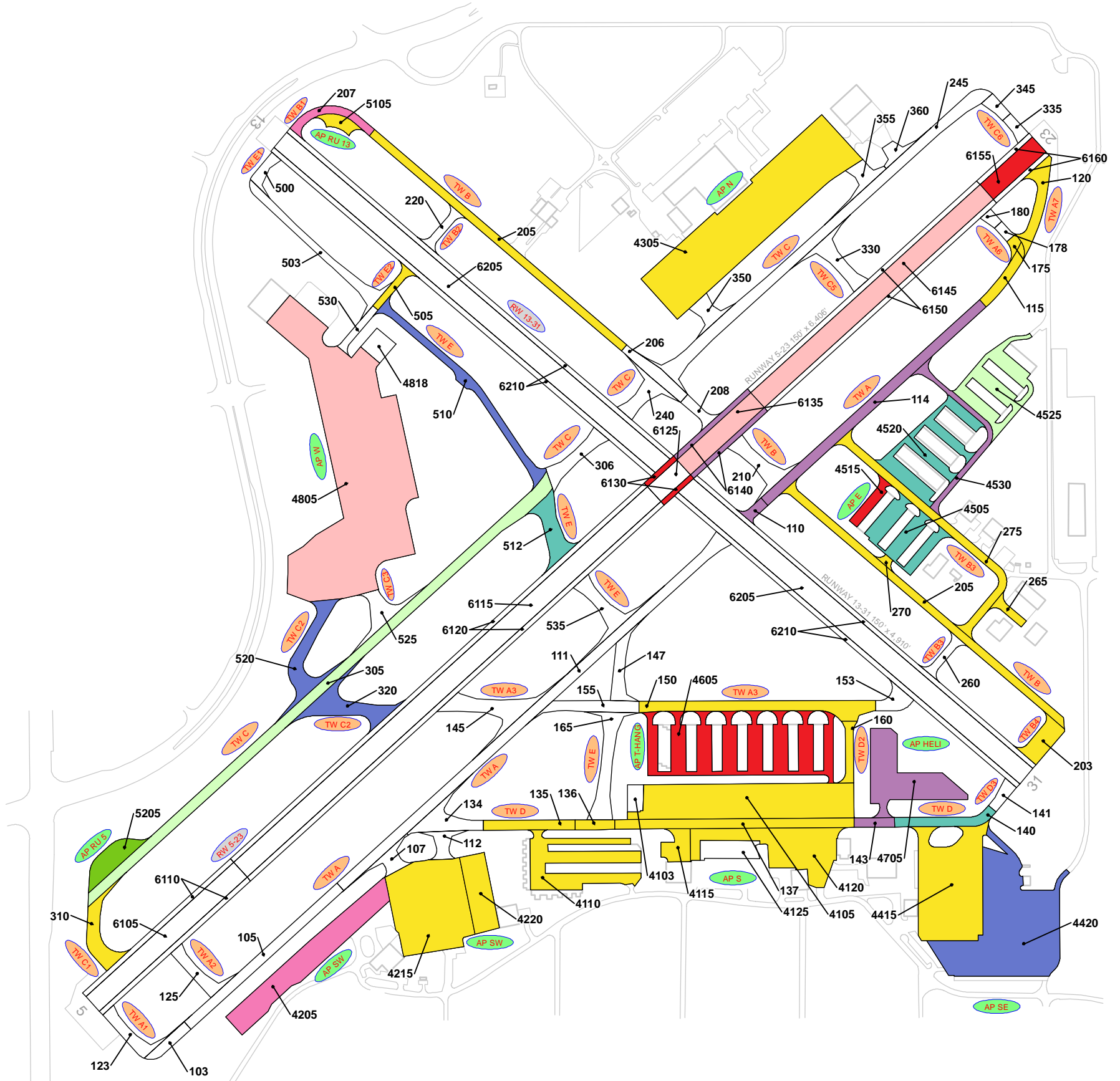
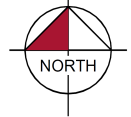


103 PCI = 94	105 PCI = 91	107 PCI = 94	110 PCI = 79	111 PCI = 93	112 PCI = 91	114 PCI = 79
115 PCI = 64	120 PCI = 65	123 PCI = 94	125 PCI = 94	134 PCI = 94	135 PCI = 65	136 PCI = 60
137 PCI = 64	140 PCI = 73	141 PCI = 94	143 PCI = 78	145 PCI = 93	147 PCI = 94	150 PCI = 54
153 PCI = 94	155 PCI = 94	160 PCI = 29	165 PCI = 94	175 PCI = 60	178 PCI = 94	180 PCI = 94
203 PCI = 67	205 PCI = 65	206 PCI = 90	207 PCI = 72	208 PCI = 94	210 PCI = 89	220 PCI = 94
240 PCI = 91	245 PCI = 93	260 PCI = 94	265 PCI = 67	270 PCI = 55	275 PCI = 69	305 PCI = 77
306 PCI = 94	310 PCI = 69	320 PCI = 75	330 PCI = 94	335 PCI = 90	345 PCI = 89	350 PCI = 90
355 PCI = 89	360 PCI = 94	500 PCI = 91	503 PCI = 94	505 PCI = 69	510 PCI = 75	512 PCI = 73
520 PCI = 76	525 PCI = 88	530 PCI = 88	535 PCI = 94	4103 PCI = 94	4105 PCI = 65	4110 PCI = 68
4115 PCI = 64	4120 PCI = 47	4125 PCI = 100	4205 PCI = 72	4215 PCI = 47	4220 PCI = 47	4305 PCI = 52
4415 PCI = 39	4420 PCI = 78	4505 PCI = 75	4515 PCI = 83	4520 PCI = 74	4525 PCI = 80	4530 PCI = 81
4605 PCI = 83	4705 PCI = 82	4805 PCI = 89	4818 PCI = 91	5105 PCI = 66	5205 PCI = 77	6105 PCI = 91
6110 PCI = 94	6115 PCI = 89	6120 PCI = 92	6125 PCI = 89	6130 PCI = 84	6135 PCI = 87	6140 PCI = 82
6145 PCI = 86	6150 PCI = 88	6155 PCI = 84	6160 PCI = 88	6205 PCI = 89	6210 PCI = 92	

- LEGEND**
- RW 13-31 — TYPICAL RUNWAY BRANCH ID
 - TW A — TYPICAL TAXIWAY BRANCH ID
 - AP S — TYPICAL APRON BRANCH ID
- 2022 PAVEMENT CONDITION INDEX**
- PCI 86-100 Good
 - PCI 71-85 Satisfactory
 - PCI 56-70 Fair
 - PCI 41-55 Poor
 - PCI 26-40 Very Poor
 - PCI 11-25 Serious
 - PCI 0-10 Failed

"SECTION ID"
"PCI VALUE"

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



TW A:115 2023 AC REHAB \$0.18 M	TW A7:120 2023 AC REHAB \$0.30 M	TW D:135 2023 AC REHAB \$0.24 M	TW D:136 2023 AC REHAB \$0.10 M	TW D:137 2023 AC REHAB \$0.59 M
TW A3:150 2023 AC RECON \$1.24 M	TW D2:160 2023 AC RECON \$0.25 M	TW A6:175 2023 AC REHAB \$0.05 M	TW B4:203 2023 AC REHAB \$0.25 M	TW B:205 2023 AC REHAB \$1.47 M
TW B3:265 2023 AC REHAB \$0.09 M	TW B:270 2023 AC REHAB \$0.04 M	TW B3:275 2023 AC REHAB \$0.62 M	TW C1:310 2023 AC REHAB \$0.31 M	TW E2:505 2023 AC REHAB \$0.11 M
AP S:4105 2023 AC REHAB \$1.97 M	AP S:4110 2023 AC REHAB \$0.97 M	AP S:4115 2023 AC REHAB \$0.21 M	AP S:4120 2023 AC RECON \$2.00 M	AP SW:4215 2023 AC RECON \$3.08 M
AP SW:4220 2023 AC RECON \$0.91 M	AP N:4305 2023 AC RECON \$6.13 M	AP SE:4415 2023 AC RECON \$3.19 M	AP RU 13:5105 2023 AC REHAB \$0.12 M	TW B1:207 2024 AC REHAB \$0.22 M
AP SW:4205 2024 AC REHAB \$1.31 M	TW D:140 2025 AC REHAB \$0.28 M	TW E:512 2025 AC REHAB \$0.37 M	AP E:4505 2025 AC REHAB \$0.68 M	AP E:4520 2025 AC REHAB \$0.84 M
AP RU 5:5205 2026 AC REHAB \$0.37 M	TW C2:320 2027 AC REHAB \$0.54 M	TW E:510 2027 AC REHAB \$0.62 M	TW C2:520 2027 AC REHAB \$0.54 M	AP SE:4420 2027 AC REHAB \$3.19 M
TW C:305 2028 AC REHAB \$2.18 M	AP E:4525 2028 AC REHAB \$0.96 M	TW A:110 2029 AC REHAB \$0.09 M	TW A:114 2029 AC REHAB \$1.04 M	TW D:143 2029 AC REHAB \$0.14 M
AP E:4530 2029 AC REHAB \$0.38 M	AP HELI:4705 2029 AC REHAB \$1.32 M	RW 5-23:6140 2029 AC REHAB \$0.35 M	AP E:4515 2030 AC REHAB \$0.21 M	AP T-HANG:4605 2030 AC REHAB \$2.50 M
RW 5-23:6130 2030 AC REHAB \$0.15 M	RW 5-23:6155 2030 AC REHAB \$0.53 M	AP W:4805 2032 AC REHAB \$8.88 M	RW 5-23:6135 2032 AC REHAB \$0.82 M	RW 5-23:6145 2032 AC REHAB \$2.53 M

LEGEND

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

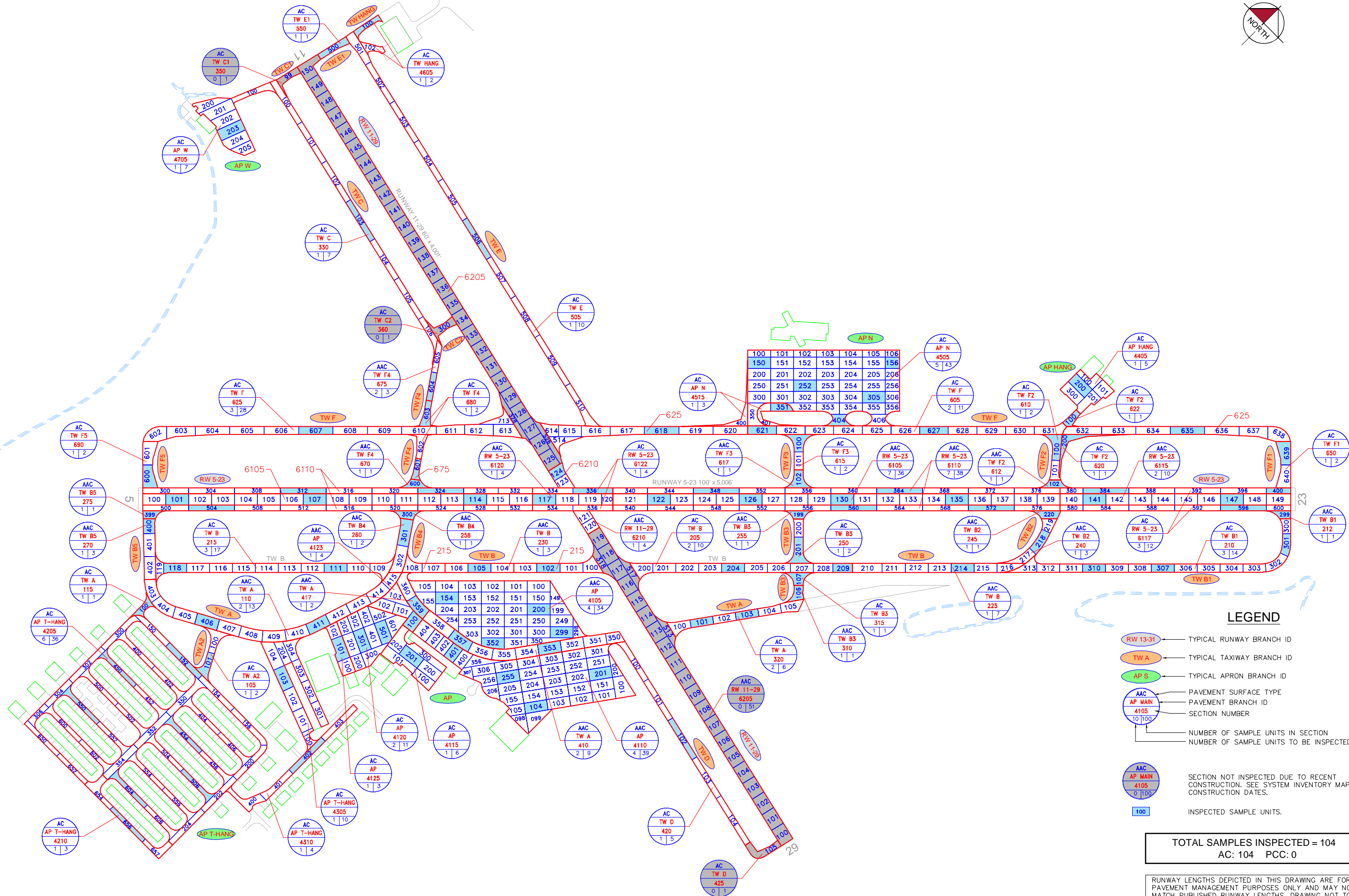
PROGRAM YEAR

	2023		2028
	2024		2029
	2025		2030
	2026		2031
	2027		2032

"BRANCH," "SECTION"
"YEAR," "REHAB ACTIVITY"
"EST. COST"

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





LEGEND

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

TOTAL SAMPLES INSPECTED = 104
AC: 104 PCC: 0

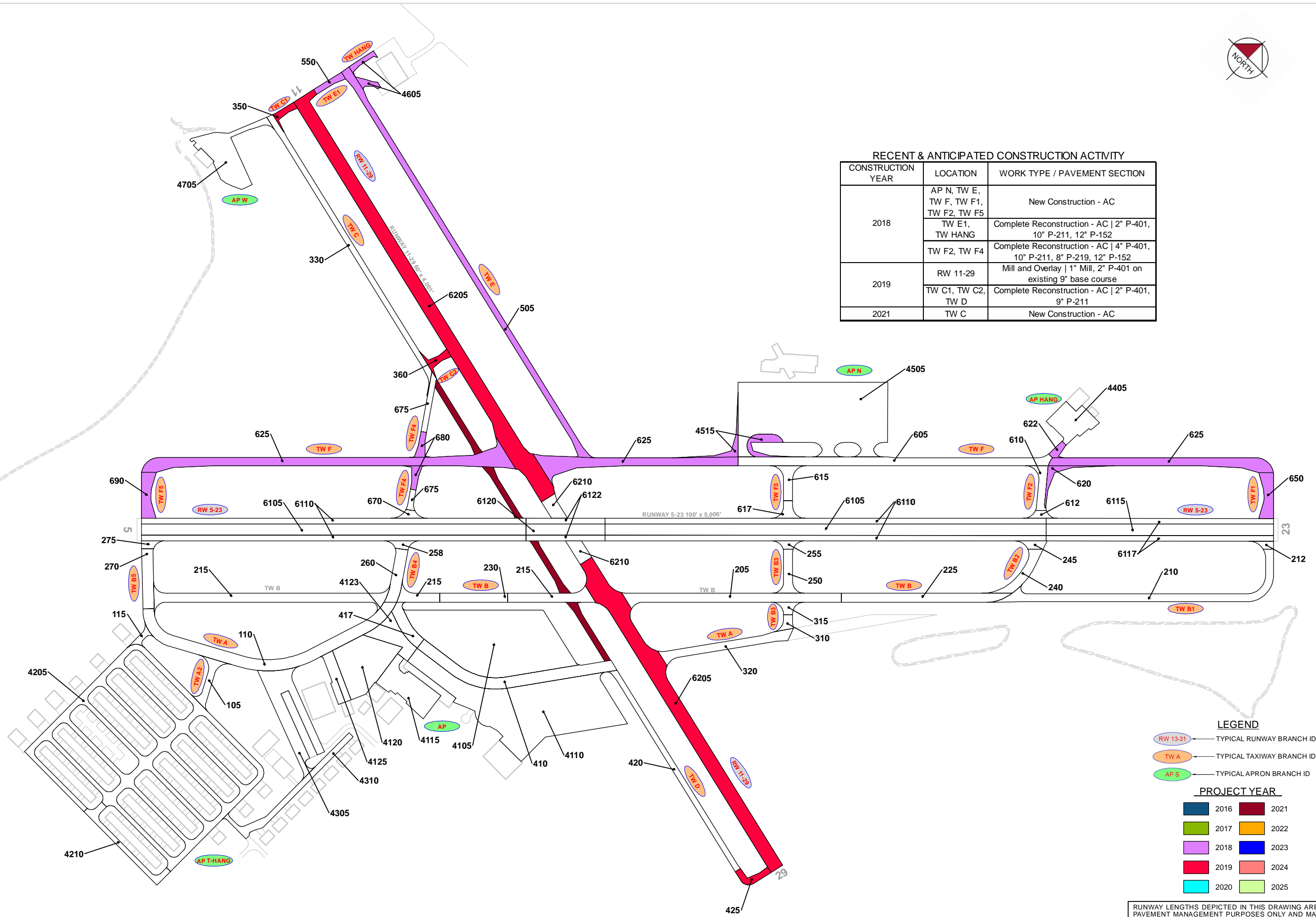
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RECENT & ANTICIPATED CONSTRUCTION ACTIVITY

CONSTRUCTION YEAR	LOCATION	WORK TYPE / PAVEMENT SECTION
2018	AP N, TW E, TW F, TW F1, TW F2, TW F5	New Construction - AC
	TW E1, TW HANG	Complete Reconstruction - AC 2" P-401, 10" P-211, 12" P-152
	TW F2, TW F4	Complete Reconstruction - AC 4" P-401, 10" P-211, 8" P-219, 12" P-152
2019	RW 11-29	Mill and Overlay 1" Mill, 2" P-401 on existing 9" base course
	TW C1, TW C2, TW D	Complete Reconstruction - AC 2" P-401, 9" P-211
2021	TW C	New Construction - AC



LEGEND

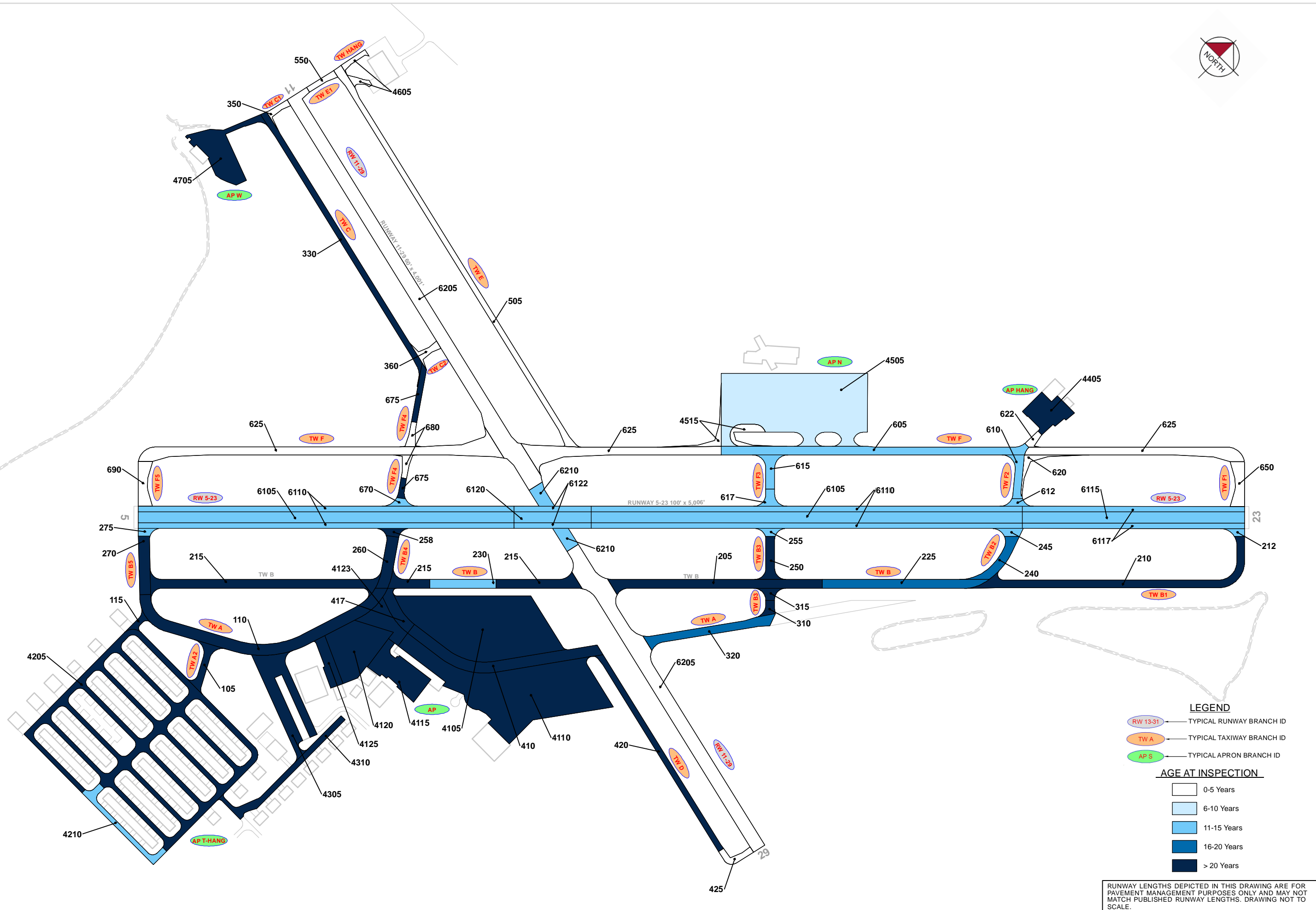
- RW 13-31 TYPICAL RUNWAY BRANCH ID
- TW A TYPICAL TAXIWAY BRANCH ID
- AP S TYPICAL APRON BRANCH ID

PROJECT YEAR

 2016	 2021
 2017	 2022
 2018	 2023
 2019	 2024
 2020	 2025

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





LEGEND

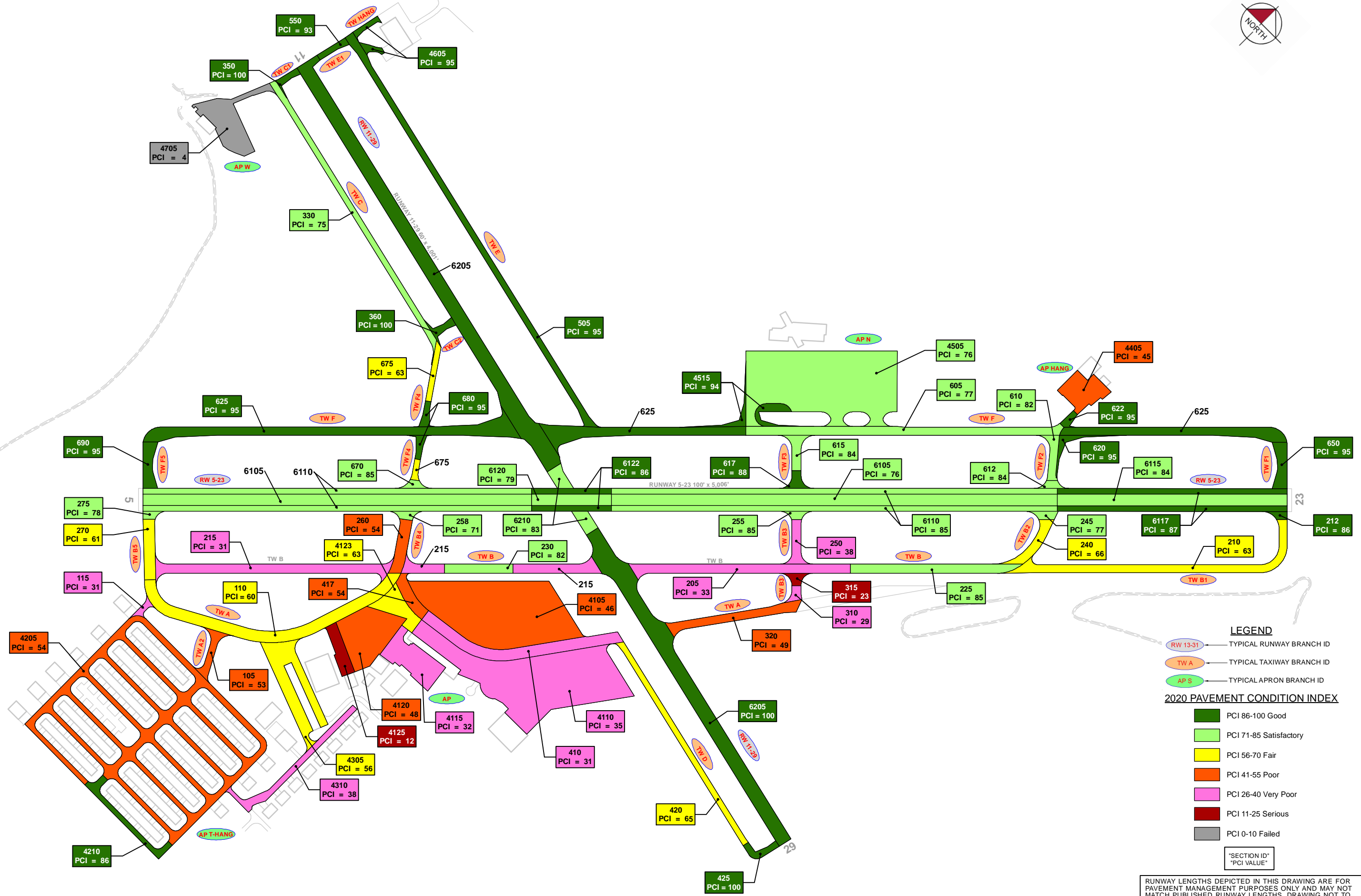
- RW 13-31 — TYPICAL RUNWAY BRANCH ID
- TW A — TYPICAL TAXIWAY BRANCH ID
- AP S — TYPICAL APRON BRANCH ID

AGE AT INSPECTION

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

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





LEGEND

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

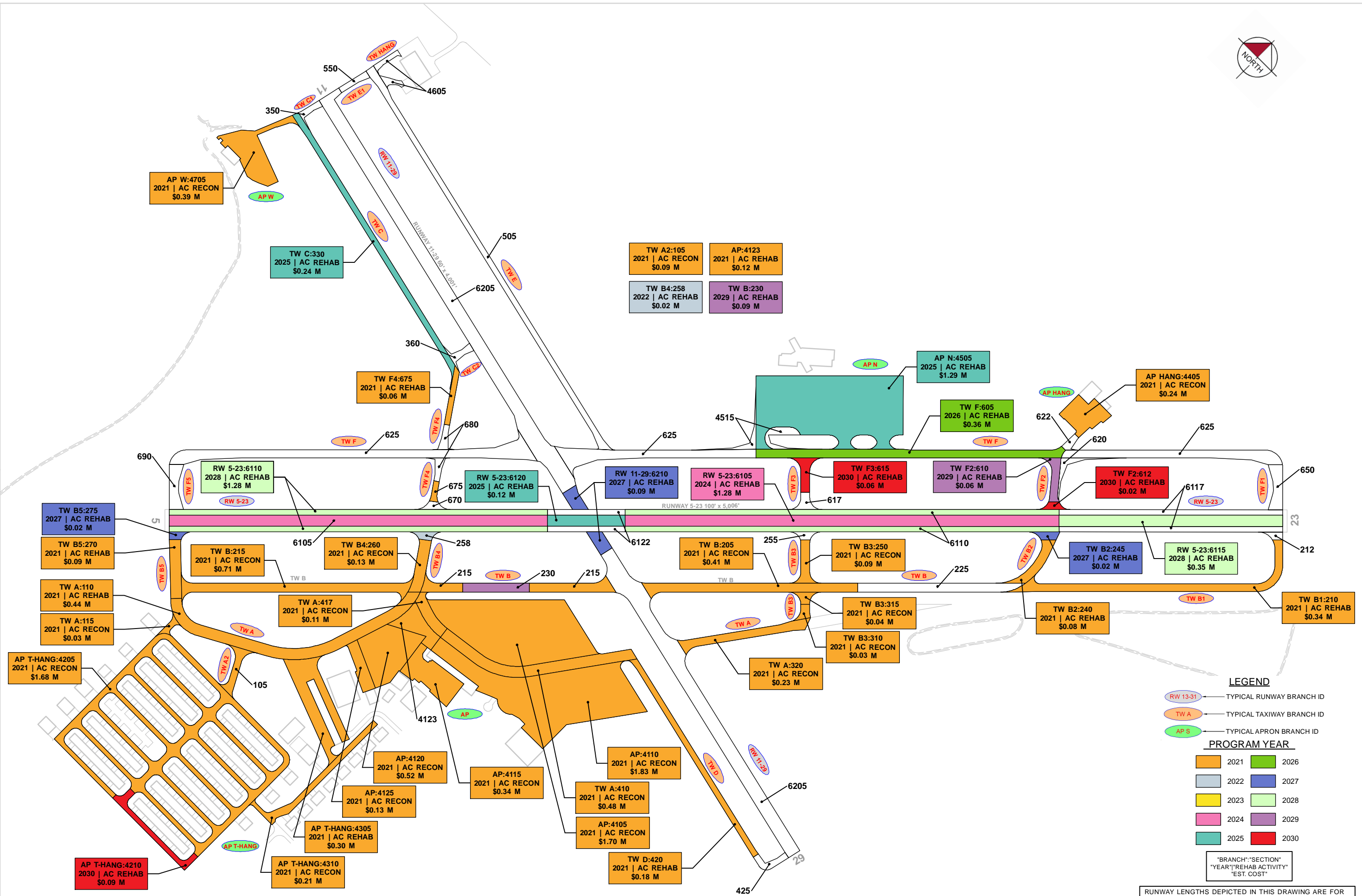
2020 PAVEMENT CONDITION INDEX

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

"SECTION ID" "PCI VALUE"

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





LEGEND

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

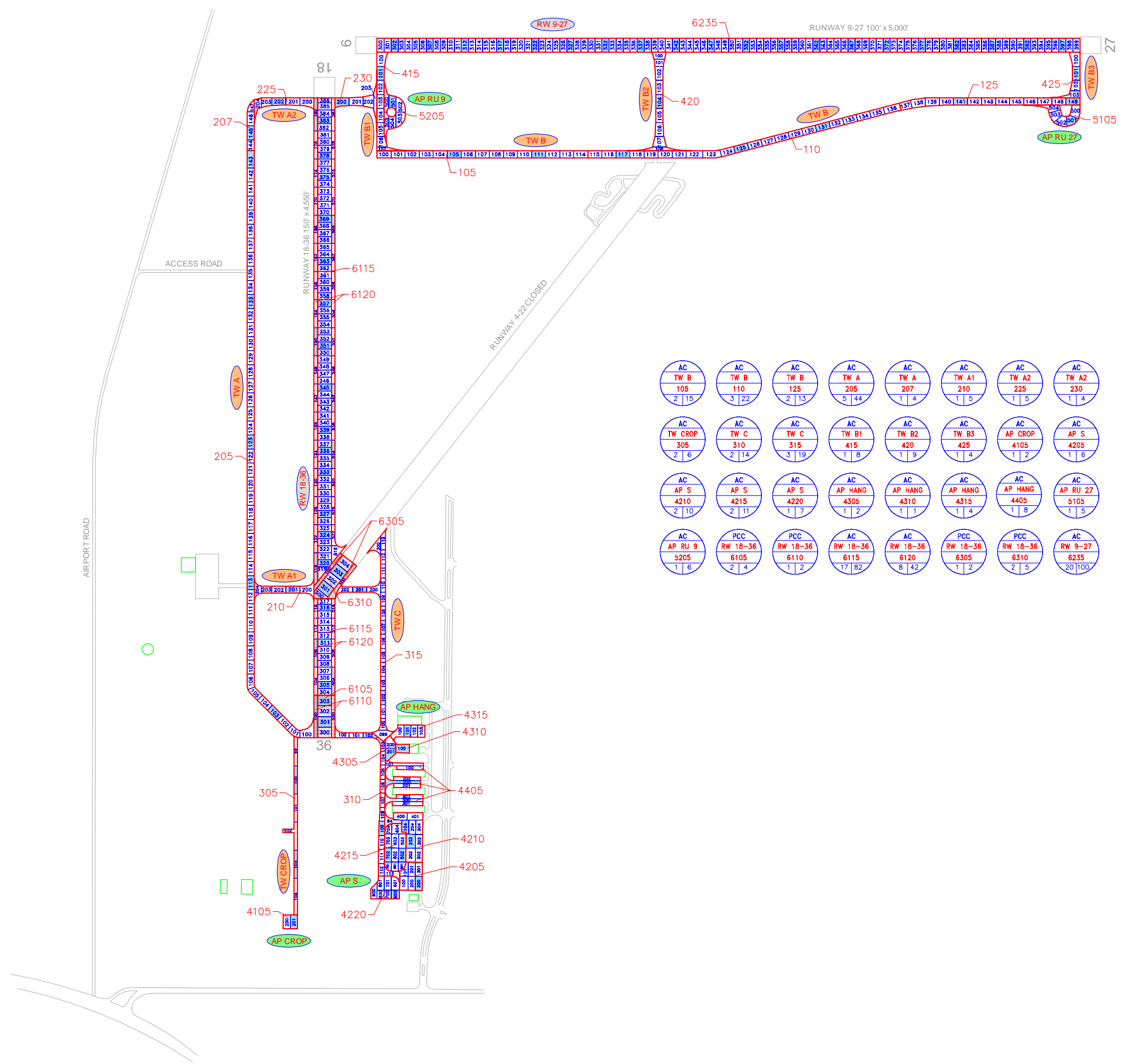
PROGRAM YEAR

2021	2026
2022	2027
2023	2028
2024	2029
2025	2030

"BRANCH," "SECTION"
"YEAR," "REHAB ACTIVITY"
"EST. COST"

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





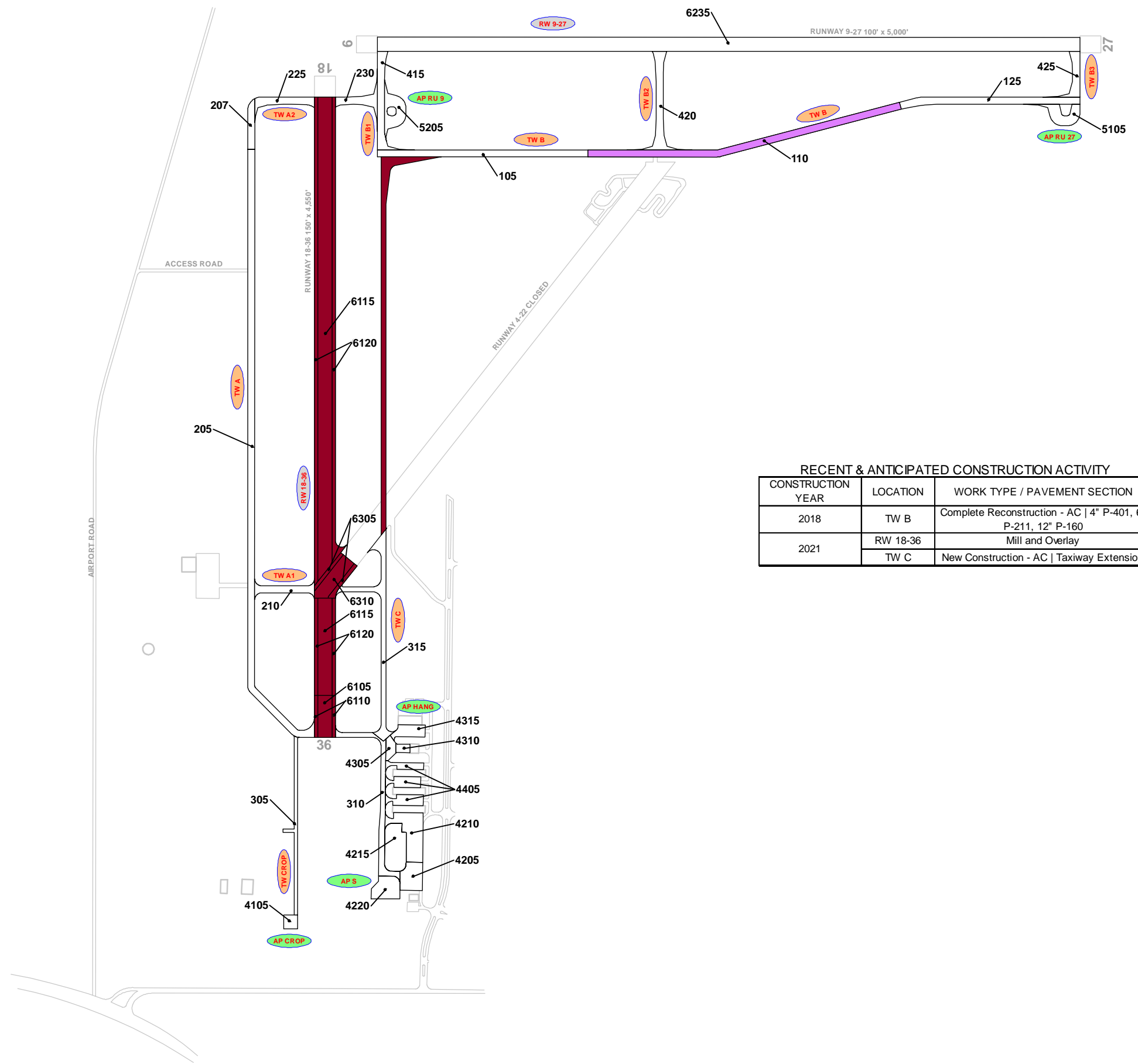
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AC TW CROPP 305 2 6	AC TW C 310 2 14	AC TW C 315 3 19	AC TW B1 415 1 8	AC TW B2 420 1 9	AC TW B3 425 1 4	AC AP CROPP 4105 1 2	AC AP S 4205 1 6
AC AP S 4210 2 10	AC AP S 4215 2 11	AC AP S 4220 1 7	AC AP HANG 4305 1 2	AC AP HANG 4310 1 1	AC AP HANG 4315 1 4	AC AP HANG 4405 1 8	AC AP RU 27 5105 1 5
AC AP RU 9 5205 1 6	PCC RW 18-36 6105 2 4	PCC RW 18-36 6110 1 2	AC RW 18-36 6115 17 82	AC RW 18-36 6120 8 42	PCC RW 18-36 6305 1 2	PCC RW 18-36 6310 2 5	AC RW 9-27 6235 20 100

LEGEND

- TYPICAL RUNWAY BRANCH ID
- TYPICAL TAXIWAY BRANCH ID
- TYPICAL APRON BRANCH ID
- PAVEMENT SURFACE TYPE
- PAVEMENT BRANCH ID
- SECTION NUMBER
- NUMBER OF SAMPLE UNITS IN SECTION
NUMBER OF SAMPLE UNITS TO BE INSPECTED
- SECTION NOT INSPECTED DUE TO RECENT CONSTRUCTION. SEE SYSTEM INVENTORY MAP FOR CONSTRUCTION DATES.
- INSPECTED SAMPLE UNITS.

TOTAL SAMPLES INSPECTED = 90
AC: 84 PCC: 6

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



RECENT & ANTICIPATED CONSTRUCTION ACTIVITY

CONSTRUCTION YEAR	LOCATION	WORK TYPE / PAVEMENT SECTION
2018	TW B	Complete Reconstruction - AC 4" P-401, 6" P-211, 12" P-160
2021	RW 18-36	Mill and Overlay
	TW C	New Construction - AC Taxiway Extension

LEGEND

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

PROJECT YEAR

 2016	 2021
 2017	 2022
 2018	 2023
 2019	 2024
 2020	 2025

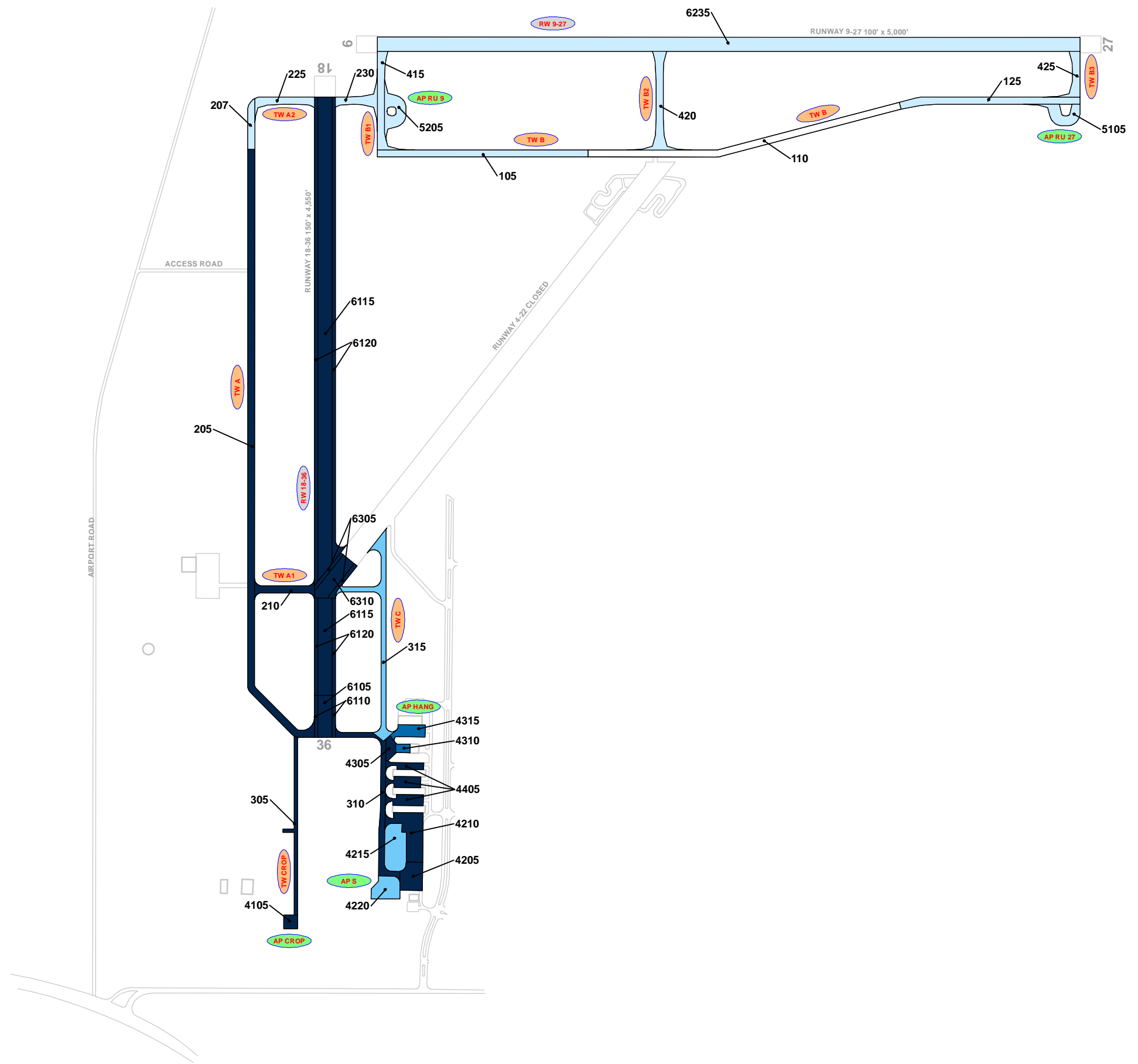
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AIRFIELD PAVEMENT
ESTIMATED AGE EXHIBIT

Statewide Airfield Pavement
Management Program
IMMOKALEE REGIONAL AIRPORT



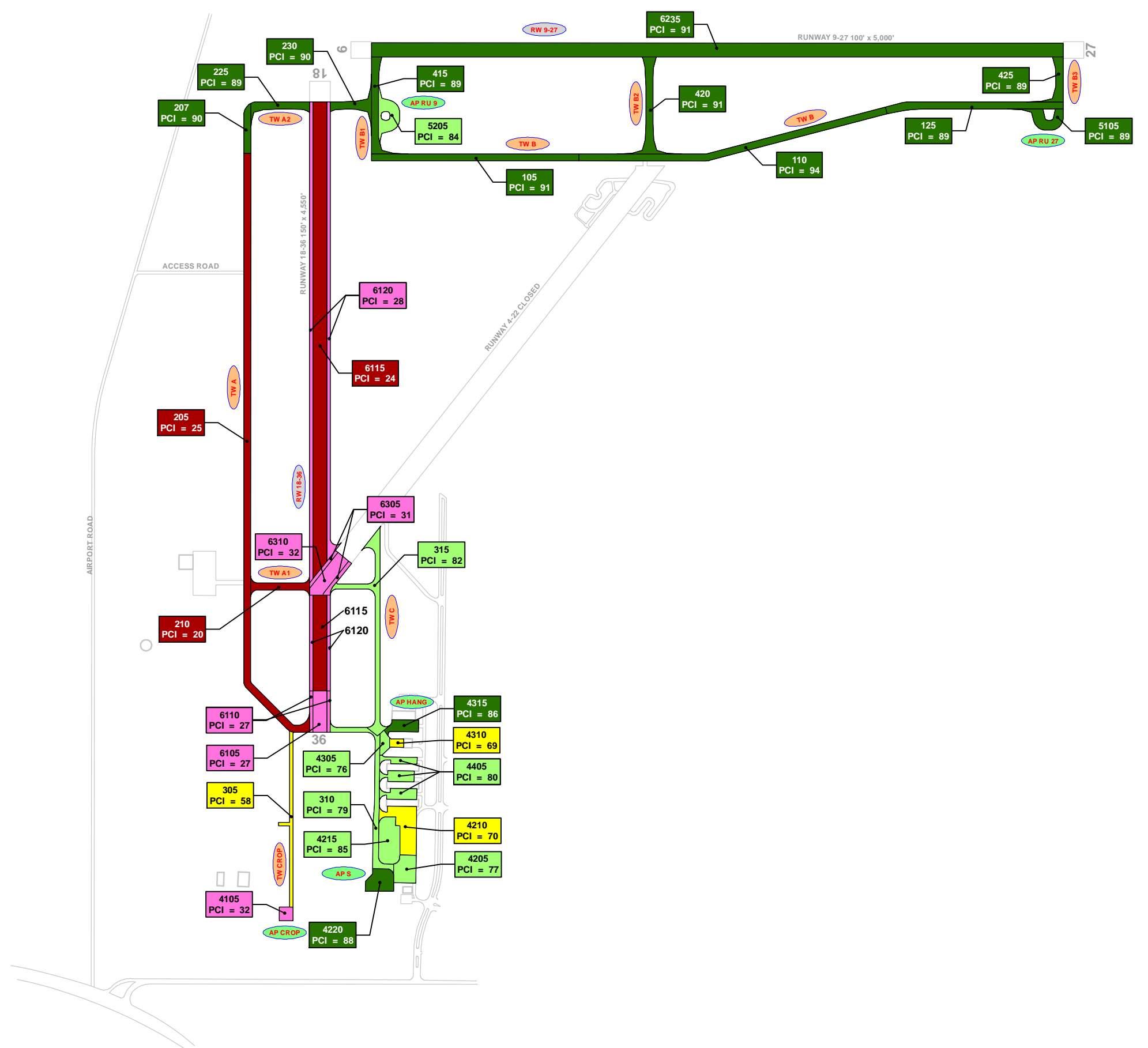
LEGEND

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

AGE AT INSPECTION

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

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



LEGEND

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

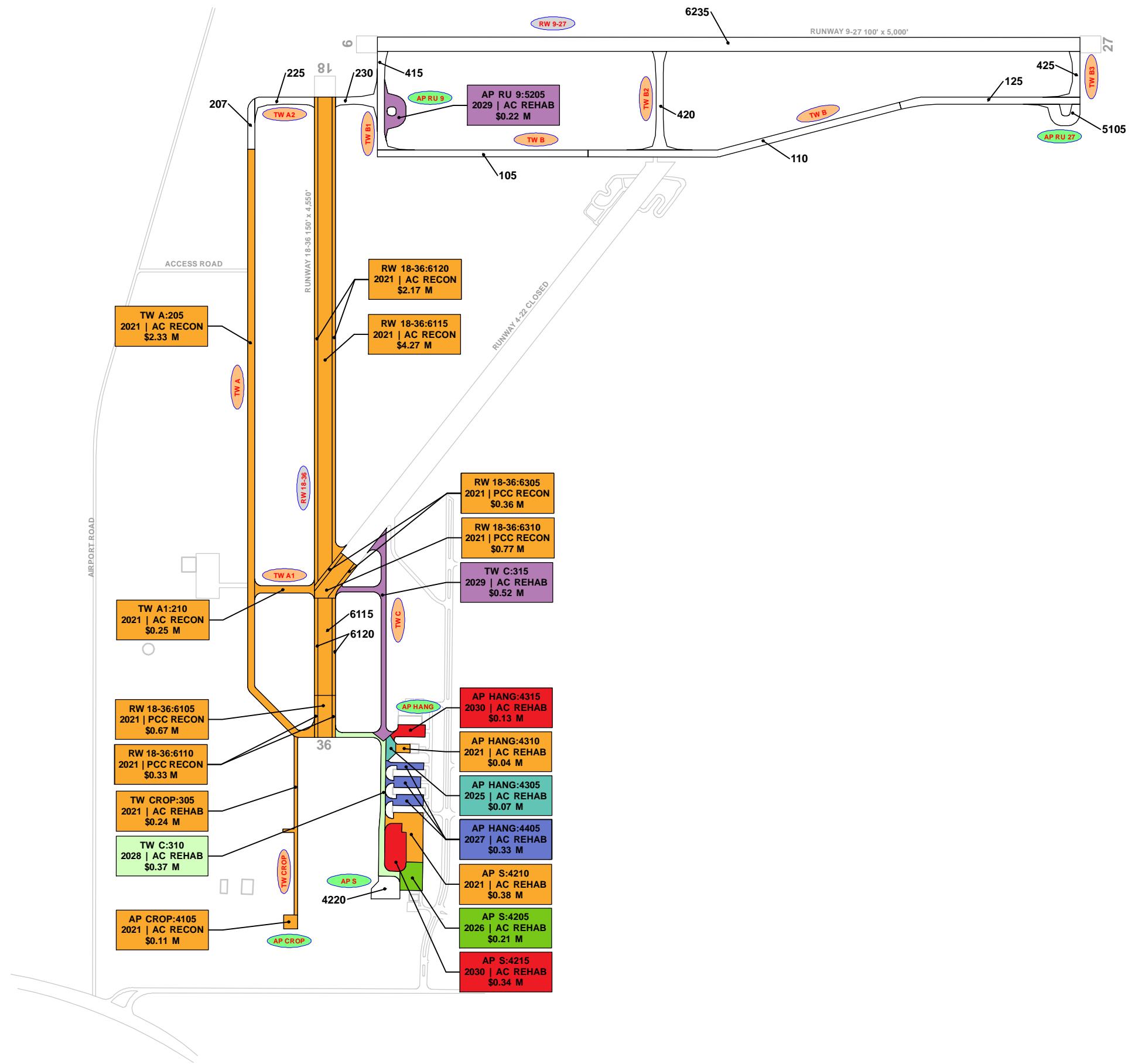
2020 PAVEMENT CONDITION INDEX

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

SECTION ID
PCI VALUE

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





LEGEND

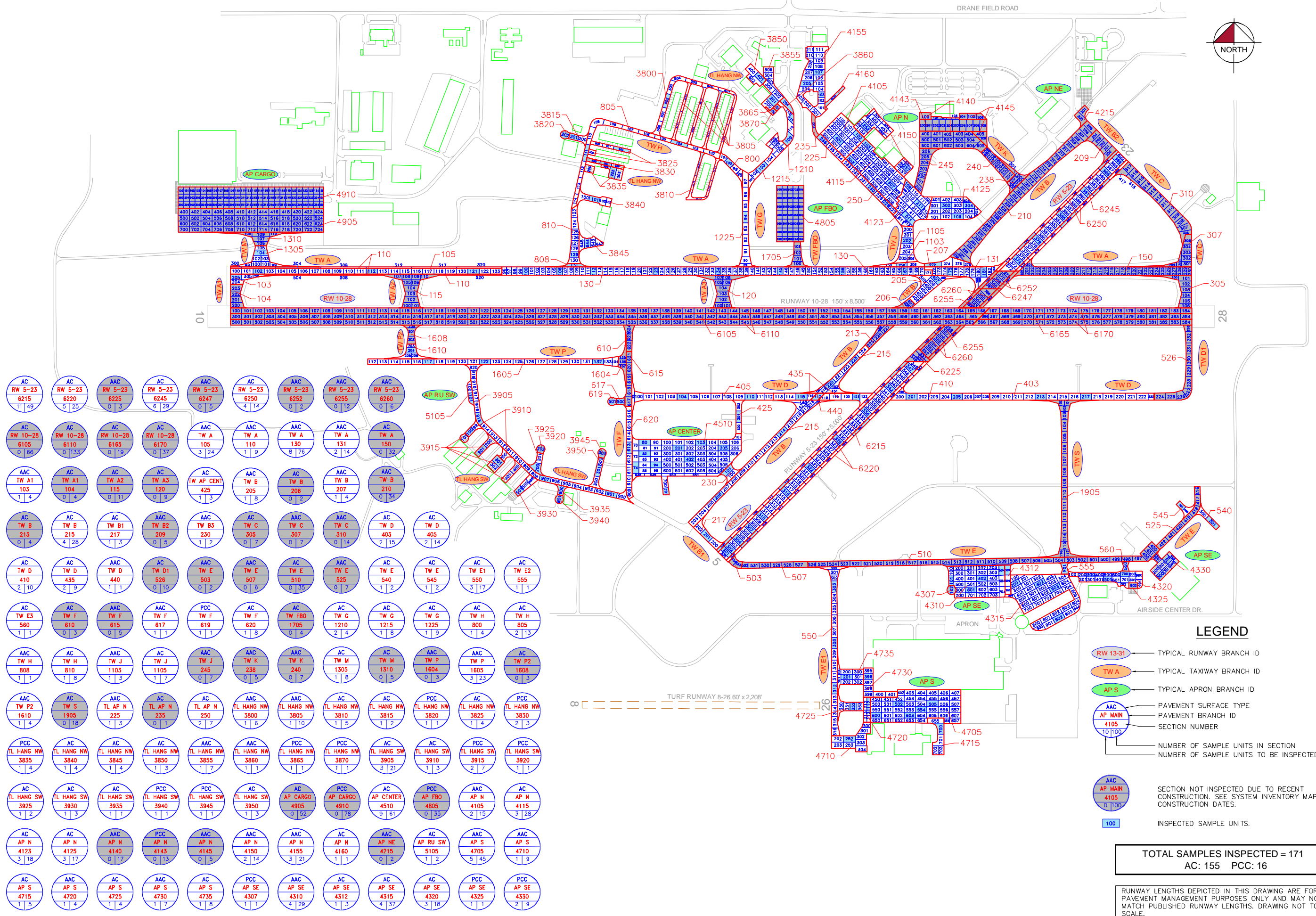
- RW 13-31 TYPICAL RUNWAY BRANCH ID
- TW A TYPICAL TAXIWAY BRANCH ID
- AP S TYPICAL APRON BRANCH ID

PROGRAM YEAR

	2021		2026
	2022		2027
	2023		2028
	2024		2029
	2025		2030

"BRANCH"; "SECTION"
"YEAR"; "REHAB ACTIVITY"
"EST. COST"

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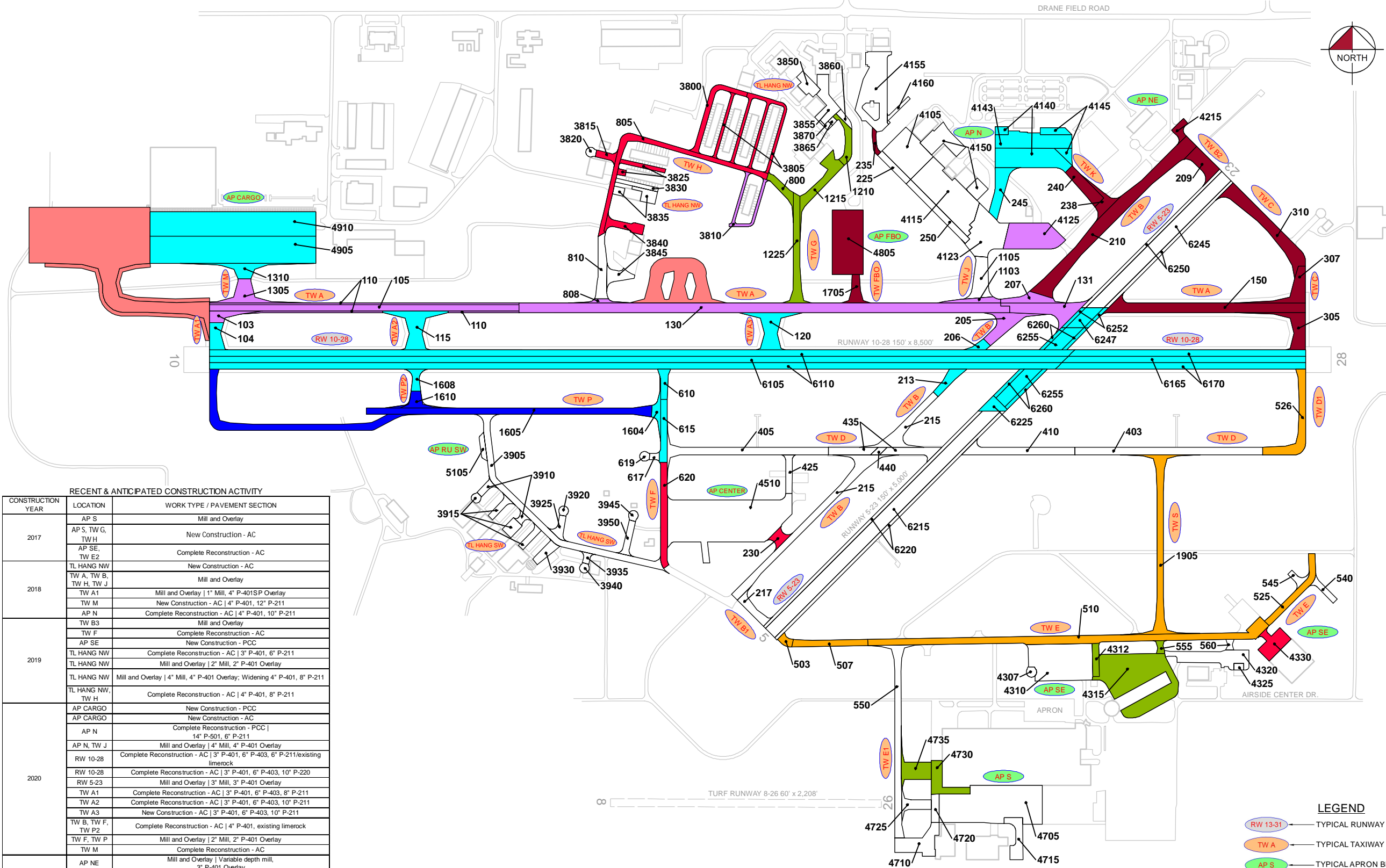


LEGEND

- RW 13-31 — TYPICAL RUNWAY BRANCH ID
- TW A — TYPICAL TAXIWAY BRANCH ID
- AP S — TYPICAL APRON BRANCH ID
- AAC — PAVEMENT SURFACE TYPE
- AP MAIN — PAVEMENT BRANCH ID
- 10100 — SECTION NUMBER
- 100 — NUMBER OF SAMPLE UNITS IN SECTION
- 0100 — NUMBER OF SAMPLE UNITS TO BE INSPECTED
- AAC AP MAIN 4105 0100 — SECTION NOT INSPECTED DUE TO RECENT CONSTRUCTION. SEE SYSTEM INVENTORY MAP FOR CONSTRUCTION DATES.
- 100 — INSPECTED SAMPLE UNITS.

TOTAL SAMPLES INSPECTED = 171
 AC: 155 PCC: 16

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



RECENT & ANTICIPATED CONSTRUCTION ACTIVITY

CONSTRUCTION YEAR	LOCATION	WORK TYPE / PAVEMENT SECTION
2017	AP S	Mill and Overlay
	AP S, TW G, TW H	New Construction - AC
	AP SE, TW E2	Complete Reconstruction - AC
2018	TL HANG NW	New Construction - AC
	TW A, TW B, TW H, TW J	Mill and Overlay
	TW A1	Mill and Overlay 1" Mill, 4" P-401SP Overlay
	TW M	New Construction - AC 4" P-401, 12" P-211
2019	AP N	Complete Reconstruction - AC 4" P-401, 10" P-211
	TW B3	Mill and Overlay
	TW F	Complete Reconstruction - AC
	AP SE	New Construction - PCC
	TL HANG NW	Complete Reconstruction - AC 3" P-401, 6" P-211
	TL HANG NW	Mill and Overlay 2" Mill, 2" P-401 Overlay
2020	TL HANG NW	Mill and Overlay 4" Mill, 4" P-401 Overlay; Widening 4" P-401, 8" P-211
	TL HANG NW, TW H	Complete Reconstruction - AC 4" P-401, 8" P-211
	AP CARGO	New Construction - PCC
	AP CARGO	New Construction - AC
	AP N	Complete Reconstruction - PCC 14" P-501, 6" P-211
	AP N, TW J	Mill and Overlay 4" Mill, 4" P-401 Overlay
	RW 10-28	Complete Reconstruction - AC 3" P-401, 6" P-403, 6" P-211/existing limerock
	RW 10-28	Complete Reconstruction - AC 3" P-401, 6" P-403, 10" P-220
	RW 5-23	Mill and Overlay 3" Mill, 3" P-401 Overlay
	TW A1	Complete Reconstruction - AC 3" P-401, 6" P-403, 8" P-211
2021	TW A2	Complete Reconstruction - AC 3" P-401, 6" P-403, 10" P-211
	TW A3	New Construction - AC 3" P-401, 6" P-403, 10" P-211
	TW B, TW F, TW P2	Complete Reconstruction - AC 4" P-401, existing limerock
	TW F, TW P	Mill and Overlay 2" Mill, 2" P-401 Overlay
	TW M	Complete Reconstruction - AC
	AP NE	Mill and Overlay Variable depth mill, 3" P-401 Overlay
	TW B, TW B2, TW C	Mill and Overlay 1" Mill, 3" P-401 Overlay
	TW K	Mill and Overlay 4" Mill, 4" P-401 Overlay
	TW K	Mill and Overlay Variable depth mill, 3" P-401 Overlay
	AP FBO	New Construction - PCC
2022	TL AP N, TW FBO	New Construction - AC
	TW A, TW C	Complete Reconstruction - AC 4" P-401, 5" P-403, 6" P-211
	TW E	Mill and Overlay 3" Mill, 4" P-401 Overlay
2023	TW E, TW D1	Complete Reconstruction - AC 4" P-401, 5" P-403, 6" P-211
	TW S	New Construction - AC
2024	TW P, TW P1, TW P2	New Construction - AC
	TW A RU, TW A	New Construction - AC Future Expansion
2025	AP CARGO	New Construction Future Expansion

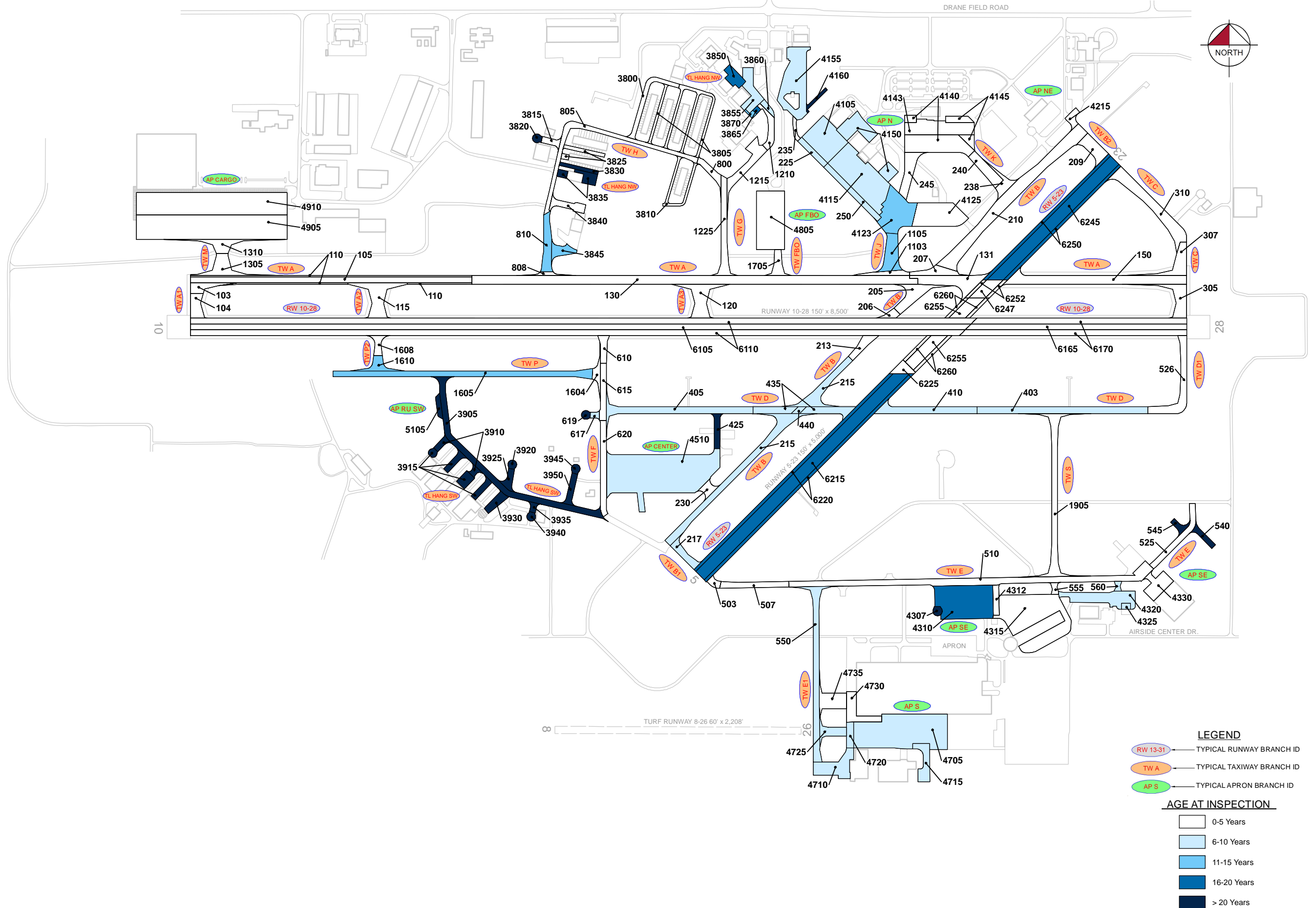
LEGEND

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

PROJECT YEAR

- 2017
- 2018
- 2019
- 2020
- 2021
- 2022
- 2023
- 2024
- 2025
- 2026

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



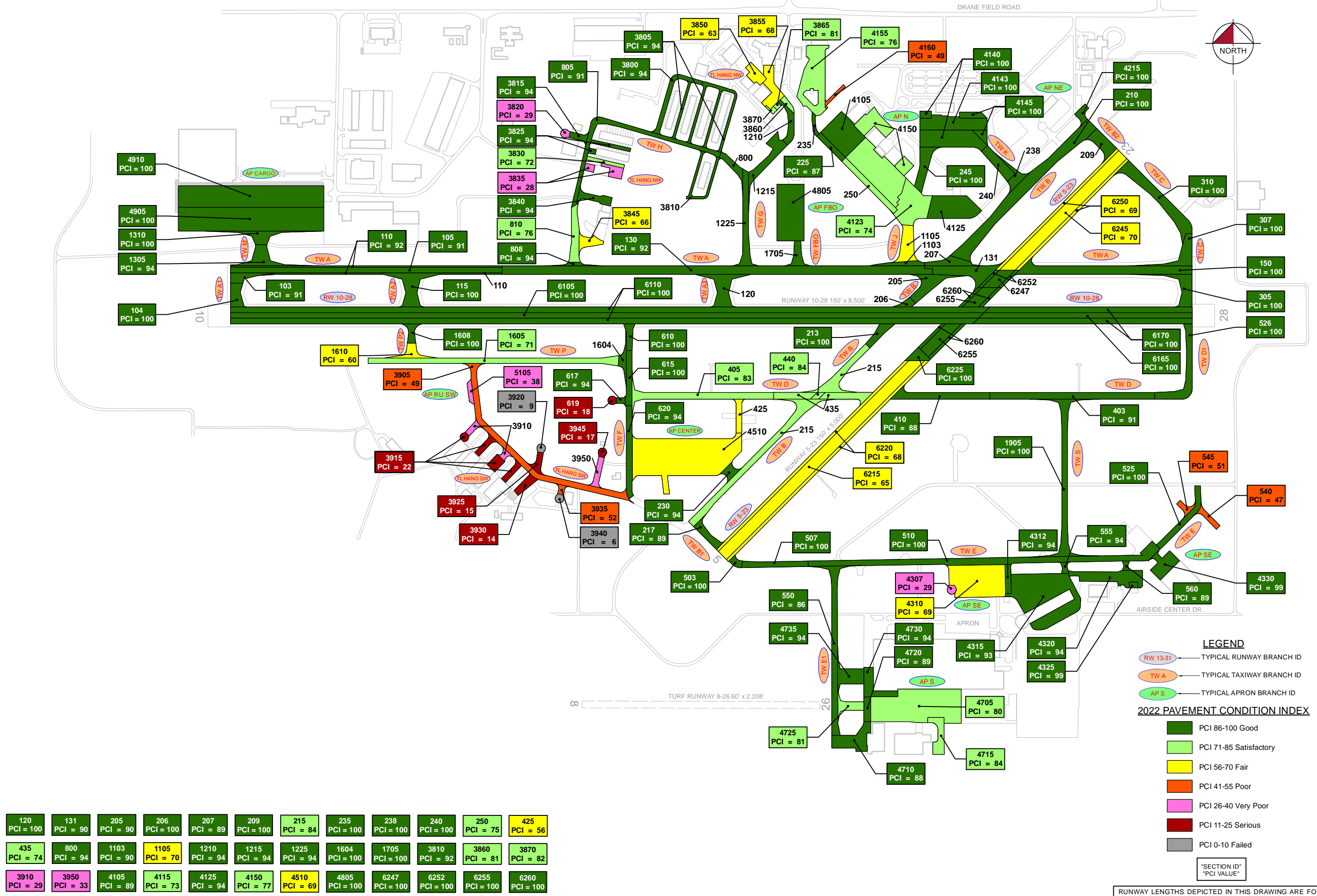
LEGEND

- TYPICAL RUNWAY BRANCH ID
- TYPICAL TAXIWAY BRANCH ID
- TYPICAL APRON BRANCH ID

AGE AT INSPECTION

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

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



LEGEND

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

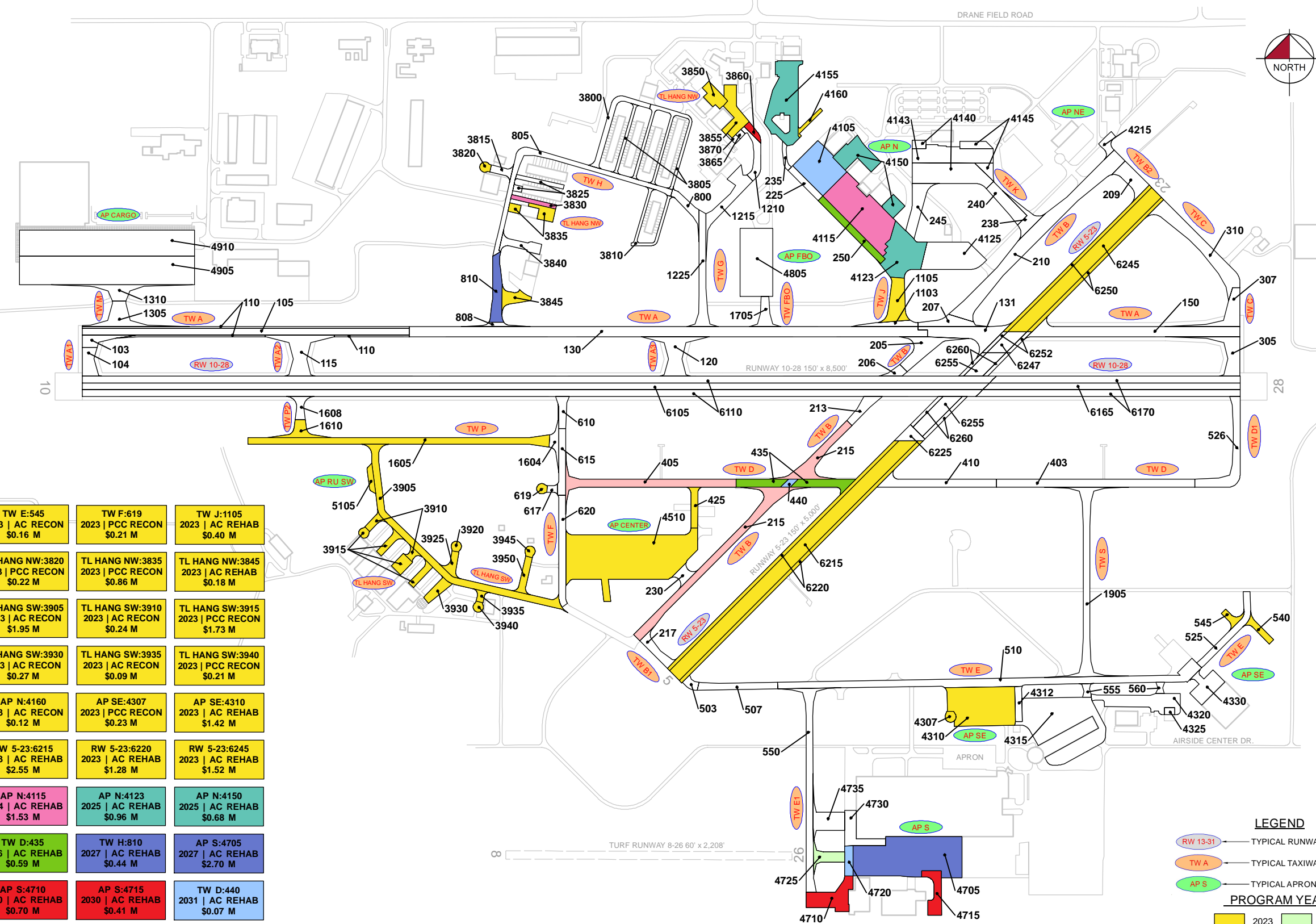
2022 PAVEMENT CONDITION INDEX

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

"SECTION ID"
"PCI VALUE"

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

120 PCI = 100	131 PCI = 90	205 PCI = 90	206 PCI = 100	207 PCI = 89	209 PCI = 100	215 PCI = 84	235 PCI = 100	238 PCI = 100	240 PCI = 100	250 PCI = 75	425 PCI = 56
435 PCI = 74	800 PCI = 94	1103 PCI = 90	1105 PCI = 70	1210 PCI = 94	1215 PCI = 94	1225 PCI = 94	1604 PCI = 100	1705 PCI = 100	3810 PCI = 92	3860 PCI = 81	3870 PCI = 82
3910 PCI = 29	3950 PCI = 33	4105 PCI = 89	4115 PCI = 73	4125 PCI = 94	4150 PCI = 77	4510 PCI = 69	4805 PCI = 100	6247 PCI = 100	6252 PCI = 100	6255 PCI = 100	6260 PCI = 100



TW AP CENT:425 2023 AC REHAB \$0.16 M	TW E:540 2023 AC RECON \$0.21 M	TW E:545 2023 AC RECON \$0.16 M	TW F:619 2023 PCC RECON \$0.21 M	TW J:1105 2023 AC REHAB \$0.40 M
TW P:1605 2023 AC REHAB \$1.20 M	TW P2:1610 2023 AC REHAB \$0.18 M	TL HANG NW:3820 2023 PCC RECON \$0.22 M	TL HANG NW:3835 2023 PCC RECON \$0.86 M	TL HANG NW:3845 2023 AC REHAB \$0.18 M
TL HANG NW:3850 2023 AC REHAB \$0.20 M	TL HANG NW:3855 2023 AC REHAB \$0.39 M	TL HANG SW:3905 2023 AC RECON \$1.95 M	TL HANG SW:3910 2023 AC RECON \$0.24 M	TL HANG SW:3915 2023 PCC RECON \$1.73 M
TL HANG SW:3920 2023 PCC RECON \$0.20 M	TL HANG SW:3925 2023 AC RECON \$0.21 M	TL HANG SW:3930 2023 AC RECON \$0.27 M	TL HANG SW:3935 2023 AC RECON \$0.09 M	TL HANG SW:3940 2023 PCC RECON \$0.21 M
TL HANG SW:3945 2023 PCC RECON \$0.22 M	TL HANG SW:3950 2023 AC RECON \$0.27 M	AP N:4160 2023 AC RECON \$0.12 M	AP SE:4307 2023 PCC RECON \$0.23 M	AP SE:4310 2023 AC REHAB \$1.42 M
AP CENTER:4510 2023 AC REHAB \$3.19 M	AP RU SW:5105 2023 AC RECON \$0.14 M	RW 5-23:6215 2023 AC REHAB \$2.55 M	RW 5-23:6220 2023 AC REHAB \$1.28 M	RW 5-23:6245 2023 AC REHAB \$1.52 M
RW 5-23:6250 2023 AC REHAB \$0.76 M	TL HANG NW:3830 2024 PCC REHAB \$0.24 M	AP N:4115 2024 AC REHAB \$1.53 M	AP N:4123 2025 AC REHAB \$0.96 M	AP N:4150 2025 AC REHAB \$0.68 M
AP N:4155 2025 AC REHAB \$1.18 M	TL AP N:250 2026 AC REHAB \$0.40 M	TW D:435 2026 AC REHAB \$0.59 M	TW H:810 2027 AC REHAB \$0.44 M	AP S:4705 2027 AC REHAB \$2.70 M
AP S:4725 2028 AC REHAB \$0.28 M	TL HANG NW:3860 2030 AC REHAB \$0.10 M	AP S:4710 2030 AC REHAB \$0.70 M	AP S:4715 2030 AC REHAB \$0.41 M	TW D:440 2031 AC REHAB \$0.07 M
AP N:4105 2031 AC REHAB \$1.24 M	AP S:4720 2031 AC REHAB \$0.21 M	TW B:215 2032 AC REHAB \$2.27 M	TW D:405 2032 AC REHAB \$1.32 M	

LEGEND

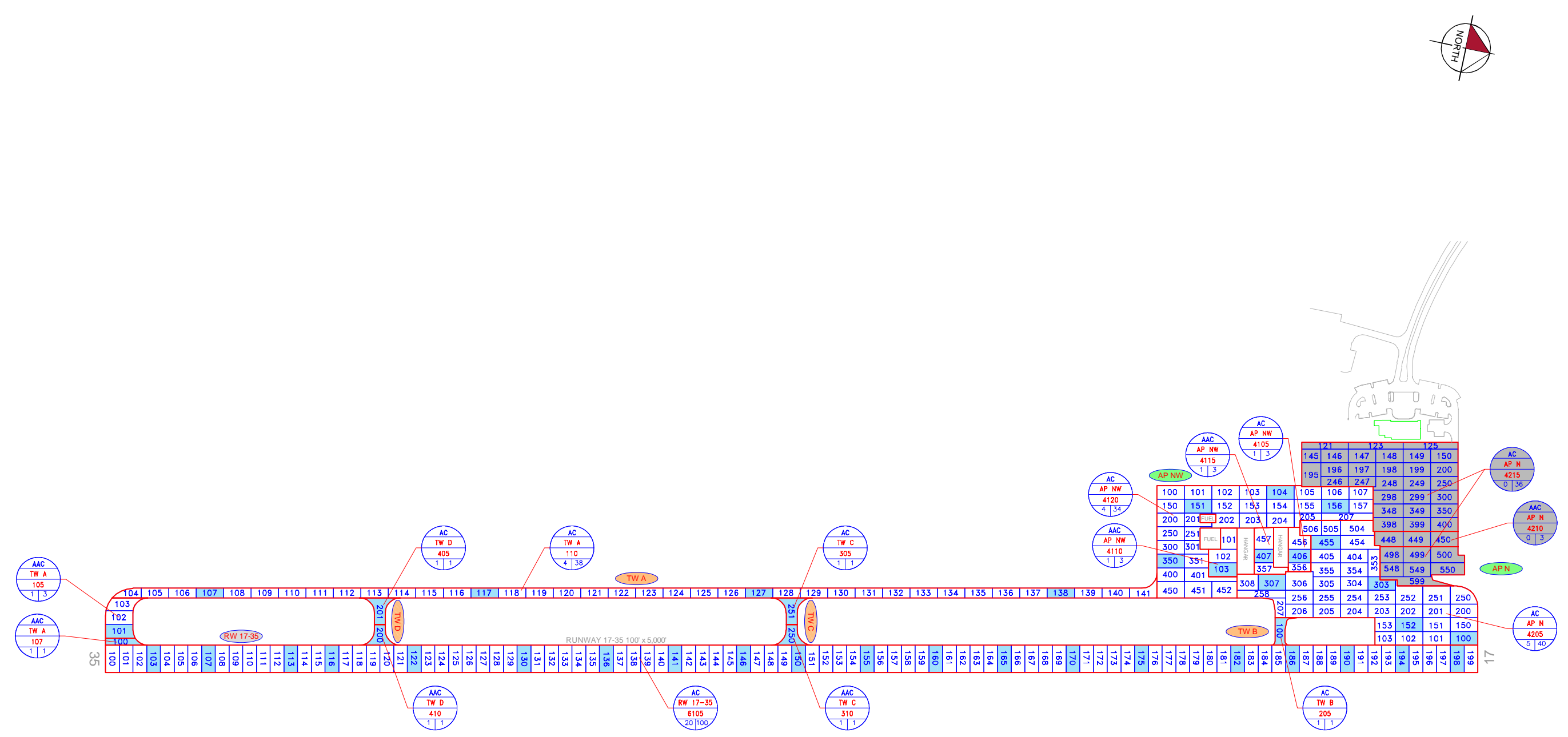
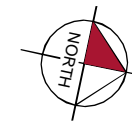
- RW 13-31 — TYPICAL RUNWAY BRANCH ID
- TW A — TYPICAL TAXIWAY BRANCH ID
- AP S — TYPICAL APRON BRANCH ID

PROGRAM YEAR

2023	2028
2024	2029
2025	2030
2026	2031
2027	2032

"BRANCH," "SECTION"
"YEAR" | "REHAB ACTIVITY"
"EST. COST"

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

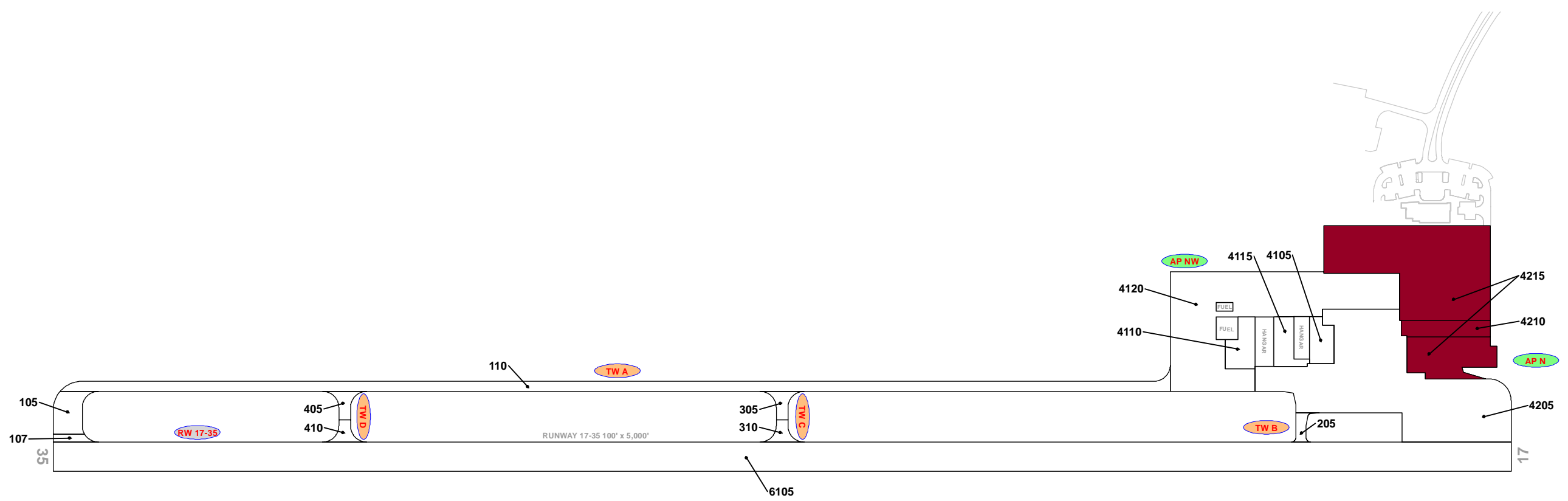


LEGEND

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

TOTAL SAMPLES INSPECTED = 43
 AC: 43 PCC: 0

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



RECENT & ANTICIPATED CONSTRUCTION ACTIVITY

CONSTRUCTION YEAR	LOCATION	WORK TYPE / PAVEMENT SECTION
2021	AP N	Mill and Overlay 2" P-401 Overlay
	AP N	New Construction - AC

LEGEND

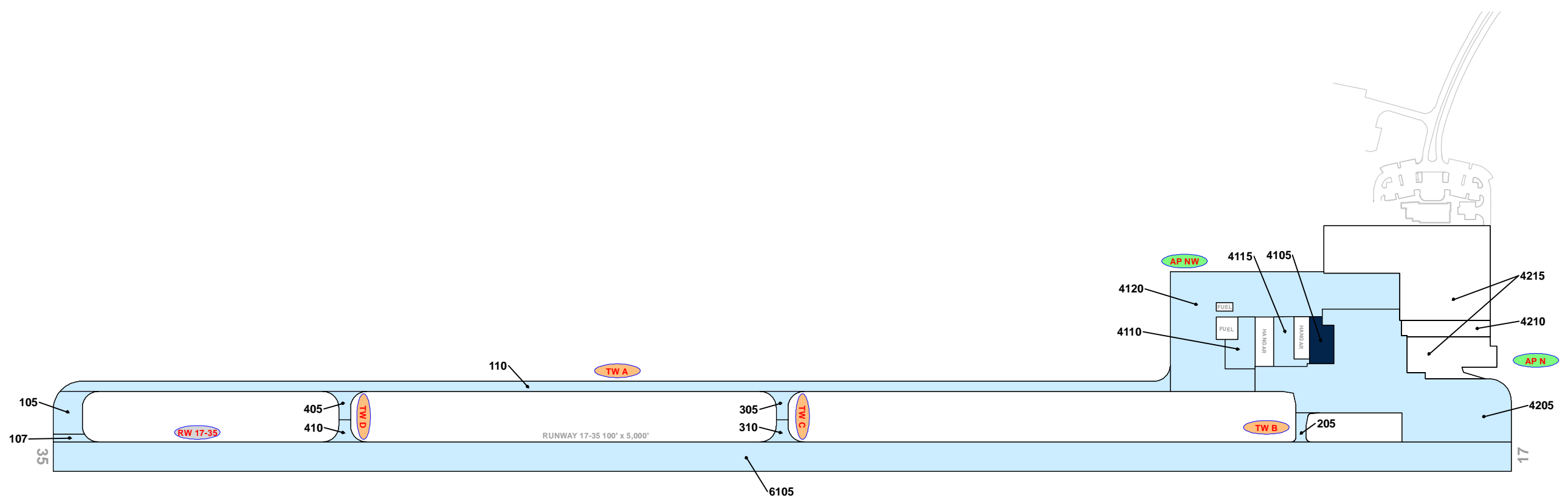
- RW 13-31 ← TYPICAL RUNWAY BRANCH ID
- TW A ← TYPICAL TAXIWAY BRANCH ID
- AP S ← TYPICAL APRON BRANCH ID

PROJECT YEAR

 2016	 2021
 2017	 2022
 2018	 2023
 2019	 2024
 2020	 2025

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





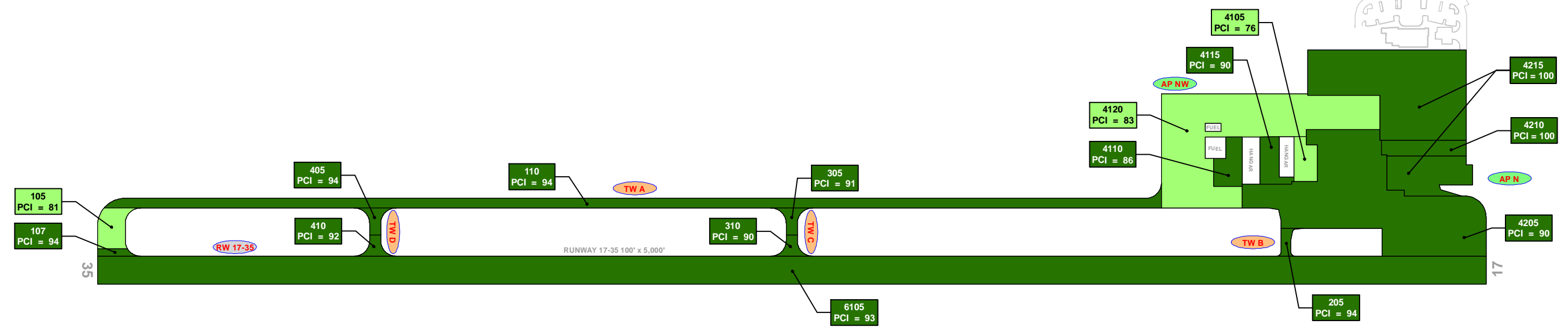
LEGEND

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

AGE AT INSPECTION

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

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



LEGEND

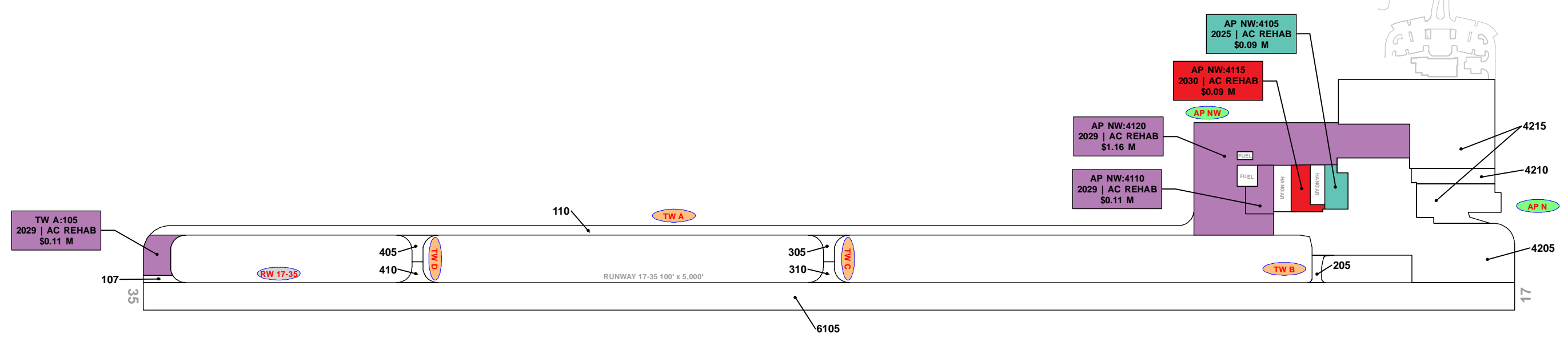
- RW 13-31 TYPICAL RUNWAY BRANCH ID
- TWA TYPICAL TAXIWAY BRANCH ID
- AP S TYPICAL APRON BRANCH ID

2020 PAVEMENT CONDITION INDEX

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

SECTION ID
PCI VALUE

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



LEGEND

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

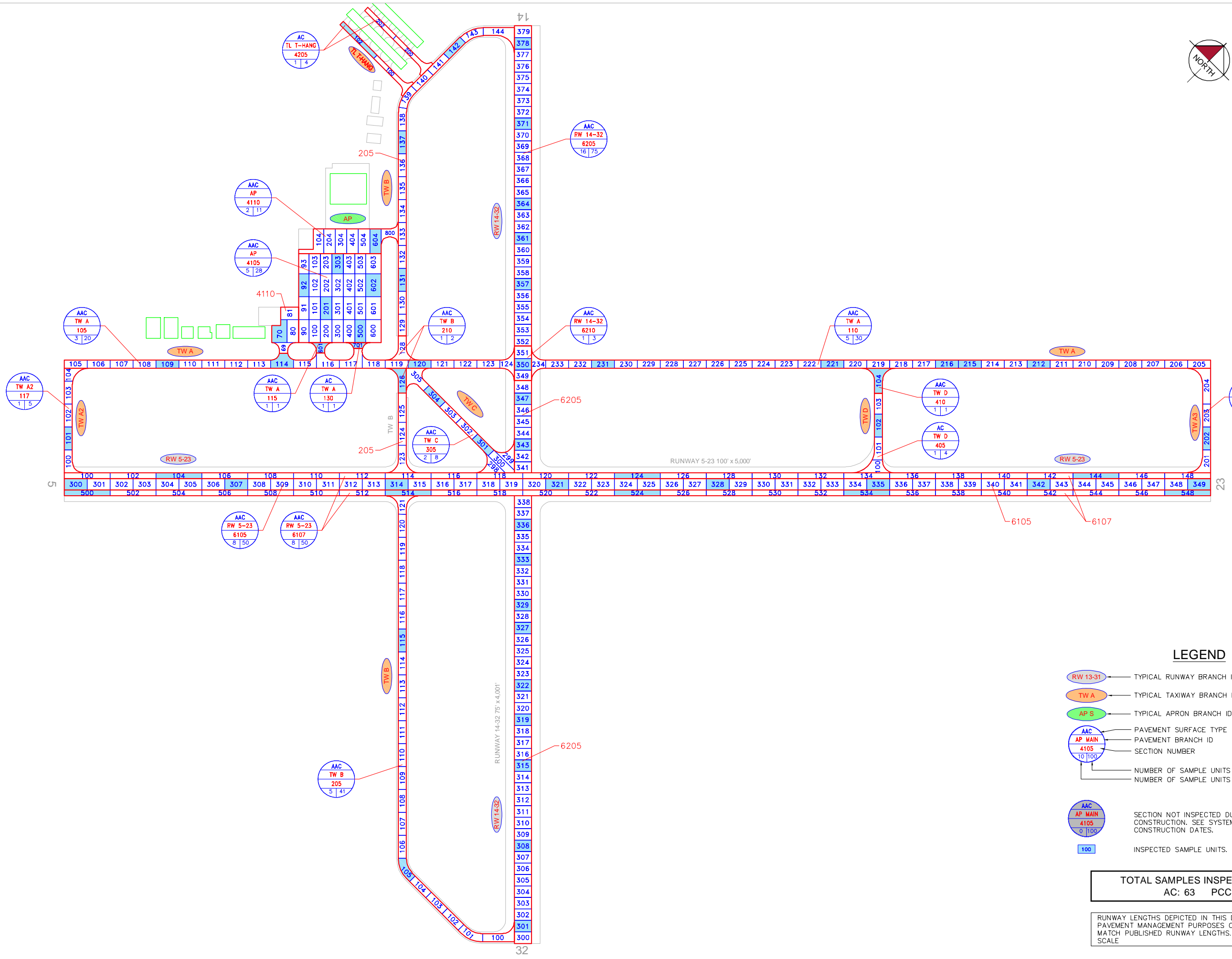
PROGRAM YEAR

 2021	 2026
 2022	 2027
 2023	 2028
 2024	 2029
 2025	 2030

"BRANCH"; "SECTION"
"YEAR"; "REHAB ACTIVITY"
"EST. COST"

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





LEGEND

- TYPICAL RUNWAY BRANCH ID
- TYPICAL TAXIWAY BRANCH ID
- TYPICAL APRON BRANCH ID
- PAVEMENT SURFACE TYPE
- PAVEMENT BRANCH ID
- SECTION NUMBER
- NUMBER OF SAMPLE UNITS IN SECTION
NUMBER OF SAMPLE UNITS TO BE INSPECTED
- SECTION NOT INSPECTED DUE TO RECENT CONSTRUCTION. SEE SYSTEM INVENTORY MAP FOR CONSTRUCTION DATES.
- INSPECTED SAMPLE UNITS.

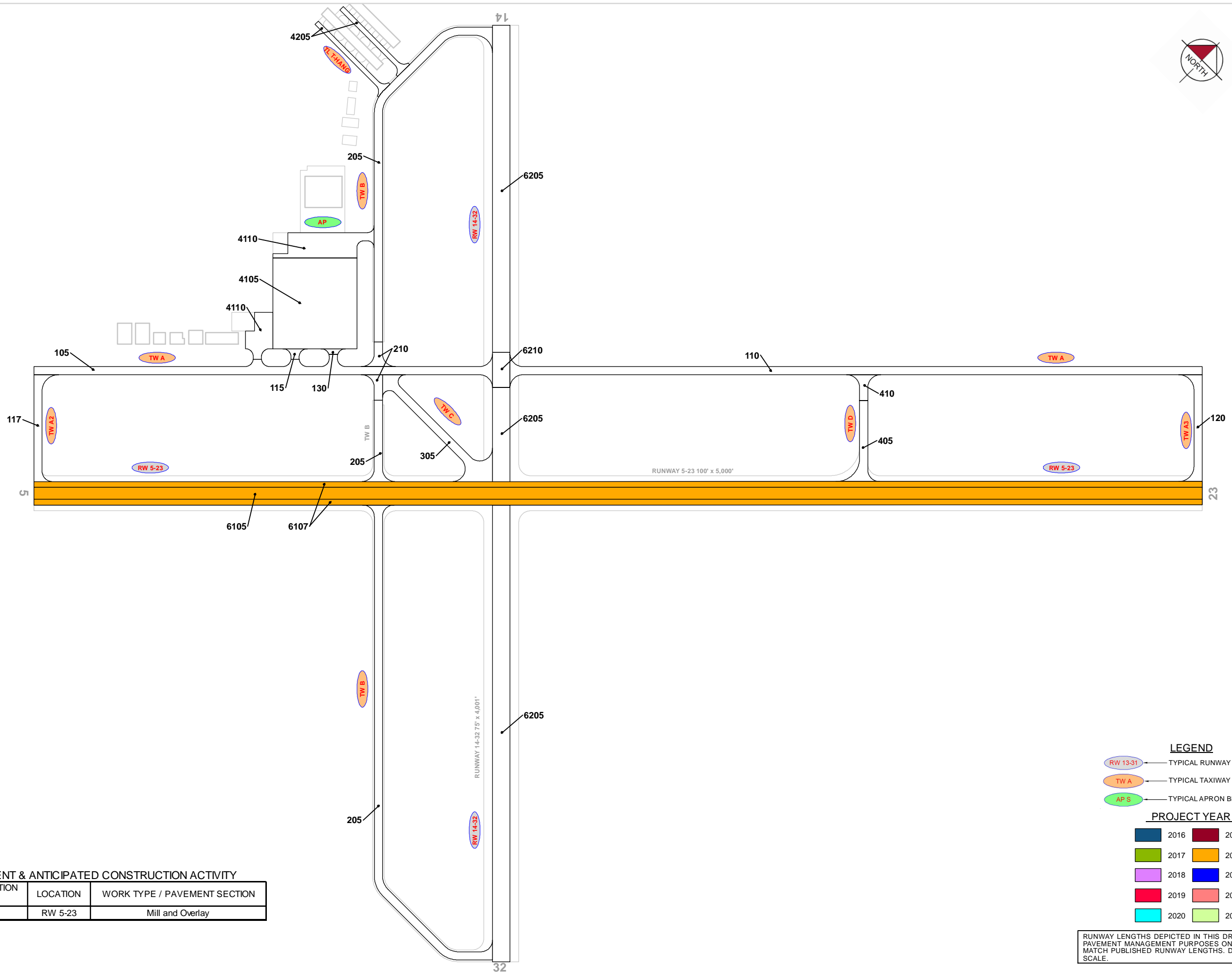
TOTAL SAMPLES INSPECTED = 63
AC: 63 PCC: 0

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



AIRFIELD PAVEMENT SYSTEM INVENTORY EXHIBIT

Statewide Airfield Pavement Management Program
OKEECHOBEE COUNTY AIRPORT



RECENT & ANTICIPATED CONSTRUCTION ACTIVITY

CONSTRUCTION YEAR	LOCATION	WORK TYPE / PAVEMENT SECTION
2022	RW 5-23	Mill and Overlay

LEGEND

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

PROJECT YEAR

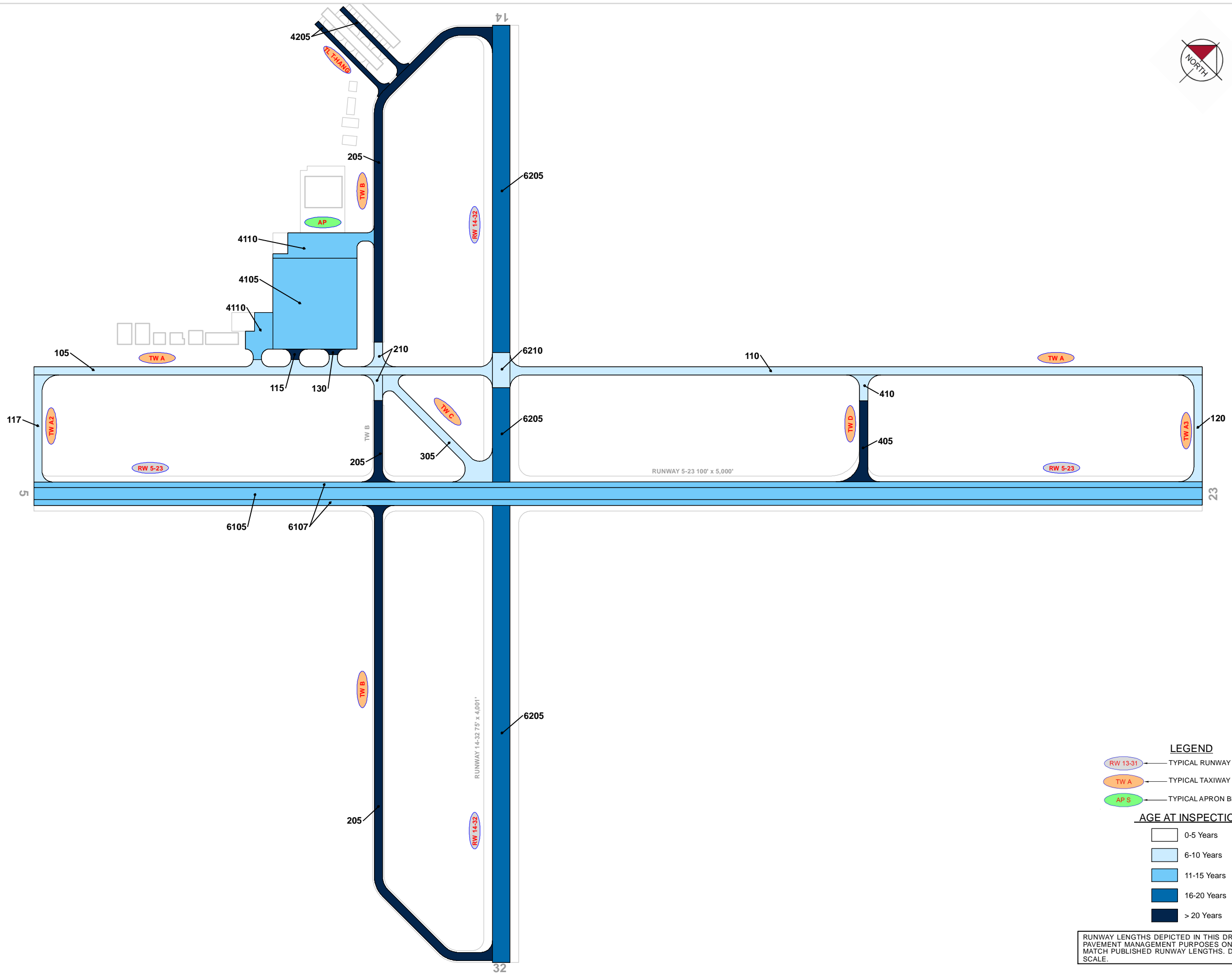
- 2016
- 2017
- 2018
- 2019
- 2020
- 2021
- 2022
- 2023
- 2024
- 2025

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



AIRFIELD PAVEMENT
ESTIMATED AGE EXHIBIT

Statewide Airfield Pavement
Management Program
OKEECHOBEE COUNTY AIRPORT



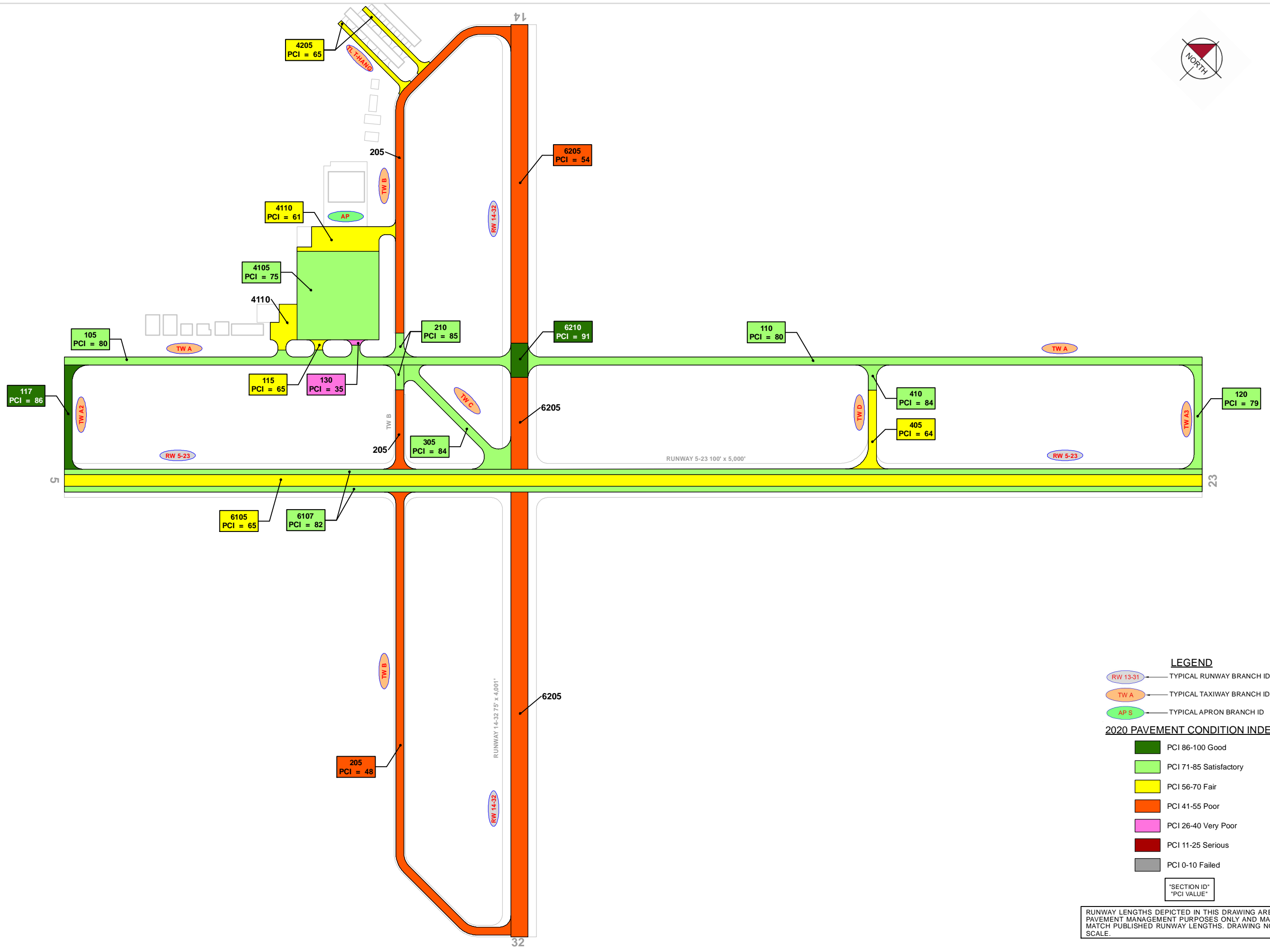
LEGEND

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

AGE AT INSPECTION

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

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



LEGEND

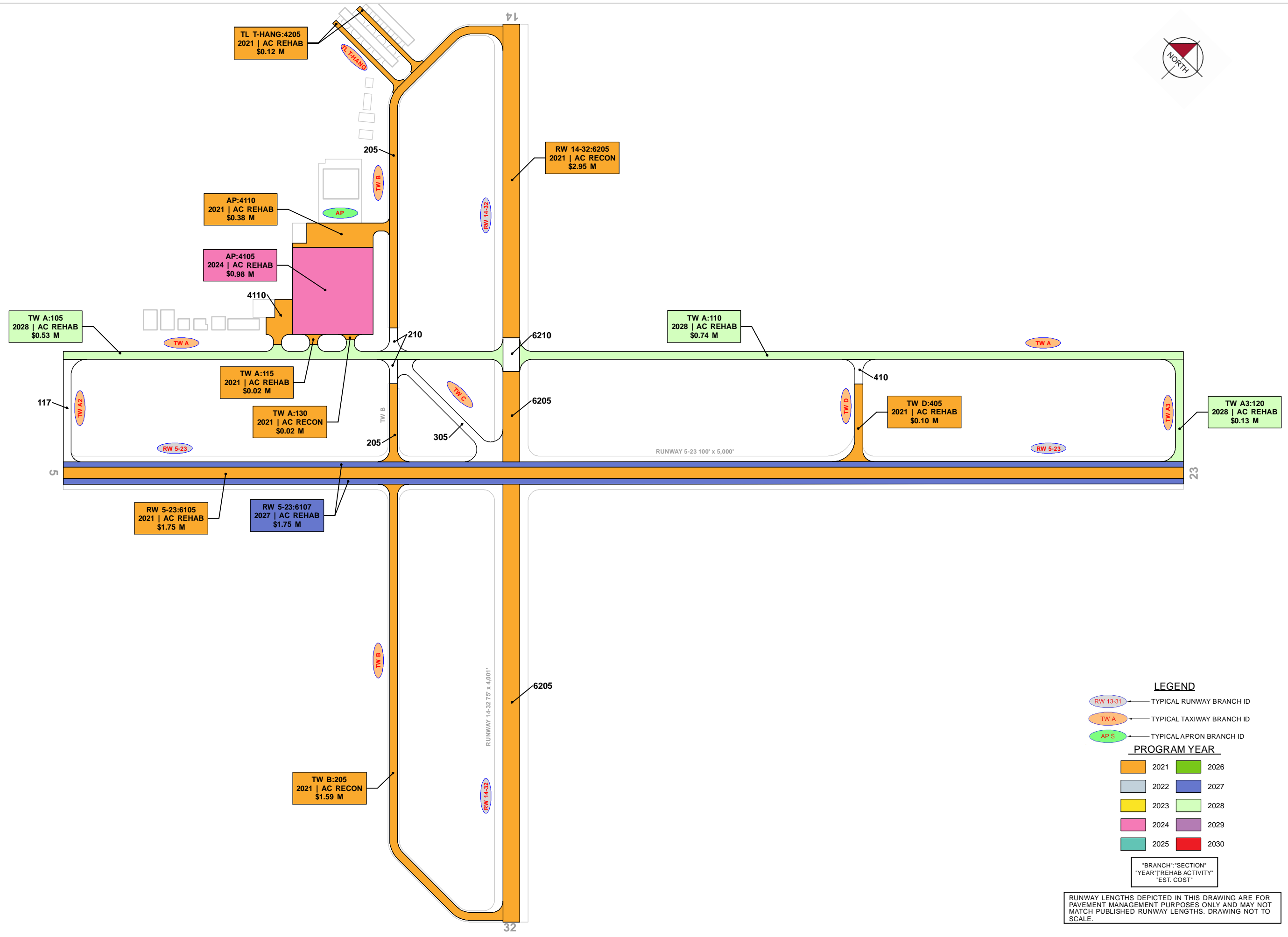
- RW 13-31 — TYPICAL RUNWAY BRANCH ID
- TW A — TYPICAL TAXIWAY BRANCH ID
- AP S — TYPICAL APRON BRANCH ID

2020 PAVEMENT CONDITION INDEX

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

**"SECTION ID"
"PCI VALUE"**

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



LEGEND

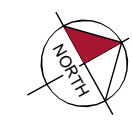
- RW 13-31 TYPICAL RUNWAY BRANCH ID
- TW A TYPICAL TAXIWAY BRANCH ID
- AP S TYPICAL APRON BRANCH ID

PROGRAM YEAR

	2021		2026
	2022		2027
	2023		2028
	2024		2029
	2025		2030

"BRANCH"; "SECTION"
"YEAR"; "REHAB ACTIVITY"
"EST. COST"

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



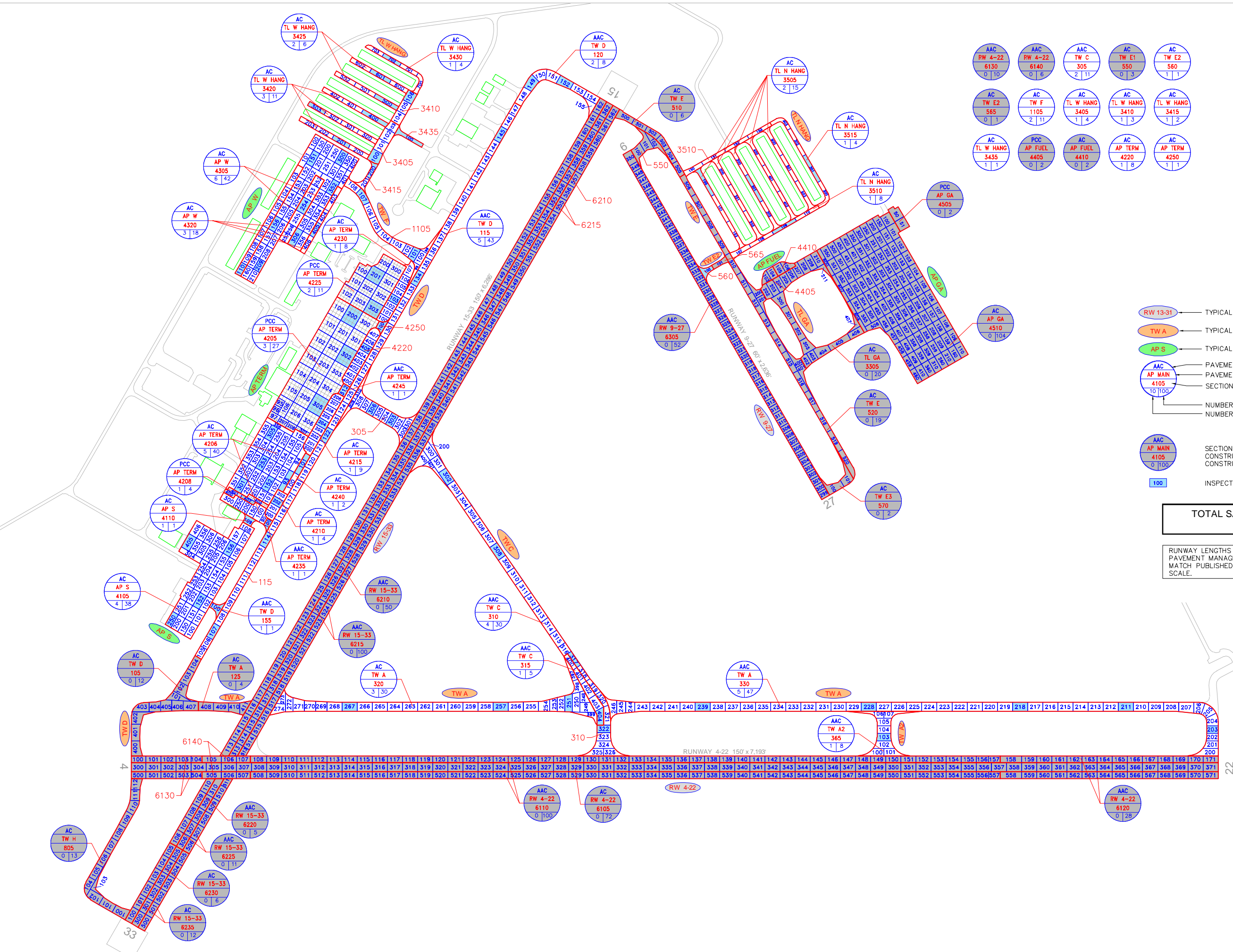
AAC RW 4-22 6130 0 10	AAC RW 4-22 6140 0 6	AAC TW C 305 2 11	AC TW E1 550 0 3	AC TW E2 560 1 1
AC TW E2 565 0 1	AC TW F 1105 2 11	AC TL W HANG 3405 1 4	AC TL W HANG 3410 1 3	AC TL W HANG 3415 1 2
AC TL W HANG 3435 1 1	PCC AP FUEL 4405 0 2	AC AP FUEL 4410 0 2	AC AP TERM 4220 1 8	AC AP TERM 4250 1 1

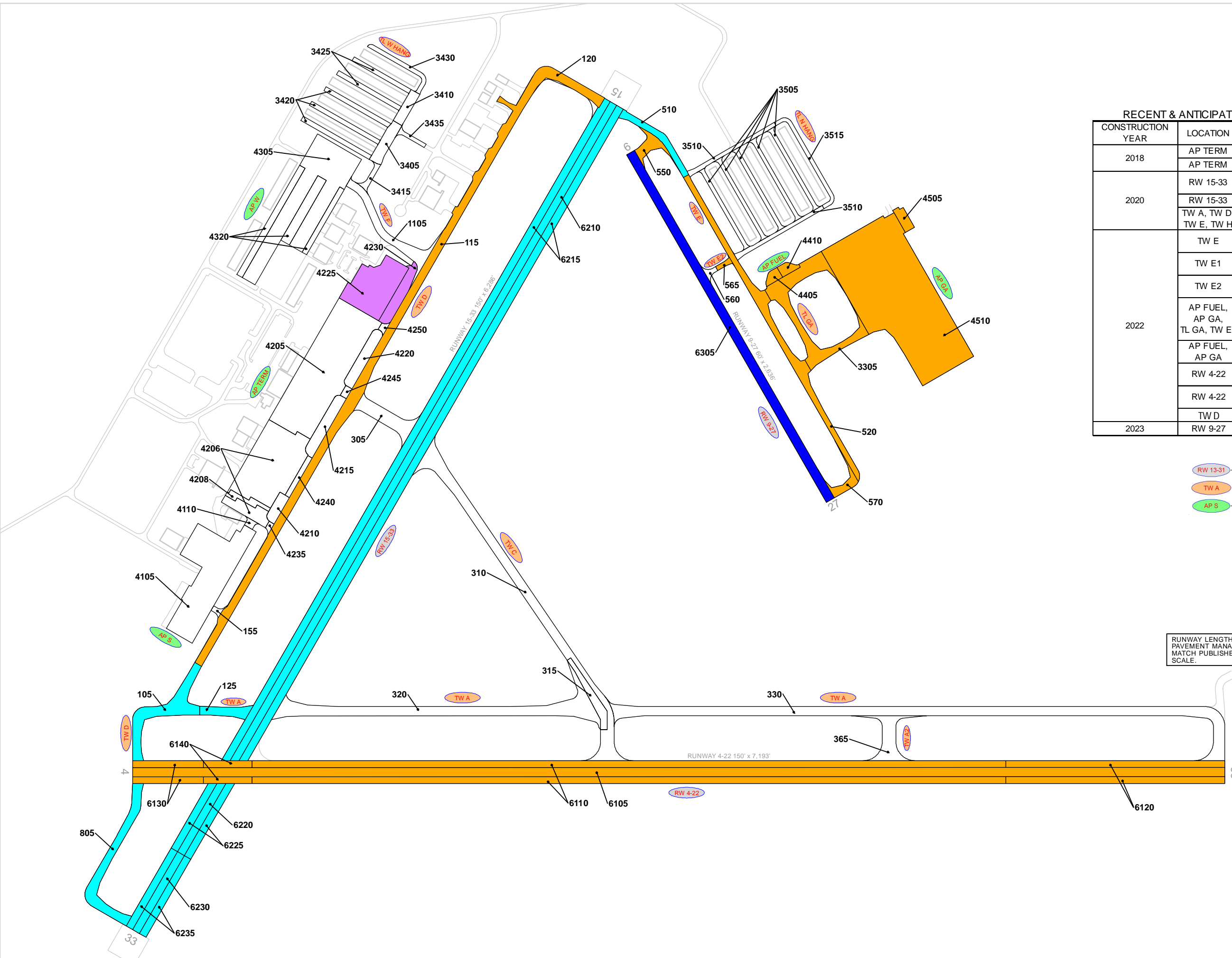
LEGEND

- TYPICAL RUNWAY BRANCH ID
- TYPICAL TAXIWAY BRANCH ID
- TYPICAL APRON BRANCH ID
- PAVEMENT SURFACE TYPE
- PAVEMENT BRANCH ID
- SECTION NUMBER
- NUMBER OF SAMPLE UNITS IN SECTION
NUMBER OF SAMPLE UNITS TO BE INSPECTED
- SECTION NOT INSPECTED DUE TO RECENT CONSTRUCTION. SEE SYSTEM INVENTORY MAP FOR CONSTRUCTION DATES.
- INSPECTED SAMPLE UNITS.

TOTAL SAMPLES INSPECTED = 74
 AC: 68 PCC: 6

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





RECENT & ANTICIPATED CONSTRUCTION ACTIVITY

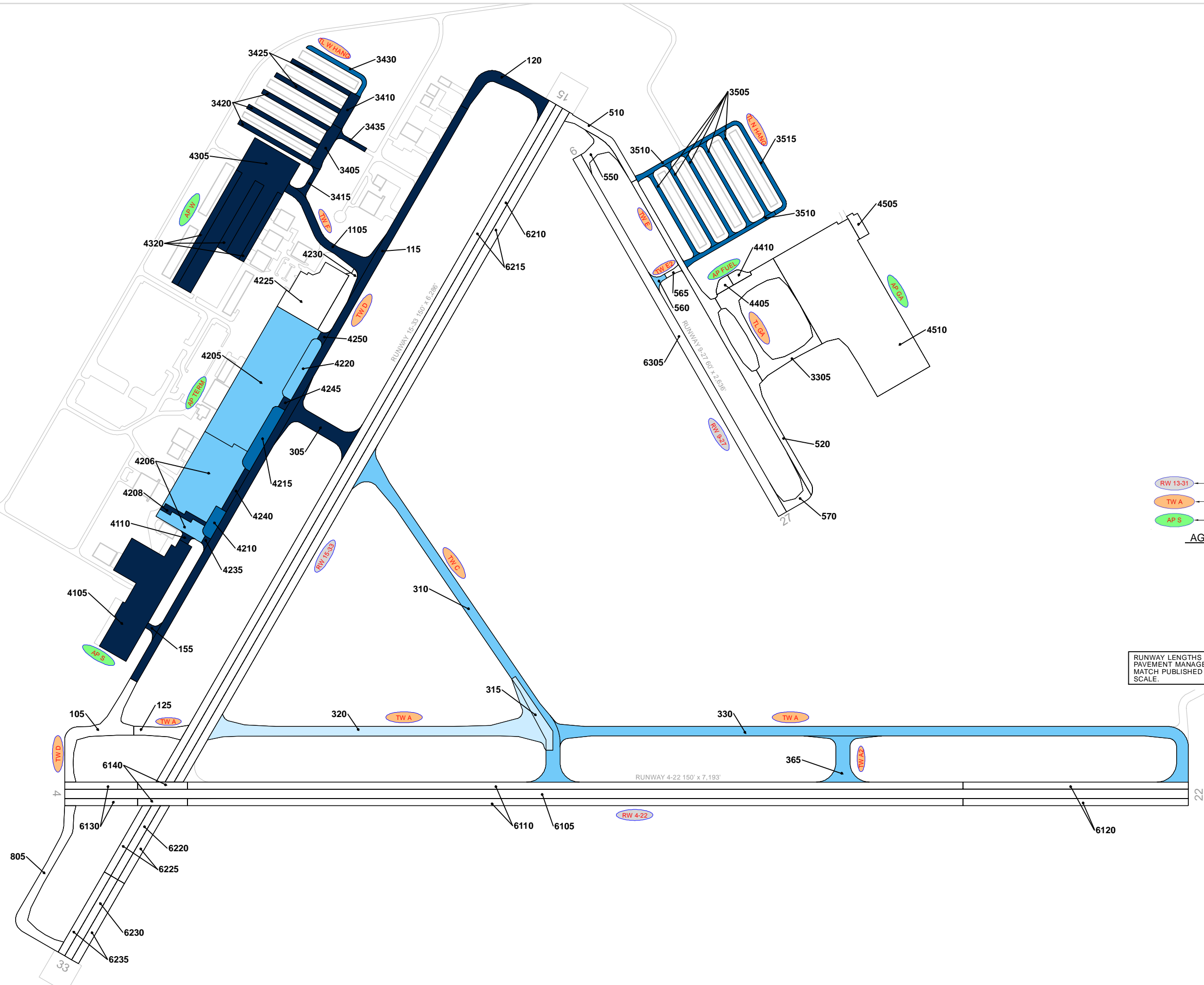
CONSTRUCTION YEAR	LOCATION	WORK TYPE / PAVEMENT SECTION
2018	AP TERM	New Construction - PCC
	AP TERM	New Construction - AC
2020	RW 15-33	New Construction - AC 4" P-401, 5" P-401 Base, 6" P-211
	RW 15-33	Mill and Overlay 2" Mill, 2" P-401 Overlay
2022	TW A, TW D, TW E, TW H	New Construction - AC 4" P-401, 6" P-211
	TW E	New Construction - AC 4" P-401, 5" P-211, 12" in-situ subgrade
	TW E1	New Construction - AC 4" P-401, 6" P-211
	TW E2	Complete Reconstruction - AC 4" P-401, 5" P-211, 12" in-situ subgrade
	AP FUEL, AP GA, TL GA, TW E3	New Construction - AC 4" P-401, 4" P-211, 12" in-situ subgrade
	AP FUEL, AP GA	New Construction - PCC 6" P-501, 4" P-211, 12" in-situ subgrade
	RW 4-22	Complete Reconstruction - AC 3" P-401, 6" P-401 Base, 12" P-211
	RW 4-22	Mill and Overlay Variable depth mill, 3" P-401 overlay
2023	TW D	Mill and Overlay 2" Mill, 2" P-401 Overlay
	RW 9-27	Mill and Overlay

LEGEND

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

PROJECT YEAR

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



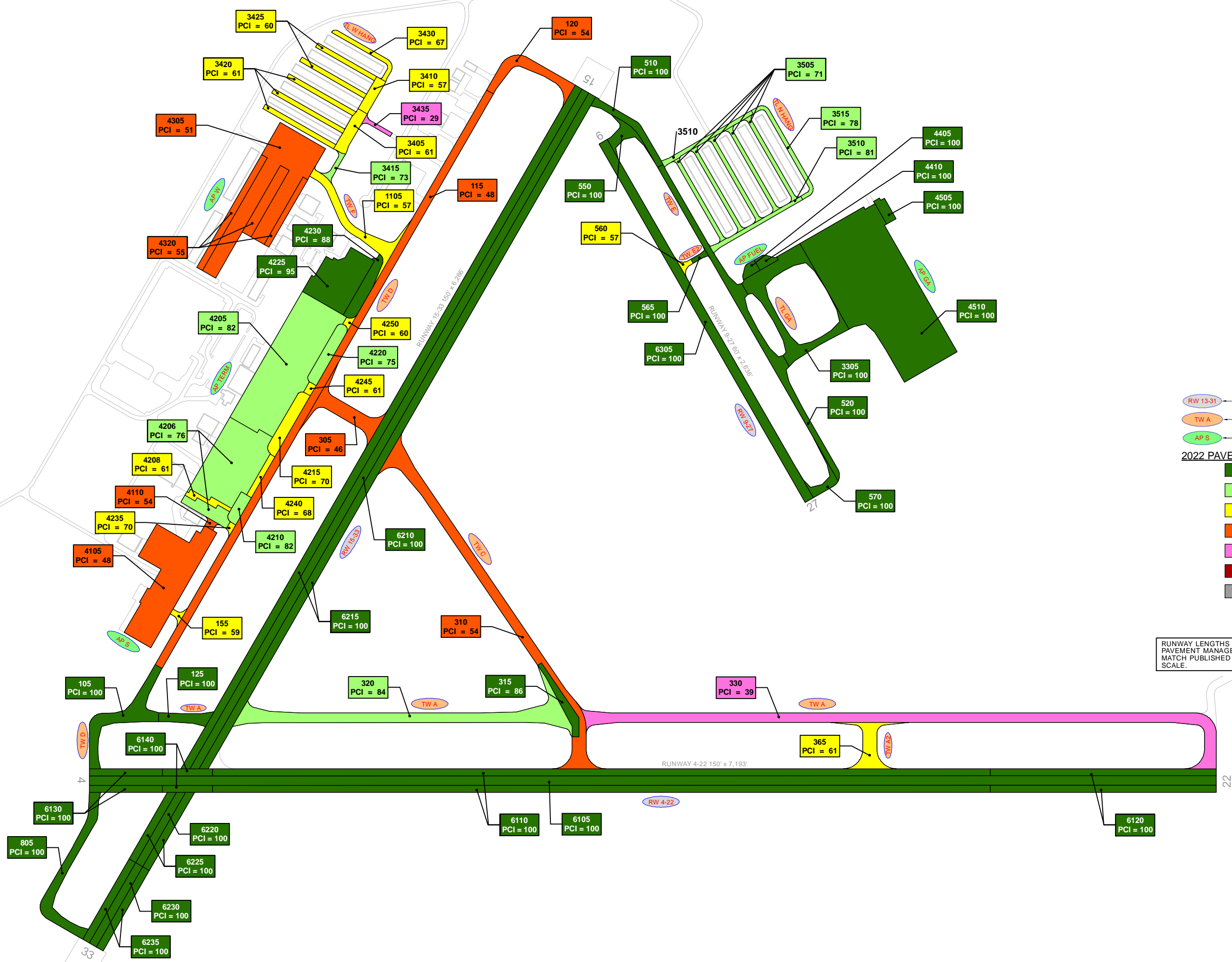
LEGEND

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

AGE AT INSPECTION

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

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



LEGEND

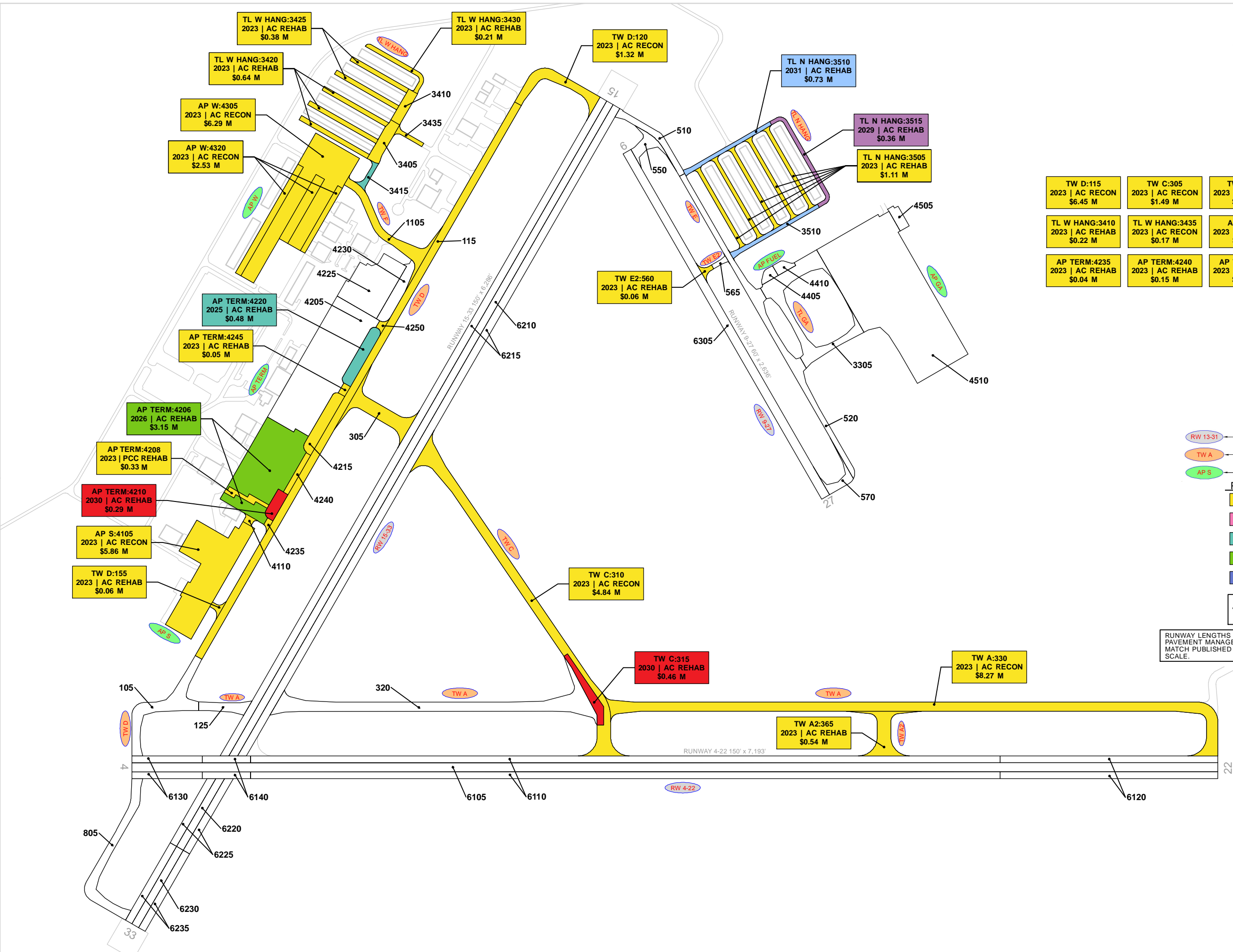
- TYPICAL RUNWAY BRANCH ID
- TYPICAL TAXIWAY BRANCH ID
- TYPICAL APRON BRANCH ID

2022 PAVEMENT CONDITION INDEX

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

“SECTION ID”
“PCI VALUE”

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



TW D:115 2023 AC RECON \$6.45 M	TW C:305 2023 AC RECON \$1.49 M	TW F:1105 2023 AC REHAB \$0.71 M	TL W HANG:3405 2023 AC REHAB \$0.31 M
TL W HANG:3410 2023 AC REHAB \$0.22 M	TL W HANG:3435 2023 AC RECON \$0.17 M	AP S:4110 2023 AC RECON \$0.11 M	AP TERM:4215 2023 AC REHAB \$0.46 M
AP TERM:4235 2023 AC REHAB \$0.04 M	AP TERM:4240 2023 AC REHAB \$0.15 M	AP TERM:4250 2023 AC REHAB \$0.05 M	TL W HANG:3415 2025 AC REHAB \$0.11 M

LEGEND

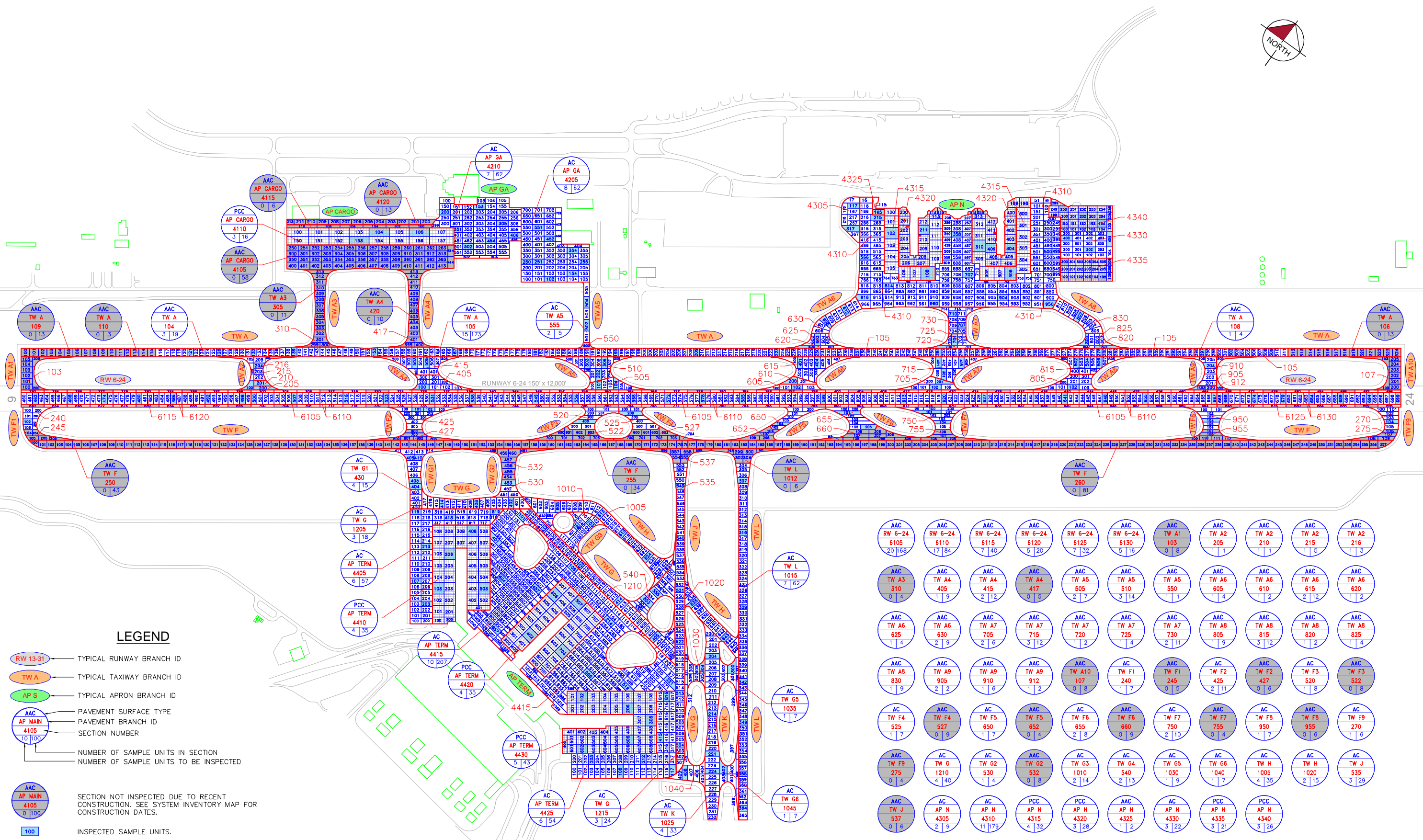
- RW 13-31 TYPICAL RUNWAY BRANCH ID
- TW A TYPICAL TAXIWAY BRANCH ID
- AP S TYPICAL APRON BRANCH ID

PROGRAM YEAR

	2023		2028
	2024		2029
	2025		2030
	2026		2031
	2027		2032

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

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

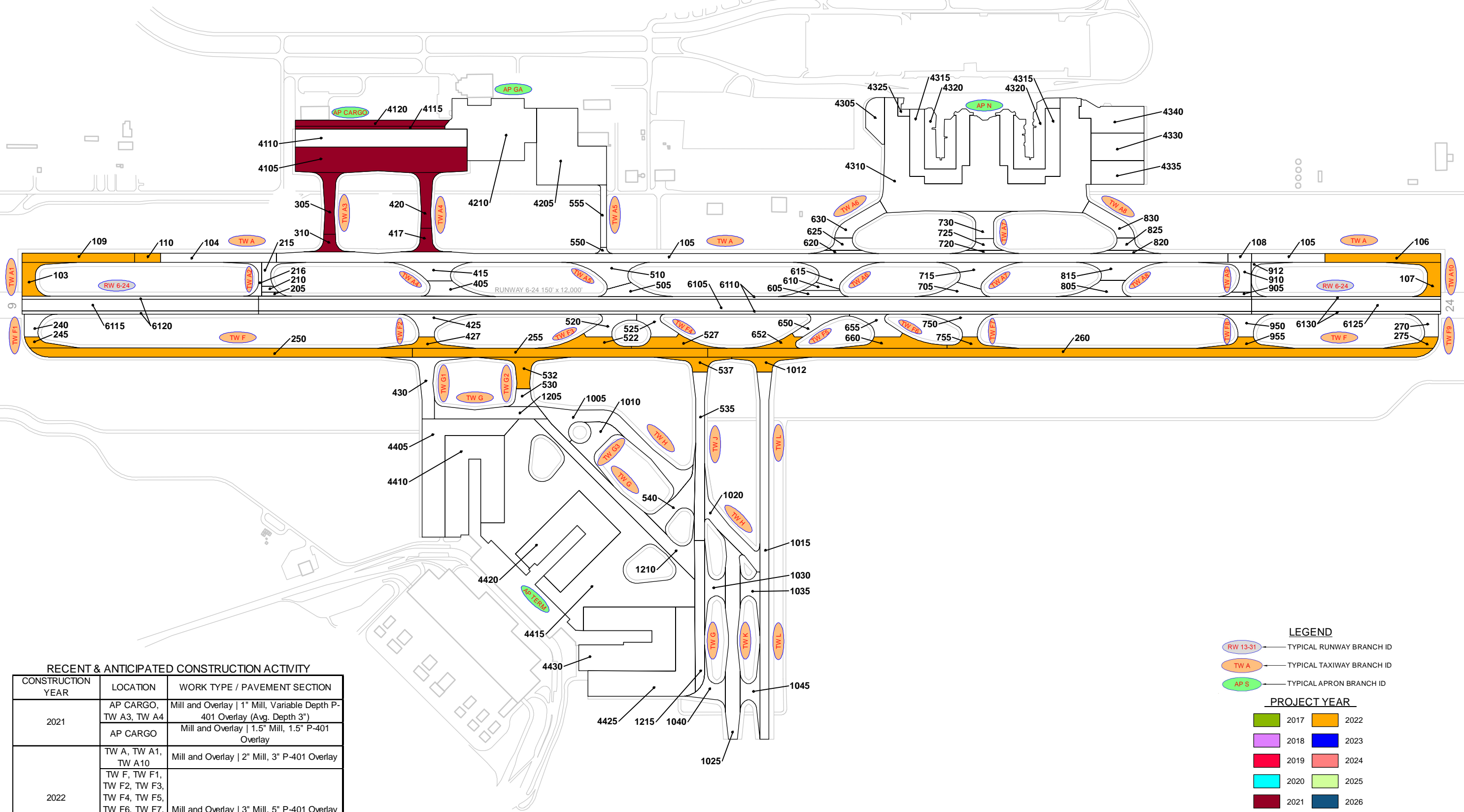


LEGEND

- TYPICAL RUNWAY BRANCH ID
- TYPICAL TAXIWAY BRANCH ID
- TYPICAL APRON BRANCH ID
- PAVEMENT SURFACE TYPE
- PAVEMENT BRANCH ID
- SECTION NUMBER
- NUMBER OF SAMPLE UNITS IN SECTION
- NUMBER OF SAMPLE UNITS TO BE INSPECTED
- SECTION NOT INSPECTED DUE TO RECENT CONSTRUCTION. SEE SYSTEM INVENTORY MAP FOR CONSTRUCTION DATES.
- INSPECTED SAMPLE UNITS.

TOTAL SAMPLES INSPECTED = 261
 AC: 232 PCC: 29

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



RECENT & ANTICIPATED CONSTRUCTION ACTIVITY

CONSTRUCTION YEAR	LOCATION	WORK TYPE / PAVEMENT SECTION
2021	AP CARGO, TW A3, TW A4	Mill and Overlay 1" Mill, Variable Depth P-401 Overlay (Avg. Depth 3")
	AP CARGO	Mill and Overlay 1.5" Mill, 1.5" P-401 Overlay
2022	TW A, TW A1, TW A10	Mill and Overlay 2" Mill, 3" P-401 Overlay
	TW F, TW F1, TW F2, TW F3, TW F4, TW F5, TW F6, TW F7, TW F8, TW F9, TW G2, TW J, TW L	Mill and Overlay 3" Mill, 5" P-401 Overlay

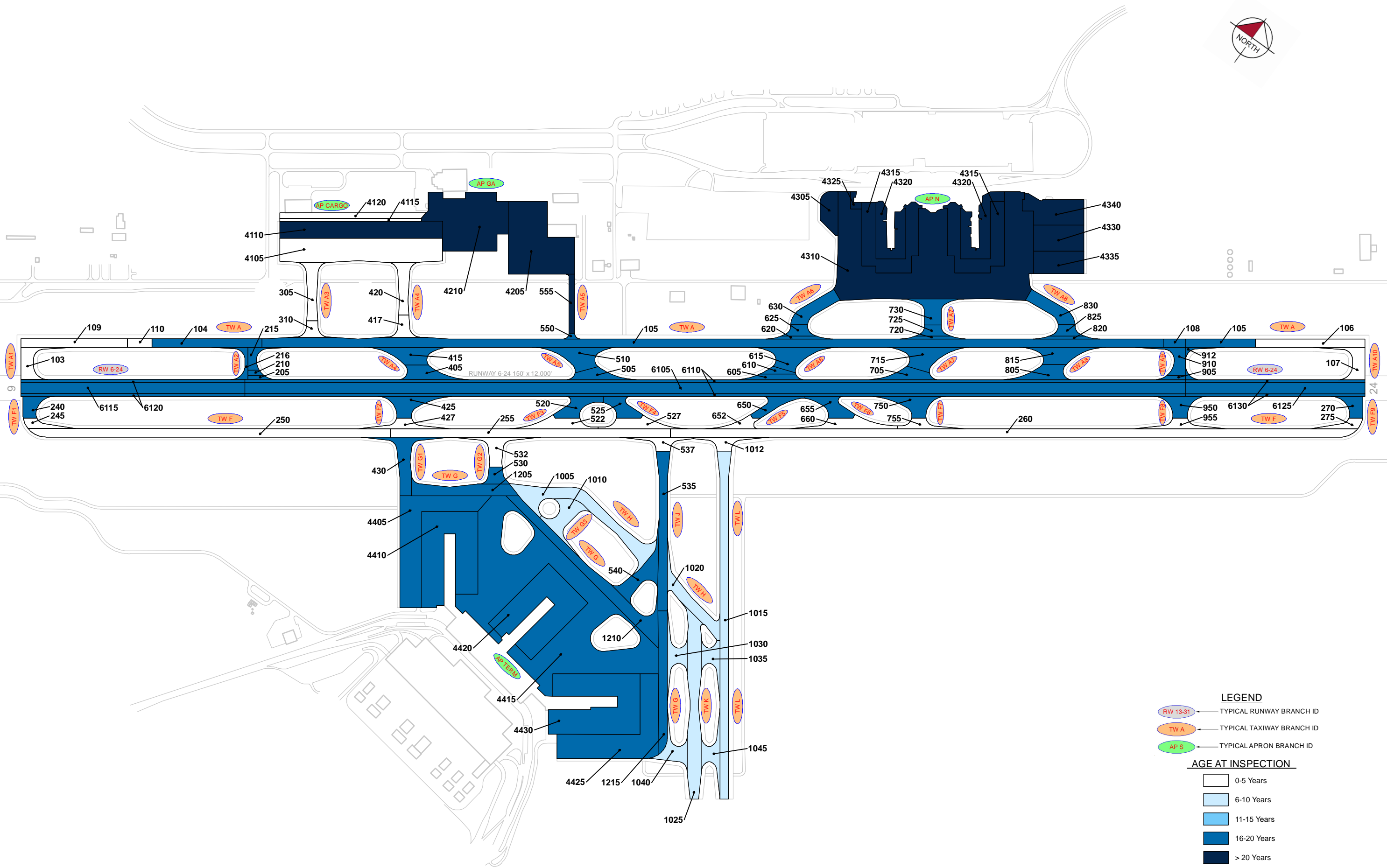
LEGEND

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

PROJECT YEAR

- 2017
- 2022
- 2018
- 2023
- 2019
- 2020
- 2025
- 2026

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



LEGEND

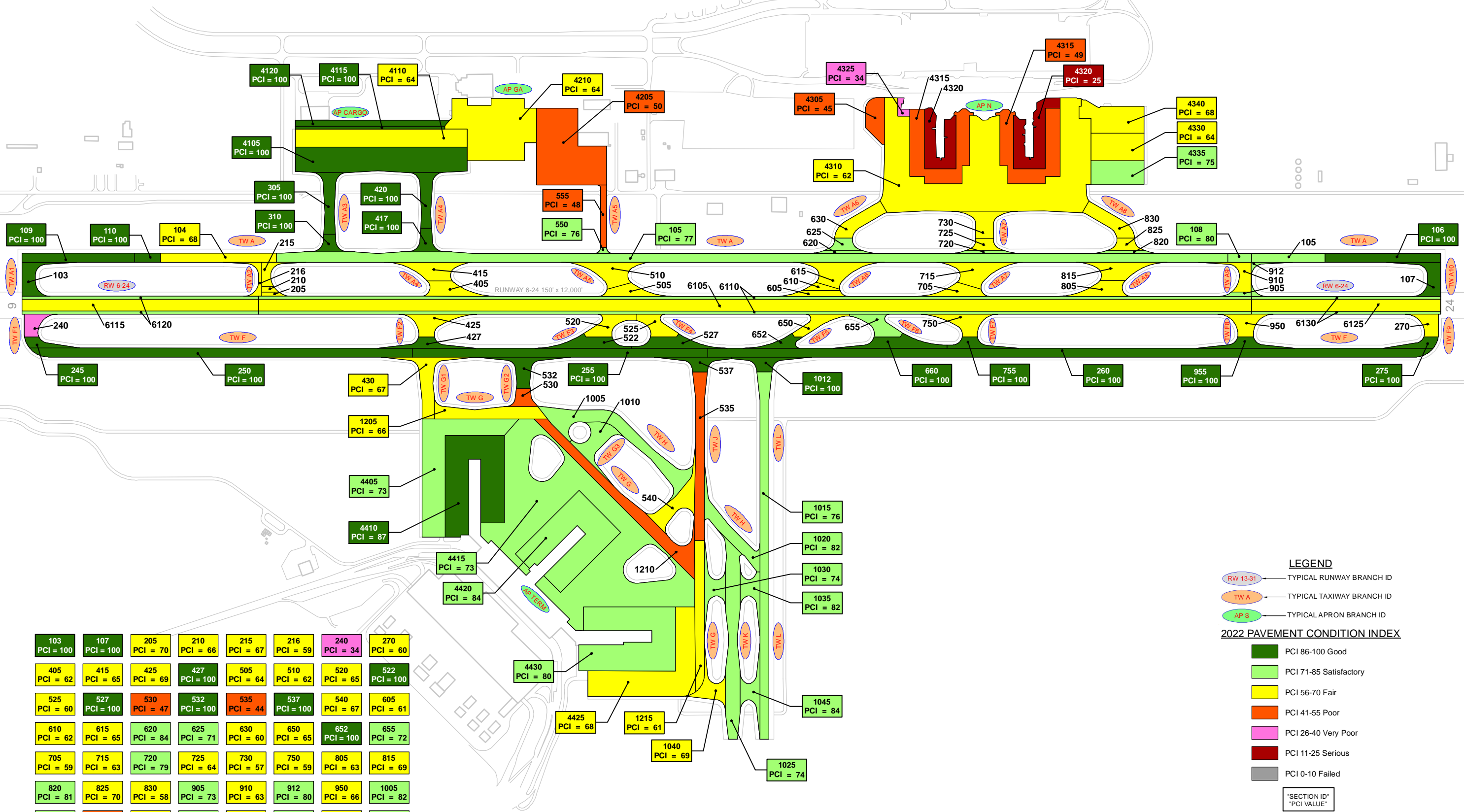
- TYPICAL RUNWAY BRANCH ID
- TYPICAL TAXIWAY BRANCH ID
- TYPICAL APRON BRANCH ID

AGE AT INSPECTION

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

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





103 PCI = 100	107 PCI = 100	205 PCI = 70	210 PCI = 66	215 PCI = 67	216 PCI = 59	240 PCI = 34	270 PCI = 60
405 PCI = 62	415 PCI = 65	425 PCI = 69	427 PCI = 100	505 PCI = 64	510 PCI = 62	520 PCI = 65	522 PCI = 100
525 PCI = 60	527 PCI = 100	530 PCI = 47	532 PCI = 100	535 PCI = 44	537 PCI = 100	540 PCI = 67	605 PCI = 61
610 PCI = 62	615 PCI = 65	620 PCI = 84	625 PCI = 71	630 PCI = 60	650 PCI = 65	652 PCI = 100	655 PCI = 72
705 PCI = 59	715 PCI = 63	720 PCI = 79	725 PCI = 64	730 PCI = 57	750 PCI = 59	805 PCI = 63	815 PCI = 69
820 PCI = 81	825 PCI = 70	830 PCI = 58	905 PCI = 73	910 PCI = 63	912 PCI = 80	950 PCI = 66	1005 PCI = 82
1010 PCI = 77	1210 PCI = 47	6105 PCI = 68	6110 PCI = 73	6115 PCI = 68	6120 PCI = 79	6125 PCI = 70	6130 PCI = 75

LEGEND

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

2022 PAVEMENT CONDITION INDEX

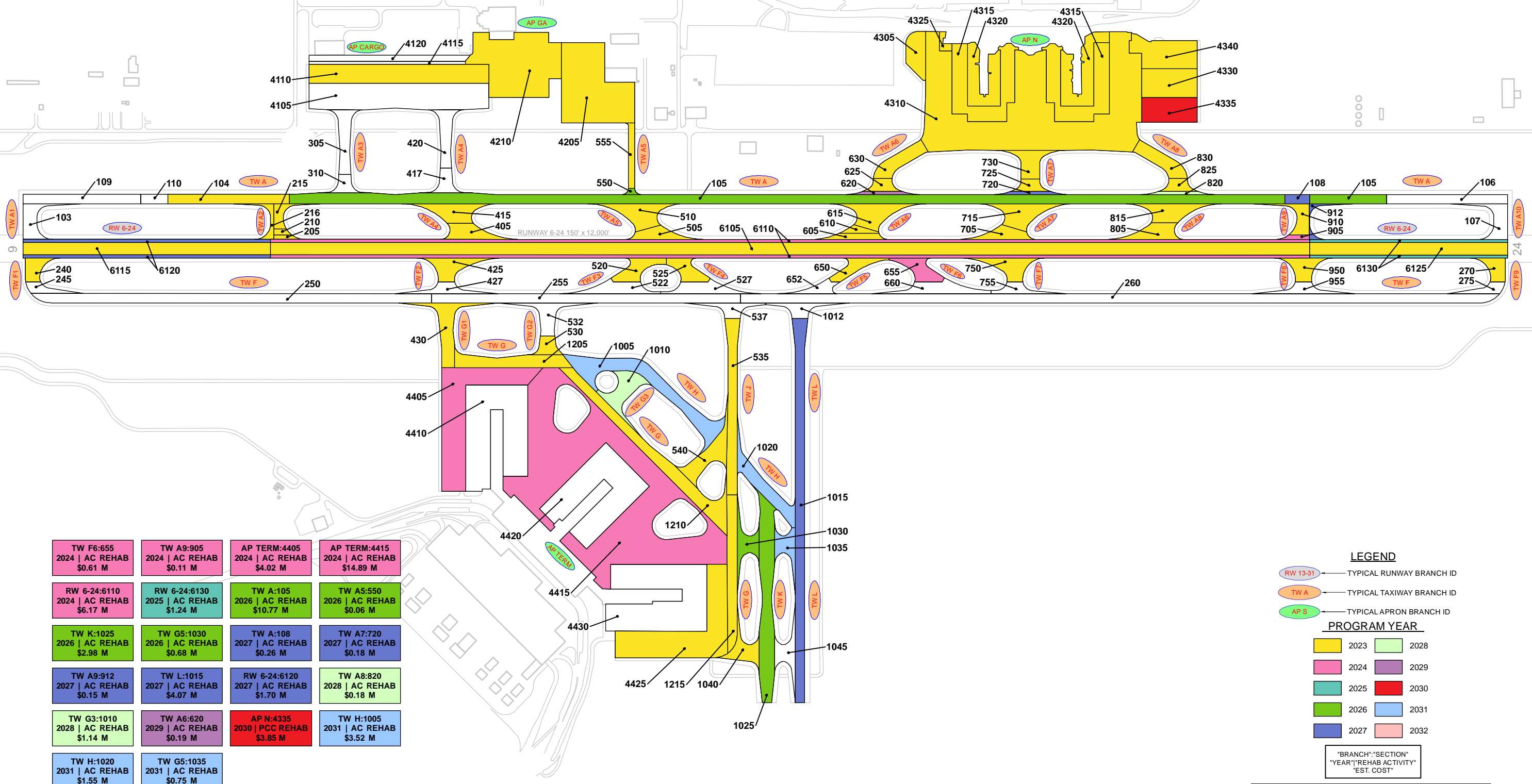
- PCI 86-100 Good
- PCI 71-85 Satisfactory
- PCI 56-70 Fair
- PCI 41-55 Poor
- PCI 26-40 Very Poor
- PCI 11-25 Serious
- PCI 0-10 Failed

SECTION ID
PCI VALUE

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



TW A:104 2023 AC REHAB \$1.03 M	TW A2:205 2023 AC REHAB \$0.09 M	TW A2:210 2023 AC REHAB \$0.09 M	TW A2:215 2023 AC REHAB \$0.29 M	TW A2:216 2023 AC REHAB \$0.21 M	TW F1:240 2023 AC RECON \$0.86 M	TW F9:270 2023 AC REHAB \$0.40 M	TW A4:405 2023 AC REHAB \$0.58 M	TW A4:415 2023 AC REHAB \$0.76 M	TW F2:425 2023 AC REHAB \$0.68 M	TW G1:430 2023 AC REHAB \$1.03 M	TW A5:505 2023 AC REHAB \$0.45 M	TW A5:510 2023 AC REHAB \$0.89 M	TW F3:520 2023 AC REHAB \$0.60 M
TW F4:525 2023 AC REHAB \$0.53 M	TW G2:530 2023 AC RECON \$0.72 M	TW J:535 2023 AC RECON \$3.61 M	TW G4:540 2023 AC REHAB \$0.96 M	TW A5:555 2023 AC RECON \$0.81 M	TW A6:605 2023 AC REHAB \$0.29 M	TW A6:610 2023 AC REHAB \$0.17 M	TW A6:615 2023 AC REHAB \$0.87 M	TW A6:625 2023 AC REHAB \$0.28 M	TW A6:630 2023 AC REHAB \$0.72 M	TW F5:650 2023 AC REHAB \$0.46 M	TW A7:705 2023 AC REHAB \$0.46 M	TW A7:715 2023 AC REHAB \$0.88 M	TW A7:725 2023 AC REHAB \$0.27 M
TW A7:730 2023 AC REHAB \$0.63 M	TW F7:750 2023 AC REHAB \$0.67 M	TW A8:805 2023 AC REHAB \$0.60 M	TW A8:815 2023 AC REHAB \$0.74 M	TW A8:825 2023 AC REHAB \$0.28 M	TW A8:830 2023 AC REHAB \$0.72 M	TW A9:910 2023 AC REHAB \$0.47 M	TW F8:950 2023 AC REHAB \$0.53 M	TW G6:1040 2023 AC REHAB \$0.59 M	TW G:1205 2023 AC REHAB \$1.26 M	TW G:1210 2023 AC RECON \$5.28 M	TW G:1215 2023 AC REHAB \$1.38 M	AP CARGO:4110 2023 PCC REHAB \$6.65 M	AP GA:4205 2023 AC RECON \$9.36 M
AP GA:4210 2023 AC REHAB \$4.33 M	AP N:4305 2023 AC RECON \$1.57 M	AP N:4310 2023 AC REHAB \$12.52 M	AP N:4315 2023 PCC RECON \$20.10 M	AP N:4320 2023 PCC RECON \$12.65 M	AP N:4325 2023 AC RECON \$0.30 M	AP N:4330 2023 AC REHAB \$1.46 M	AP N:4340 2023 PCC REHAB \$3.52 M	AP TERM:4425 2023 AC REHAB \$3.96 M	RW 6-24:6105 2023 AC REHAB \$11.76 M	RW 6-24:6115 2023 AC REHAB \$2.80 M	RW 6-24:6125 2023 AC REHAB \$2.24 M		



TW F6:655 2024 AC REHAB \$0.61 M	TW A9:905 2024 AC REHAB \$0.11 M	AP TERM:4405 2024 AC REHAB \$4.02 M	AP TERM:4415 2024 AC REHAB \$14.89 M
RW 6-24:6110 2024 AC REHAB \$6.17 M	RW 6-24:6130 2025 AC REHAB \$1.24 M	TW A:105 2026 AC REHAB \$10.77 M	TW A5:550 2026 AC REHAB \$0.06 M
TW K:1025 2026 AC REHAB \$2.98 M	TW G5:1030 2026 AC REHAB \$0.68 M	TW A:108 2027 AC REHAB \$0.26 M	TW A7:720 2027 AC REHAB \$0.18 M
TW A9:912 2027 AC REHAB \$0.15 M	TW L:1015 2027 AC REHAB \$4.07 M	RW 6-24:6120 2027 AC REHAB \$1.70 M	TW A8:820 2028 AC REHAB \$0.18 M
TW G3:1010 2028 AC REHAB \$1.14 M	TW A6:620 2029 AC REHAB \$0.19 M	AP N:4335 2030 PCC REHAB \$3.85 M	TW H:1005 2031 AC REHAB \$3.52 M
TW H:1020 2031 AC REHAB \$1.55 M	TW G5:1035 2031 AC REHAB \$0.75 M		

LEGEND

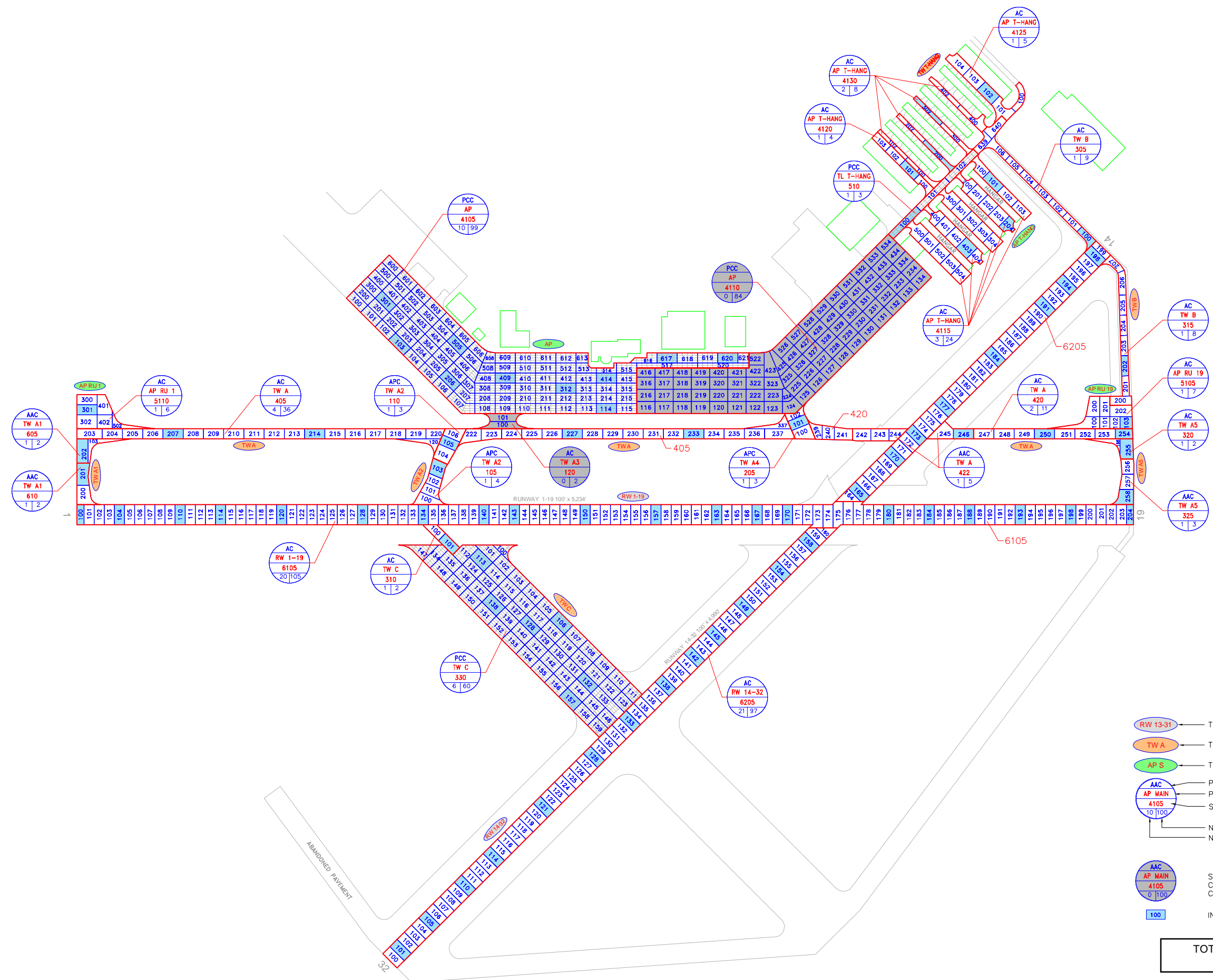
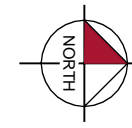
- RW 13-31 — TYPICAL RUNWAY BRANCH ID
- TW A — TYPICAL TAXIWAY BRANCH ID
- AP S — TYPICAL APRON BRANCH ID

PROGRAM YEAR

2023	2028
2024	2029
2025	2030
2026	2031
2027	2032

“BRANCH” “SECTION” “YEAR” “REHAB ACTIVITY” “EST. COST”

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

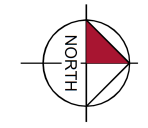


LEGEND

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

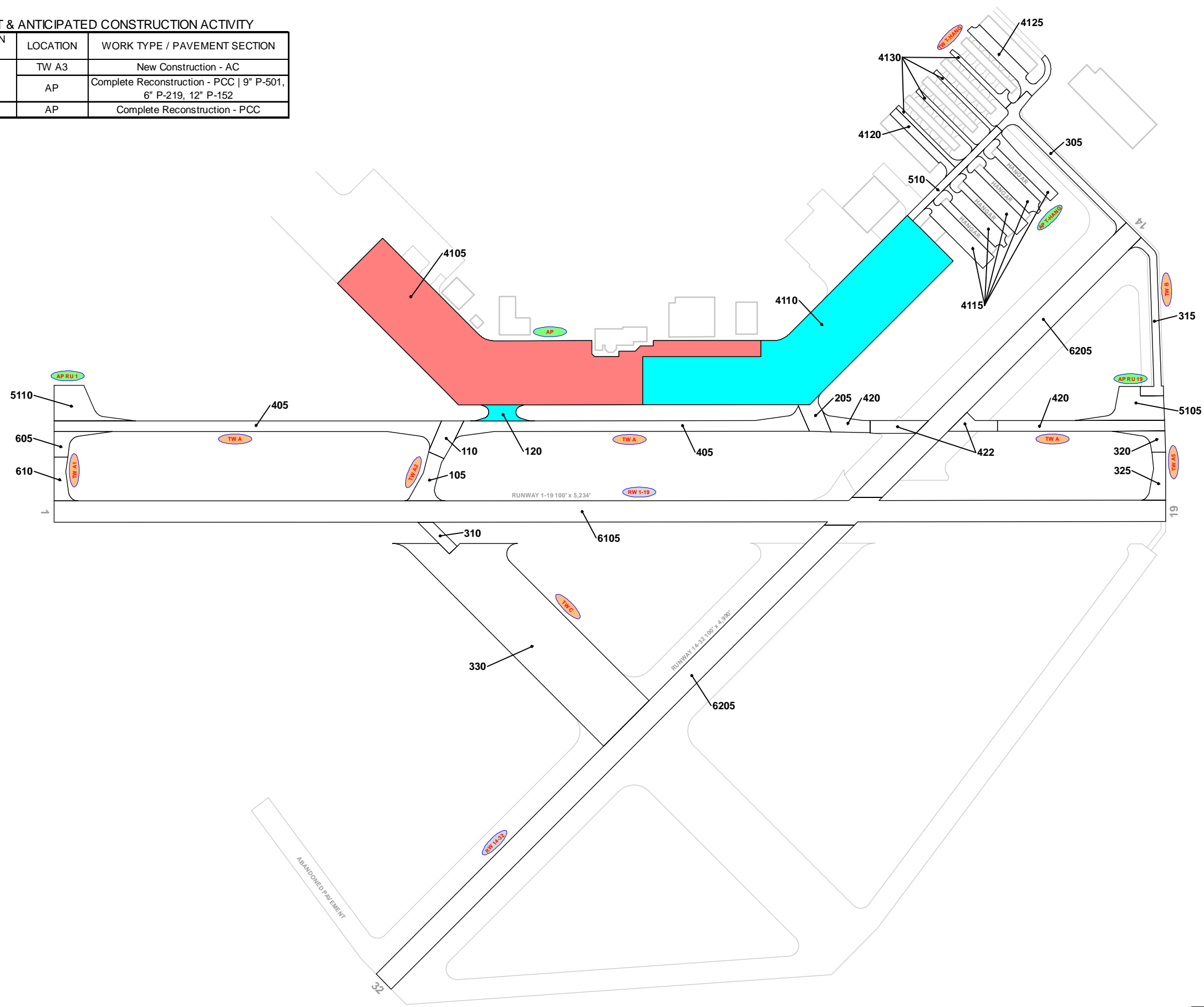
TOTAL SAMPLES INSPECTED = 84
 AC: 67 PCC: 17

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



RECENT & ANTICIPATED CONSTRUCTION ACTIVITY

CONSTRUCTION YEAR	LOCATION	WORK TYPE / PAVEMENT SECTION
2020	TW A3	New Construction - AC
	AP	Complete Reconstruction - PCC 9" P-501, 6" P-219, 12" P-152
2024	AP	Complete Reconstruction - PCC



LEGEND

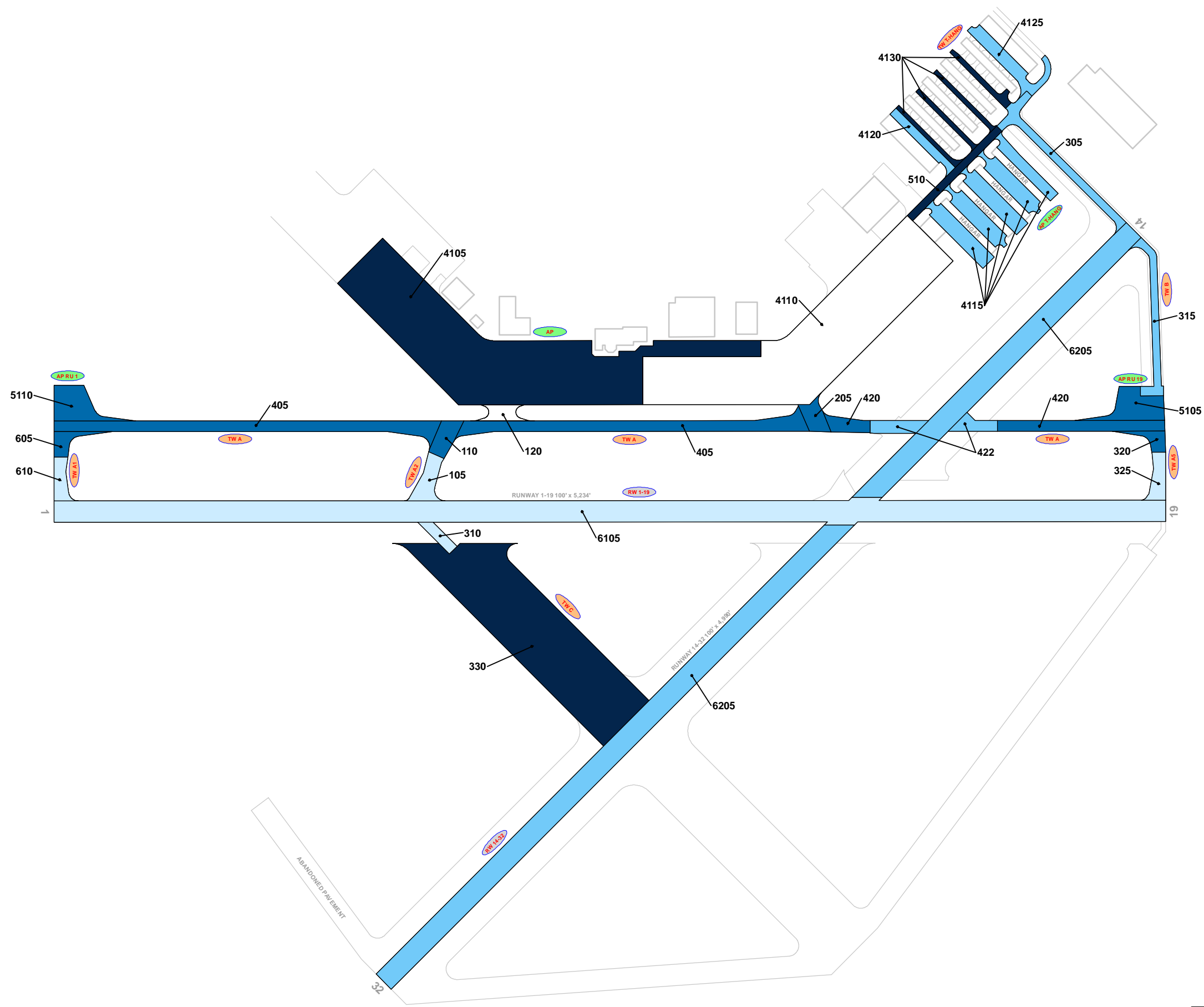
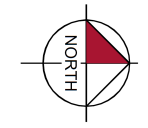
- RW 13-31 TYPICAL RUNWAY BRANCH ID
- TW A TYPICAL TAXIWAY BRANCH ID
- AP S TYPICAL APRON BRANCH ID

PROJECT YEAR

	2016		2021
	2017		2022
	2018		2023
	2019		2024
	2020		2025

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





LEGEND

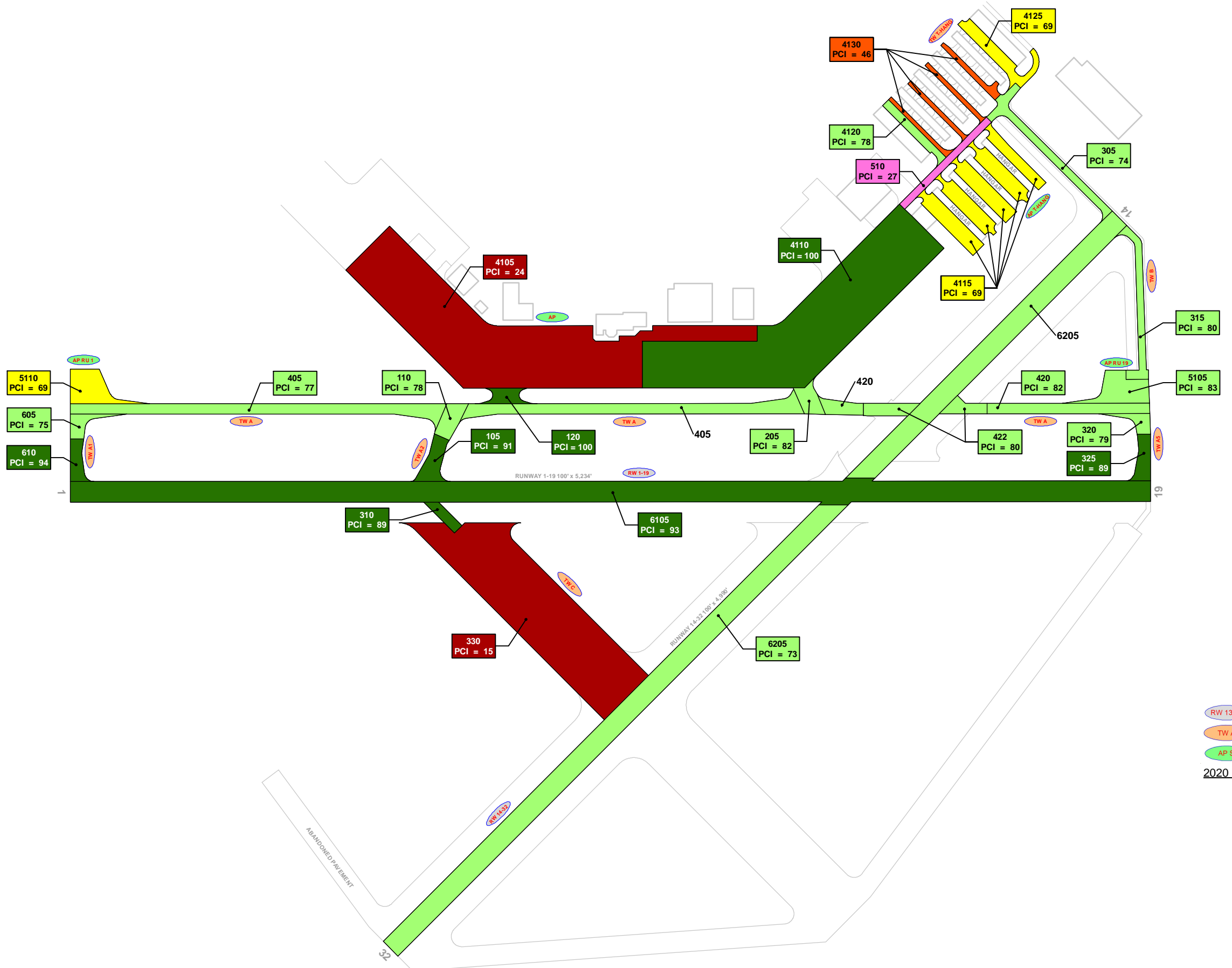
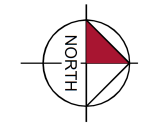
- TYPICAL RUNWAY BRANCH ID
- TYPICAL TAXIWAY BRANCH ID
- TYPICAL APRON BRANCH ID

AGE AT INSPECTION

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

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





LEGEND

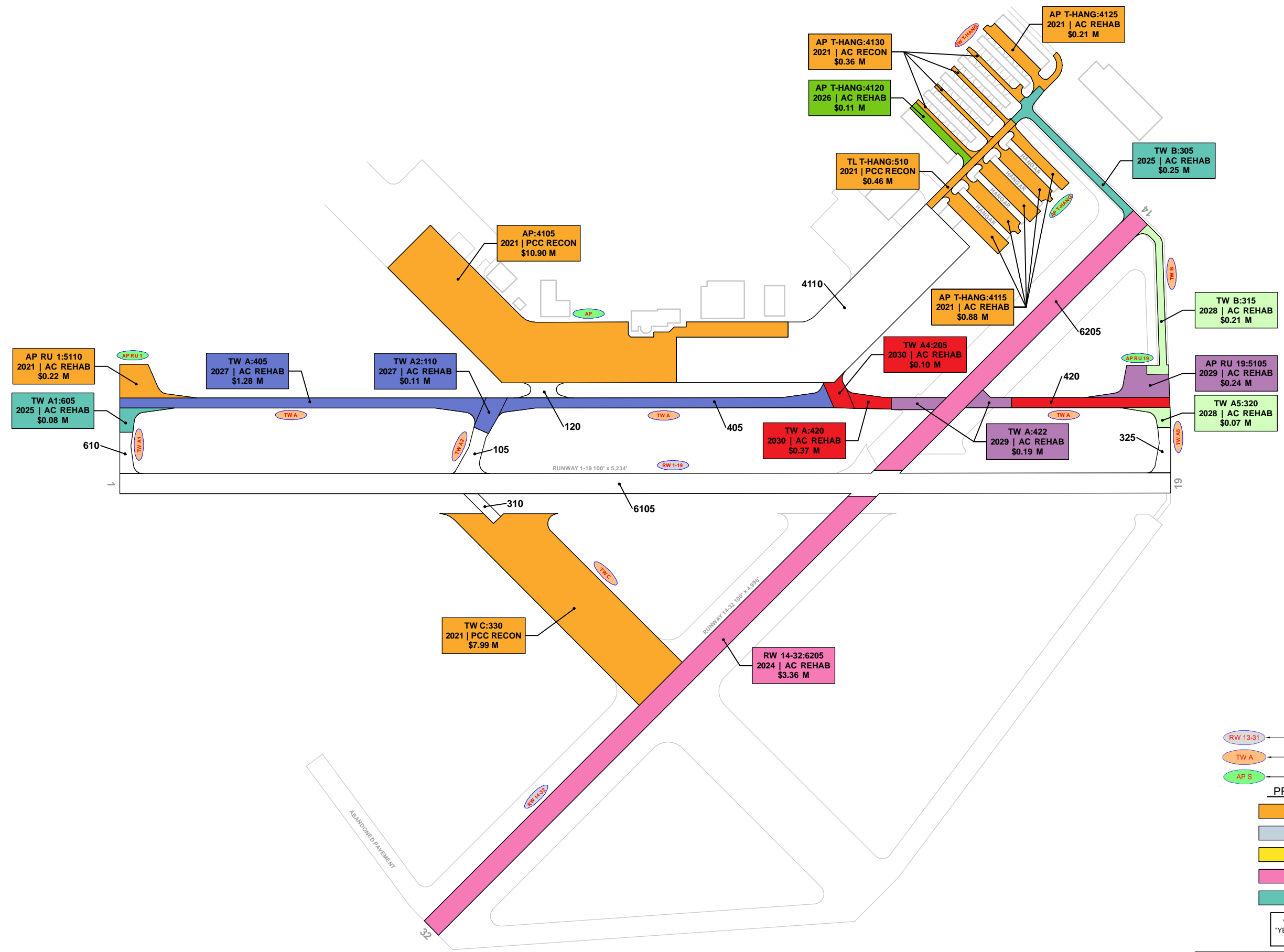
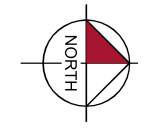
- TYPICAL RUNWAY BRANCH ID
- TYPICAL TAXIWAY BRANCH ID
- TYPICAL APRON BRANCH ID

2020 PAVEMENT CONDITION INDEX

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

"SECTION ID" / "PCI VALUE"

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



LEGEND

- TYPICAL RUNWAY BRANCH ID
- TYPICAL TAXIWAY BRANCH ID
- TYPICAL APRON BRANCH ID

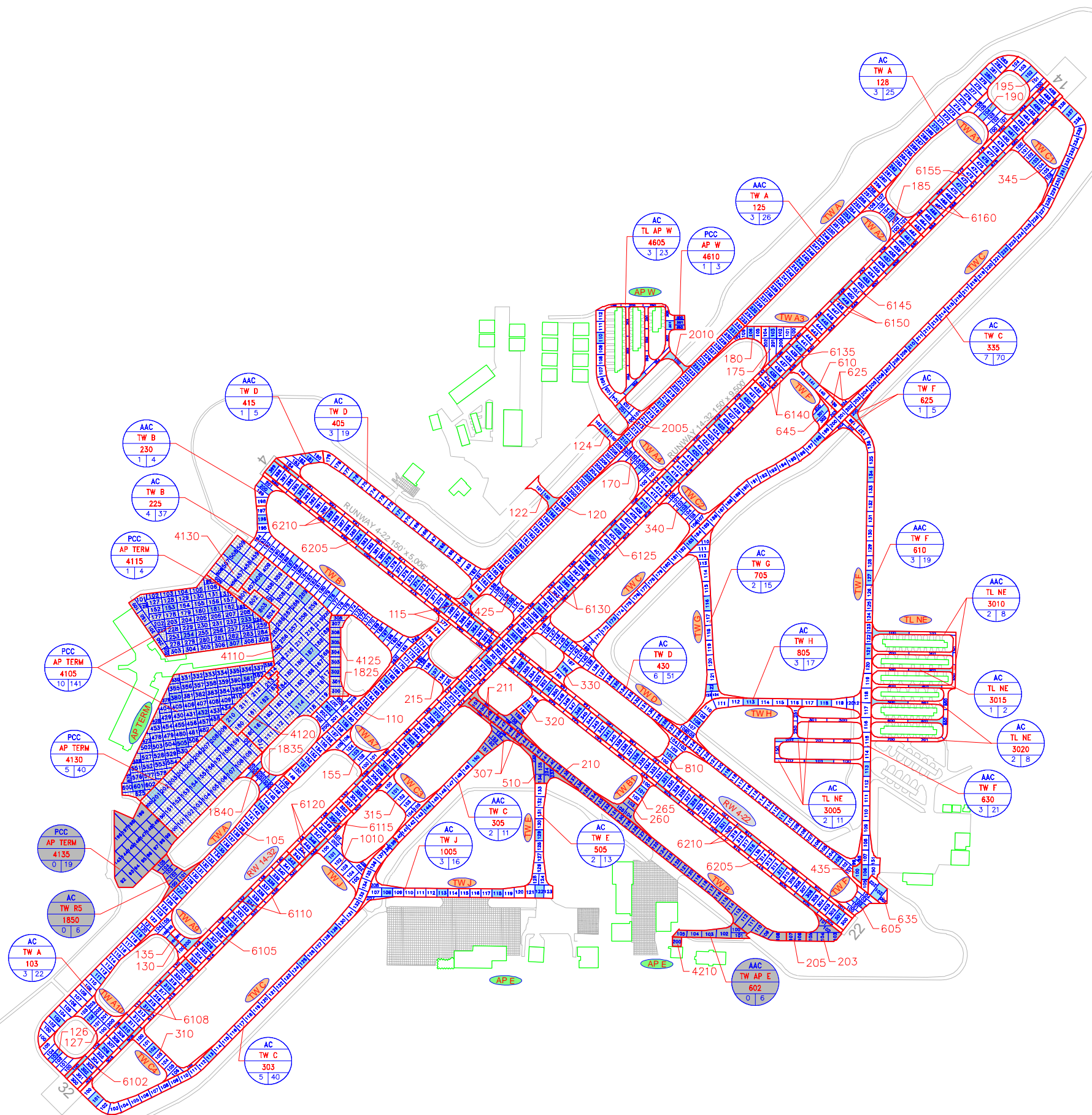
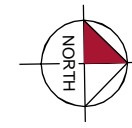
PROGRAM YEAR

2021	2026
2022	2027
2023	2028
2024	2029
2025	2030

"BRANCH," "SECTION"
"YEAR," "REHAB ACTIVITY"
"EST. COST"

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





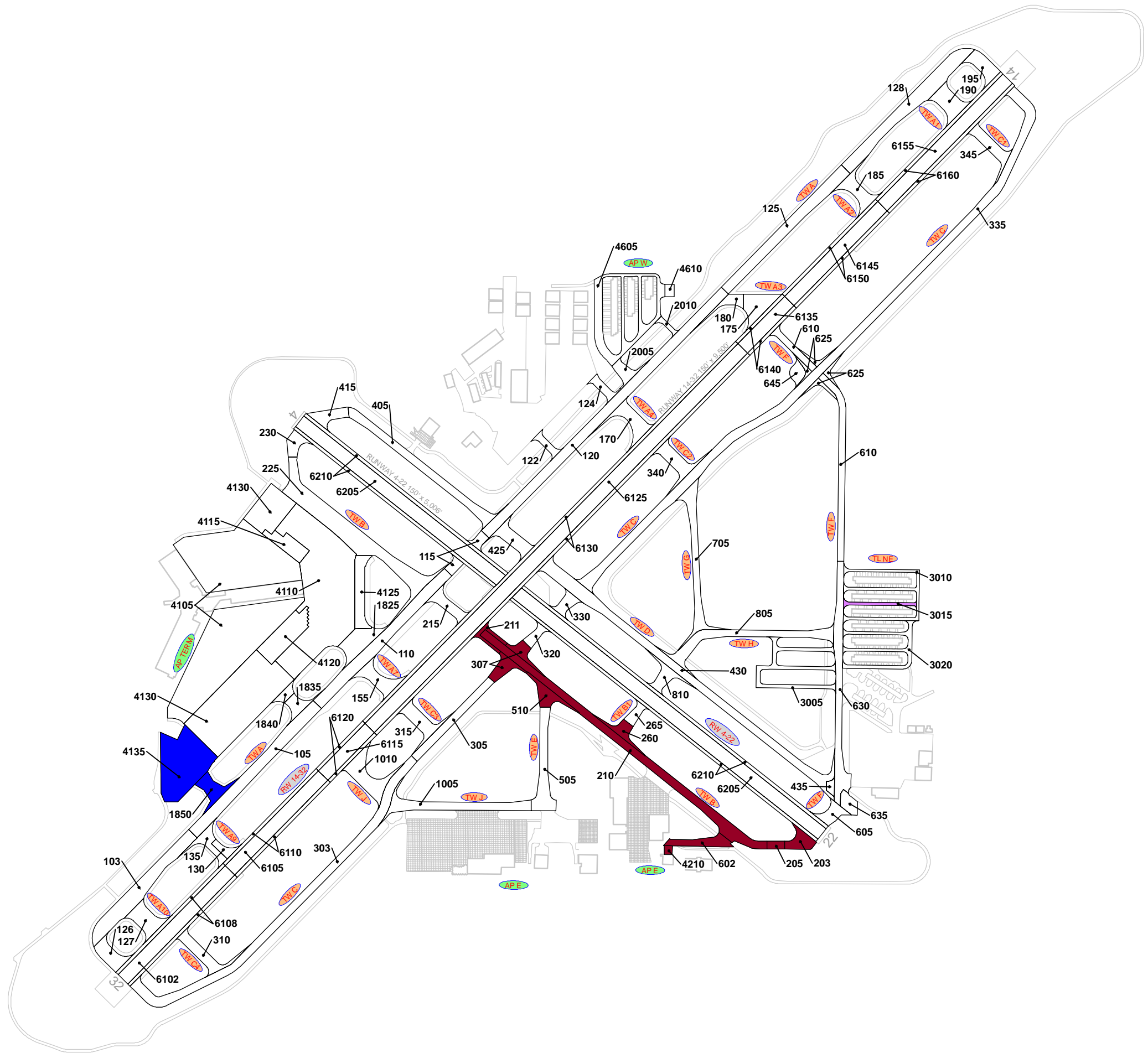
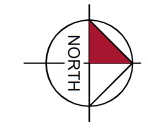
AAC RW 4-22 6205 20 97	AAC RW 4-22 6210 8 50	AC RW 14-32 6102 6 23	AAC RW 14-32 6105 5 20	AC RW 14-32 6108 3 12	AAC RW 14-32 6110 2 10	AAC RW 14-32 6115 2 10	AAC RW 14-32 6120 1 4	AAC RW 14-32 6125 16 80	AAC RW 14-32 6130 7 40
AAC RW 14-32 6135 2 10	AAC RW 14-32 6140 2 6	AAC RW 14-32 6145 5 20	AAC RW 14-32 6150 2 10	AC RW 14-32 6155 5 27	AC RW 14-32 6160 3 14	AAC TW A 105 3 27	AAC TW A 110 3 27	AAC TW A 115 1 4	AAC TW A 120 7 51
AC TW A 126 1 6	AC TW A 195 1 5	AC TW A1 190 1 7	AAC TW A2 185 1 8	AAC TW A3 175 1 4	AAC TW A3 180 1 8	AAC TW A4 170 1 8	AAC TW A7 155 1 7	AAC TW A9 130 1 2	AAC TW A9 135 1 6
AC TW A10 127 1 6	AC TW AP DOLP 122 1 2	AAC TW AP DOLP 124 1 3	AAC TW B 203 0 5	AAC TW B 205 0 2	AAC TW B 210 0 44	AAC TW B 211 0 2	AAC TW B 215 1 6	AAC TW B1 260 0 3	AAC TW B1 265 1 3
AAC TW C 307 0 9	AAC TW C 320 1 3	AAC TW C 330 1 3	AC TW C1 345 1 8	AC TW C2 340 1 8	AC TW C3 315 1 6	AC TW C4 310 1 7	AC TW D 425 1 7	AC TW D 435 1 7	AAC TW E 510 0 5
AAC TW F 605 1 6	AC TW F 635 1 3	AC TW F 645 1 3	AAC TW H 810 1 5	AC TW J 1010 1 10	AAC TW R3 1825 1 9	AAC TW R4 1835 1 4	AAC TW R4 1840 1 2	AC TW T1 2005 1 4	AC TW T2 2010 1 1
PCC AP E 4210 0 1	PCC AP TERM 4110 5 50	PCC AP TERM 4120 2 8	PCC AP TERM 4125 2 9						

LEGEND

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

TOTAL SAMPLES INSPECTED = 227
AC: 201 PCC: 26

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



RECENT & ANTICIPATED CONSTRUCTION ACTIVITY

CONSTRUCTION YEAR	LOCATION	WORK TYPE / PAVEMENT SECTION
2018	TL NE	Complete Reconstruction - AC
	TW B	Mill and Overlay 3" Mill, 3" P-401
2021	TW AP E, TW B, TW B1, TW C, TW E	Mill and Overlay 2" Mill, 2" P-401
	AP E	Complete Reconstruction - PCC
2023	AP TERM	New Construction - PCC 17.5" P-501, 6" P-306
	TW R5	New Construction - AC 5" P-401, 14" P-211, 6" P-154

LEGEND

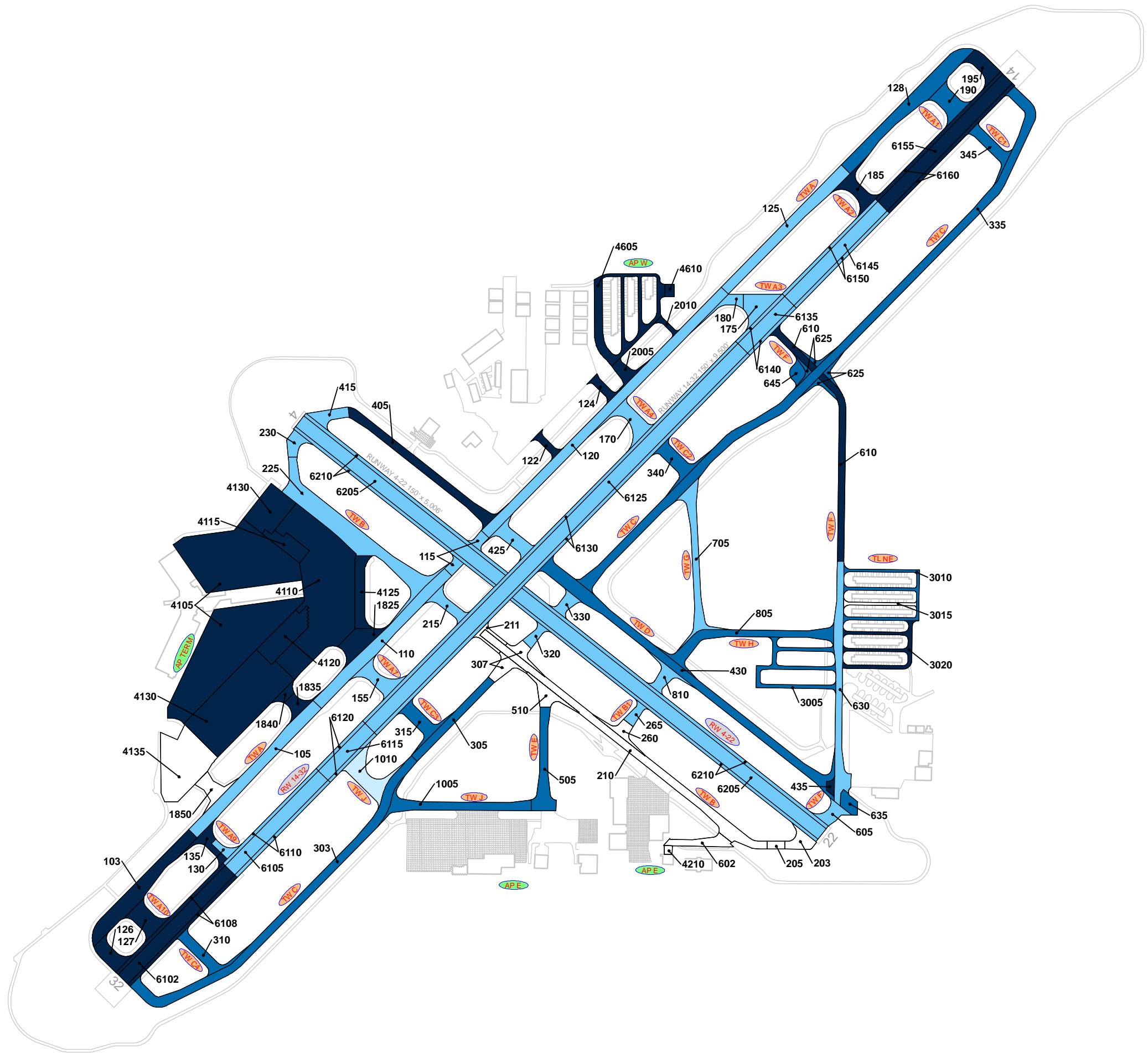
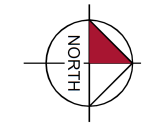
- RW 13-31 TYPICAL RUNWAY BRANCH ID
- TW A TYPICAL TAXIWAY BRANCH ID
- AP S TYPICAL APRON BRANCH ID

PROJECT YEAR

2017	2022
2018	2023
2019	2024
2020	2025
2021	2026

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





LEGEND

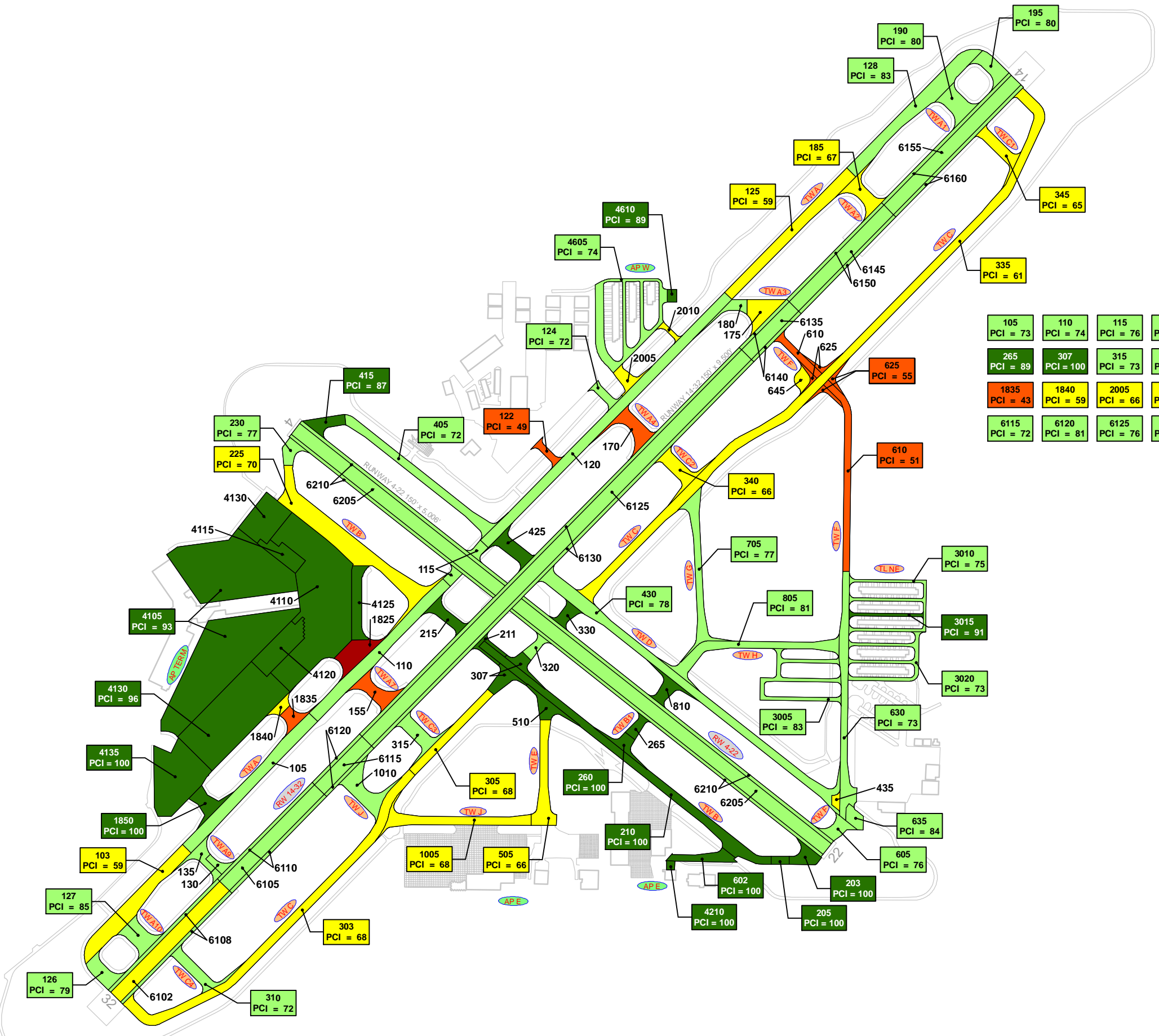
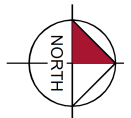
- TYPICAL RUNWAY BRANCH ID
- TYPICAL TAXIWAY BRANCH ID
- TYPICAL APRON BRANCH ID

AGE AT INSPECTION

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

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





105 PCI = 73	110 PCI = 74	115 PCI = 76	120 PCI = 71	130 PCI = 74	135 PCI = 72	155 PCI = 55	170 PCI = 54	175 PCI = 65	180 PCI = 71	211 PCI = 100	215 PCI = 89
265 PCI = 89	307 PCI = 100	315 PCI = 73	320 PCI = 84	330 PCI = 86	425 PCI = 89	435 PCI = 63	510 PCI = 100	645 PCI = 66	810 PCI = 91	1010 PCI = 78	1825 PCI = 23
1835 PCI = 43	1840 PCI = 59	2005 PCI = 66	2010 PCI = 65	4110 PCI = 93	4115 PCI = 91	4120 PCI = 87	4125 PCI = 87	6102 PCI = 70	6105 PCI = 75	6108 PCI = 76	6110 PCI = 75
6115 PCI = 72	6120 PCI = 81	6125 PCI = 76	6130 PCI = 75	6135 PCI = 75	6140 PCI = 76	6145 PCI = 74	6150 PCI = 77	6155 PCI = 76	6160 PCI = 73	6205 PCI = 84	6210 PCI = 85

LEGEND

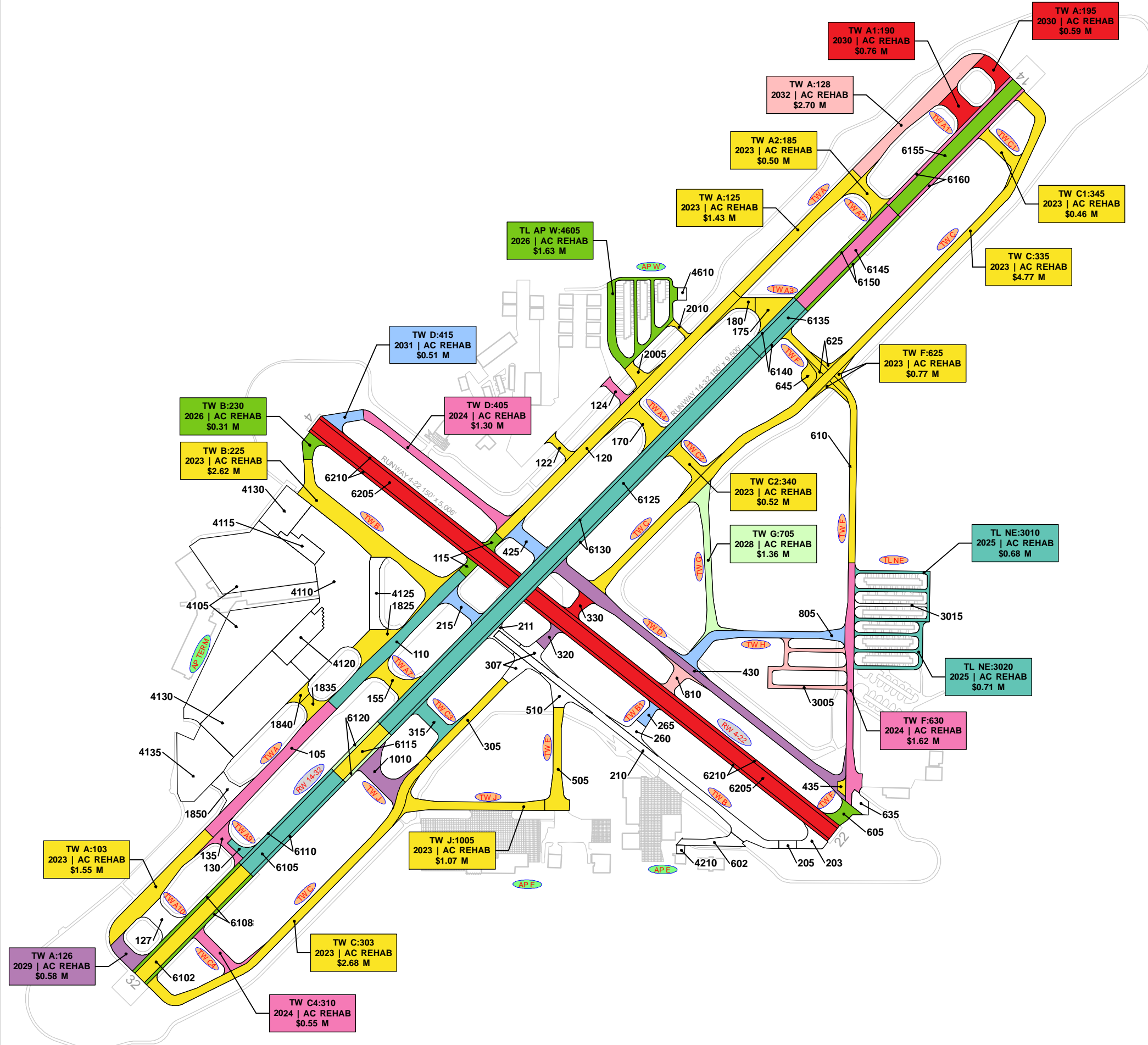
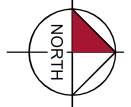
- RW 13-31 — TYPICAL RUNWAY BRANCH ID
- TW A — TYPICAL TAXIWAY BRANCH ID
- AP S — TYPICAL APRON BRANCH ID

2022 PAVEMENT CONDITION INDEX

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

'SECTION ID'
'PCI VALUE'

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



TW A:120 2023 AC REHAB \$2.71 M	TW AP DOLP:122 2023 AC RECON \$0.38 M	TW A7:155 2023 AC REHAB \$1.01 M	TW A4:170 2023 AC RECON \$1.18 M	TW A3:175 2023 AC REHAB \$0.54 M
TW A3:180 2023 AC REHAB \$0.22 M	TW C:305 2023 AC REHAB \$0.70 M	TW D:435 2023 AC REHAB \$0.09 M	TW E:505 2023 AC REHAB \$0.91 M	TW F:610 2023 AC RECON \$2.90 M
TW F:645 2023 AC REHAB \$0.20 M	TW R3:1825 2023 AC RECON \$1.36 M	TW R4:1835 2023 AC RECON \$0.58 M	TW R4:1840 2023 AC REHAB \$0.16 M	TW T1:2005 2023 AC REHAB \$0.26 M
TW T2:2010 2023 AC REHAB \$0.09 M	RW 14-32:6102 2023 AC REHAB \$1.61 M	RW 14-32:6115 2023 AC REHAB \$0.70 M	TW A:105 2024 AC REHAB \$1.71 M	TW AP DOLP:124 2024 AC REHAB \$0.21 M
TW A9:135 2024 AC REHAB \$0.37 M	RW 14-32:6145 2024 AC REHAB \$1.47 M	RW 14-32:6160 2024 AC REHAB \$0.99 M	TW A:110 2025 AC REHAB \$1.84 M	TW A9:130 2025 AC REHAB \$0.17 M
TW C3:315 2025 AC REHAB \$0.55 M	RW 14-32:6105 2025 AC REHAB \$1.54 M	RW 14-32:6110 2025 AC REHAB \$0.77 M	RW 14-32:6125 2025 AC REHAB \$6.18 M	RW 14-32:6130 2025 AC REHAB \$3.09 M
RW 14-32:6135 2025 AC REHAB \$0.77 M	RW 14-32:6140 2025 AC REHAB \$0.39 M	TW A:115 2026 AC REHAB \$0.33 M	TW F:605 2026 AC REHAB \$0.35 M	RW 14-32:6108 2026 AC REHAB \$0.93 M
RW 14-32:6150 2026 AC REHAB \$0.81 M	RW 14-32:6155 2026 AC REHAB \$2.18 M	RW 14-32:6120 2028 AC REHAB \$0.45 M	TW C:320 2029 AC REHAB \$0.26 M	TW D:430 2029 AC REHAB \$3.66 M
TW J:1010 2029 AC REHAB \$1.04 M	TW C:330 2030 AC REHAB \$0.36 M	RW 4-22:6205 2030 AC REHAB \$9.57 M	RW 4-22:6210 2030 AC REHAB \$4.79 M	TW B:215 2031 AC REHAB \$0.54 M
TW B1:265 2031 AC REHAB \$0.27 M	TW D:425 2031 AC REHAB \$0.68 M	TW H:805 2031 AC REHAB \$1.77 M	TW H:810 2032 AC REHAB \$0.54 M	TL NE:3005 2032 AC REHAB \$1.20 M

LEGEND

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

PROGRAM YEAR

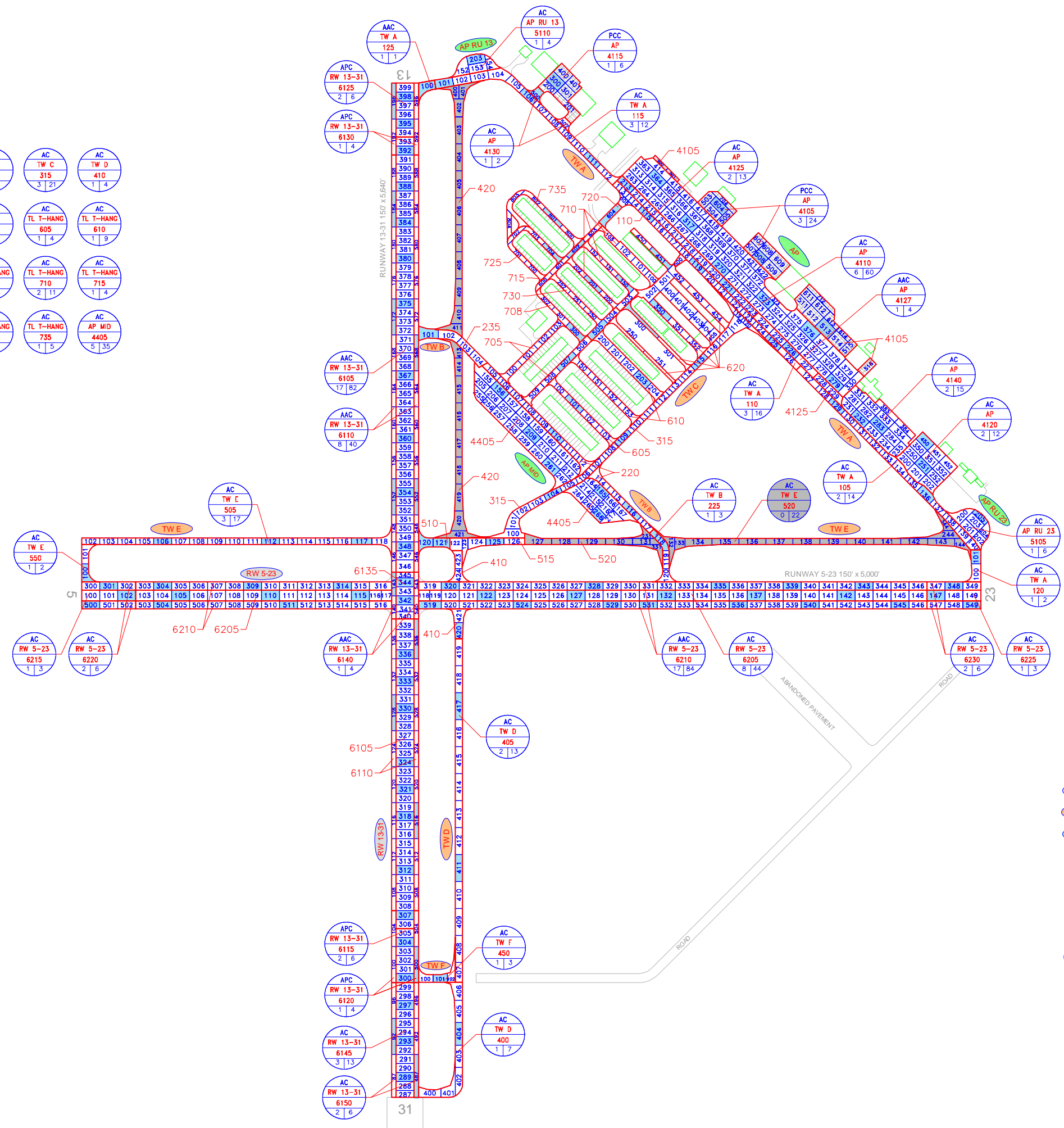
2023	2028
2024	2029
2025	2030
2026	2031
2027	2032

"BRANCH," "SECTION"
"YEAR," "REHAB ACTIVITY"
"EST. COST"

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



AAC RW 13-31 6135 2 6	AC TW B 220 2 12	AC TW B 235 1 4	AC TW C 315 3 21	AC TW D 410 1 4
AC TW D 420 0 21	AC TW E 510 2 2	AC TW E 515 1 5	AC TL T-HANG 605 1 4	AC TL T-HANG 610 1 9
AC TL T-HANG 620 3 20	AC TL T-HANG 705 1 8	AC TL T-HANG 708 1 3	AC TL T-HANG 710 2 11	AC TL T-HANG 715 1 4
AC TL T-HANG 720 1 1	AC TL T-HANG 725 1 5	AAC TL T-HANG 730 1 5	AC TL T-HANG 735 1 5	AC TL T-HANG 4405 5 35

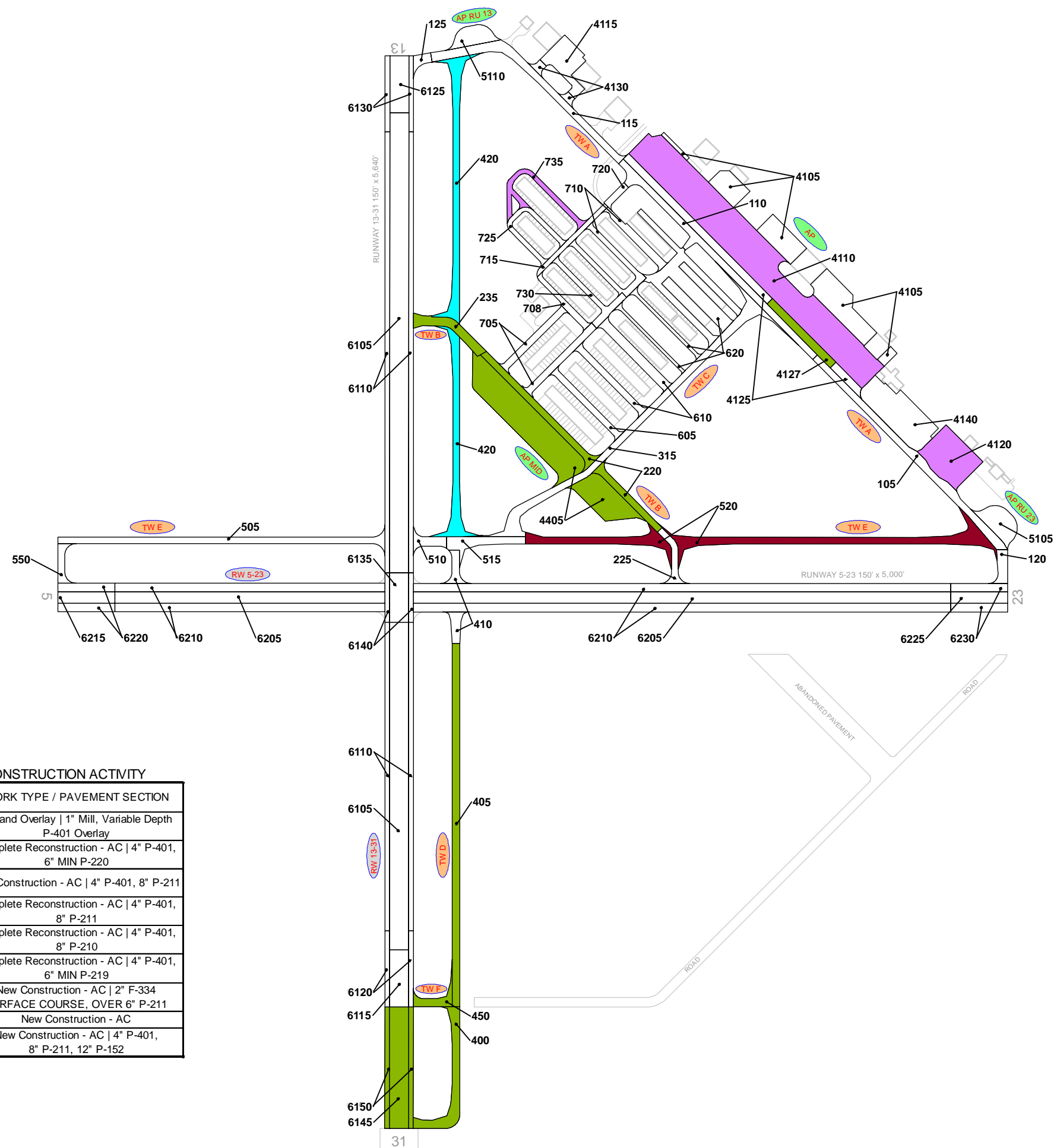


LEGEND

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

TOTAL SAMPLES INSPECTED = 138
AC: 134 PCC: 4

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



AIRFIELD PAVEMENT SYSTEM INVENTORY EXHIBIT



RECENT & ANTICIPATED CONSTRUCTION ACTIVITY

CONSTRUCTION YEAR	LOCATION	WORK TYPE / PAVEMENT SECTION
2017	AP	Mill and Overlay 1" Mill, Variable Depth P-401 Overlay
	AP MID, TW B	Complete Reconstruction - AC 4" P-401, 6" MIN P-220
	RW 13-31, TW D	New Construction - AC 4" P-401, 8" P-211
	TW B	Complete Reconstruction - AC 4" P-401, 8" P-211
2018	TW D, TW F	Complete Reconstruction - AC 4" P-401, 8" P-210
	AP	Complete Reconstruction - AC 4" P-401, 6" MIN P-219
2020	TL T-HANG	New Construction - AC 2" F-334 SURFACE COURSE, OVER 6" P-211
2020	TW D	New Construction - AC
2021	TW E	New Construction - AC 4" P-401, 8" P-211, 12" P-152

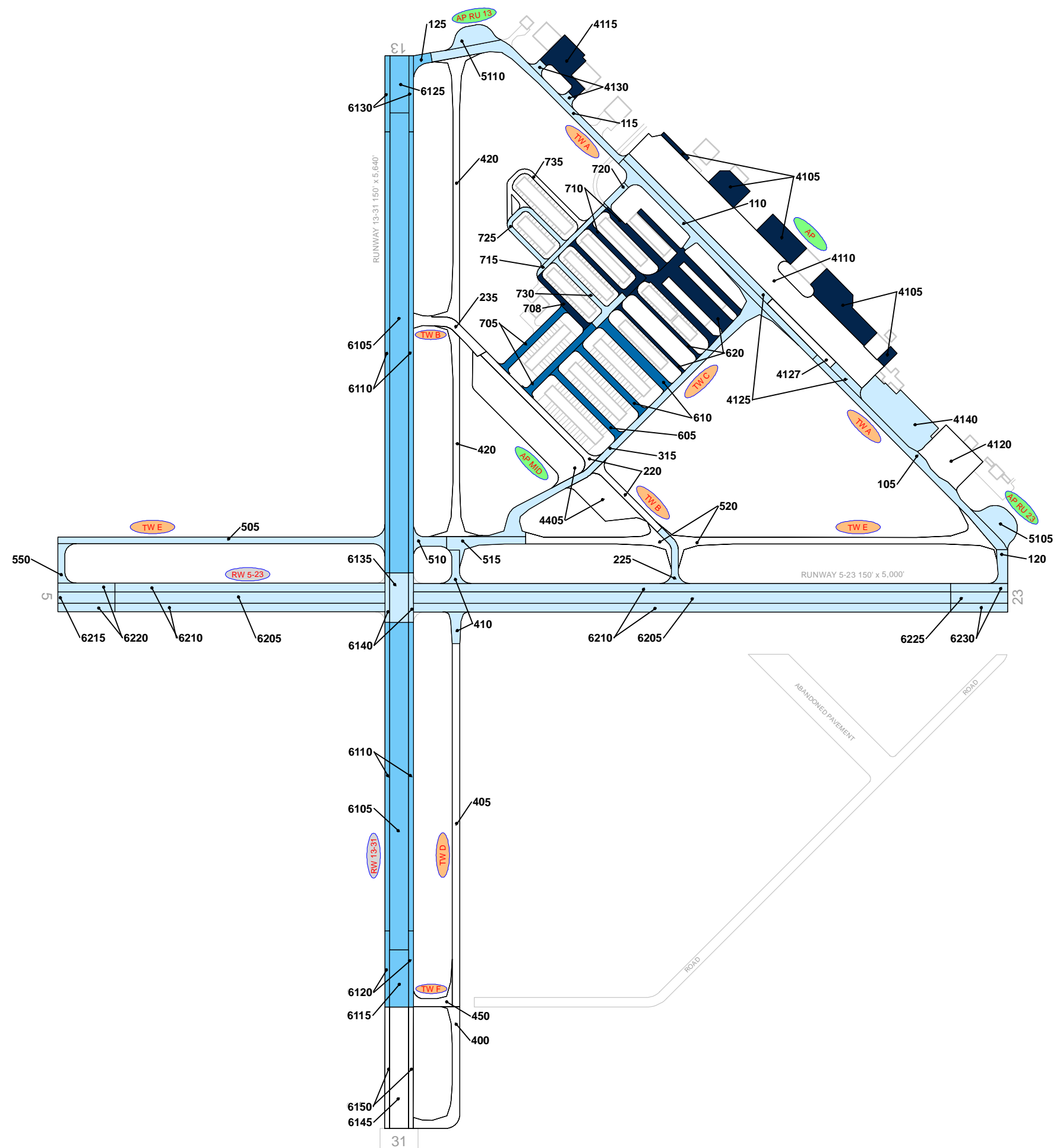
LEGEND

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

PROJECT YEAR

- 2017
- 2022
- 2018
- 2023
- 2019
- 2024
- 2020
- 2025
- 2021
- 2026

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



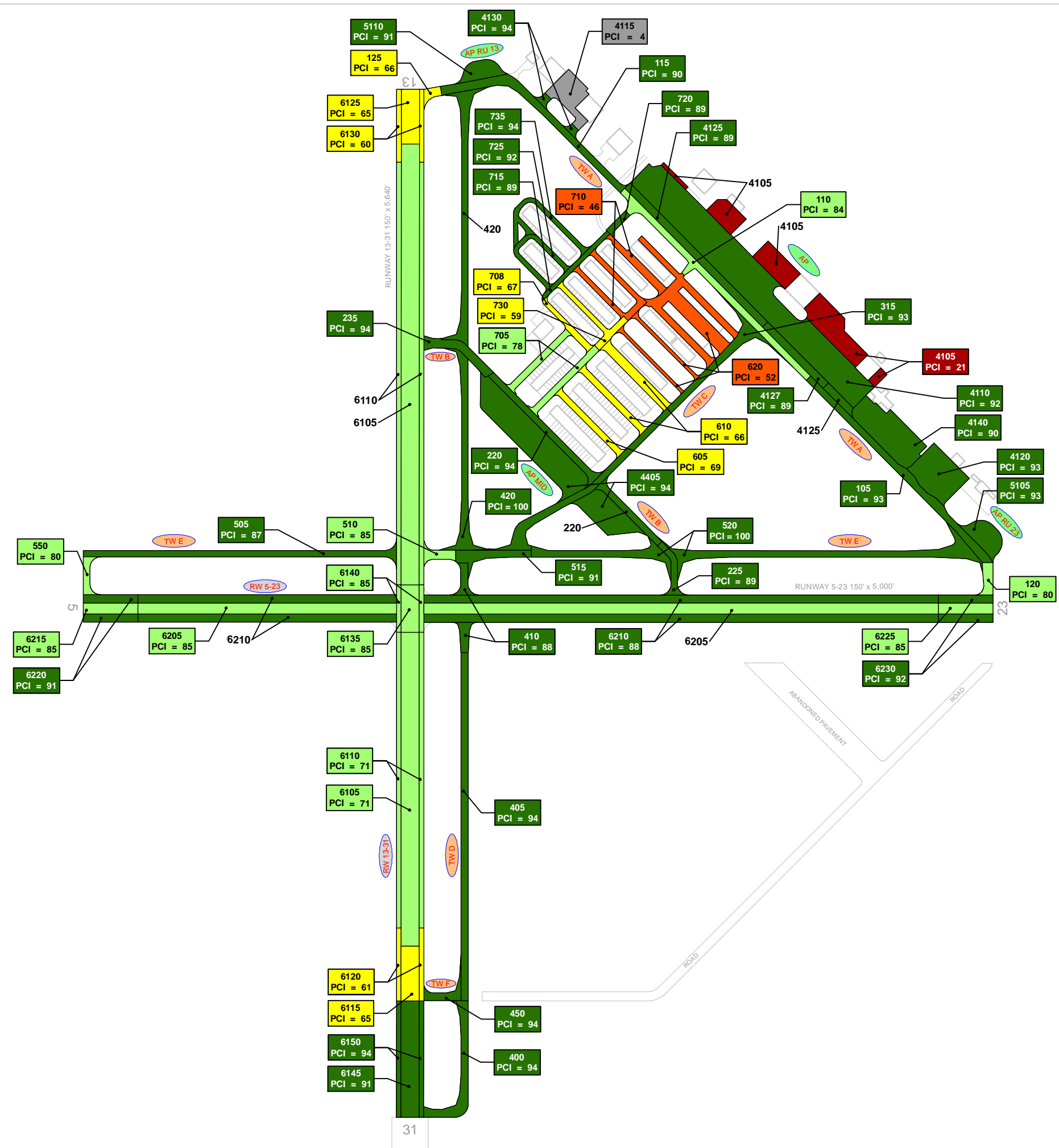
LEGEND

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

AGE AT INSPECTION

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

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



LEGEND

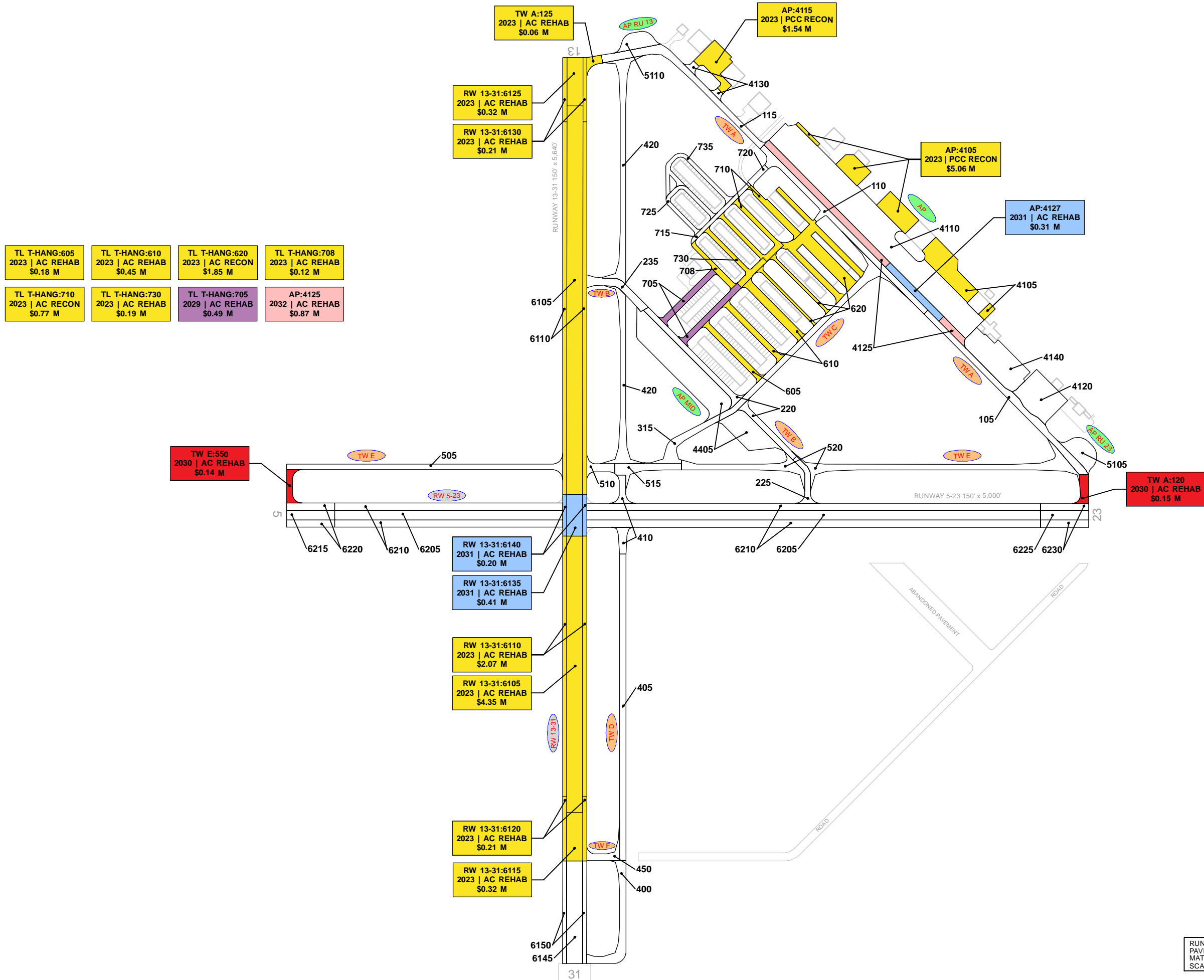
- RW 13-31 TYPICAL RUNWAY BRANCH ID
- TW A TYPICAL TAXIWAY BRANCH ID
- AP S TYPICAL APRON BRANCH ID

2022 PAVEMENT CONDITION INDEX

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

SECTION ID
PCI VALUE

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



TL T-HANG:605 2023 AC REHAB \$0.18 M	TL T-HANG:610 2023 AC REHAB \$0.45 M	TL T-HANG:620 2023 AC RECON \$1.85 M	TL T-HANG:708 2023 AC REHAB \$0.12 M
TL T-HANG:710 2023 AC RECON \$0.77 M	TL T-HANG:730 2023 AC REHAB \$0.19 M	TL T-HANG:705 2029 AC REHAB \$0.49 M	AP:4125 2032 AC REHAB \$0.87 M

LEGEND

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

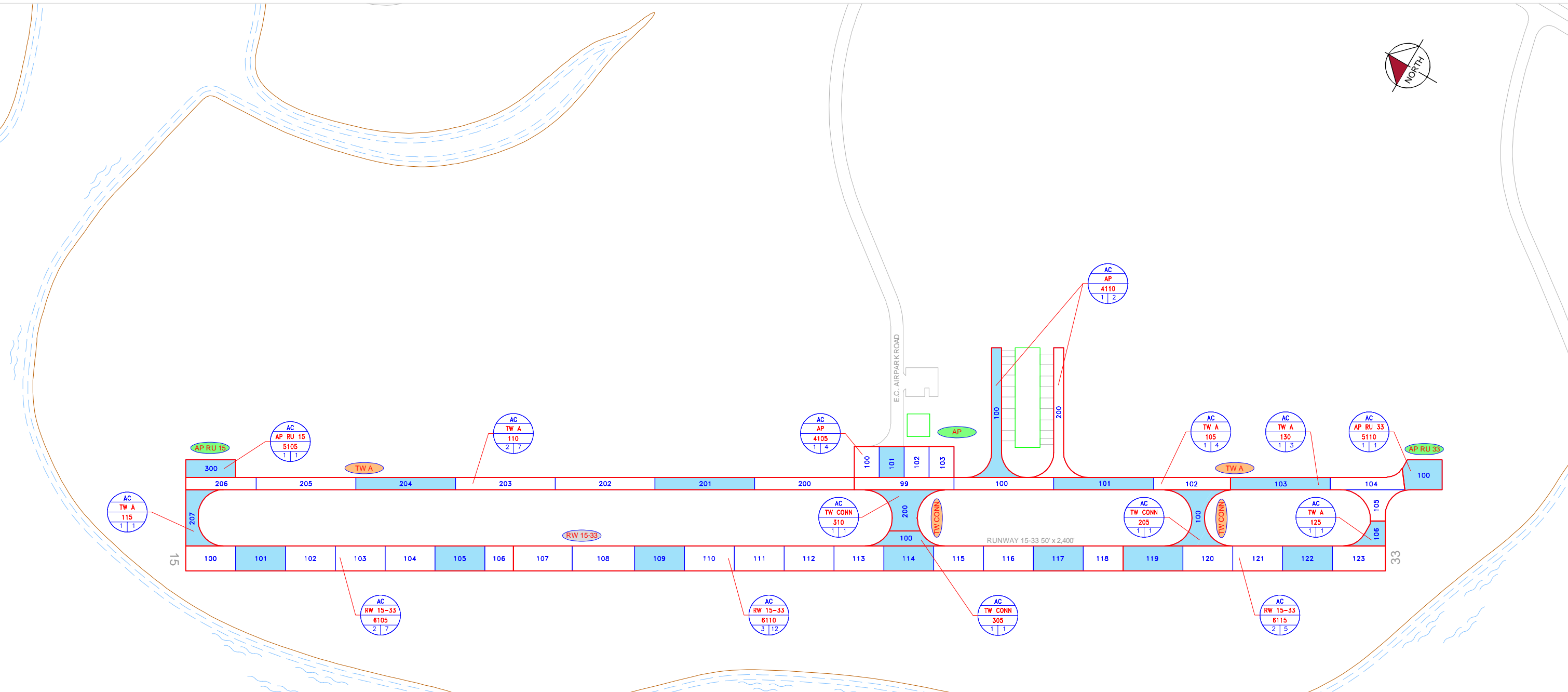
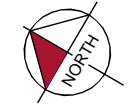
PROGRAM YEAR

 2023	 2028
 2024	 2029
 2025	 2030
 2026	 2031
 2027	 2032










"BRANCH," "SECTION"
"YEAR," "REHAB ACTIVITY"
"EST. COST"

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



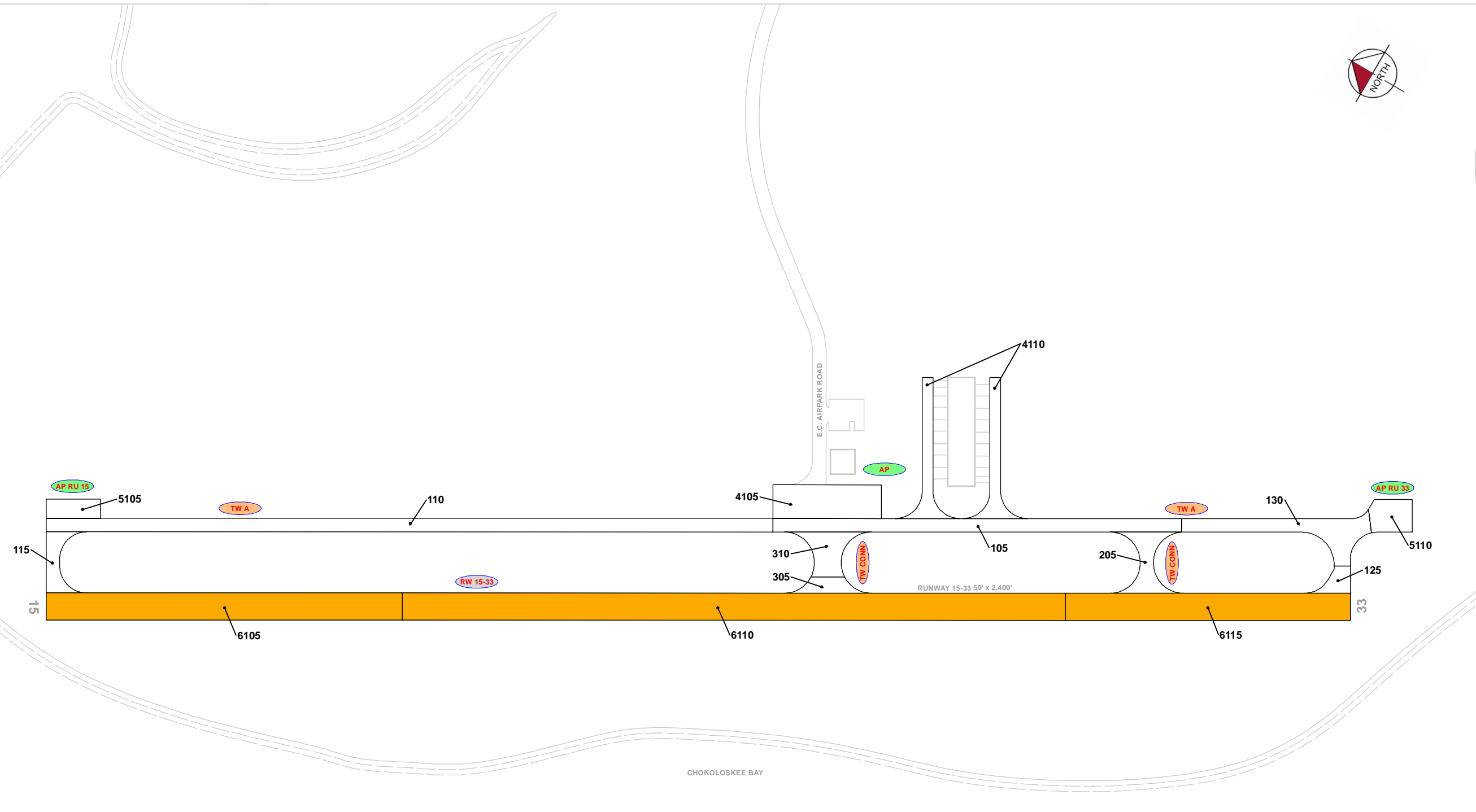


LEGEND

-  TYPICAL RUNWAY BRANCH ID
-  TYPICAL TAXIWAY BRANCH ID
-  TYPICAL APRON BRANCH ID
-  PAVEMENT SURFACE TYPE
-  PAVEMENT BRANCH ID
-  SECTION NUMBER
-  NUMBER OF SAMPLE UNITS IN SECTION
NUMBER OF SAMPLE UNITS TO BE INSPECTED
-  SECTION NOT INSPECTED DUE TO RECENT CONSTRUCTION. SEE SYSTEM INVENTORY MAP FOR CONSTRUCTION DATES.
-  INSPECTED SAMPLE UNITS.

TOTAL SAMPLES INSPECTED = 20
 AC: 20 PCC: 0

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



RECENT & ANTICIPATED CONSTRUCTION ACTIVITY

CONSTRUCTION YEAR	LOCATION	WORK TYPE / PAVEMENT SECTION
2022	RW 15-33	Complete Reconstruction - AC

LEGEND

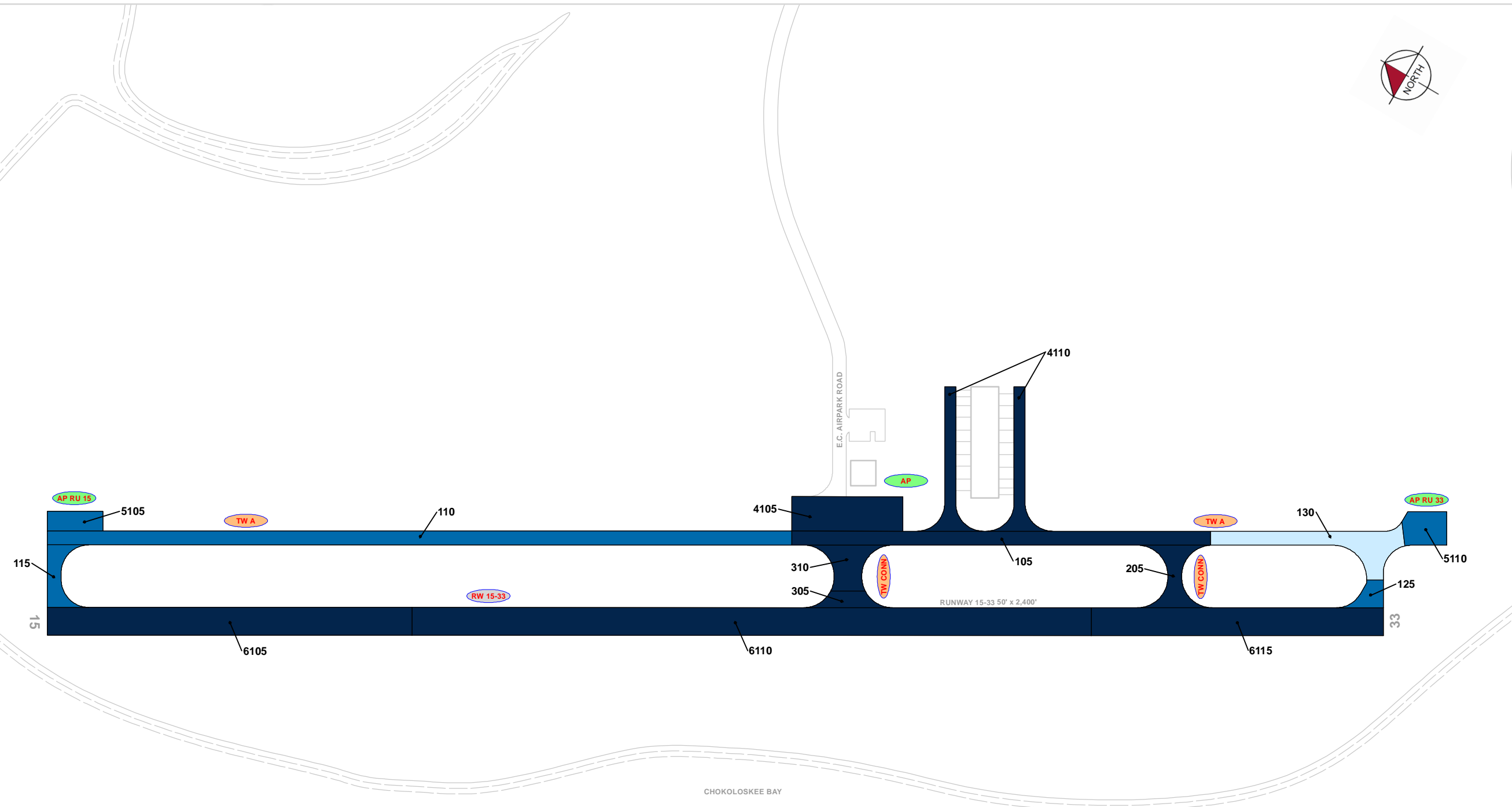
- RW 13-31 TYPICAL RUNWAY BRANCH ID
- TW A TYPICAL TAXIWAY BRANCH ID
- AP S TYPICAL APRON BRANCH ID

PROJECT YEAR

2016	2021
2017	2022
2018	2023
2019	2024
2020	2025

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





LEGEND

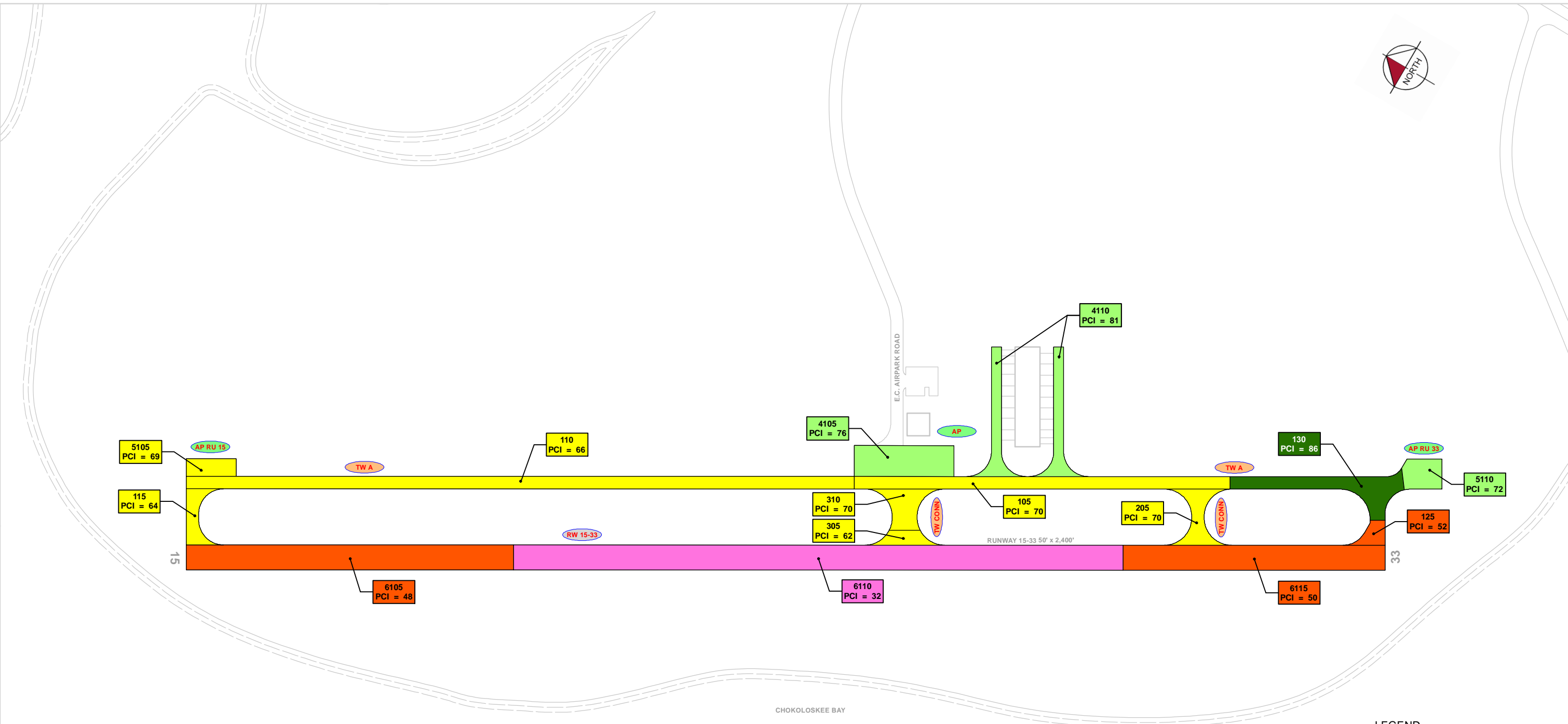
- RW 13-31 — TYPICAL RUNWAY BRANCH ID
- TW A — TYPICAL TAXIWAY BRANCH ID
- AP S — TYPICAL APRON BRANCH ID

AGE AT INSPECTION

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

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





LEGEND

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

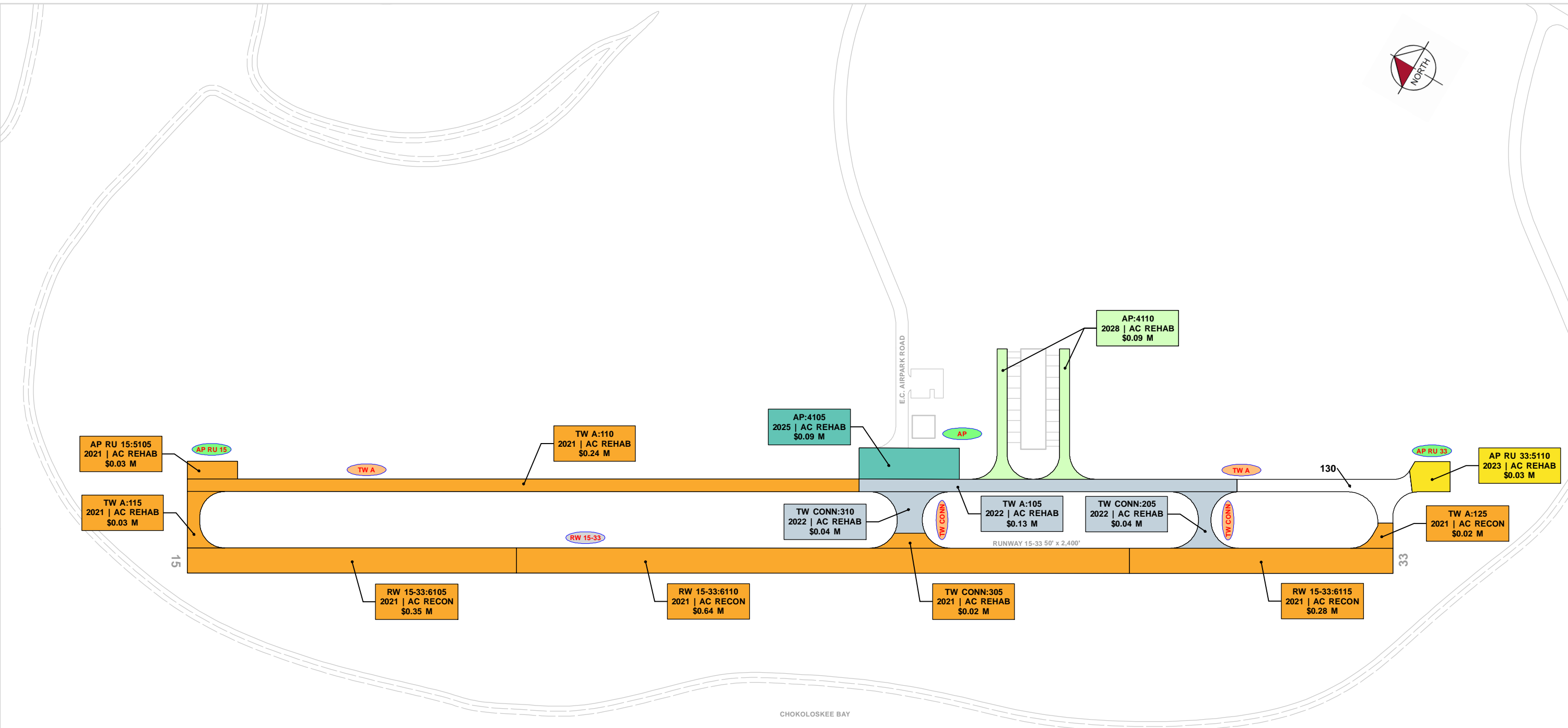
2020 PAVEMENT CONDITION INDEX

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

"SECTION ID"
"PCI VALUE"

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





LEGEND

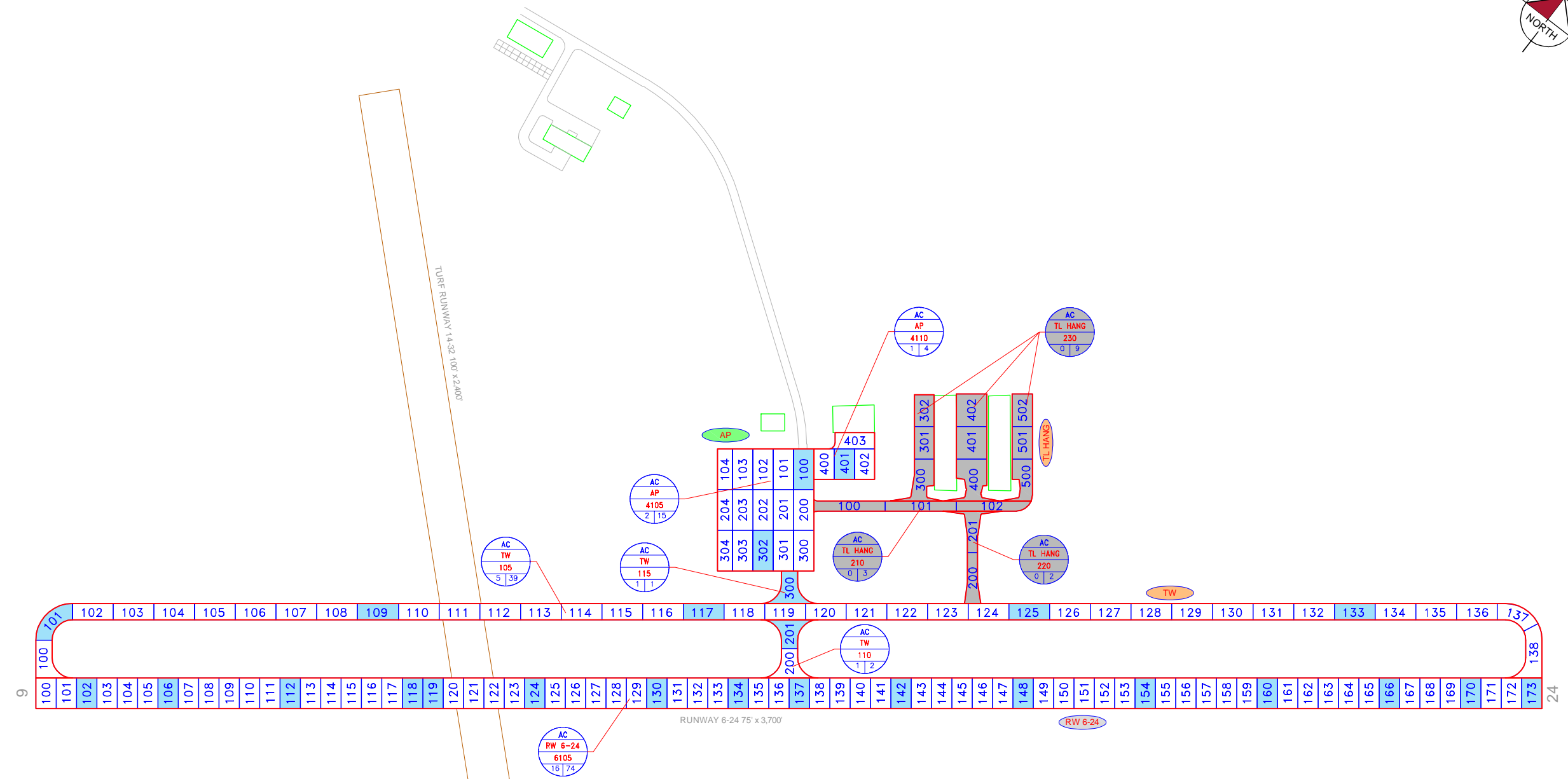
- RW 13-31 TYPICAL RUNWAY BRANCH ID
- TW A TYPICAL TAXIWAY BRANCH ID
- AP S TYPICAL APRON BRANCH ID

PROGRAM YEAR

	2021		2026
	2022		2027
	2023		2028
	2024		2029
	2025		2030

"BRANCH"; "SECTION"
"YEAR"; "REHAB ACTIVITY"
"EST. COST"

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

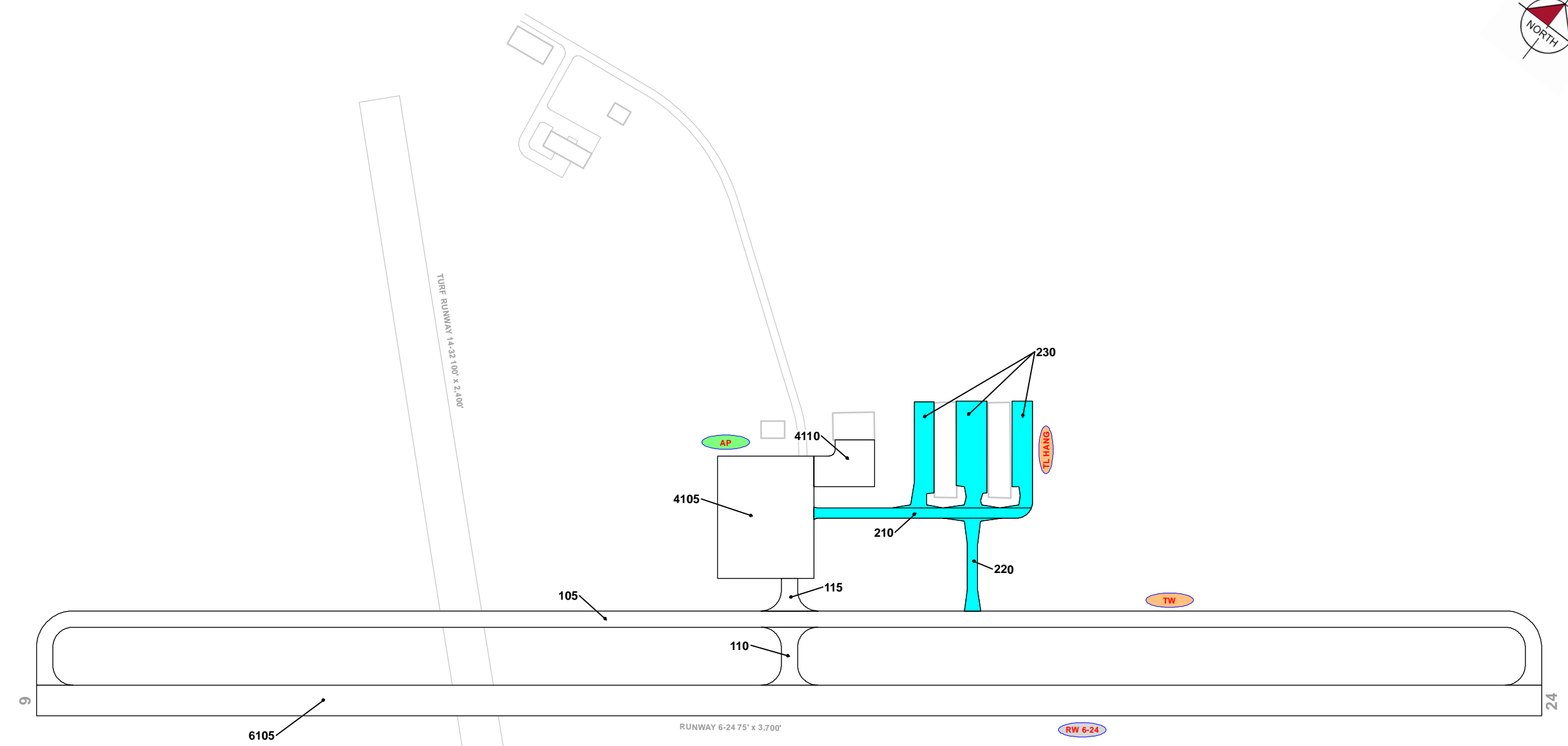


LEGEND

- TYPICAL RUNWAY BRANCH ID
- TYPICAL TAXIWAY BRANCH ID
- TYPICAL APRON BRANCH ID
- PAVEMENT SURFACE TYPE
PAVEMENT BRANCH ID
SECTION NUMBER
NUMBER OF SAMPLE UNITS IN SECTION
NUMBER OF SAMPLE UNITS TO BE INSPECTED
- SECTION NOT INSPECTED DUE TO RECENT CONSTRUCTION. SEE SYSTEM INVENTORY MAP FOR CONSTRUCTION DATES.
- INSPECTED SAMPLE UNITS.

TOTAL SAMPLES INSPECTED = 26
AC: 26 PCC: 0

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



RECENT & ANTICIPATED CONSTRUCTION ACTIVITY

CONSTRUCTION YEAR	LOCATION	WORK TYPE / PAVEMENT SECTION
2020	TL HANG	Complete Reconstruction - AC

LEGEND

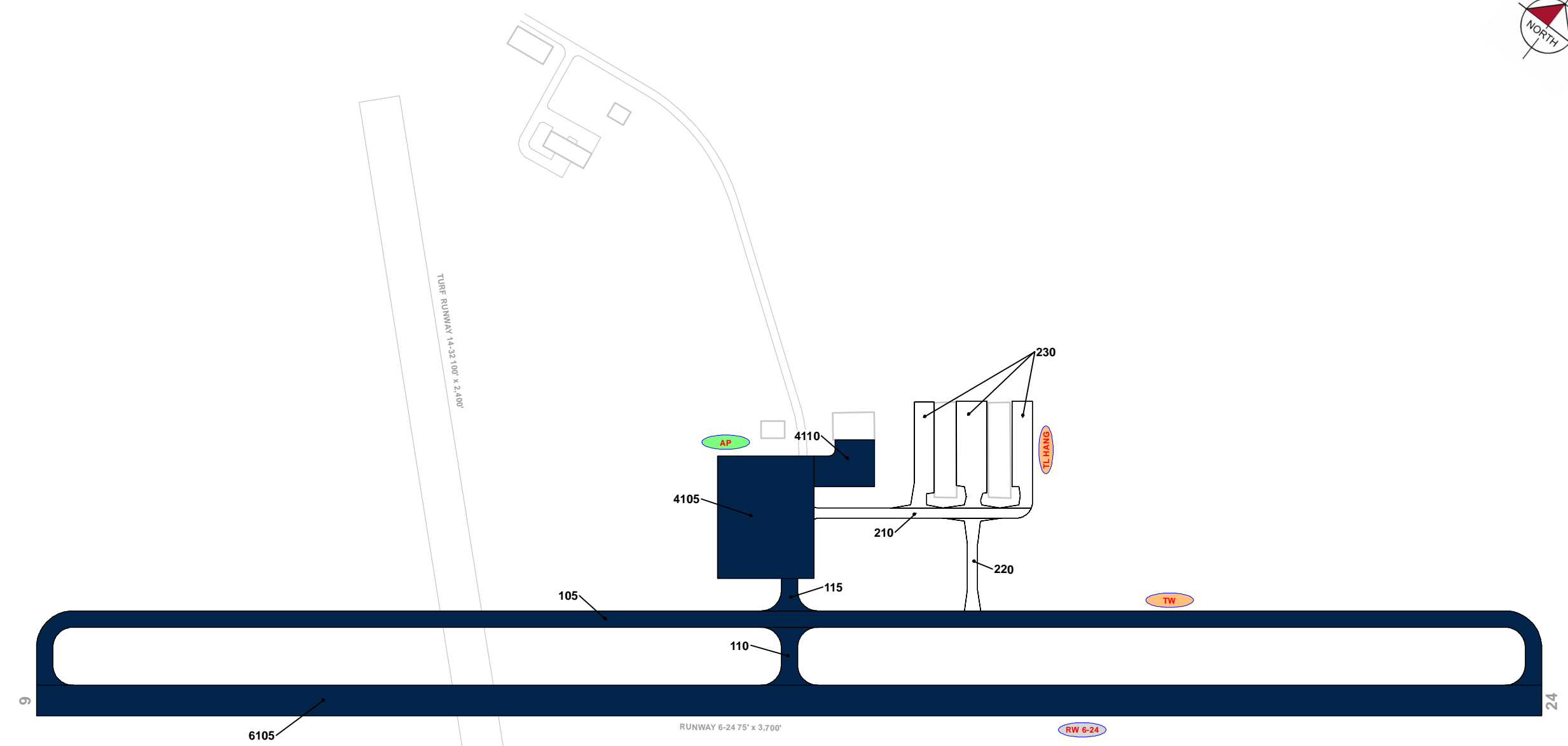
- RW 13-31 — TYPICAL RUNWAY BRANCH ID
- TW A — TYPICAL TAXIWAY BRANCH ID
- AP S — TYPICAL APRON BRANCH ID

PROJECT YEAR

 2016	 2021
 2017	 2022
 2018	 2023
 2019	 2024
 2020	 2025

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





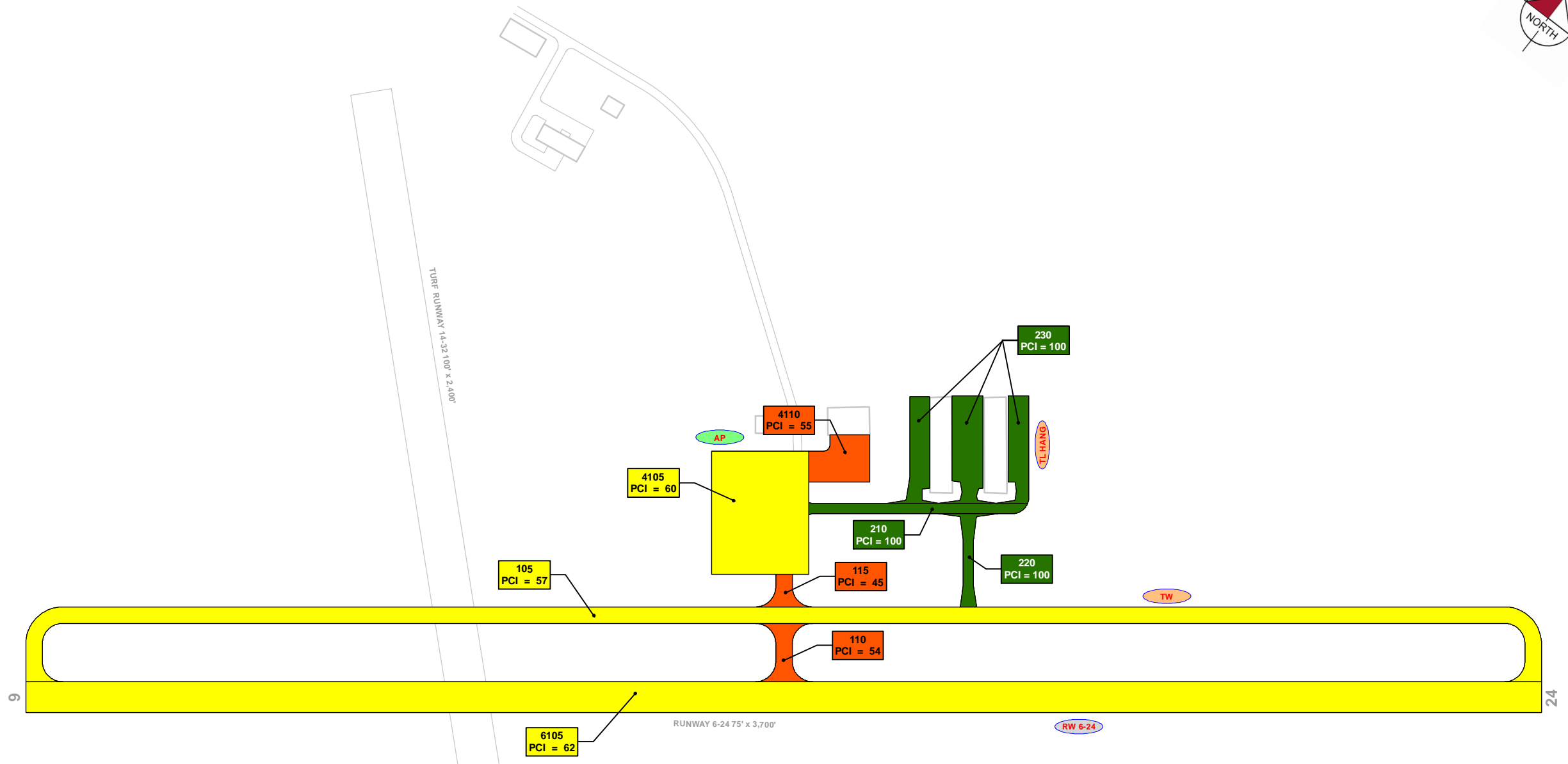
LEGEND

- TYPICAL RUNWAY BRANCH ID
- TYPICAL TAXIWAY BRANCH ID
- TYPICAL APRON BRANCH ID

AGE AT INSPECTION

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

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



LEGEND

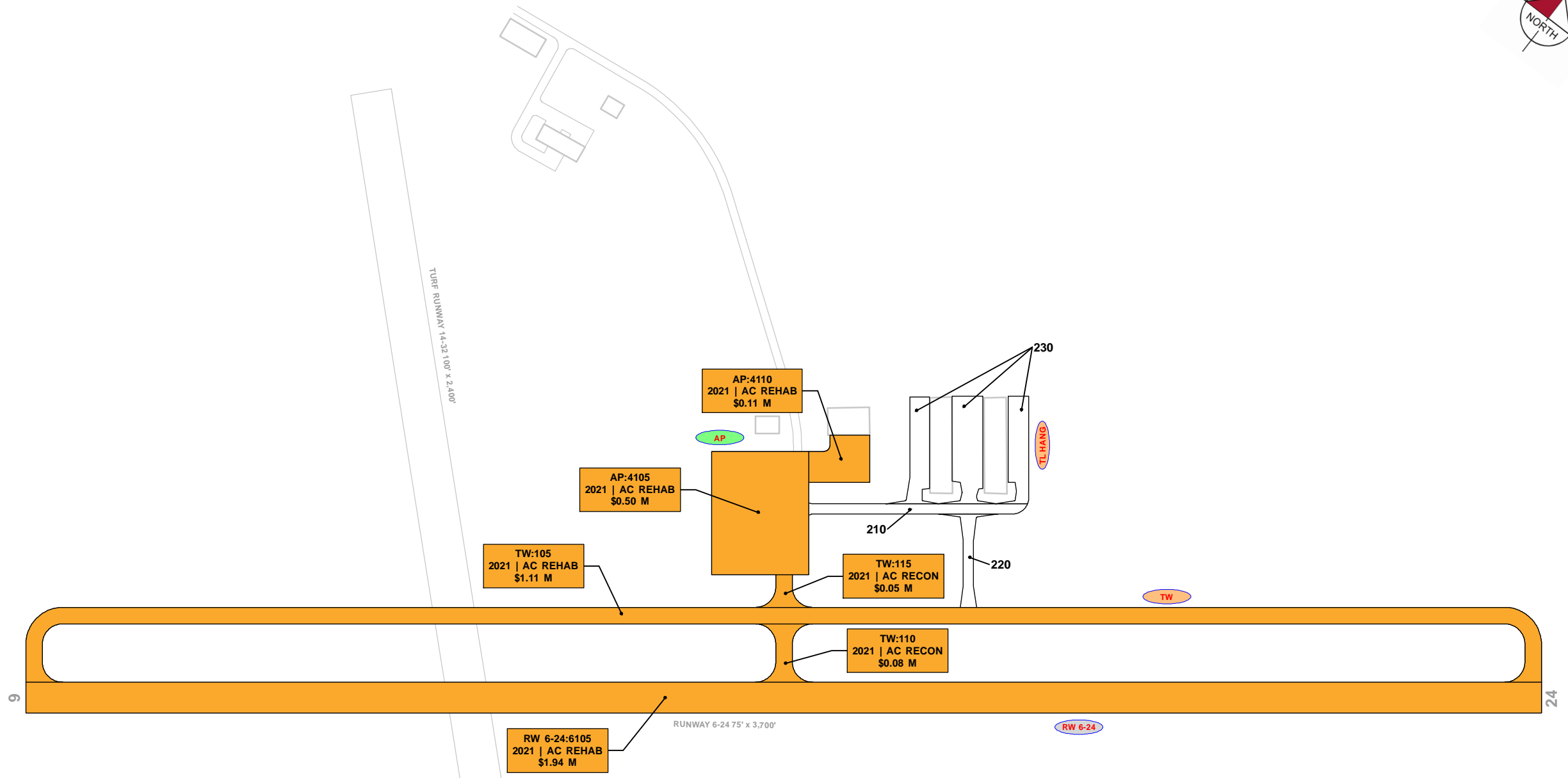
- RW 13-31 ← TYPICAL RUNWAY BRANCH ID
- TW A ← TYPICAL TAXIWAY BRANCH ID
- AP S ← TYPICAL APRON BRANCH ID

2020 PAVEMENT CONDITION INDEX

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

SECTION ID
PCI VALUE

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



LEGEND

RW 13-31 — TYPICAL RUNWAY BRANCH ID

TW A — TYPICAL TAXIWAY BRANCH ID

AP S — TYPICAL APRON BRANCH ID

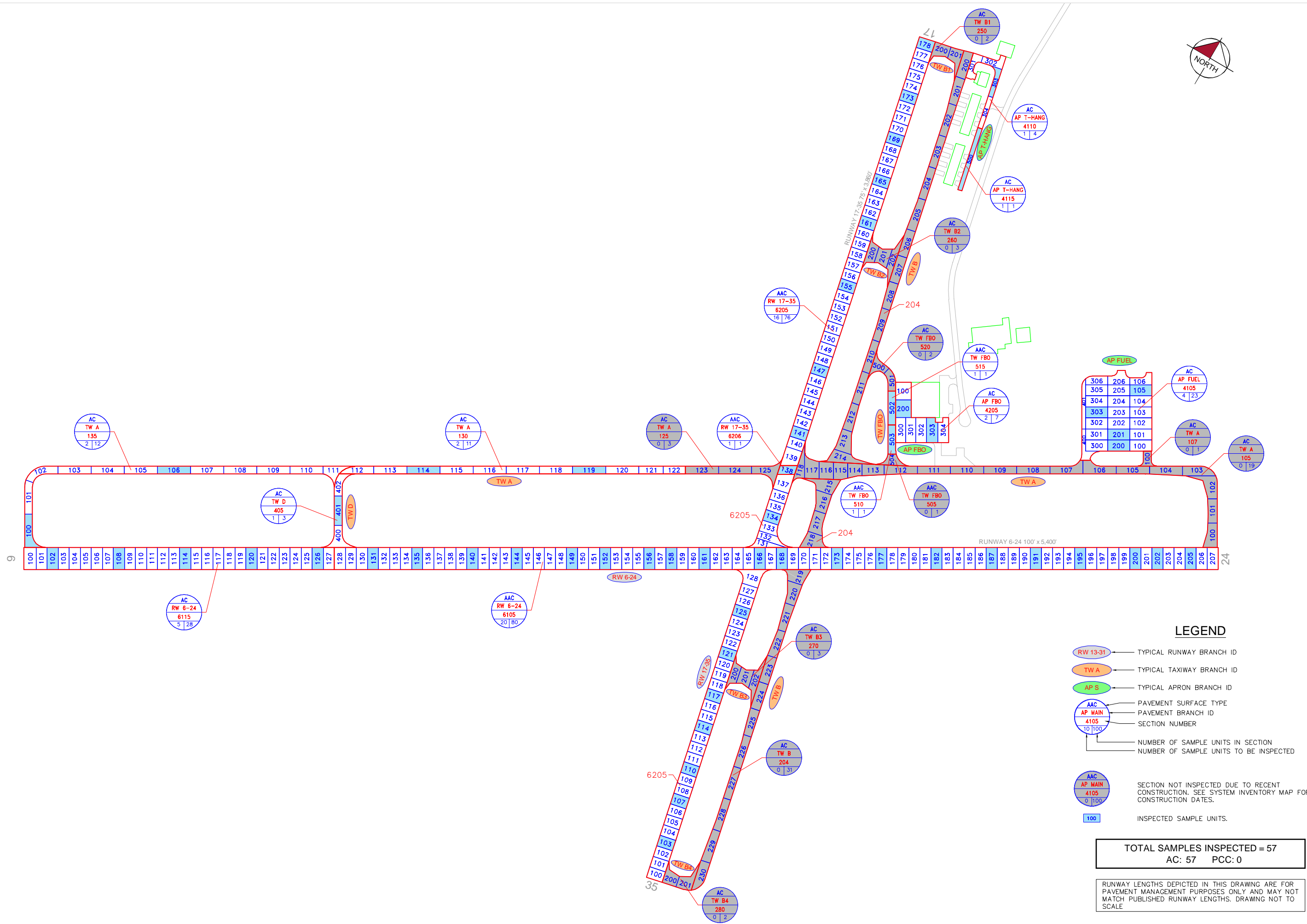
PROGRAM YEAR

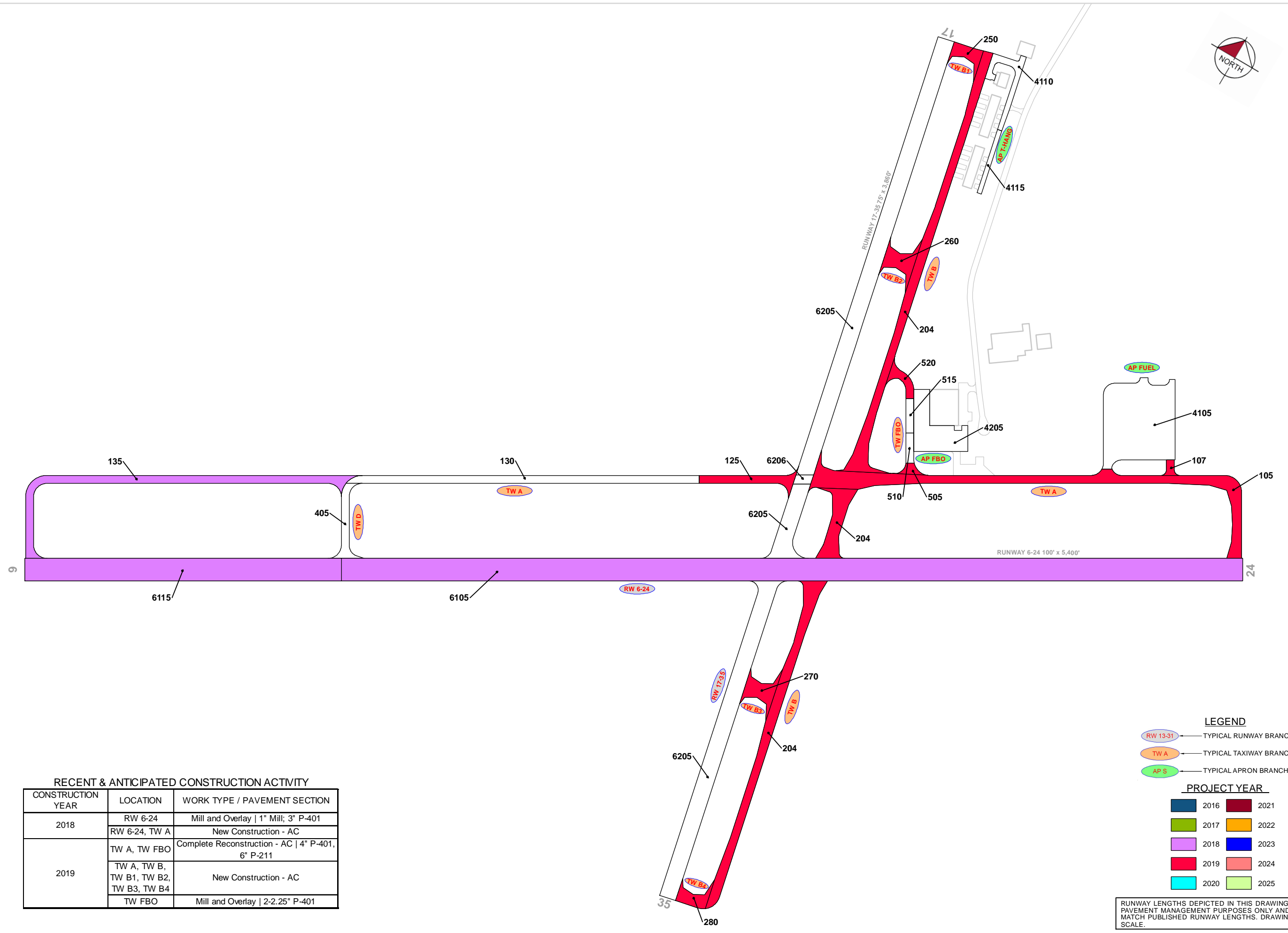
2021	2026
2022	2027
2023	2028
2024	2029
2025	2030

"BRANCH"; "SECTION"
"YEAR"; "REHAB ACTIVITY"
"EST. COST"

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







RECENT & ANTICIPATED CONSTRUCTION ACTIVITY

CONSTRUCTION YEAR	LOCATION	WORK TYPE / PAVEMENT SECTION
2018	RW 6-24	Mill and Overlay 1" Mill; 3" P-401
	RW 6-24, TW A	New Construction - AC
2019	TW A, TW FBO	Complete Reconstruction - AC 4" P-401, 6" P-211
	TW A, TW B, TW B1, TW B2, TW B3, TW B4	New Construction - AC
	TW FBO	Mill and Overlay 2-2.25" P-401

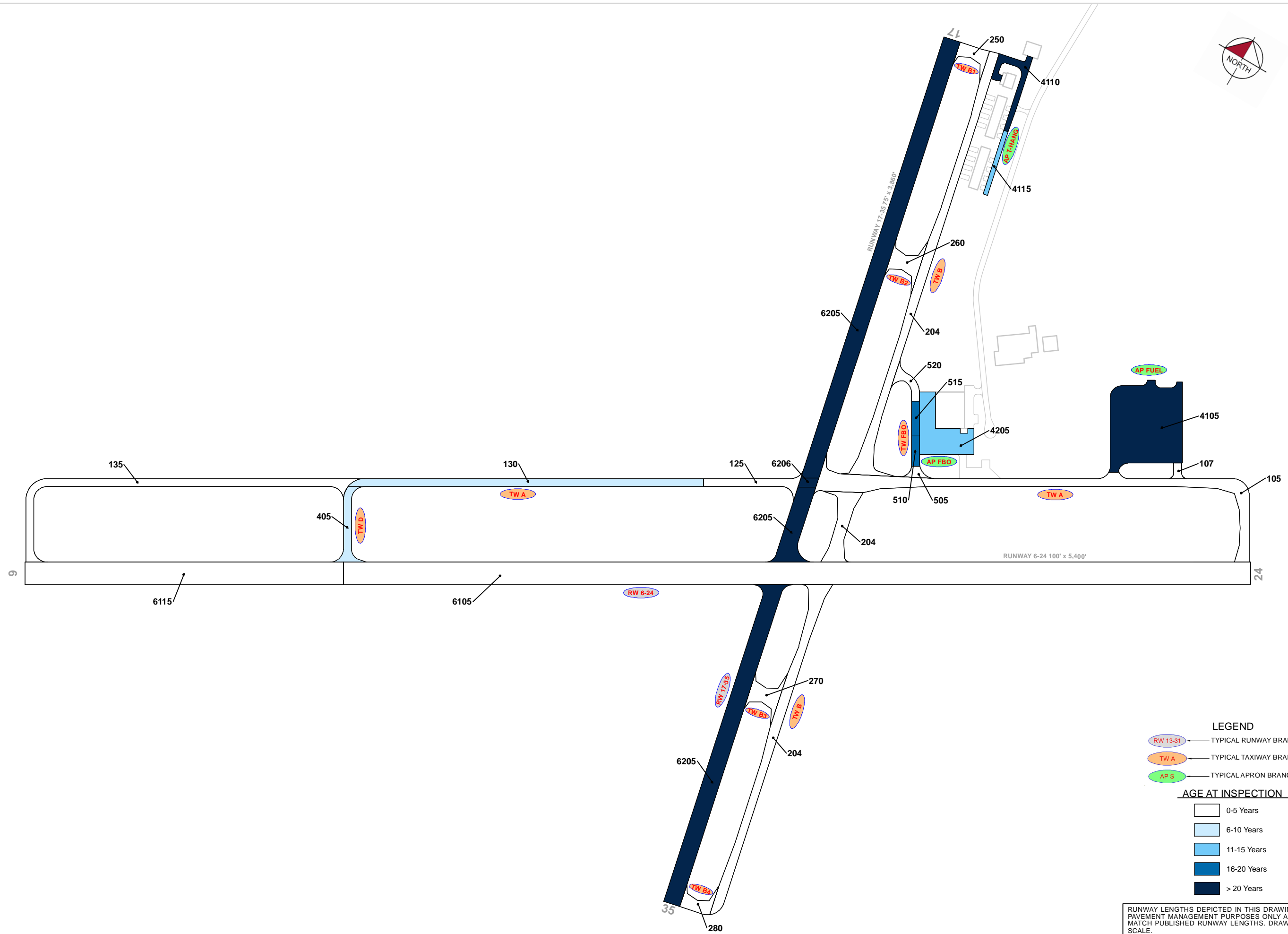
LEGEND

- TYPICAL RUNWAY BRANCH ID
- TYPICAL TAXIWAY BRANCH ID
- TYPICAL APRON BRANCH ID

PROJECT YEAR

	2016		2021
	2017		2022
	2018		2023
	2019		2024
	2020		2025

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



LEGEND

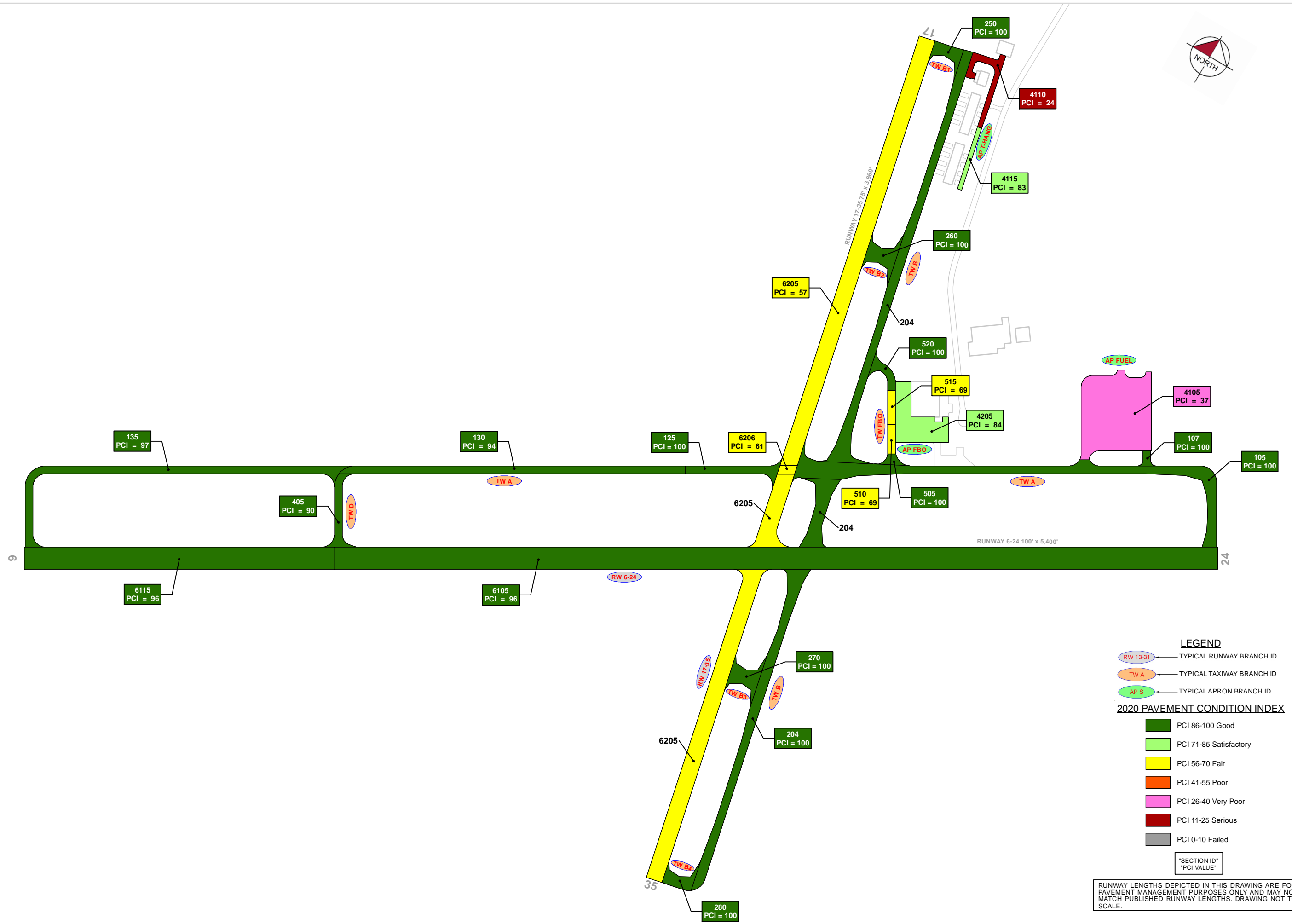
- RW 13-31 — TYPICAL RUNWAY BRANCH ID
- TW A — TYPICAL TAXIWAY BRANCH ID
- AP S — TYPICAL APRON BRANCH ID

AGE AT INSPECTION

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

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





LEGEND

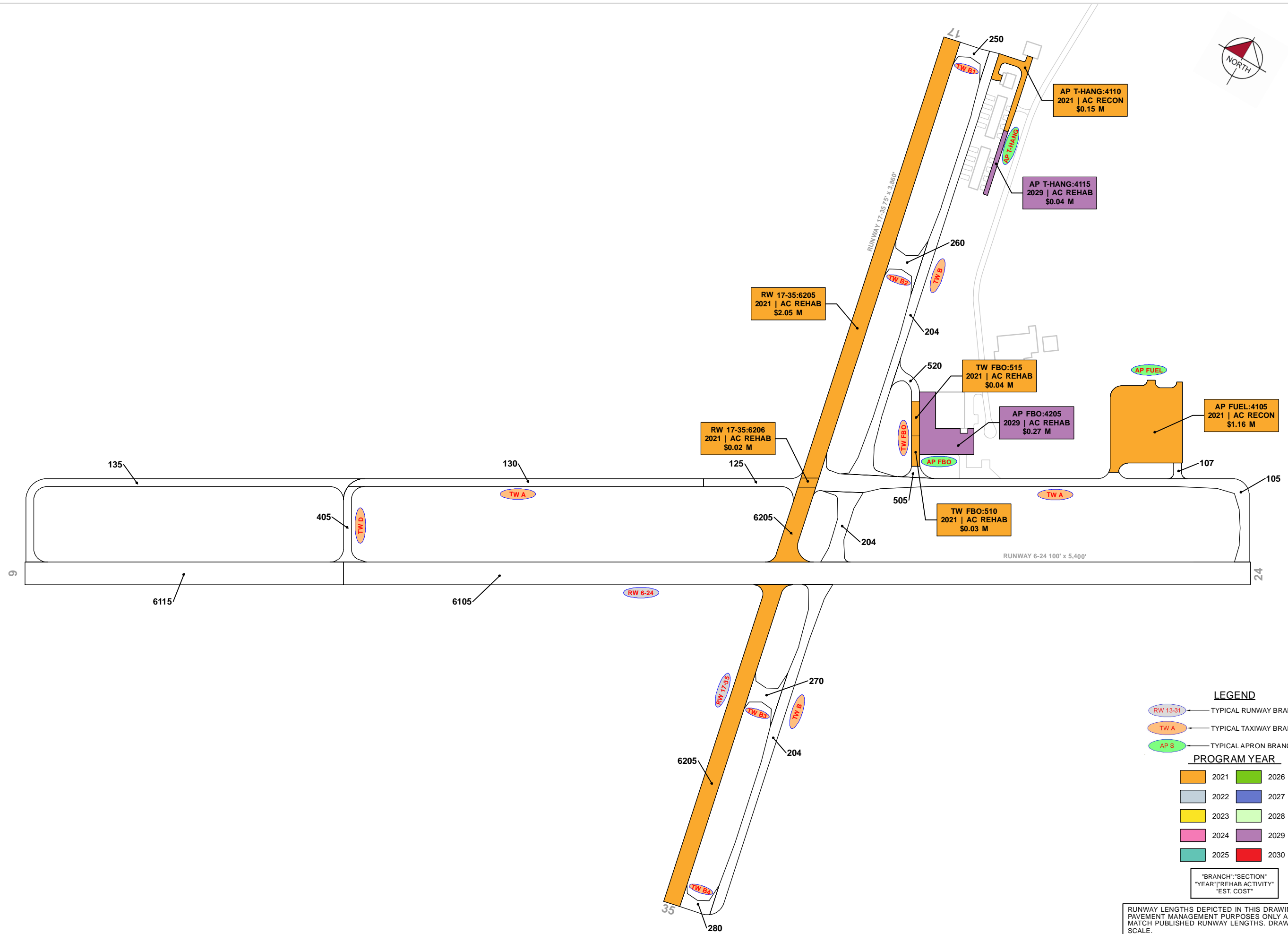
- RW 13-31 — TYPICAL RUNWAY BRANCH ID
- TW A — TYPICAL TAXIWAY BRANCH ID
- AP S — TYPICAL APRON BRANCH ID

2020 PAVEMENT CONDITION INDEX

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

**"SECTION ID"
"PCI VALUE"**

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



LEGEND

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

PROGRAM YEAR

	2021		2026
	2022		2027
	2023		2028
	2024		2029
	2025		2030

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

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

RW 17-35:6205
2021 | AC REHAB
\$2.05 M

RW 17-35:6206
2021 | AC REHAB
\$0.02 M

AP T-HANG:4110
2021 | AC RECON
\$0.15 M

AP T-HANG:4115
2029 | AC REHAB
\$0.04 M

TW FBO:515
2021 | AC REHAB
\$0.04 M

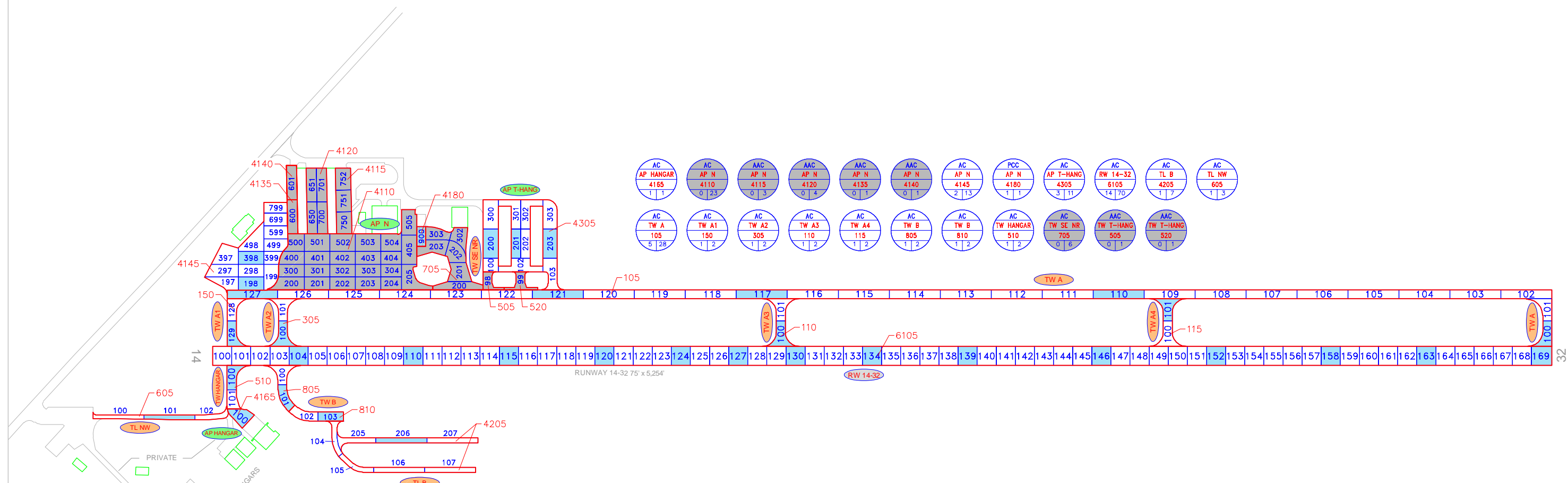
AP FBO:4205
2029 | AC REHAB
\$0.27 M

AP FUEL:4105
2021 | AC RECON
\$1.16 M

TW FBO:510
2021 | AC REHAB
\$0.03 M

RUNWAY 6-24 100' x 5,400'

RUNWAY 17-35 75' x 3,860'



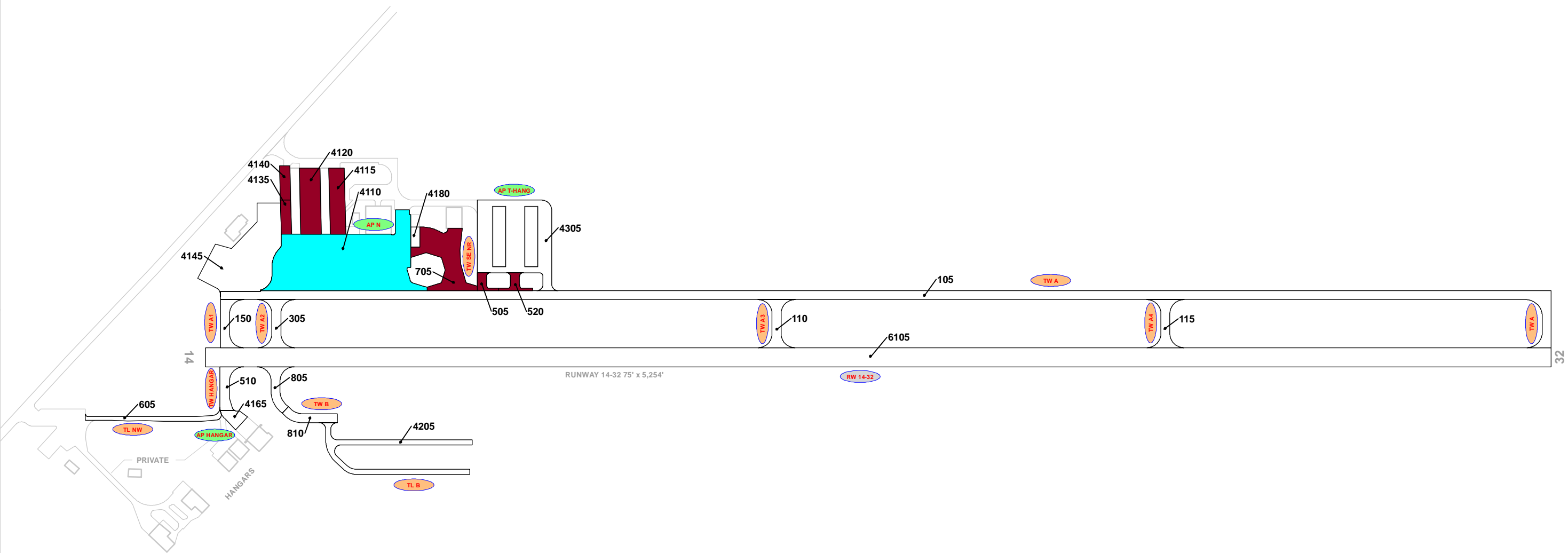
AC AP HANGAR 4165 1 1	AC AP N 4110 0 23	AAC AP N 4115 0 3	AAC AP N 4120 0 4	AAC AP N 4135 0 1	AAC AP N 4140 0 1	AC AP N 4145 2 13	PCC AP N 4180 1 1	AC AP T-HANG 4305 3 11	AC RW 14-32 6105 14 70	AC TL B 4205 1 7	AC TL NW 605 1 3
AC TW A 105 5 28	AC TW A1 150 1 2	AC TW A2 305 1 2	AC TW A3 110 1 2	AC TW A4 115 1 2	AC TW B 805 1 2	AC TW B 810 1 2	AC TW HANGAR 510 1 2	AC TW SE NR 705 0 6	AAC TW T-HANG 505 0 1	AAC TW T-HANG 520 0 1	

LEGEND

- TYPICAL RUNWAY BRANCH ID
- TYPICAL TAXIWAY BRANCH ID
- TYPICAL APRON BRANCH ID
- PAVEMENT SURFACE TYPE
- PAVEMENT BRANCH ID
- PAVEMENT BRANCH ID
- SECTION NUMBER
- NUMBER OF SAMPLE UNITS IN SECTION
- NUMBER OF SAMPLE UNITS TO BE INSPECTED
- SECTION NOT INSPECTED DUE TO RECENT CONSTRUCTION. SEE SYSTEM INVENTORY MAP FOR CONSTRUCTION DATES.
- INSPECTED SAMPLE UNITS.

TOTAL SAMPLES INSPECTED = 49
AC: 48 PCC: 1

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



RECENT & ANTICIPATED CONSTRUCTION ACTIVITY

CONSTRUCTION YEAR	LOCATION	WORK TYPE / PAVEMENT SECTION
2020	AP N	Complete Reconstruction - AC 2" P-601, 2" P-401, 6" P-211, 12" P-160
2021	TW SE NR	Complete Reconstruction - AC 3"-4" P-401, 6" P-211, 12" P-160, 12" P-152
	AP N, TW T-HANG	Mill and Overlay 3" Mill, 3" P-401 Overlay

LEGEND

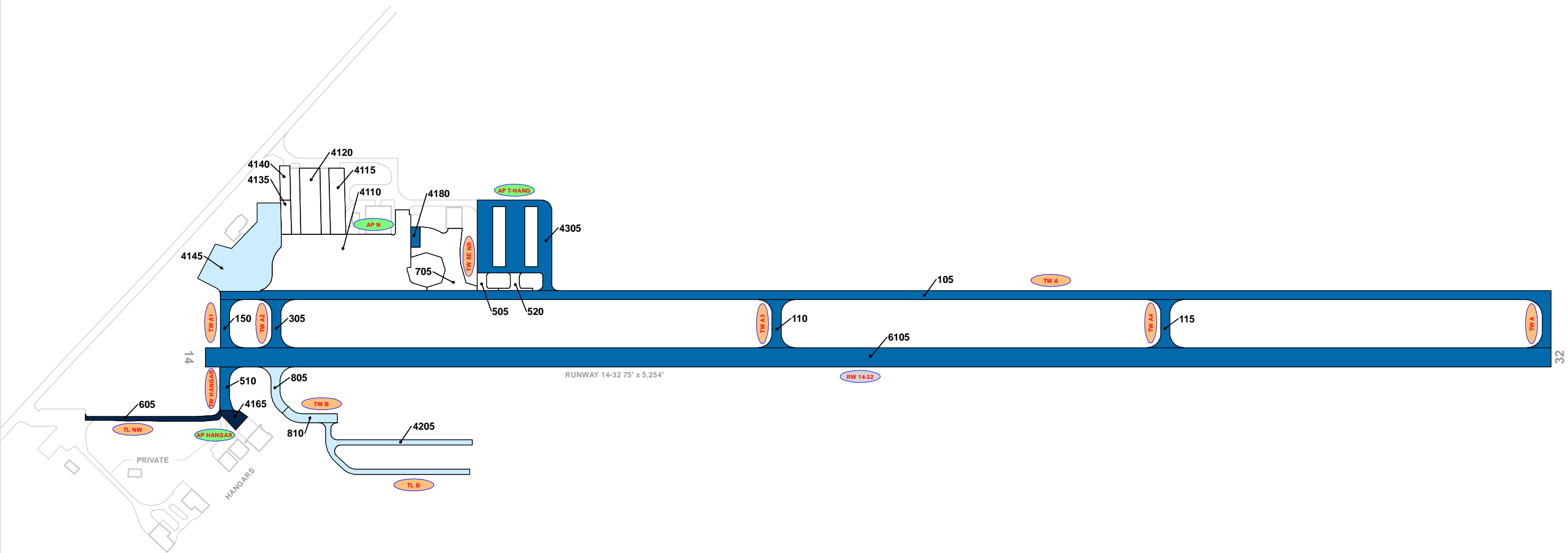
- RW 13-31 ← TYPICAL RUNWAY BRANCH ID
- TW A ← TYPICAL TAXIWAY BRANCH ID
- AP S ← TYPICAL APRON BRANCH ID

PROJECT YEAR

2016	2021
2017	2022
2018	2023
2019	2024
2020	2025

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





LEGEND

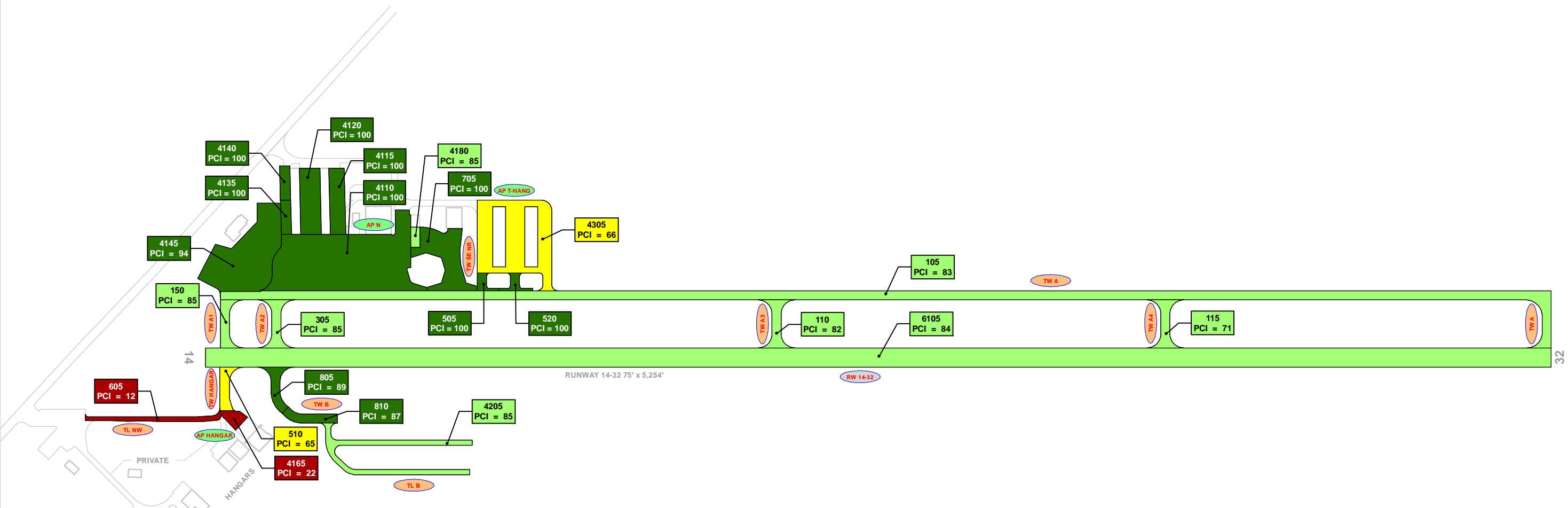
- TYPICAL RUNWAY BRANCH ID
- TYPICAL TAXIWAY BRANCH ID
- TYPICAL APRON BRANCH ID

AGE AT INSPECTION

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

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





LEGEND

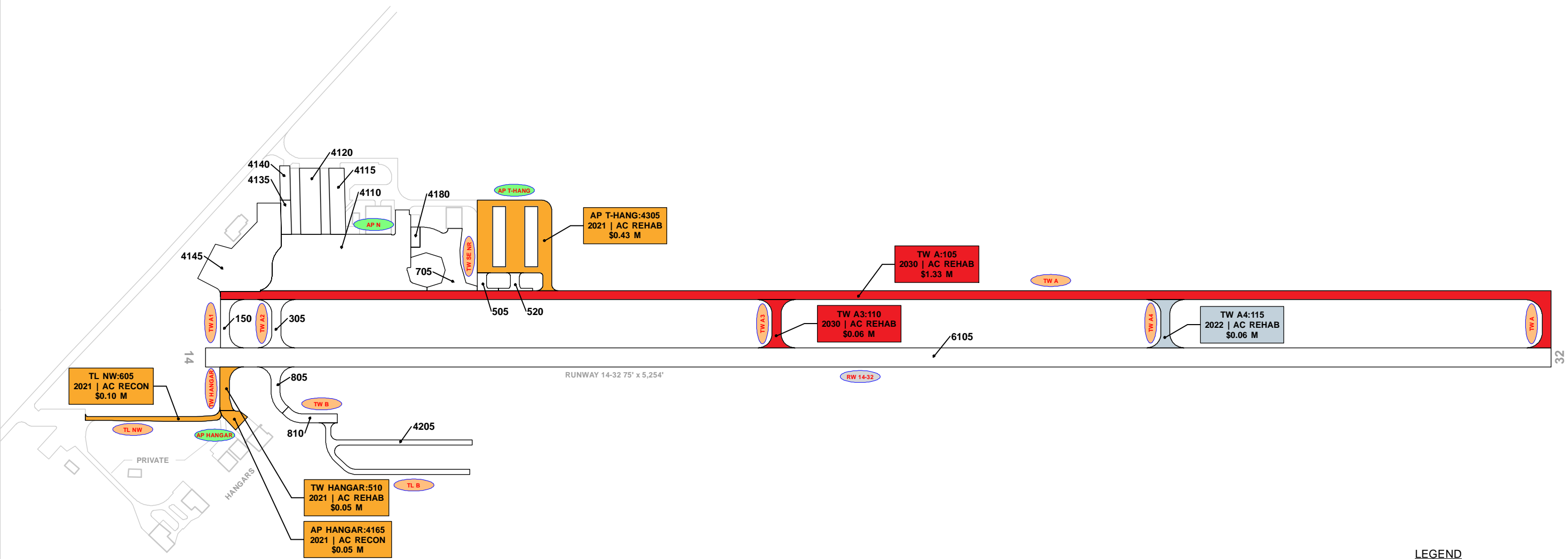
- RW 13-31 ← TYPICAL RUNWAY BRANCH ID
- TW A ← TYPICAL TAXIWAY BRANCH ID
- AP S ← TYPICAL APRON BRANCH ID

2020 PAVEMENT CONDITION INDEX

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

SECTION ID
PCI VALUE

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



LEGEND

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

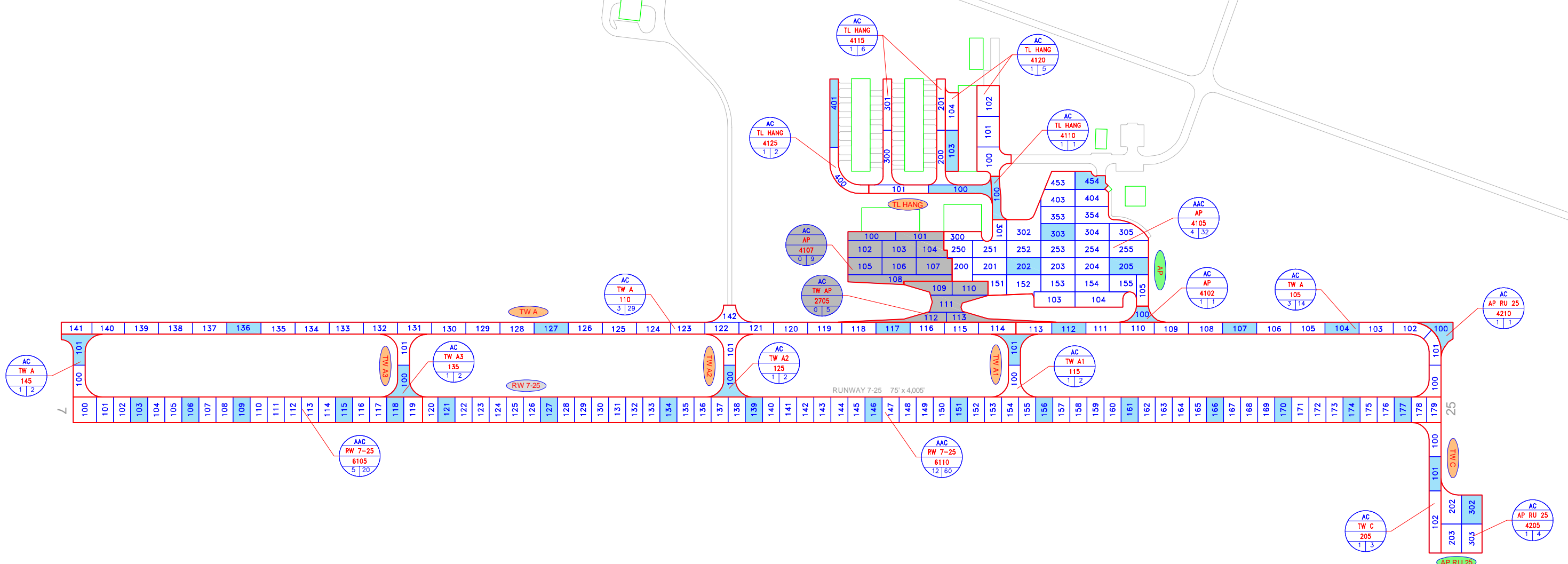
PROGRAM YEAR

	2021		2026
	2022		2027
	2023		2028
	2024		2029
	2025		2030

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

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





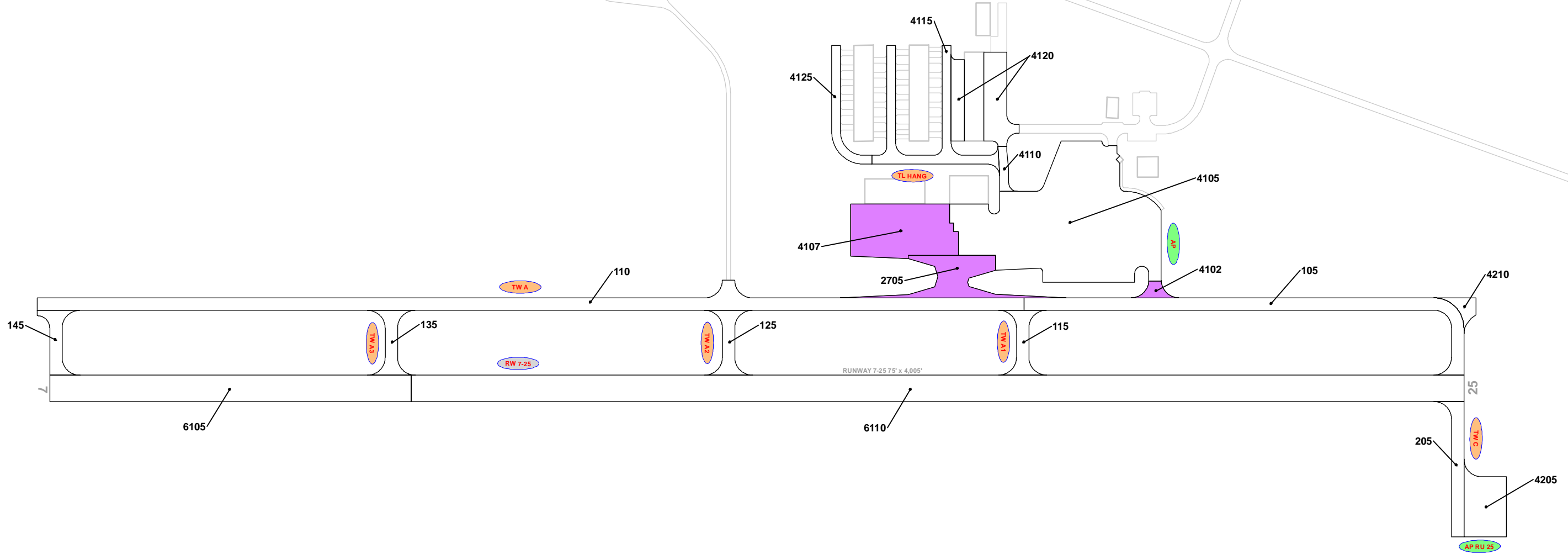
LEGEND

- TYPICAL RUNWAY BRANCH ID
- TYPICAL TAXIWAY BRANCH ID
- TYPICAL APRON BRANCH ID
- PAVEMENT SURFACE TYPE
- PAVEMENT BRANCH ID
- SECTION NUMBER
- NUMBER OF SAMPLE UNITS IN SECTION
NUMBER OF SAMPLE UNITS TO BE INSPECTED
- SECTION NOT INSPECTED DUE TO RECENT CONSTRUCTION. SEE SYSTEM INVENTORY MAP FOR CONSTRUCTION DATES.
- INSPECTED SAMPLE UNITS.

TOTAL SAMPLES INSPECTED = 39
 AC: 39 PCC: 0

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





RECENT & ANTICIPATED CONSTRUCTION ACTIVITY

CONSTRUCTION YEAR	LOCATION	WORK TYPE / PAVEMENT SECTION
2018	AP, TW AP	New Construction - AC 4" P-401, 6" P-211, 12" P-160
	AP	Mill and Overlay

LEGEND

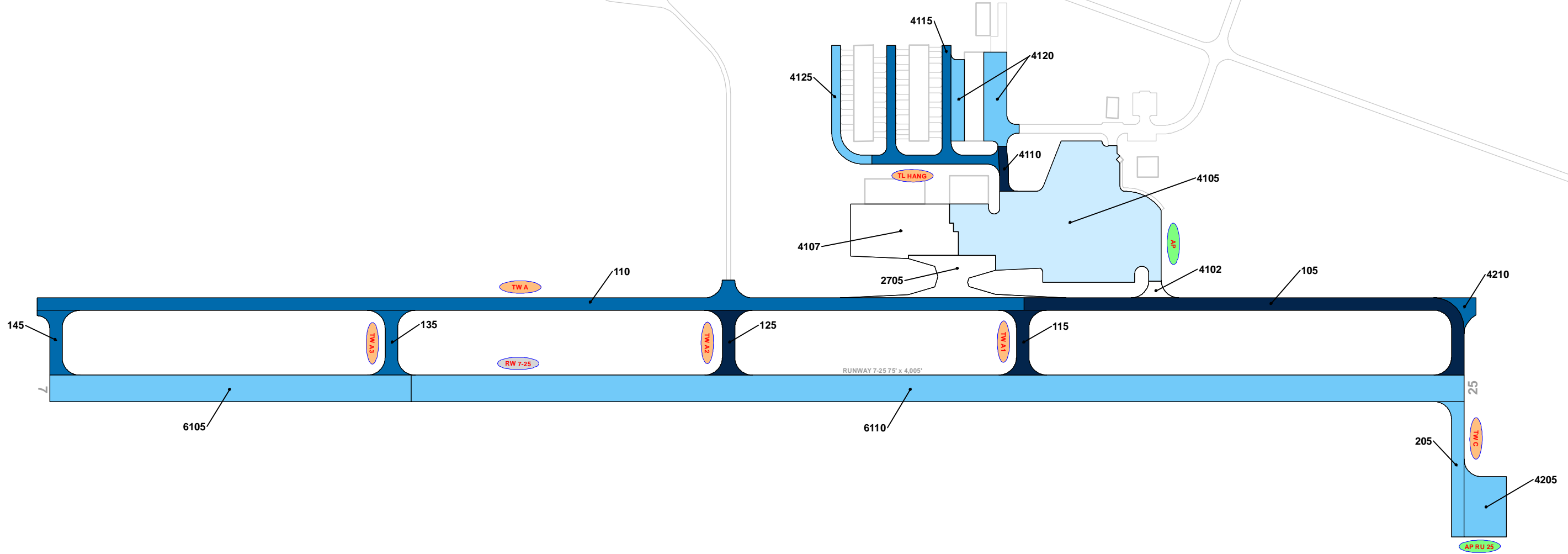
- TYPICAL RUNWAY BRANCH ID
- TYPICAL TAXIWAY BRANCH ID
- TYPICAL APRON BRANCH ID

PROJECT YEAR

- 2016
- 2017
- 2018
- 2019
- 2020
- 2021
- 2022
- 2023
- 2024
- 2025

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





LEGEND

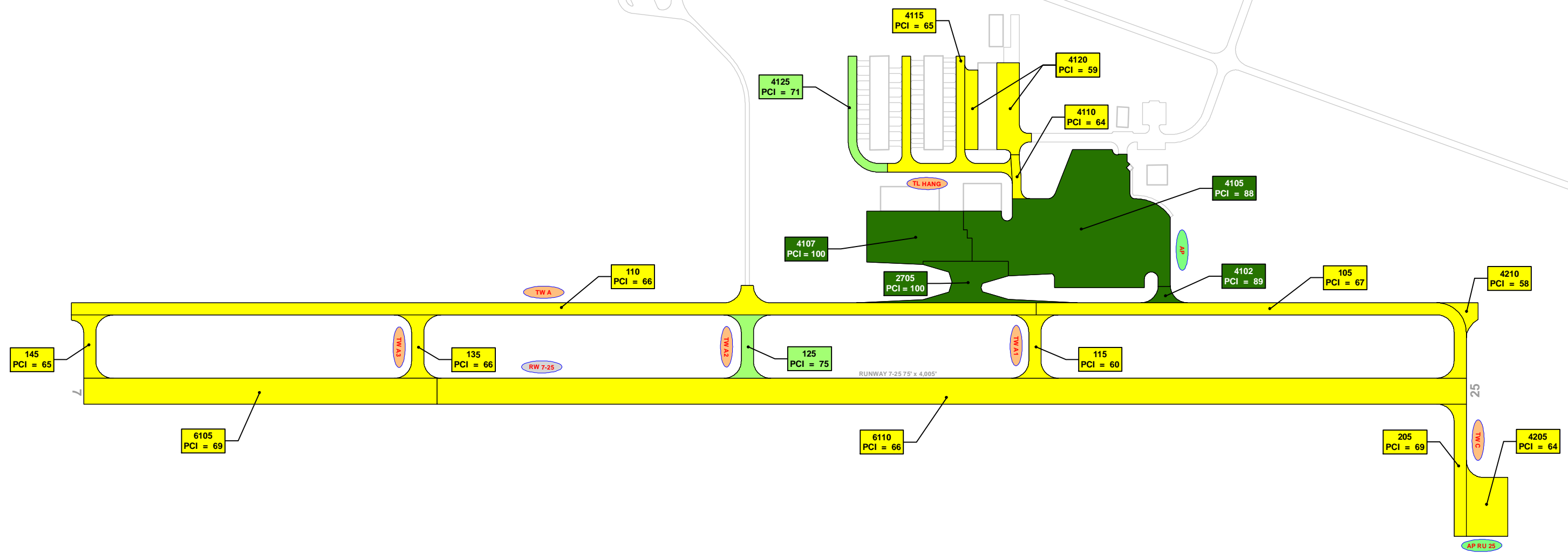
- RW 13-31 — TYPICAL RUNWAY BRANCH ID
- TW A — TYPICAL TAXIWAY BRANCH ID
- AP S — TYPICAL APRON BRANCH ID

AGE AT INSPECTION

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

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





LEGEND

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

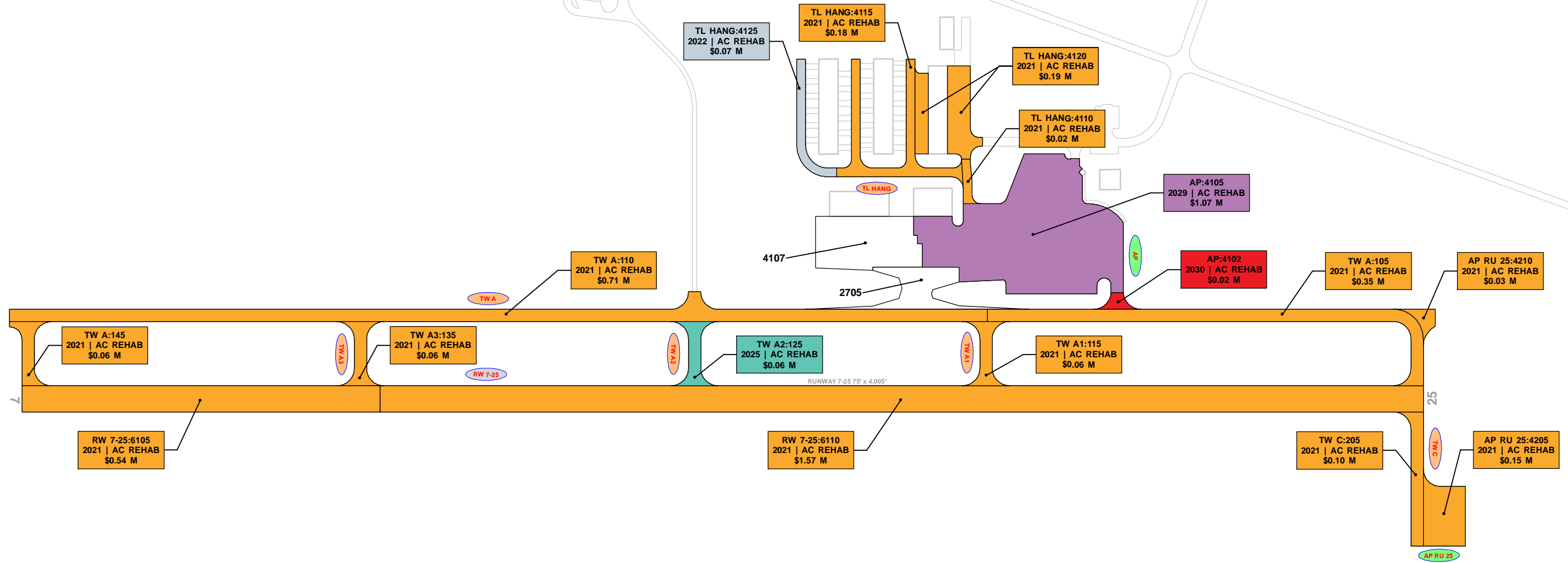
2020 PAVEMENT CONDITION INDEX

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

**"SECTION ID"
"PCI VALUE"**

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





LEGEND

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

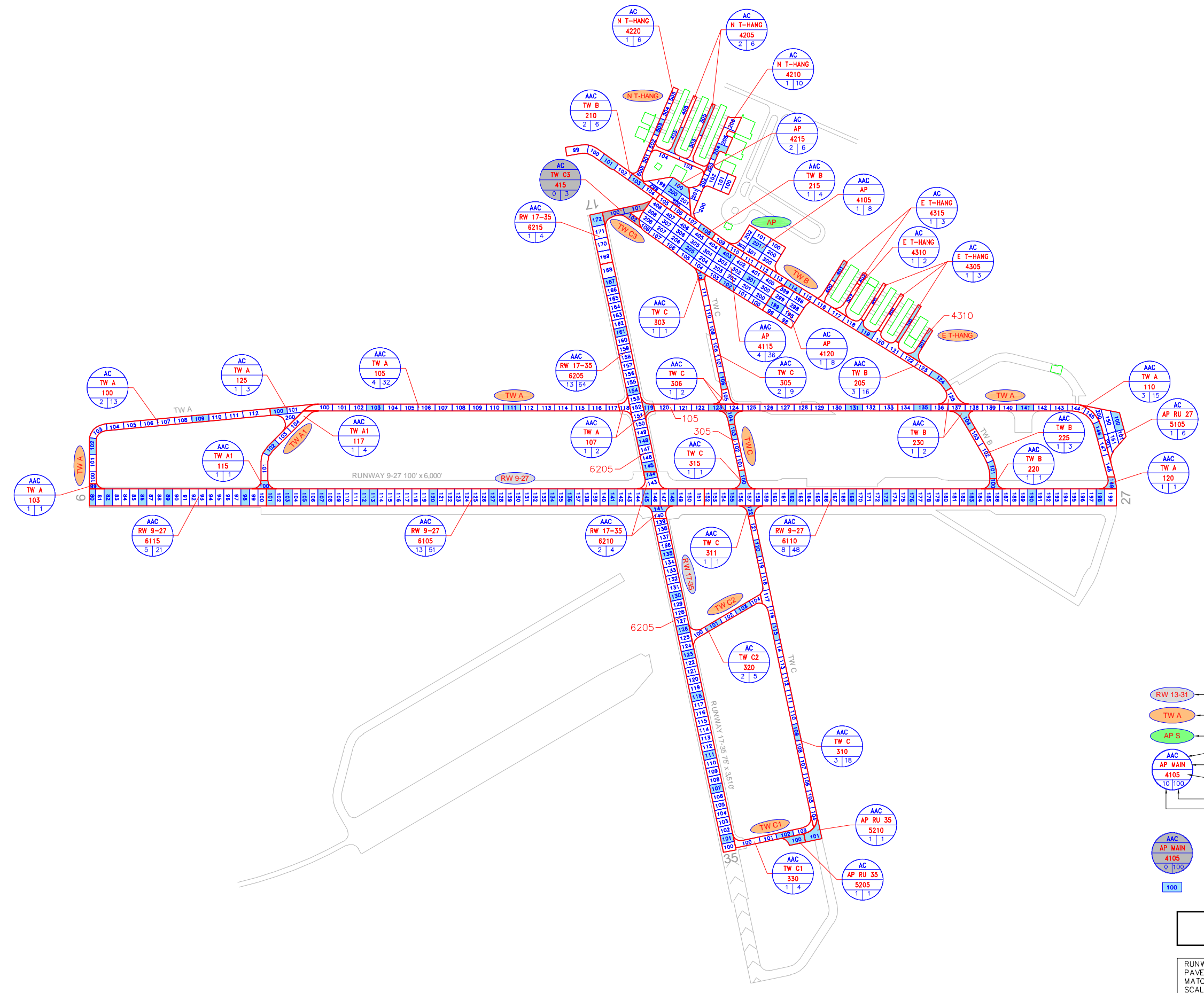
PROGRAM YEAR

	2021		2026
	2022		2027
	2023		2028
	2024		2029
	2025		2030

"BRANCH"; "SECTION"
"YEAR"; "REHAB ACTIVITY"
"EST. COST"

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





LEGEND

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

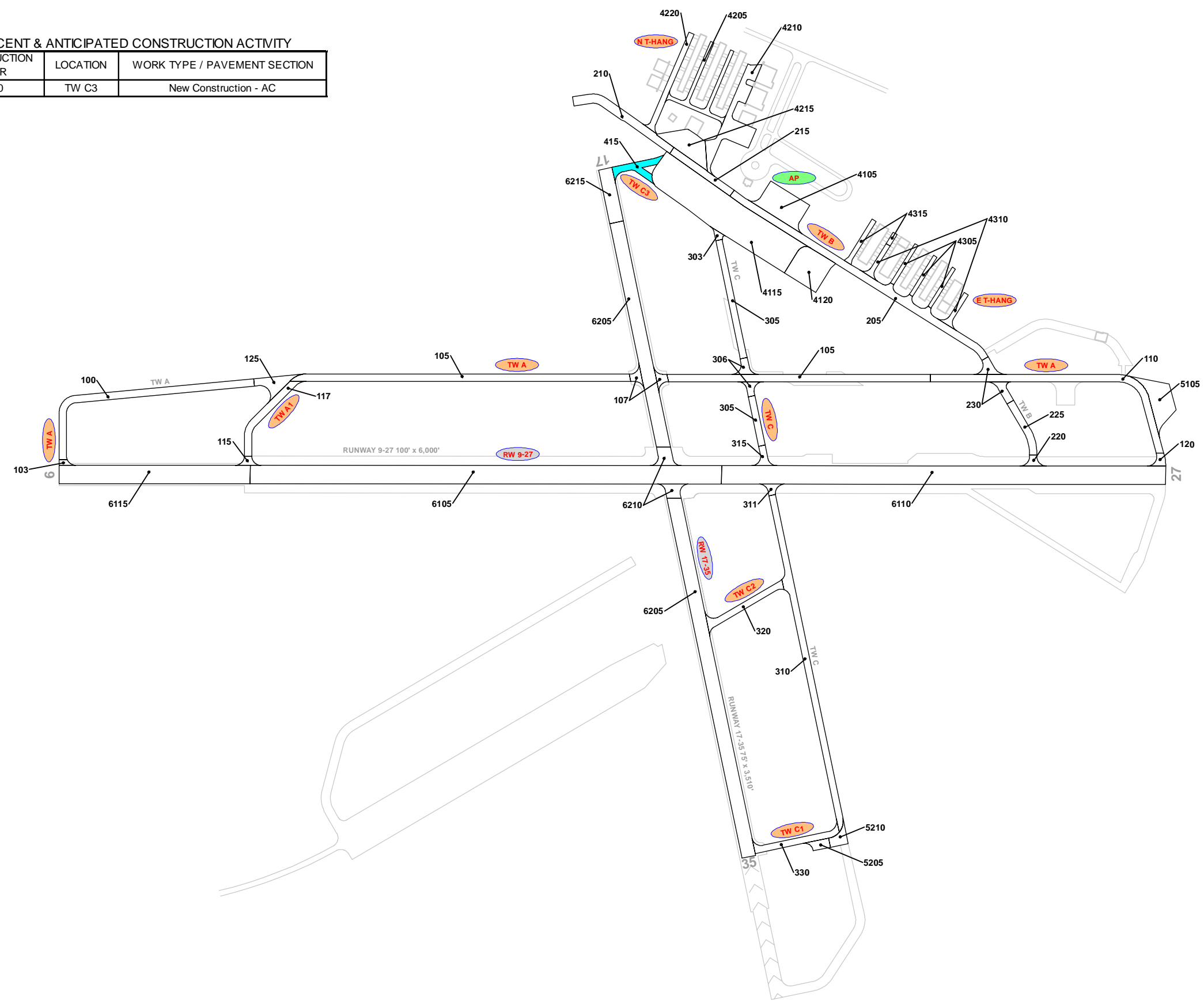
TOTAL SAMPLES INSPECTED = 96
AC: 96 PCC: 0

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



RECENT & ANTICIPATED CONSTRUCTION ACTIVITY

CONSTRUCTION YEAR	LOCATION	WORK TYPE / PAVEMENT SECTION
2020	TW C3	New Construction - AC



LEGEND

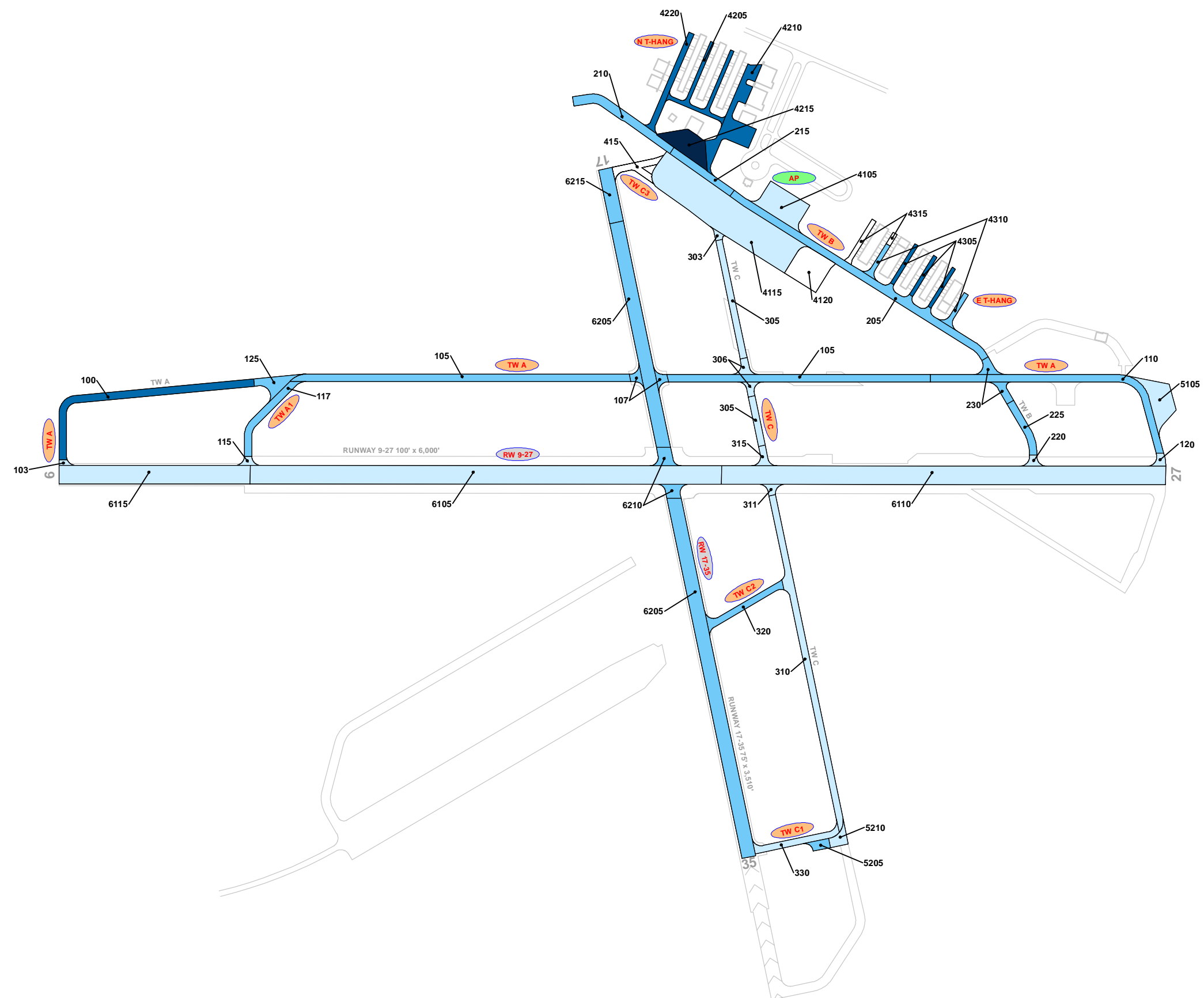
- RW 13-31 TYPICAL RUNWAY BRANCH ID
- TW A TYPICAL TAXIWAY BRANCH ID
- AP S TYPICAL APRON BRANCH ID

PROJECT YEAR

 2016	 2021
 2017	 2022
 2018	 2023
 2019	 2024
 2020	 2025

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





LEGEND

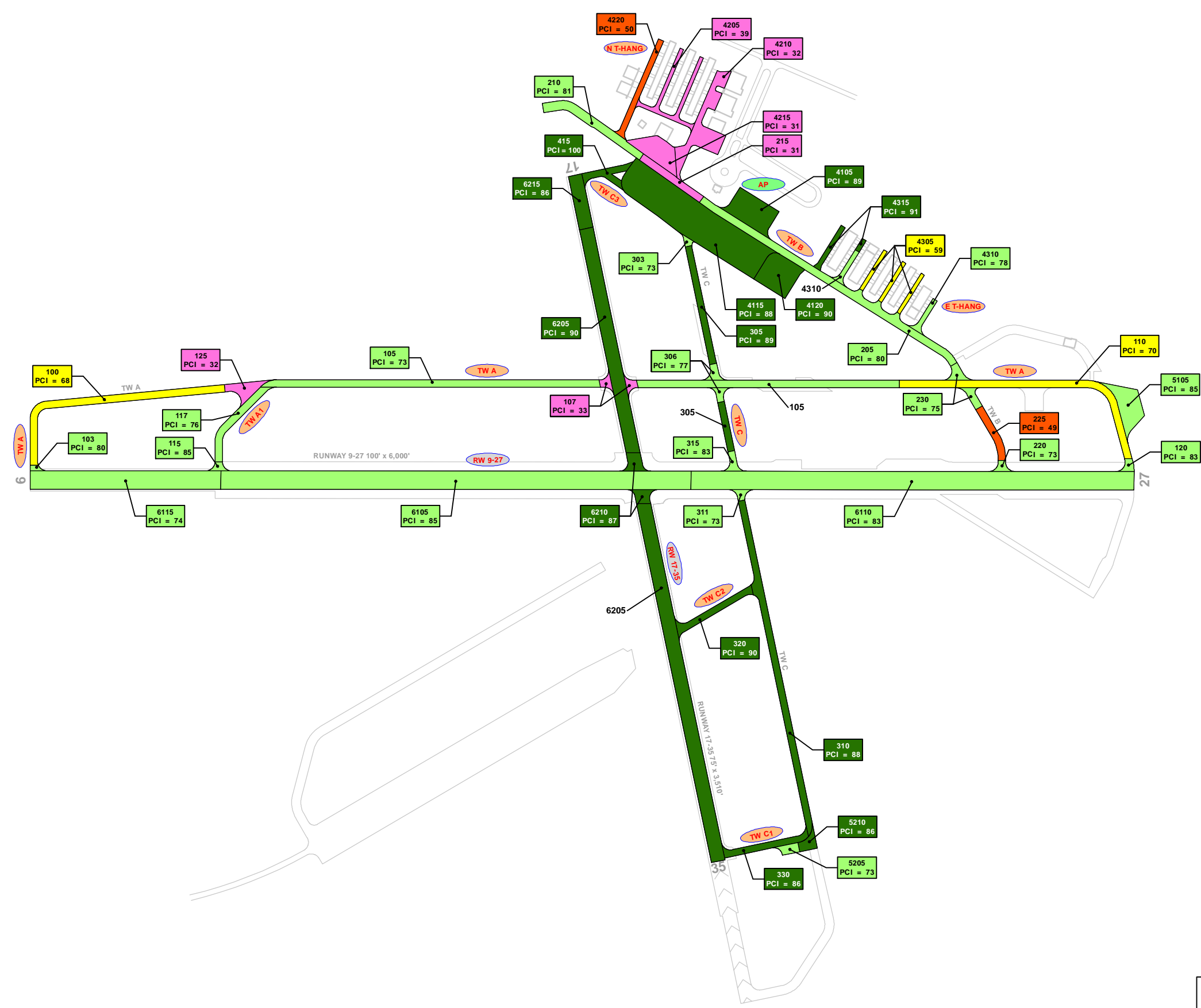
- TYPICAL RUNWAY BRANCH ID
- TYPICAL TAXIWAY BRANCH ID
- TYPICAL APRON BRANCH ID

AGE AT INSPECTION

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

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





LEGEND

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

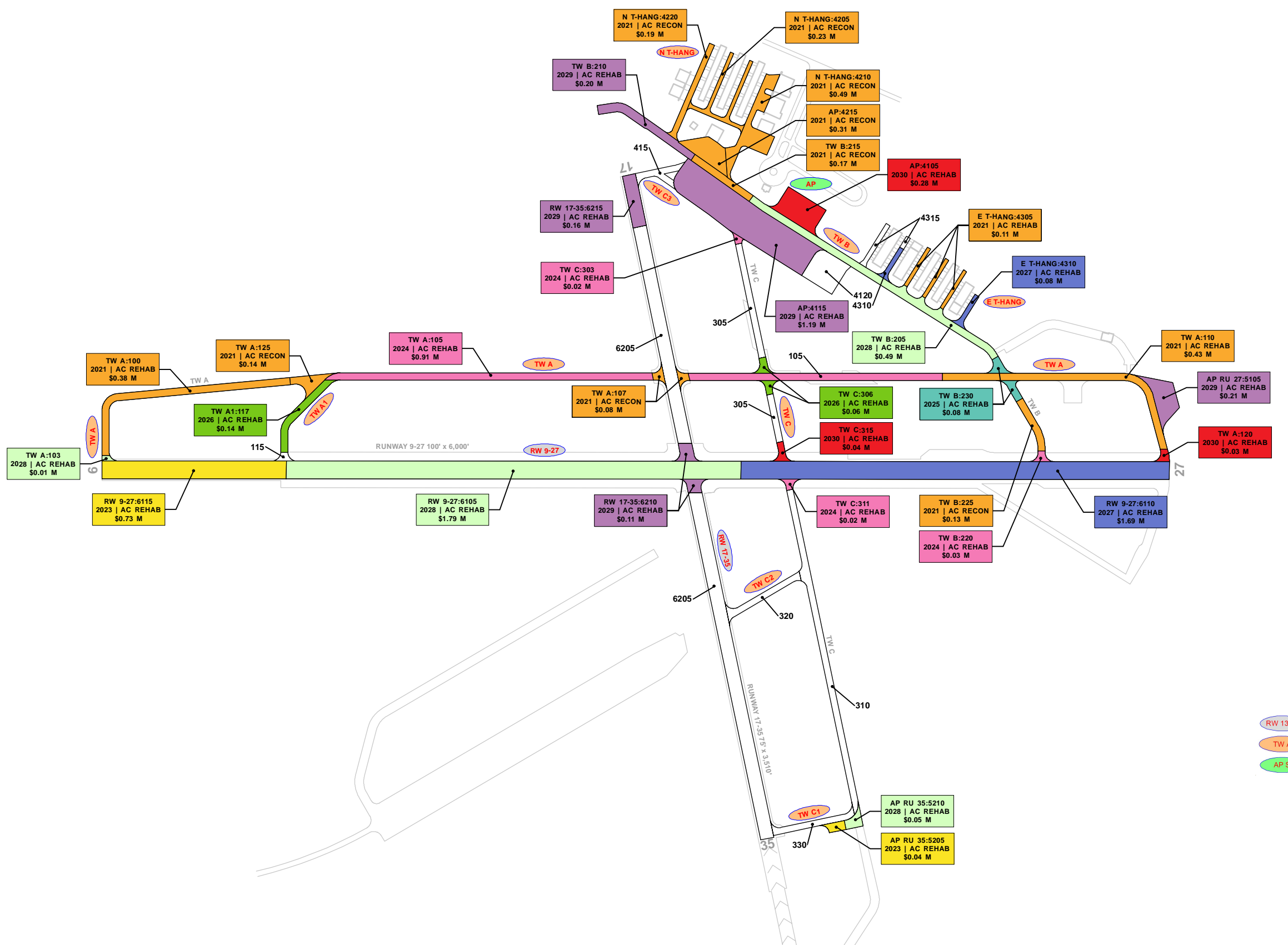
2020 PAVEMENT CONDITION INDEX

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

SECTION ID
PCI VALUE

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





LEGEND

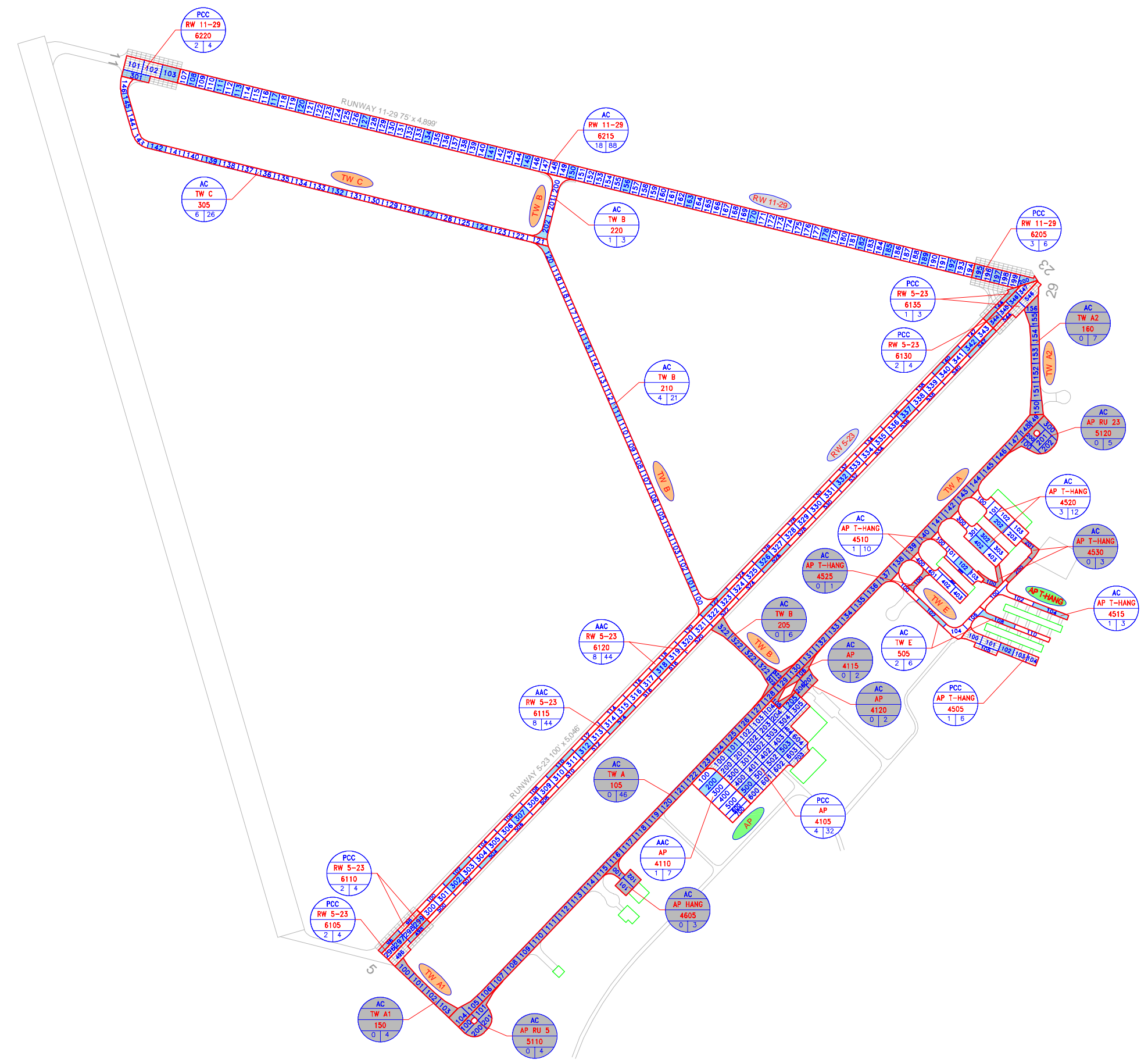
- RW 13-31 TYPICAL RUNWAY BRANCH ID
- TW A TYPICAL TAXIWAY BRANCH ID
- AP S TYPICAL APRON BRANCH ID

PROGRAM YEAR

"BRANCH"; "SECTION"
"YEAR"; "REHAB ACTIVITY"
"EST. COST"

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





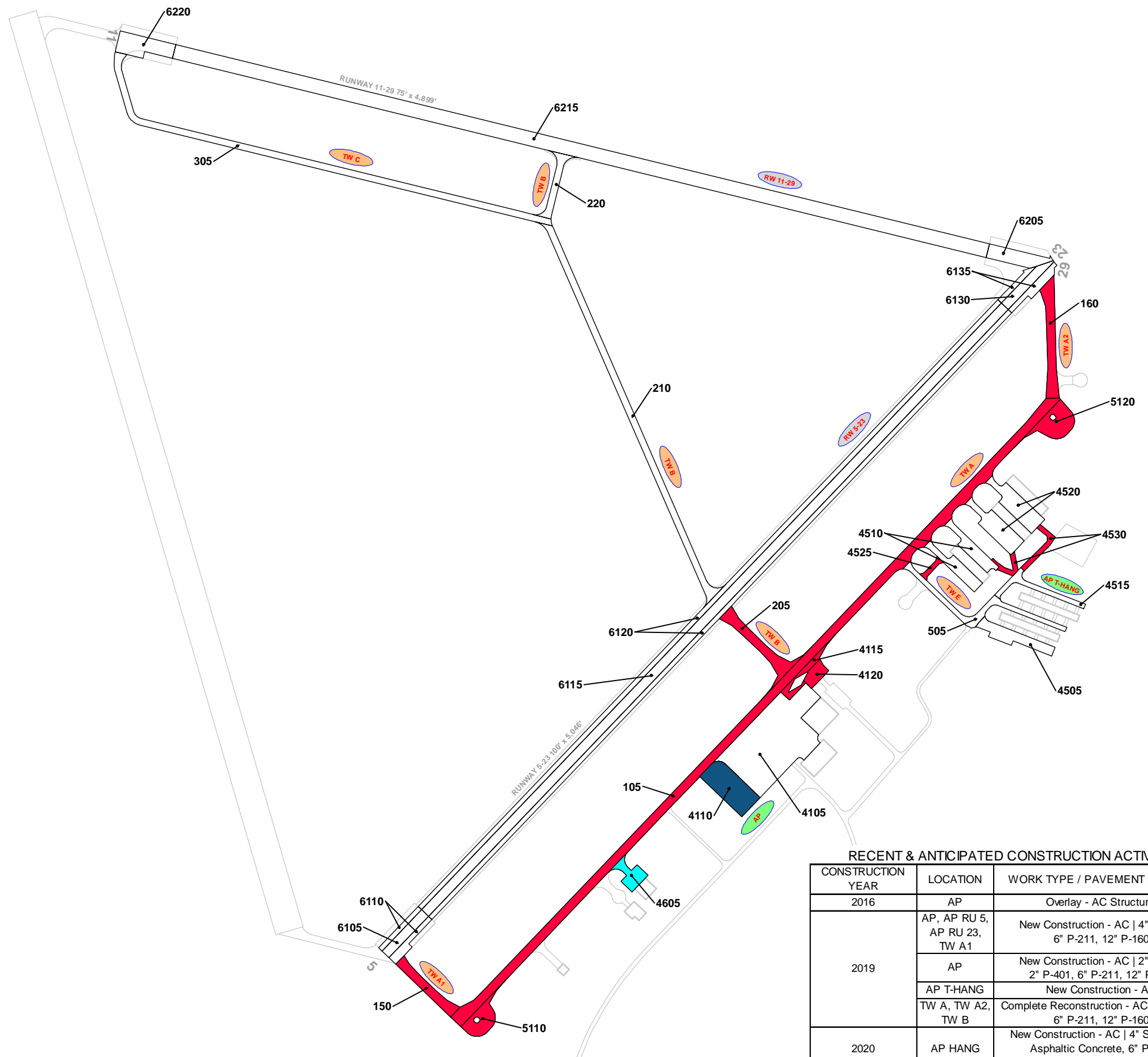
LEGEND

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

TOTAL SAMPLES INSPECTED = 70
 AC: 53 PCC: 17

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





RECENT & ANTICIPATED CONSTRUCTION ACTIVITY

CONSTRUCTION YEAR	LOCATION	WORK TYPE / PAVEMENT SECTION
2016	AP	Overlay - AC Structural
2019	AP, AP RU 5, AP RU 23, TW A1	New Construction - AC 4" P-401, 6" P-211, 12" P-160
	AP	New Construction - AC 2" P-601, 2" P-401, 6" P-211, 12" P-160
	AP T-HANG, TW A, TW A2, TW B	Complete Reconstruction - AC 4" P-401, 6" P-211, 12" P-160
2020	AP HANG	New Construction - AC 4" Superpave Asphaltic Concrete, 6" P-211, 12" Stabilized Subgrade

LEGEND

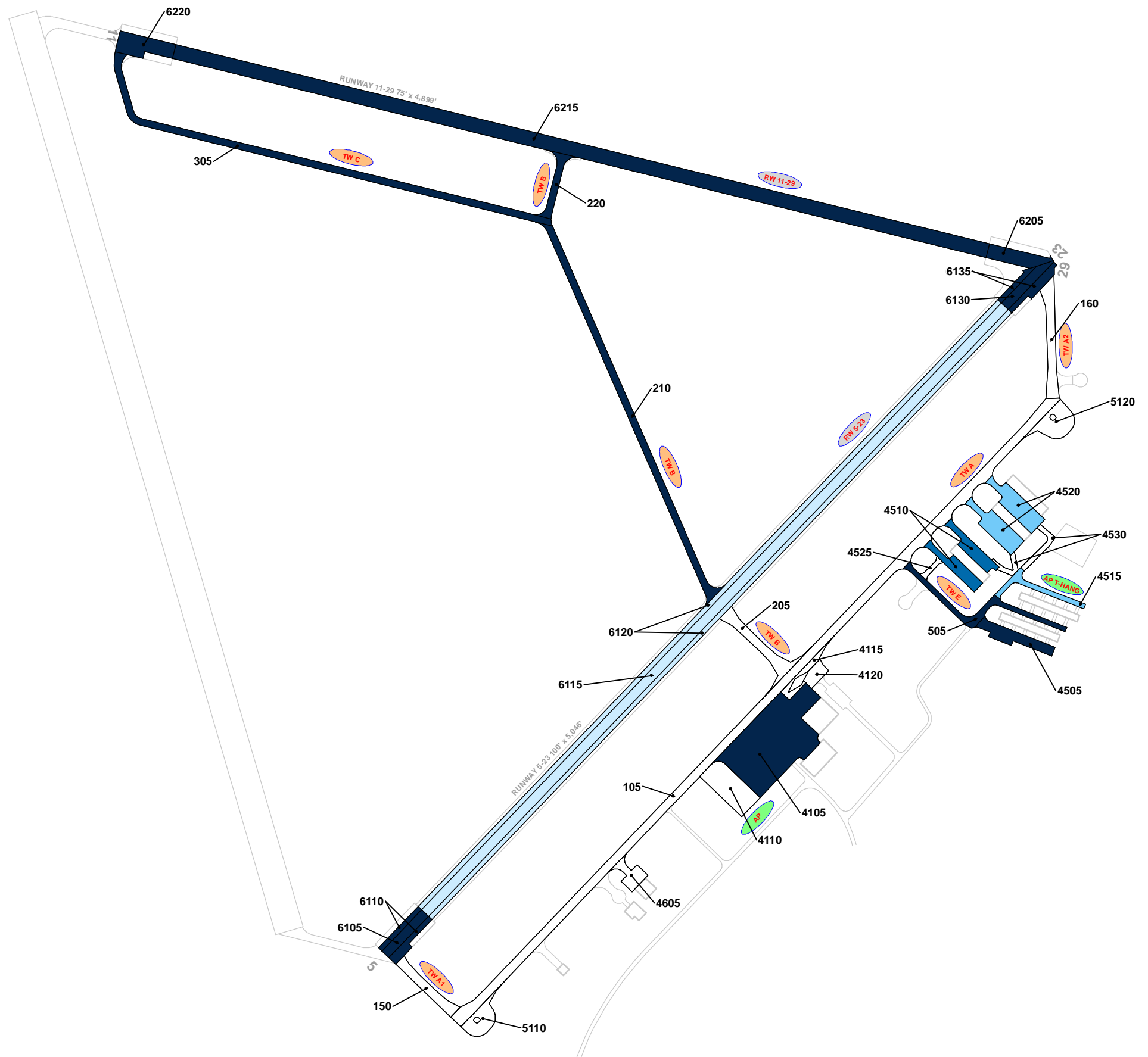
- RW 13-31 — TYPICAL RUNWAY BRANCH ID
- TW A — TYPICAL TAXIWAY BRANCH ID
- AP S — TYPICAL APRON BRANCH ID

PROJECT YEAR

- 2016
- 2017
- 2018
- 2019
- 2020
- 2021
- 2022
- 2023
- 2024
- 2025

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





LEGEND

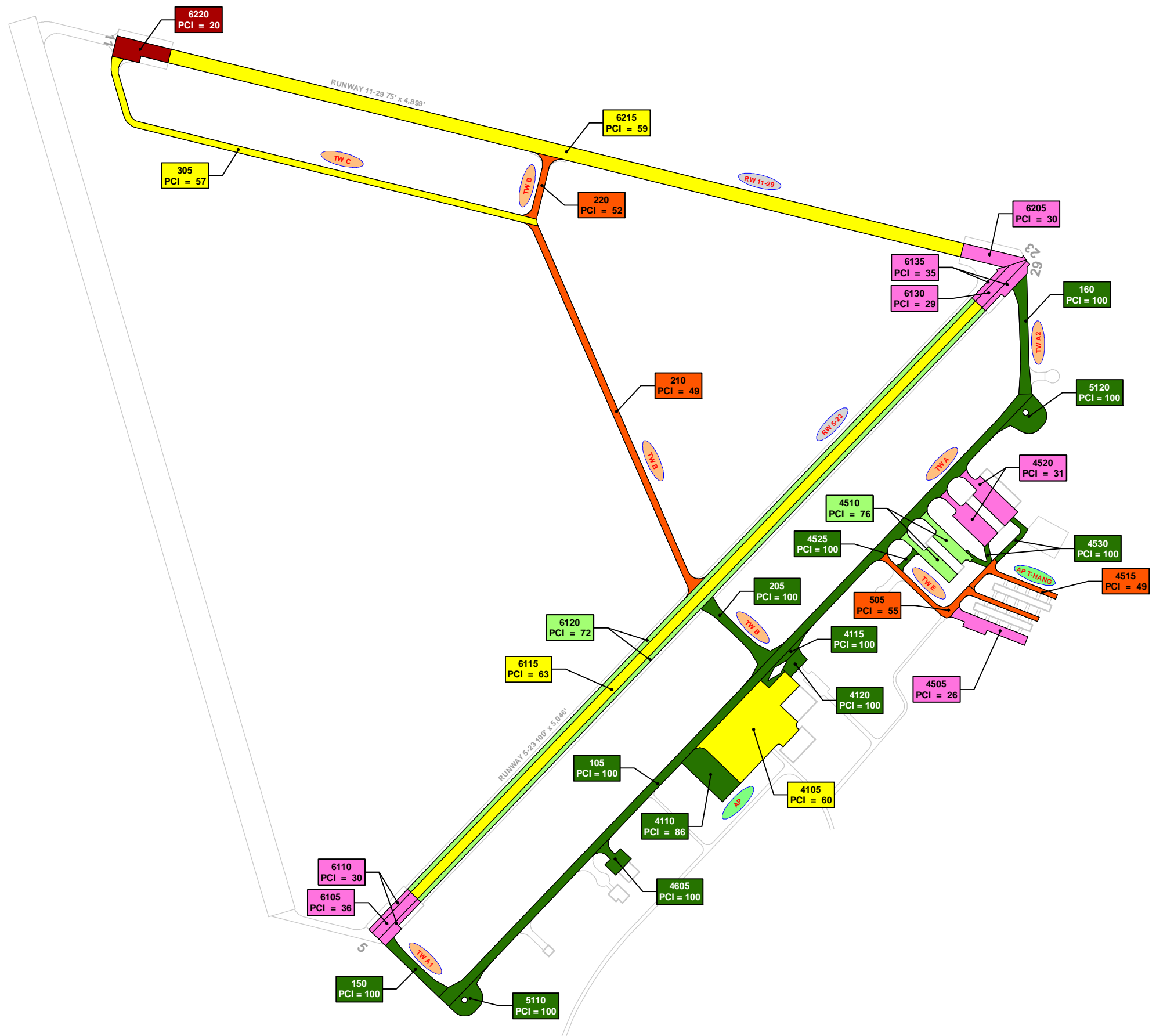
- RW 13-31 — TYPICAL RUNWAY BRANCH ID
- TW A — TYPICAL TAXIWAY BRANCH ID
- AP S — TYPICAL APRON BRANCH ID

AGE AT INSPECTION

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

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





LEGEND

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

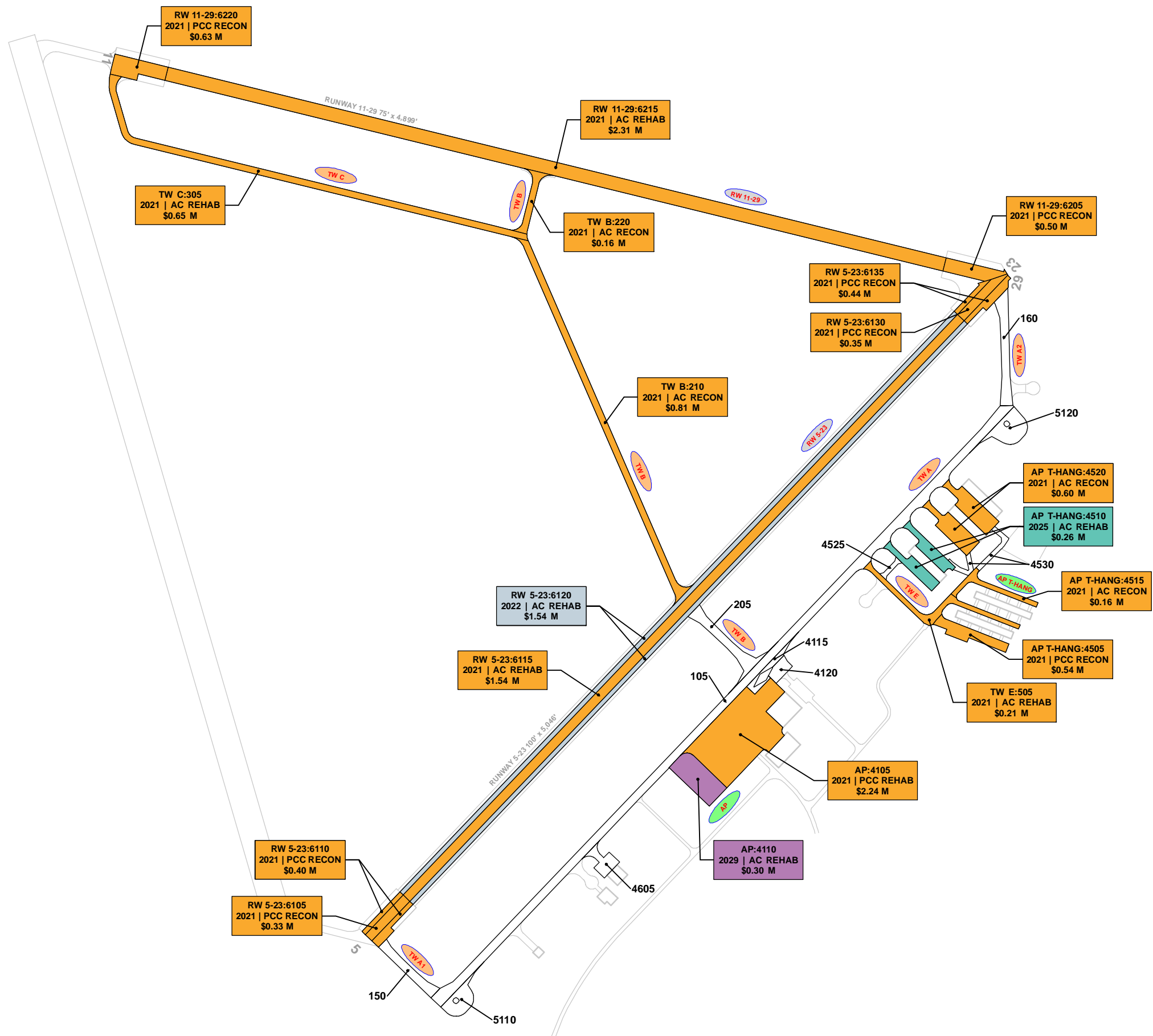
2020 PAVEMENT CONDITION INDEX

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

"SECTION ID"
"PCI VALUE"

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





LEGEND

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

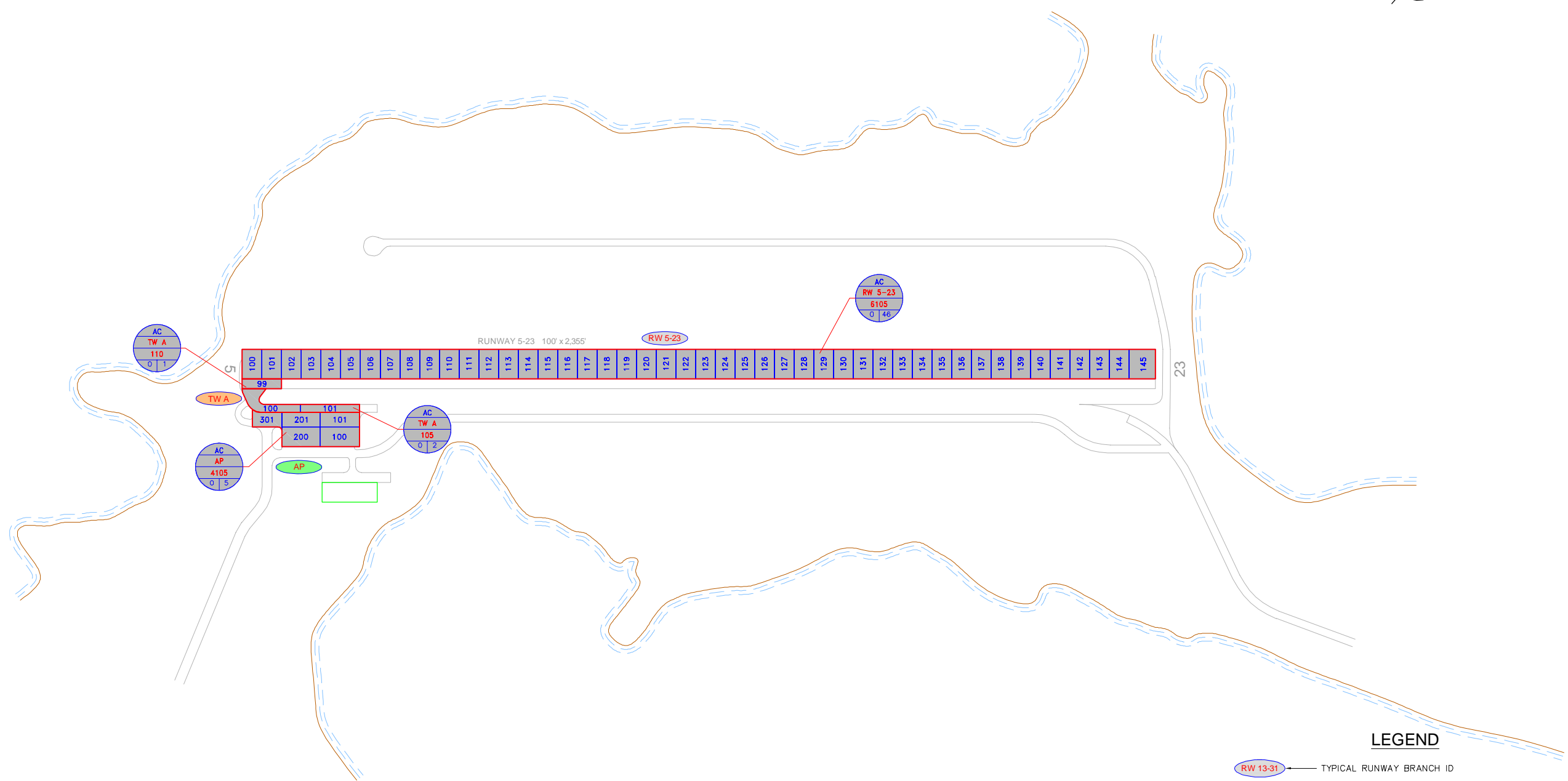
PROGRAM YEAR

	2021		2026
	2022		2027
	2023		2028
	2024		2029
	2025		2030

"BRANCH"; "SECTION"
"YEAR"; "REHAB ACTIVITY"
"EST. COST"

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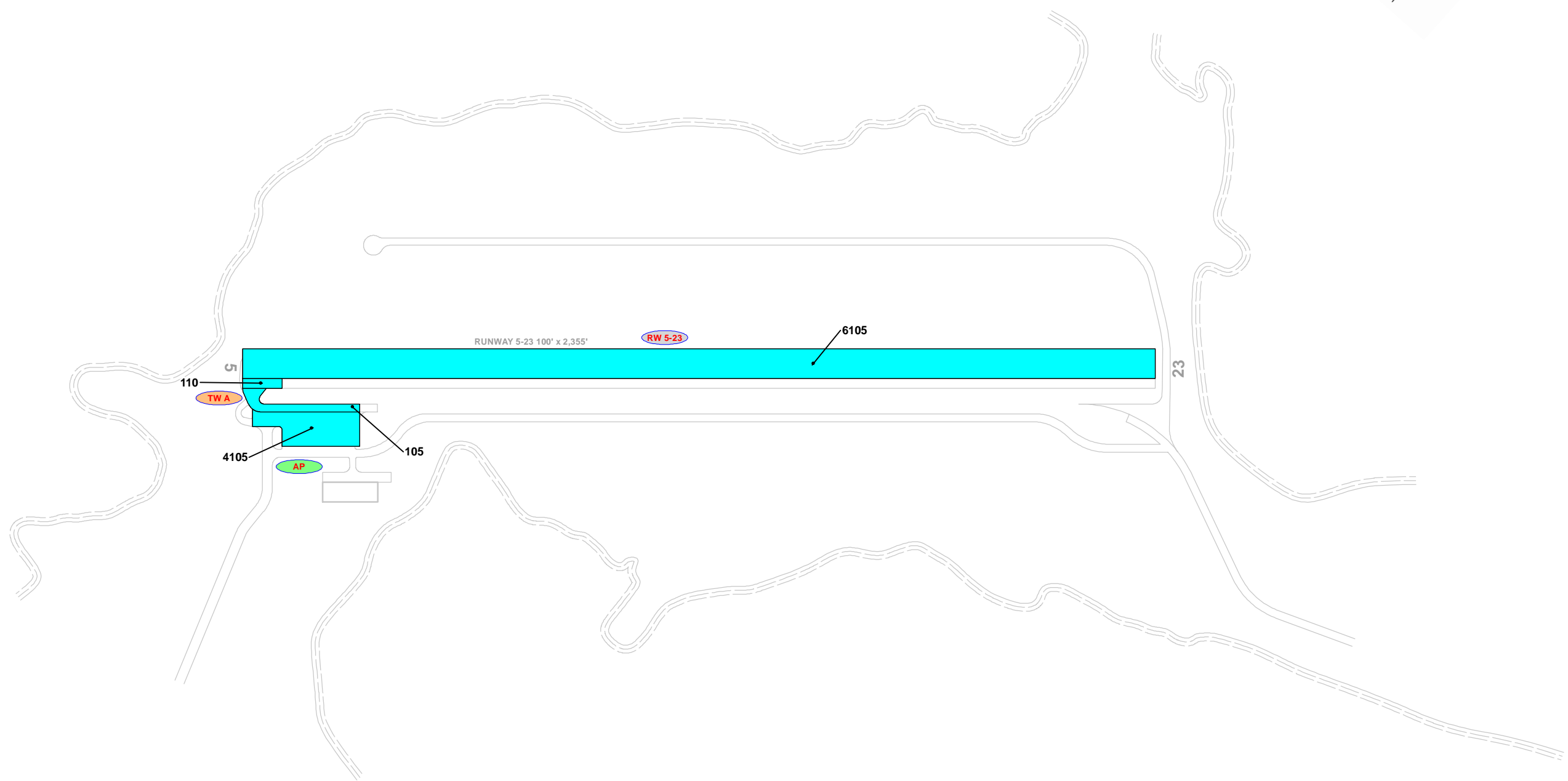


LEGEND

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

TOTAL SAMPLES INSPECTED = 0
 AC: 0 PCC: 0

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



RECENT & ANTICIPATED CONSTRUCTION ACTIVITY

CONSTRUCTION YEAR	LOCATION	WORK TYPE / PAVEMENT SECTION
2020	RW 5-23	Complete Reconstruction - AC 2" P-409, 6" P-207
	AP, TW A	Mill and Overlay

LEGEND

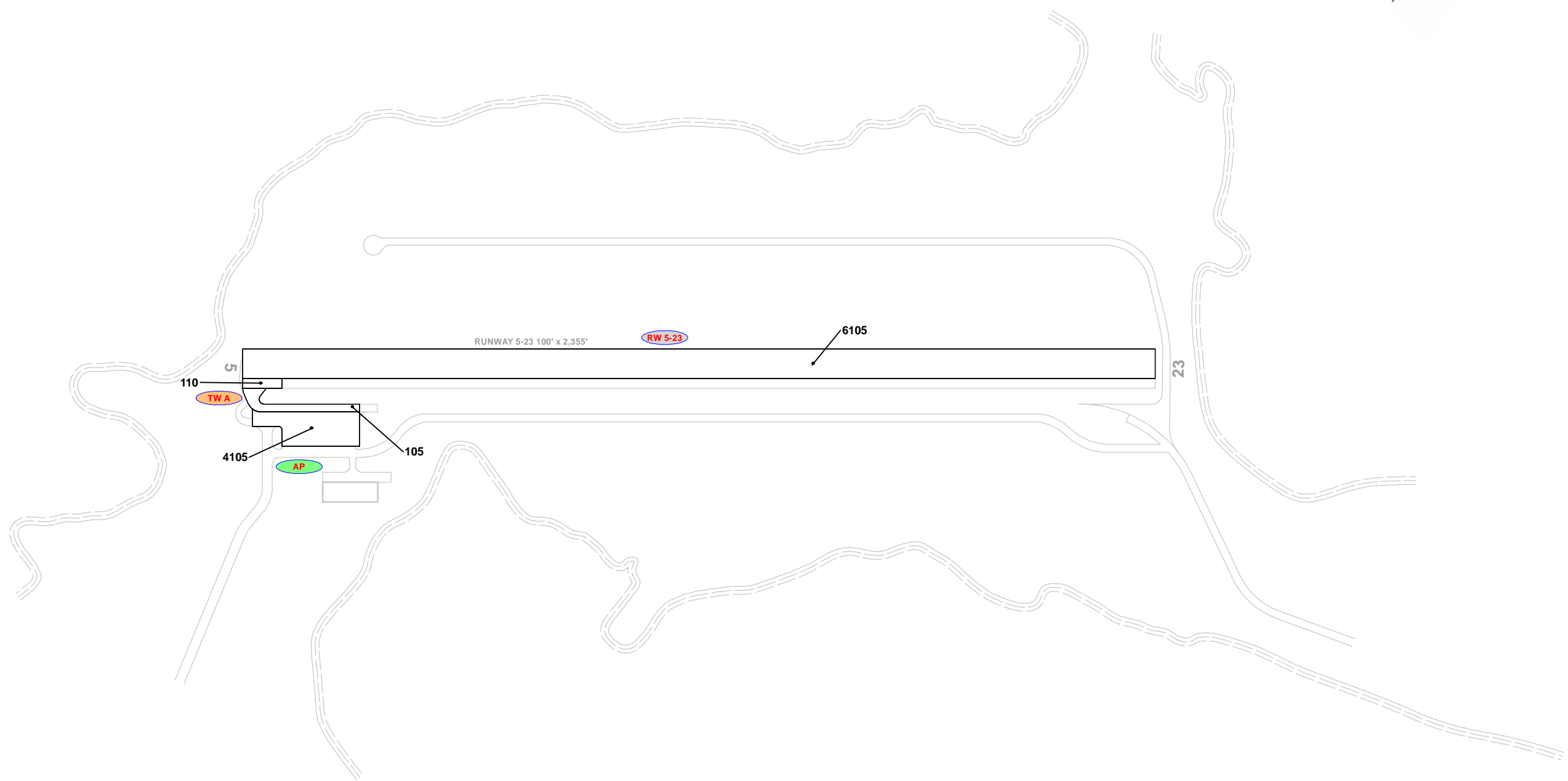
- RW 13-31 — TYPICAL RUNWAY BRANCH ID
- TW A — TYPICAL TAXIWAY BRANCH ID
- AP S — TYPICAL APRON BRANCH ID

PROJECT YEAR




	2016		2021
	2017		2022
	2018		2023
	2019		2024
	2020		2025

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










LEGEND

-  TYPICAL RUNWAY BRANCH ID
-  TYPICAL TAXIWAY BRANCH ID
-  TYPICAL APRON BRANCH ID

AGE AT INSPECTION

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

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



LEGEND

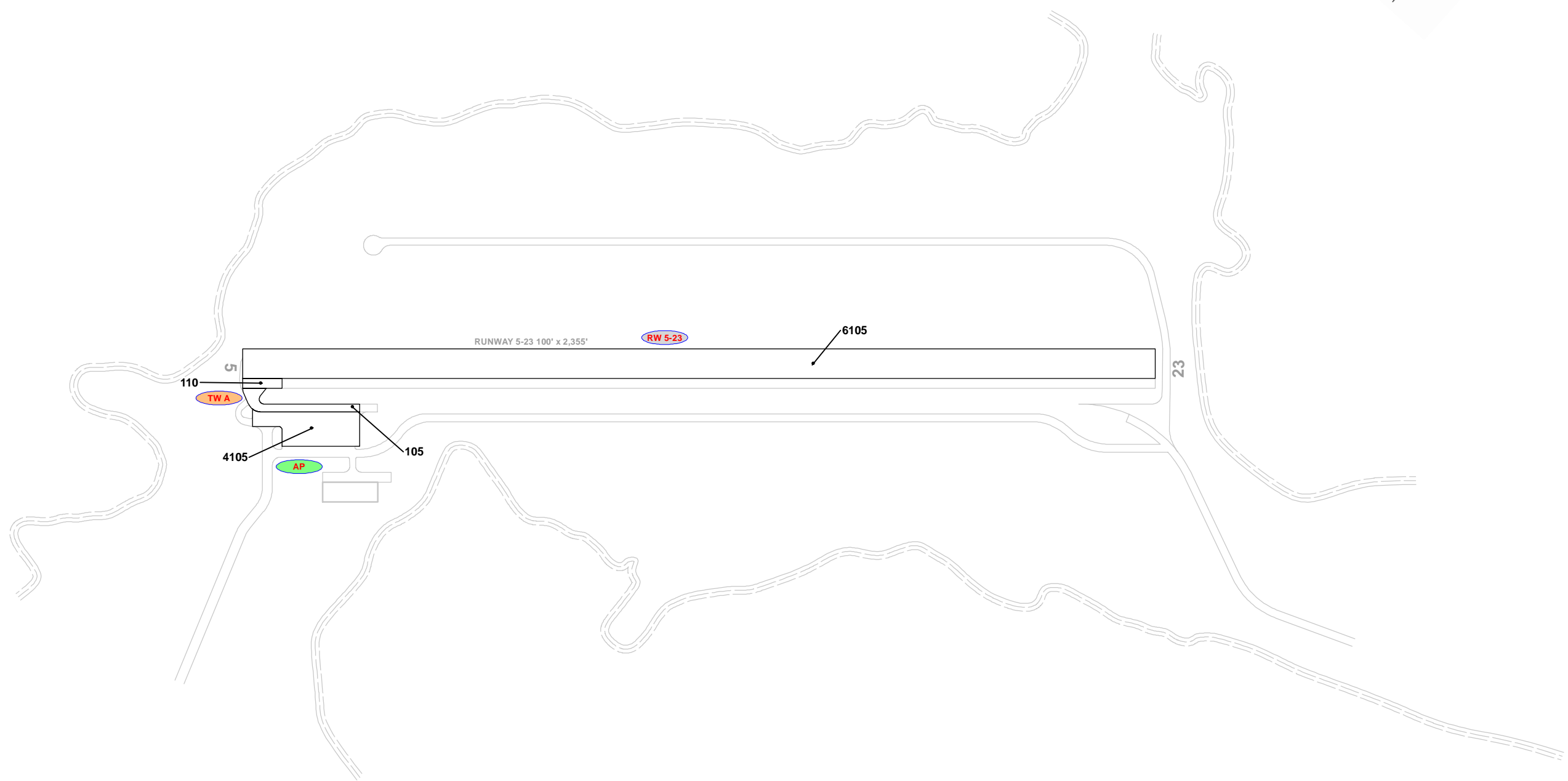
- TYPICAL RUNWAY BRANCH ID
- TYPICAL TAXIWAY BRANCH ID
- TYPICAL APRON BRANCH ID

2020 PAVEMENT CONDITION INDEX

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

"SECTION ID"
"PCI VALUE"

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



***As a result of the recent major rehabilitation completed on all airside pavements at CDK in 2020, the results of the maintenance, repair, and major rehabilitation analysis identified no major rehabilitation needs for the 10-year forecast period.**

LEGEND

- TYPICAL RUNWAY BRANCH ID
- TYPICAL TAXIWAY BRANCH ID
- TYPICAL APRON BRANCH ID

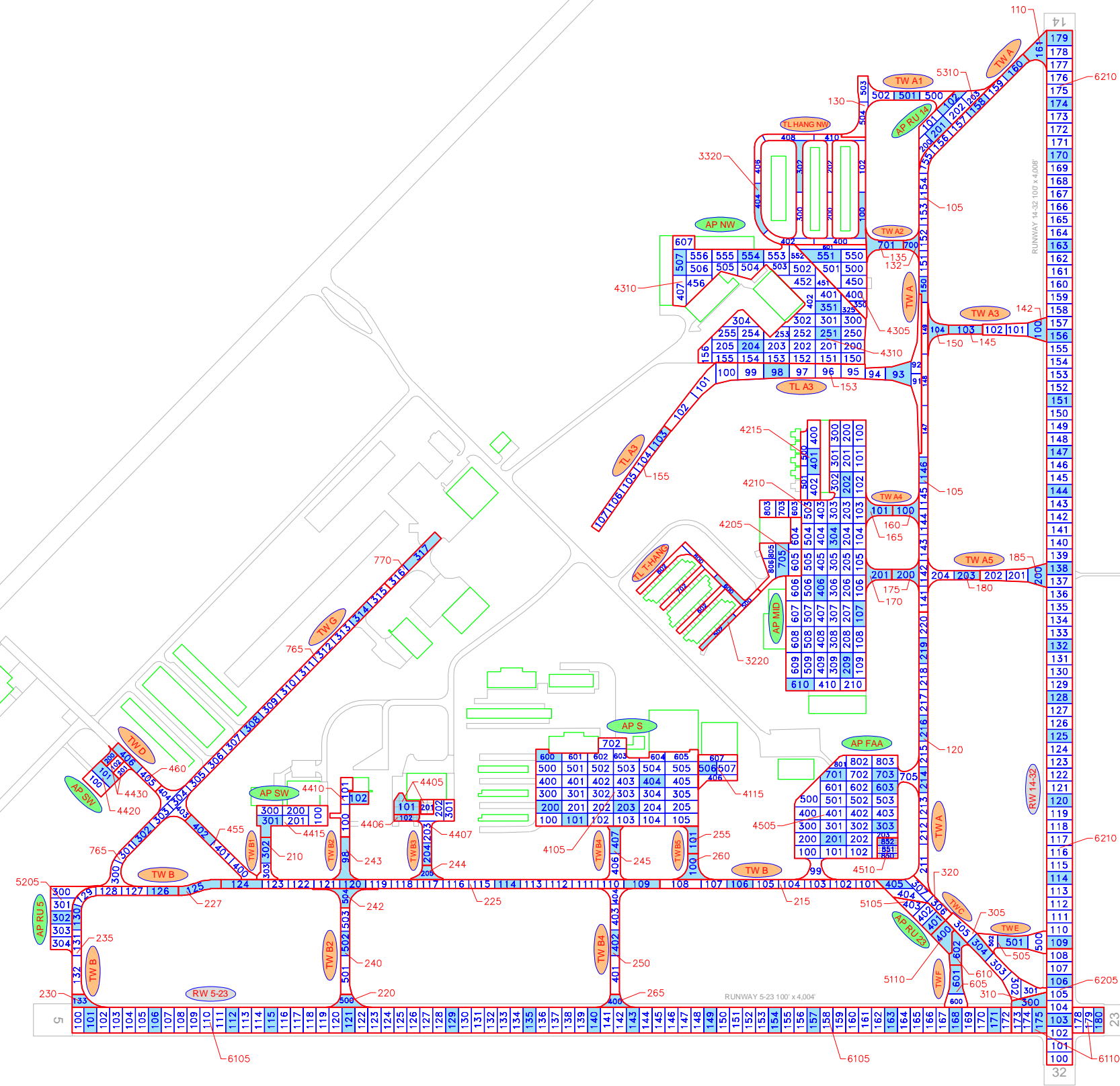
PROGRAM YEAR

2021	2026
2022	2027
2023	2028
2024	2029
2025	2030

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

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





AAC RW 5-23 6105 15 73	AAC RW 5-23 6110 2 6	AAC RW 14-32 6205 2 9	AAC RW 14-32 6210 15 71	AAC TW A 105 4 20	AAC TW A 120 1 1	AAC TW A1 130 3 10	AAC TW A2 132 1 1	AAC TW A2 135 1 1
AAC TW A3 142 1 3	AAC TW A3 145 1 1	AAC TW A3 205 1 1	AAC TW A4 205 1 1	AAC TW A4 165 1 1	AAC TW A5 170 1 1	AAC TW A5 180 1 1	AAC TW A5 185 1 2	AAC TW B 215 1 3
AAC TW B 225 4 16	AAC TW B 227 1 1	AAC TW B 230 1 1	AAC TW B 235 2 7	AAC TW B1 210 1 2	AAC TW B2 220 1 1	AAC TW B2 240 1 3	AAC TW B2 242 1 1	AAC TW B2 243 1 1
AAC TW B3 244 1 1	AAC TW B4 245 1 2	AAC TW B4 250 1 4	AAC TW B5 255 1 1	AAC TW B5 260 1 1	AAC TW C 305 1 5	AAC TW C 310 1 1	AAC TW C 320 1 4	AAC TW D 455 1 3
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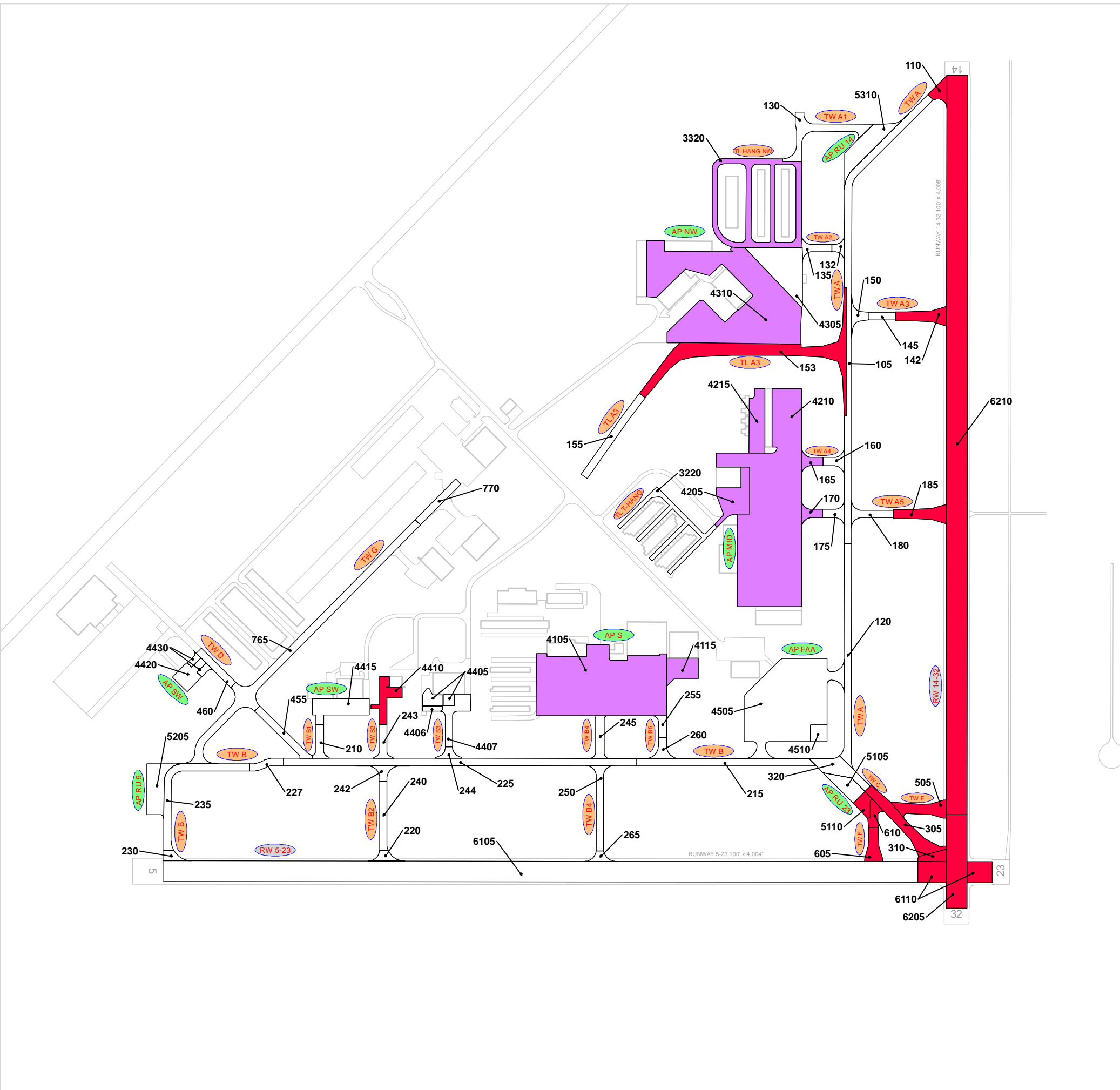
LEGEND

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

TOTAL SAMPLES INSPECTED = 133
 AC: 130 PCC: 3

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





RECENT & ANTICIPATED CONSTRUCTION ACTIVITY

CONSTRUCTION YEAR	LOCATION	WORK TYPE / PAVEMENT SECTION
2018	AP MID	Complete Reconstruction - AC
	AP MID, AP NW, AP S, TL HANG NW, TW A4, TW A5	Overlay - AC Structural
2019	RW 5-23, RW 14-32	Mill and Overlay Variable asphalt mill with 2" P-401 overlay
	RW 14-32	Mill and Overlay Variable asphalt mill (additional mill along longitudinal joints at 2' width, 2" depth) with 2" P-401 overlay.
	AP RU 23, TW A, TW A3, TW A5, TW C, TW E, TW F	Mill and Overlay Variable asphalt mill (depth post-mill varies 2"-5") with 2" P-401 overlay
	TL A3	New Construction - AC 4" P-401 (2LIFTS) OVER 6" P-211 LIMEROCK BASE COURSE OVER 12" STABILIZED SUBBASE
	AP SW	Mill and Overlay

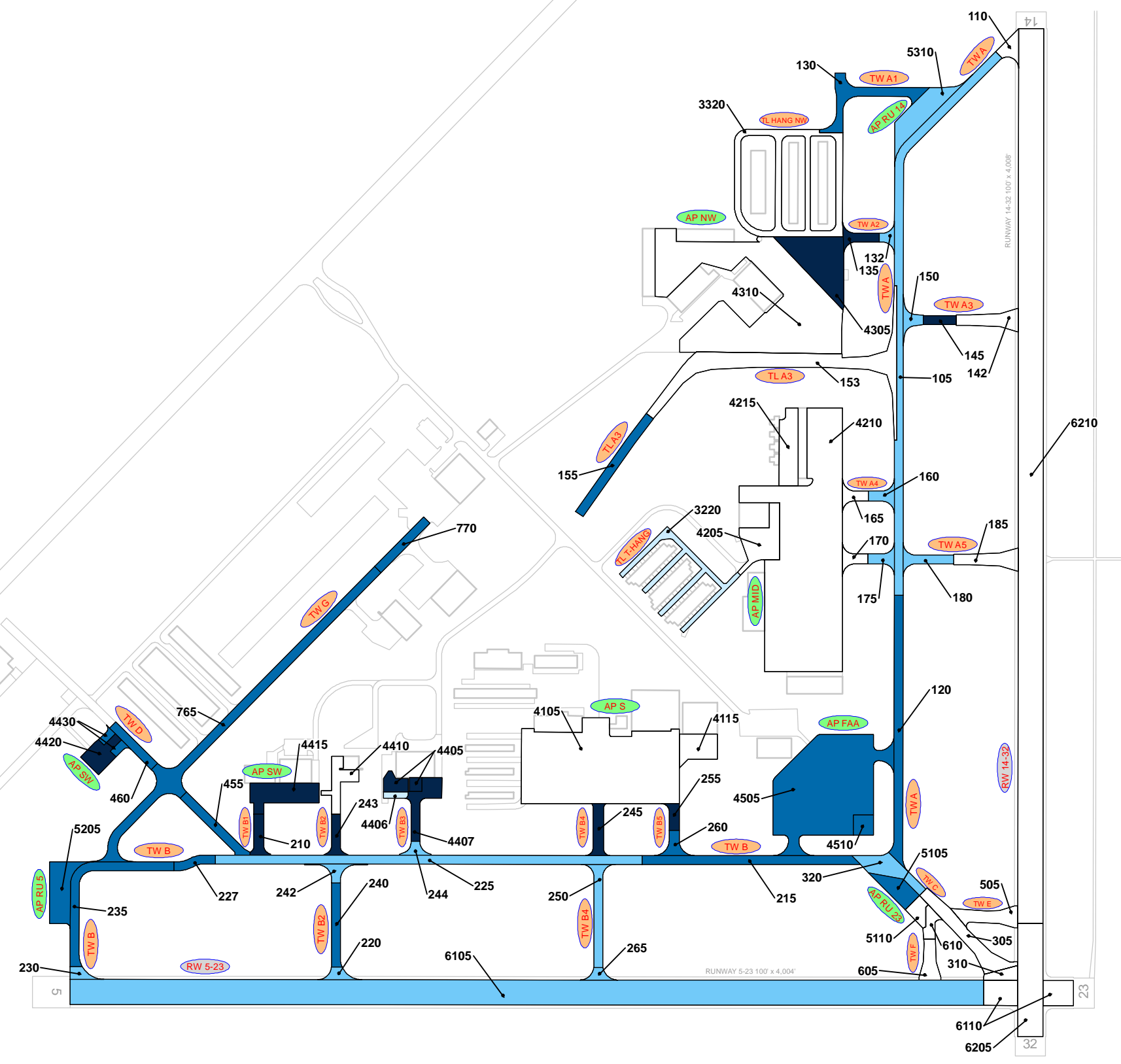
LEGEND

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

PROJECT YEAR

 2017	 2022
 2018	 2023
 2019	 2024
 2020	 2025
 2021	 2026

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



LEGEND

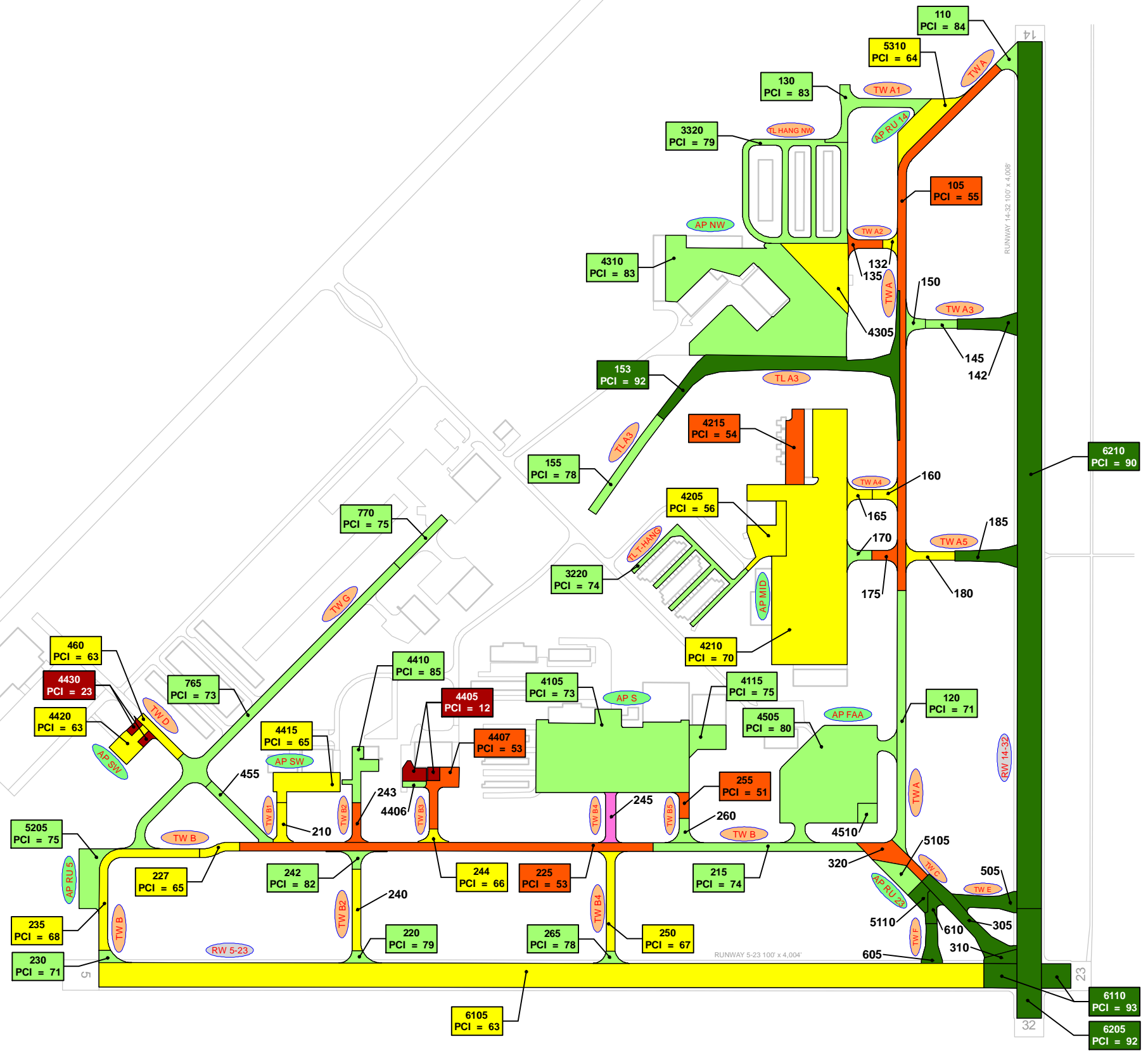
- RW 13-31 — TYPICAL RUNWAY BRANCH ID
- TW A — TYPICAL TAXIWAY BRANCH ID
- AP S — TYPICAL APRON BRANCH ID

AGE AT INSPECTION

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

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





132 PCI = 67	135 PCI = 55	142 PCI = 91	145 PCI = 71	150 PCI = 78	160 PCI = 63	165 PCI = 62
170 PCI = 75	175 PCI = 55	180 PCI = 60	185 PCI = 90	210 PCI = 56	240 PCI = 69	243 PCI = 41
245 PCI = 31	260 PCI = 79	305 PCI = 90	310 PCI = 90	320 PCI = 51	455 PCI = 76	505 PCI = 94
605 PCI = 94	610 PCI = 95	4305 PCI = 60	4406 PCI = 81	4510 PCI = 78	5105 PCI = 71	5110 PCI = 92

LEGEND

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

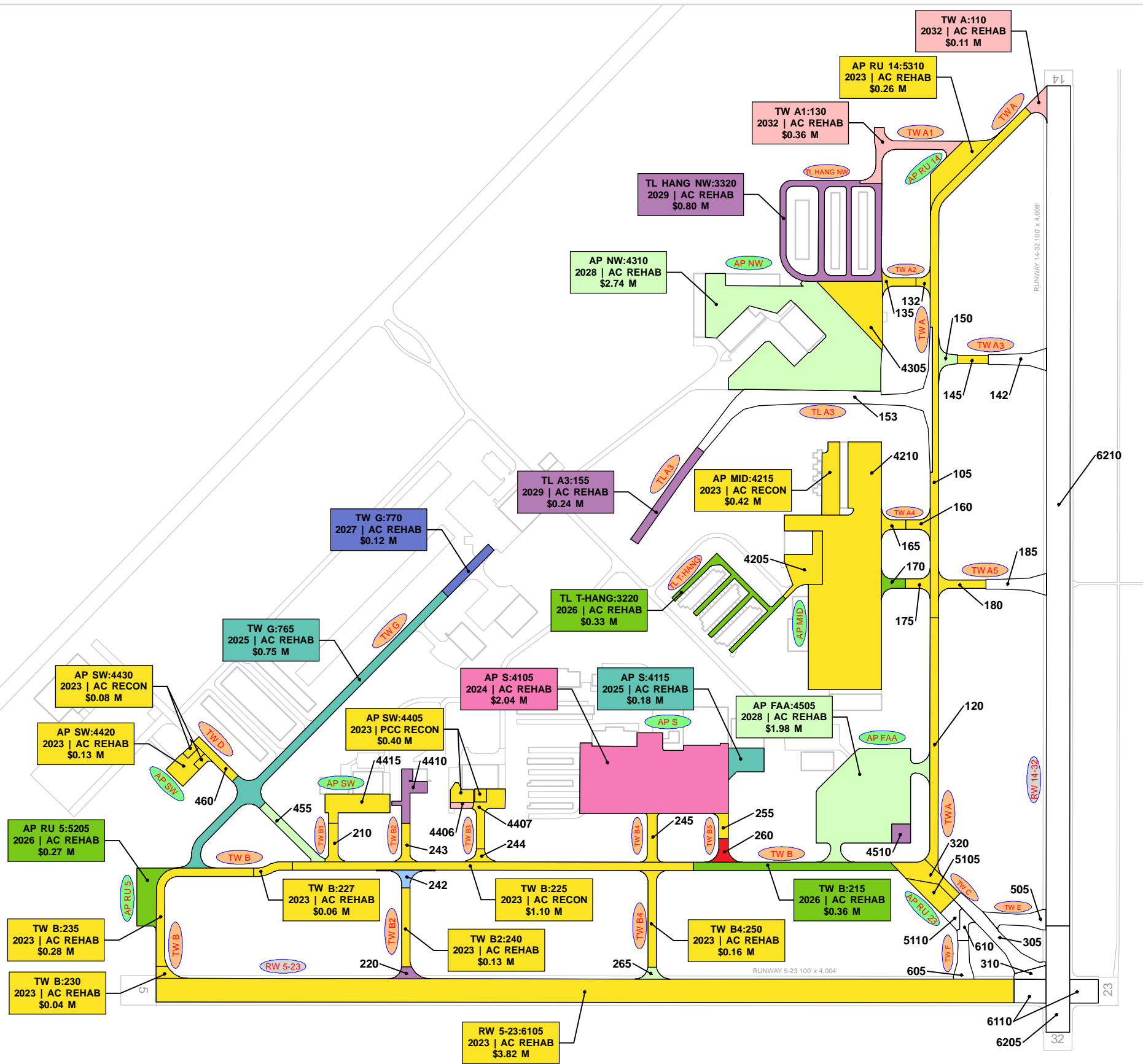
2022 PAVEMENT CONDITION INDEX

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

SECTION ID
PCI VALUE

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





TW A:105 2023 AC REHAB \$1.20 M	TW A:120 2023 AC REHAB \$0.40 M	TW A2:132 2023 AC REHAB \$0.03 M	TW A2:135 2023 AC REHAB \$0.08 M
TW A3:145 2023 AC REHAB \$0.05 M	TW A4:160 2023 AC REHAB \$0.06 M	TW A4:165 2023 AC REHAB \$0.05 M	TW A5:175 2023 AC REHAB \$0.08 M
TW A5:180 2023 AC REHAB \$0.09 M	TW B1:210 2023 AC REHAB \$0.08 M	TW B2:243 2023 AC RECON \$0.12 M	TW B3:244 2023 AC REHAB \$0.04 M
TW B4:245 2023 AC RECON \$0.17 M	TW B5:255 2023 AC RECON \$0.08 M	TW C:320 2023 AC RECON \$0.31 M	TW D:460 2023 AC REHAB \$0.09 M
AP MID:4205 2023 AC RECON \$0.45 M	AP MID:4210 2023 AC REHAB \$2.79 M	AP NW:4305 2023 AC REHAB \$0.43 M	AP SW:4407 2023 AC RECON \$0.27 M
AP SW:4415 2023 AC REHAB \$0.24 M	AP RU 23:5105 2023 AC REHAB \$0.13 M	TW A5:170 2026 AC REHAB \$0.06 M	TW A3:150 2028 AC REHAB \$0.07 M
TW B4:265 2028 AC REHAB \$0.04 M	TW D:455 2028 AC REHAB \$0.16 M	TW B2:220 2029 AC REHAB \$0.06 M	AP SW:4410 2029 AC REHAB \$0.18 M
AP FAA:4510 2029 PCC REHAB \$0.19 M	TW B5:260 2030 AC REHAB \$0.08 M	TW B2:242 2031 AC REHAB \$0.08 M	AP SW:4406 2032 PCC REHAB \$0.09 M

LEGEND

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

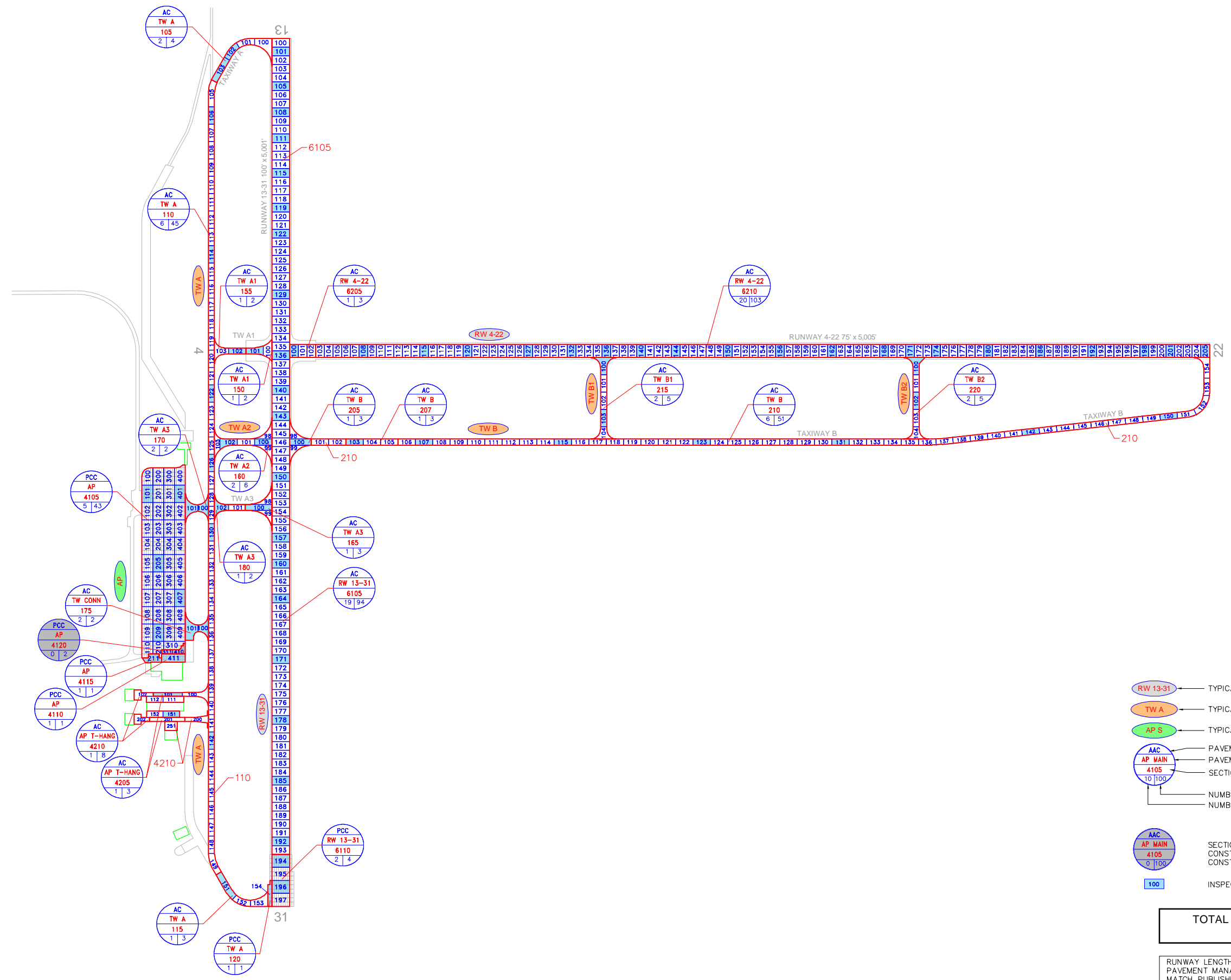
PROGRAM YEAR

2023	2028
2024	2029
2025	2030
2026	2031
2027	2032

“BRANCH” “SECTION”
“YEAR” “REHAB ACTIVITY”
“EST. COST”

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



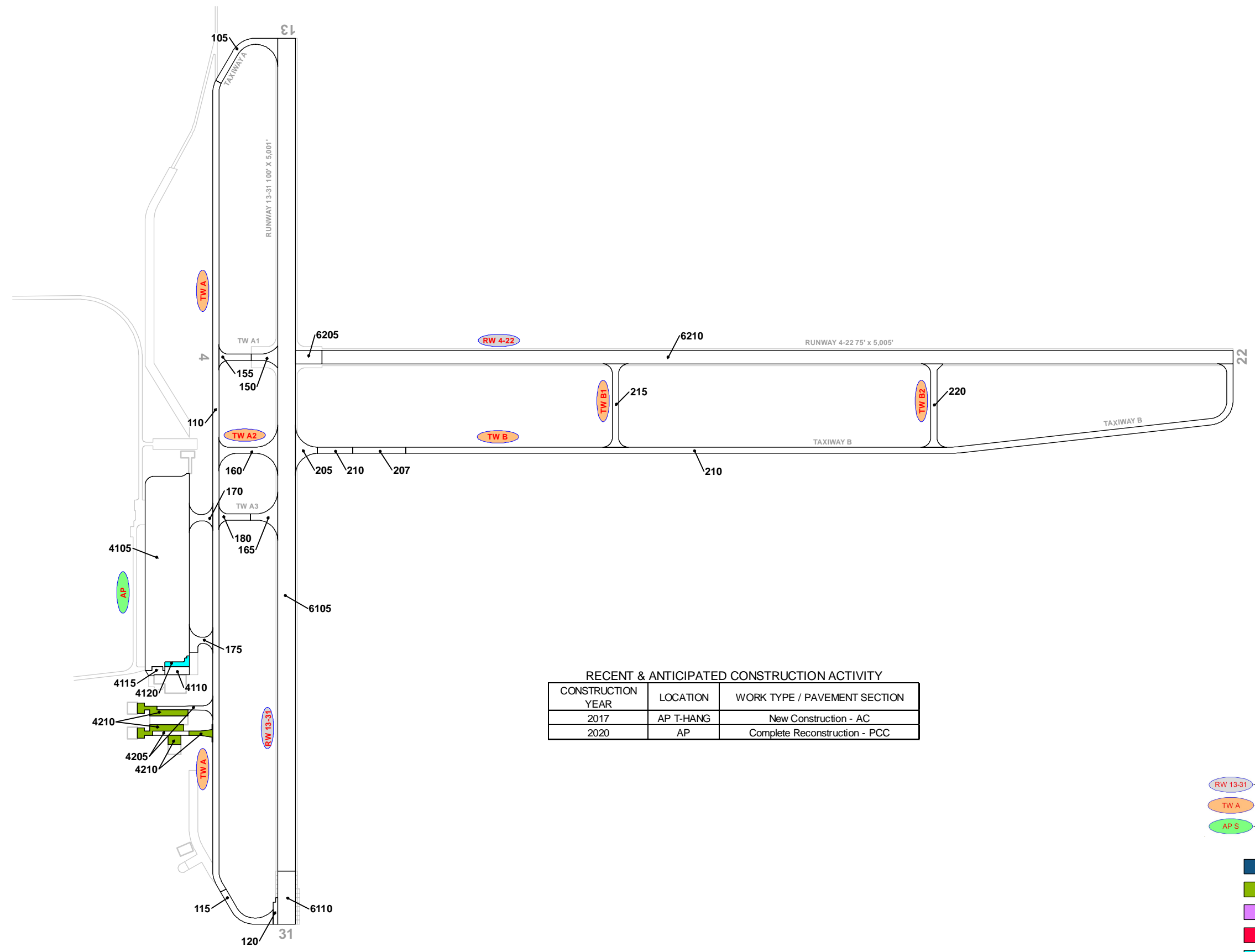


LEGEND

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

TOTAL SAMPLES INSPECTED = 83
AC: 73 PCC: 10

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



RECENT & ANTICIPATED CONSTRUCTION ACTIVITY

CONSTRUCTION YEAR	LOCATION	WORK TYPE / PAVEMENT SECTION
2017	AP T-HANG	New Construction - AC
2020	AP	Complete Reconstruction - PCC

LEGEND

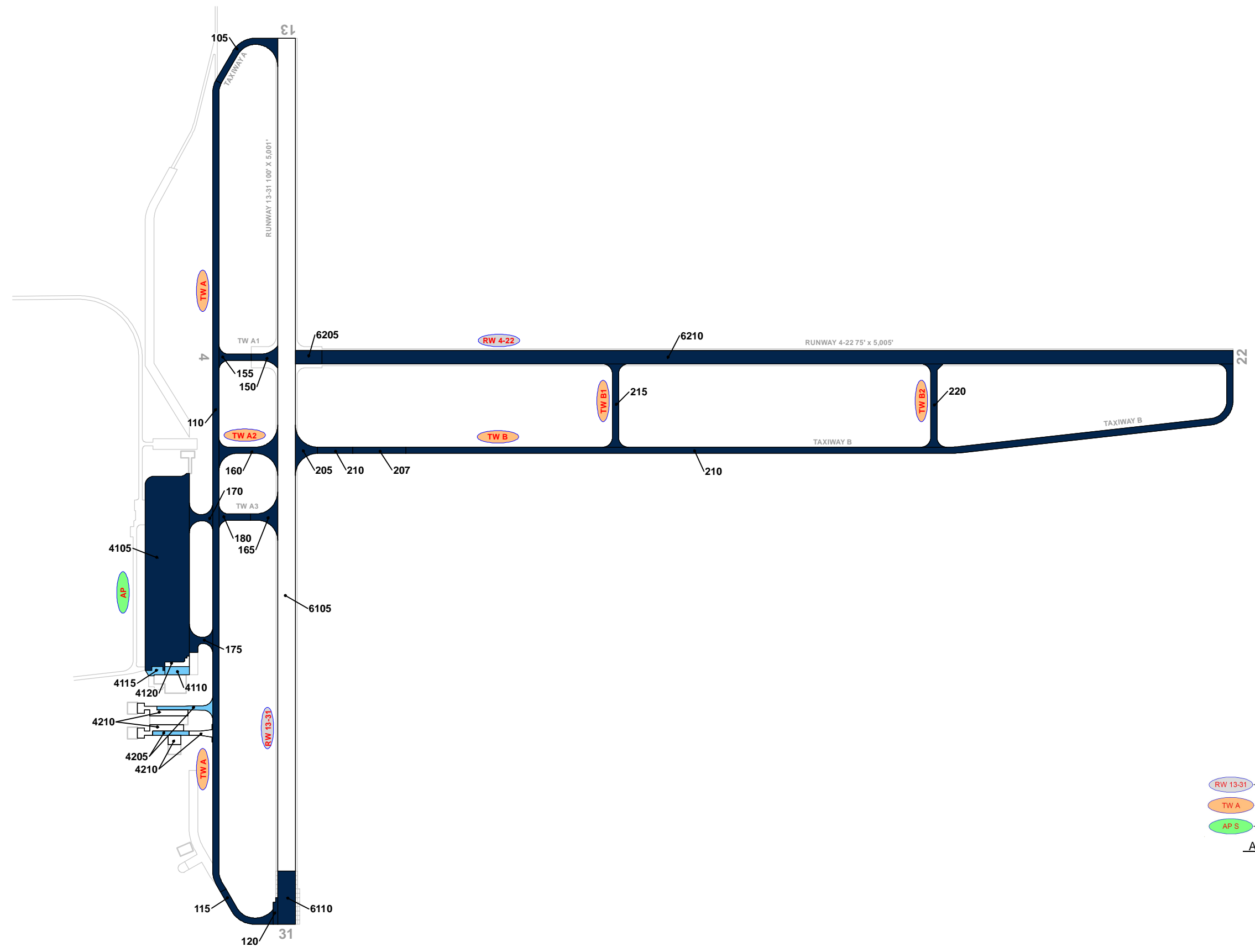
- RW 13-31 TYPICAL RUNWAY BRANCH ID
- TW A TYPICAL TAXIWAY BRANCH ID
- AP S TYPICAL APRON BRANCH ID

PROJECT YEAR

2016	2021
2017	2022
2018	2023
2019	2024
2020	2025

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





LEGEND

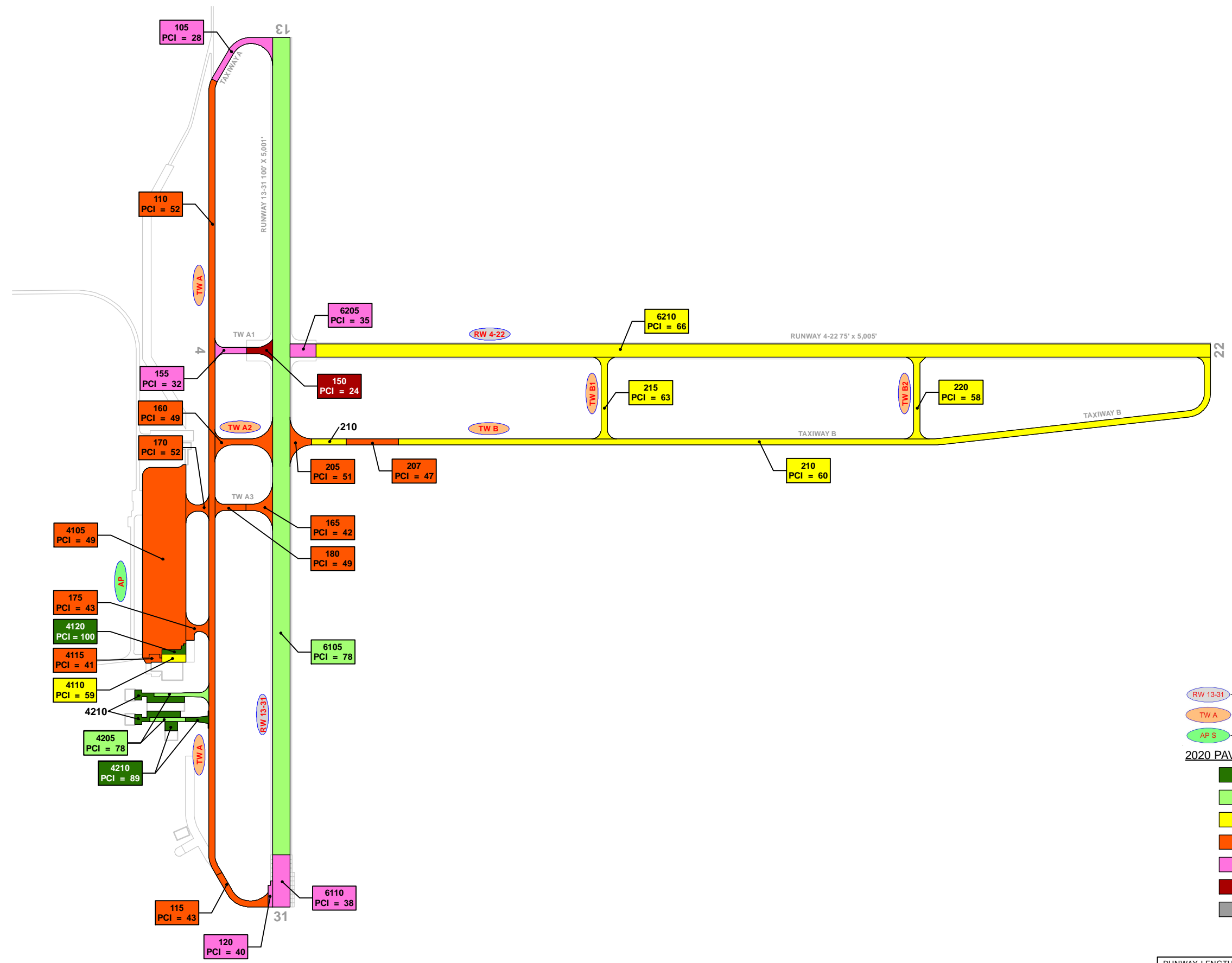
- RW 13-31 — TYPICAL RUNWAY BRANCH ID
- TW A — TYPICAL TAXIWAY BRANCH ID
- AP S — TYPICAL APRON BRANCH ID

AGE AT INSPECTION

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

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





LEGEND

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

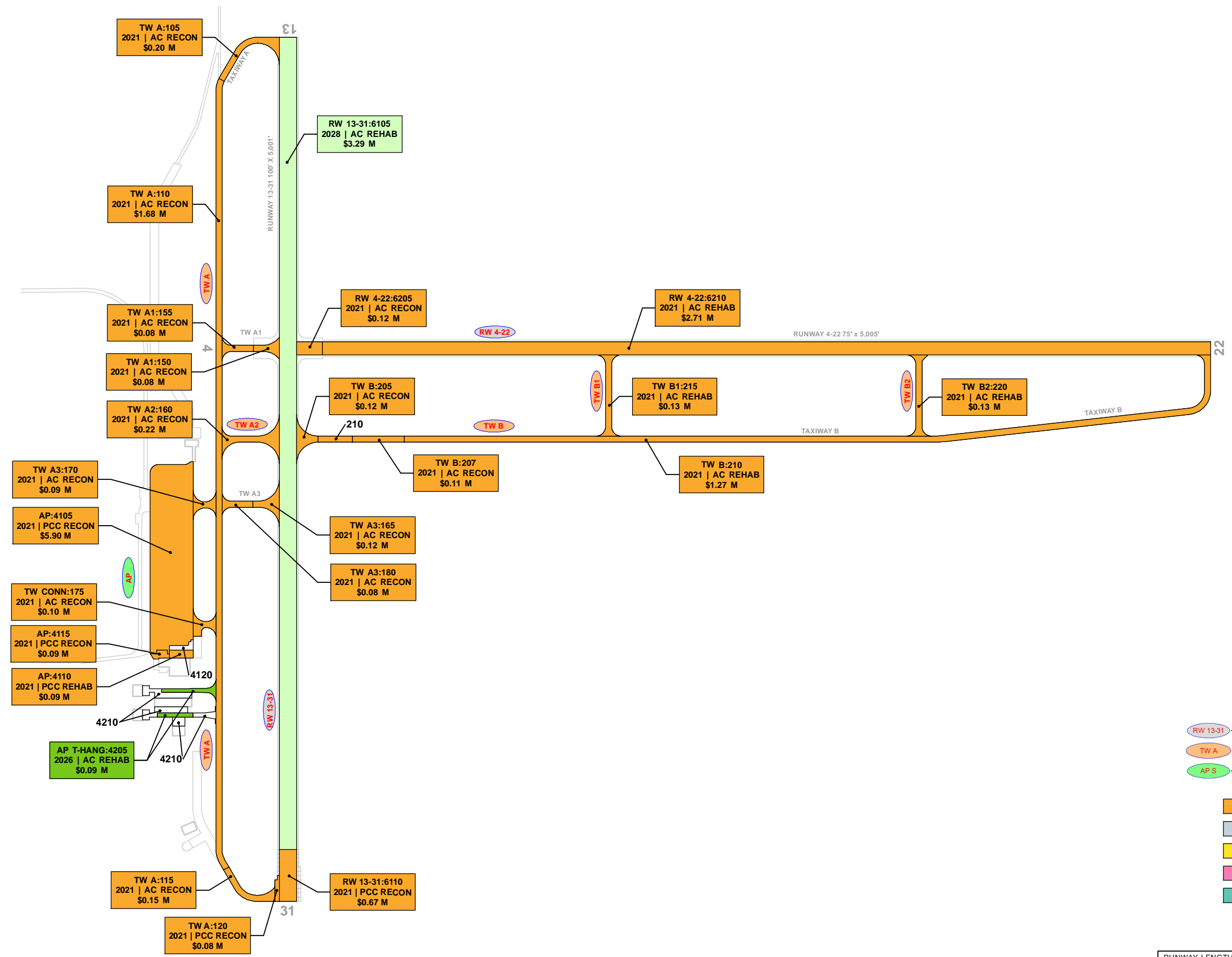
2020 PAVEMENT CONDITION INDEX

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

"SECTION ID"
"PCI VALUE"

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





LEGEND

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

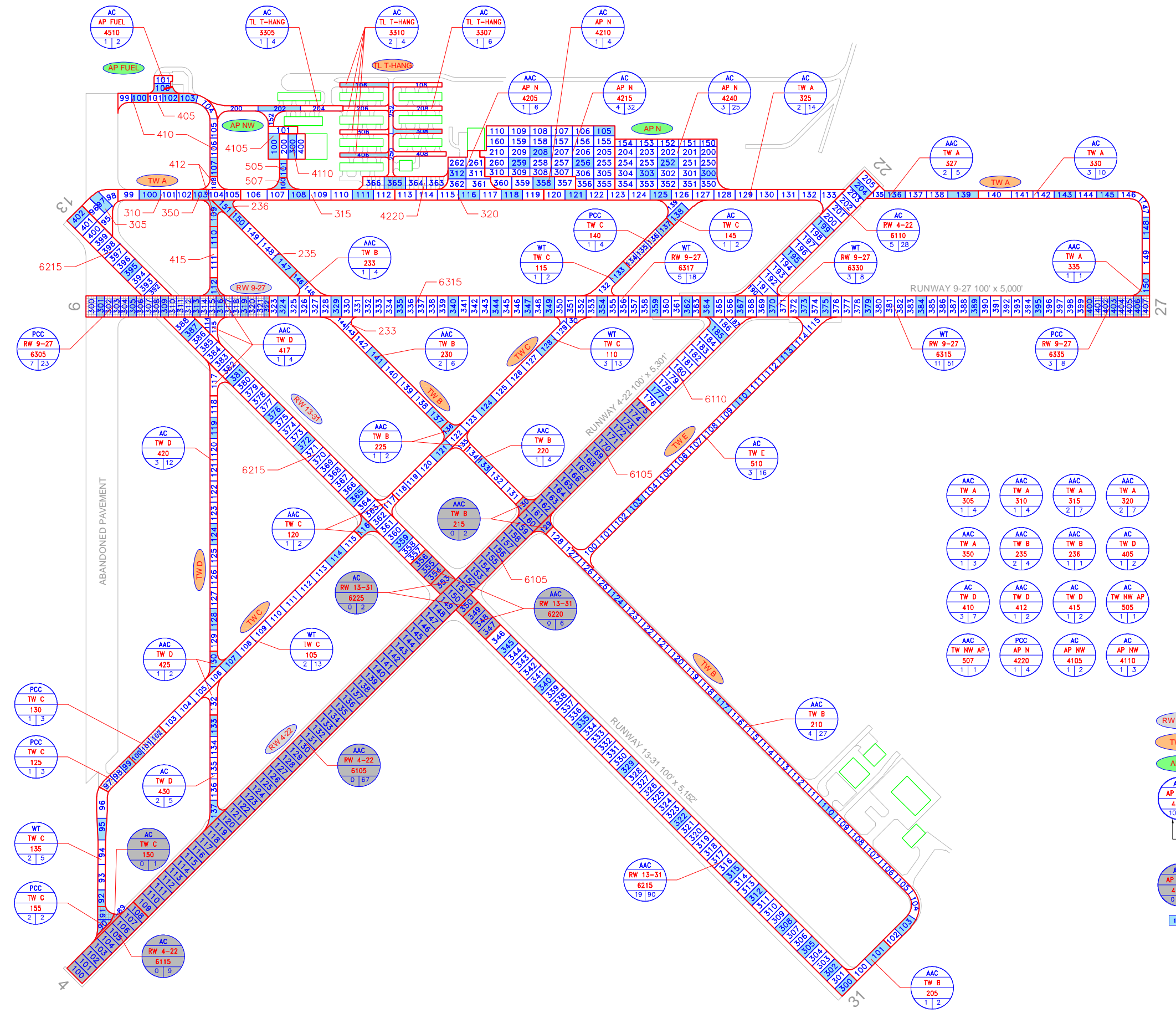
PROGRAM YEAR

	2021		2026
	2022		2027
	2023		2028
	2024		2029
	2025		2030

"BRANCH", "SECTION"
"YEAR", "REHAB ACTIVITY"
"EST. COST"

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





AAC TW A 305	AAC TW A 310	AAC TW A 315	AAC TW A 320
AAC TW A 350	AAC TW B 235	AAC TW B 236	AC TW D 405
AC TW D 410	AAC TW D 412	AC TW D 415	AC TW NW AP 505
AAC TW NW AP 507	PCC AP N 4220	AC AP NW 4105	AC AP NW 4110

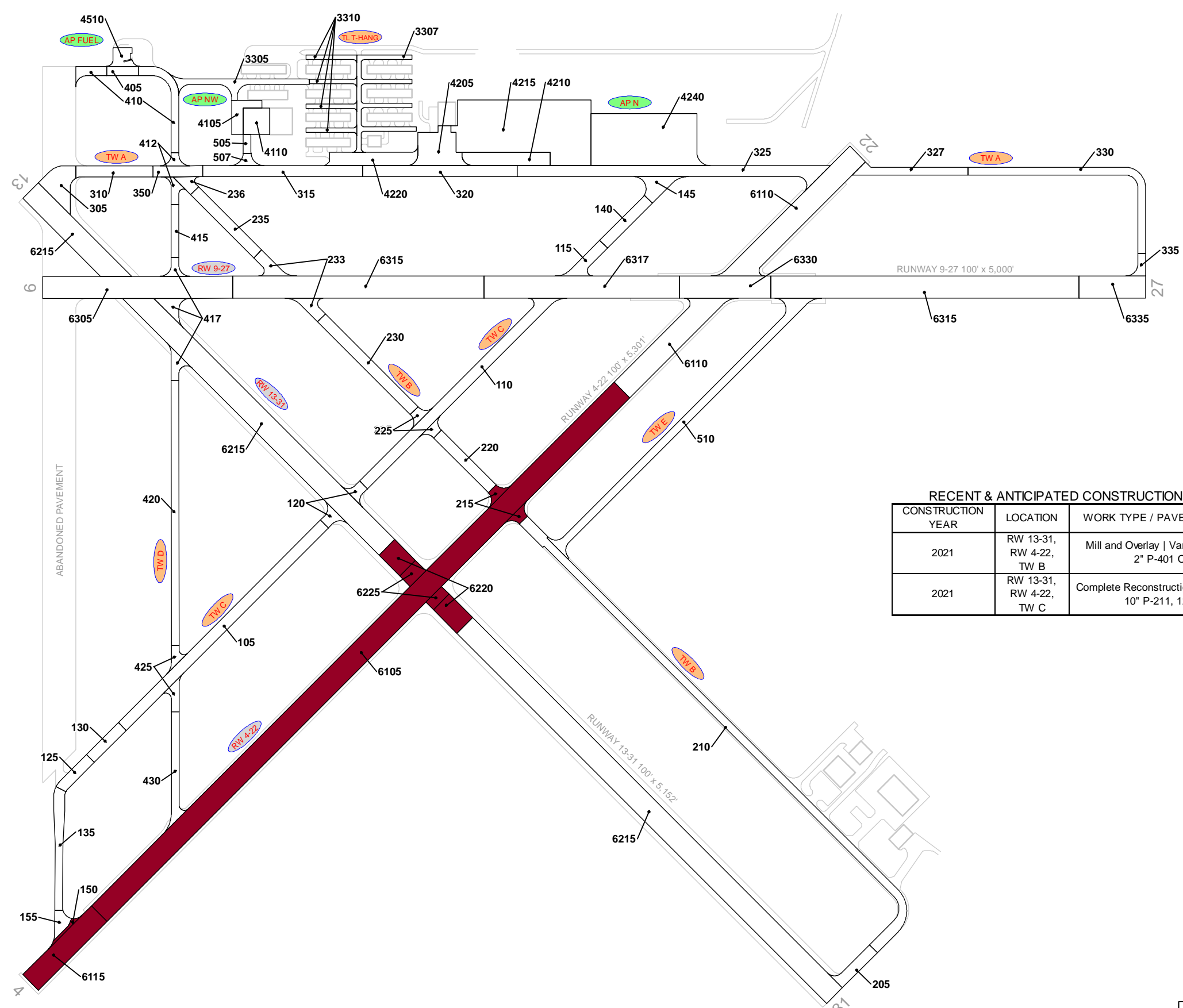
LEGEND

- TYPICAL RUNWAY BRANCH ID
- TYPICAL TAXIWAY BRANCH ID
- TYPICAL APRON BRANCH ID
- PAVEMENT SURFACE TYPE
- PAVEMENT BRANCH ID
- SECTION NUMBER
- NUMBER OF SAMPLE UNITS IN SECTION
- NUMBER OF SAMPLE UNITS TO BE INSPECTED
- SECTION NOT INSPECTED DUE TO RECENT CONSTRUCTION. SEE SYSTEM INVENTORY MAP FOR CONSTRUCTION DATES.
- INSPECTED SAMPLE UNITS.

TOTAL SAMPLES INSPECTED = 131
 AC: 88 PCC: 16 WT: 27

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





RECENT & ANTICIPATED CONSTRUCTION ACTIVITY

CONSTRUCTION YEAR	LOCATION	WORK TYPE / PAVEMENT SECTION
2021	RW 13-31, RW 4-22, TW B	Mill and Overlay Variable Depth Mill, 2" P-401 Overlay
2021	RW 13-31, RW 4-22, TW C	Complete Reconstruction - AC 4" P-401, 10" P-211, 12" P-160

LEGEND

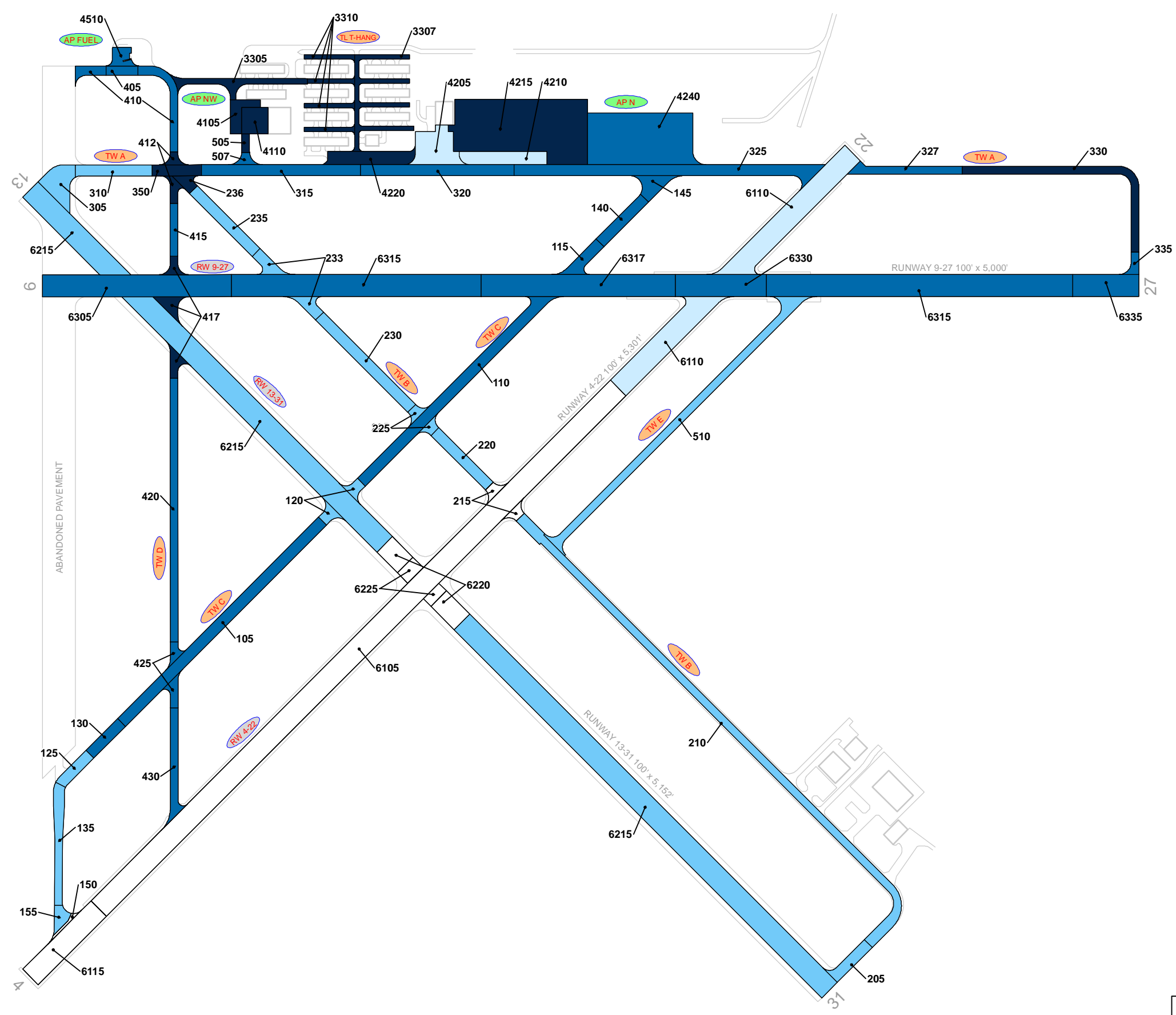
- RW 13-31 TYPICAL RUNWAY BRANCH ID
- TW A TYPICAL TAXIWAY BRANCH ID
- AP S TYPICAL APRON BRANCH ID

PROJECT YEAR

2017	2022
2018	2023
2019	2024
2020	2025
2021	2026

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





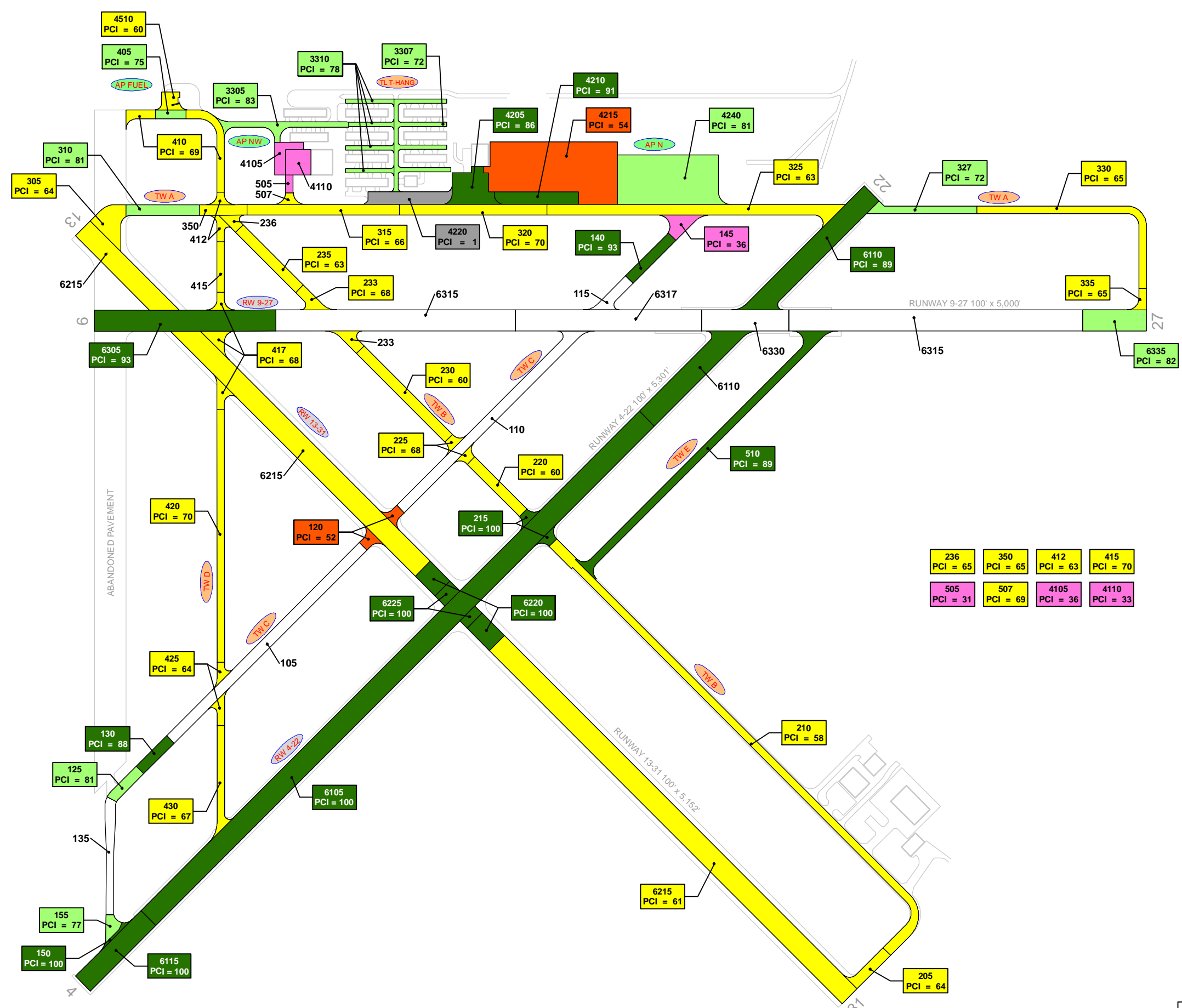
LEGEND

- TYPICAL RUNWAY BRANCH ID
- TYPICAL TAXIWAY BRANCH ID
- TYPICAL APRON BRANCH ID

AGE AT INSPECTION

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

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



236 PCI = 65	350 PCI = 65	412 PCI = 63	415 PCI = 70
505 PCI = 31	507 PCI = 69	4105 PCI = 36	4110 PCI = 33

LEGEND

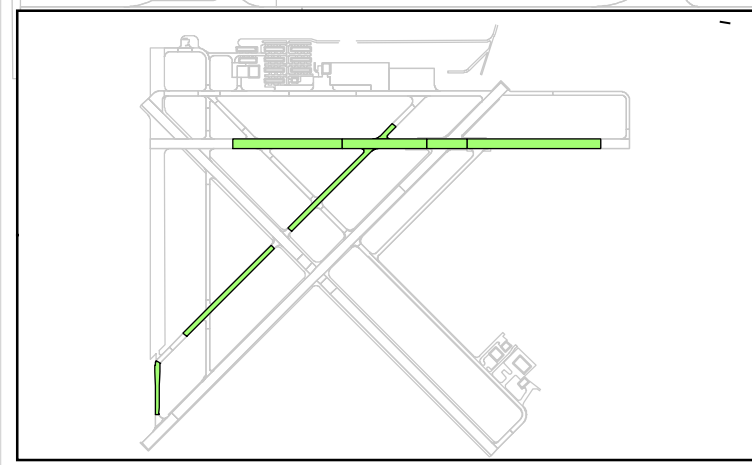
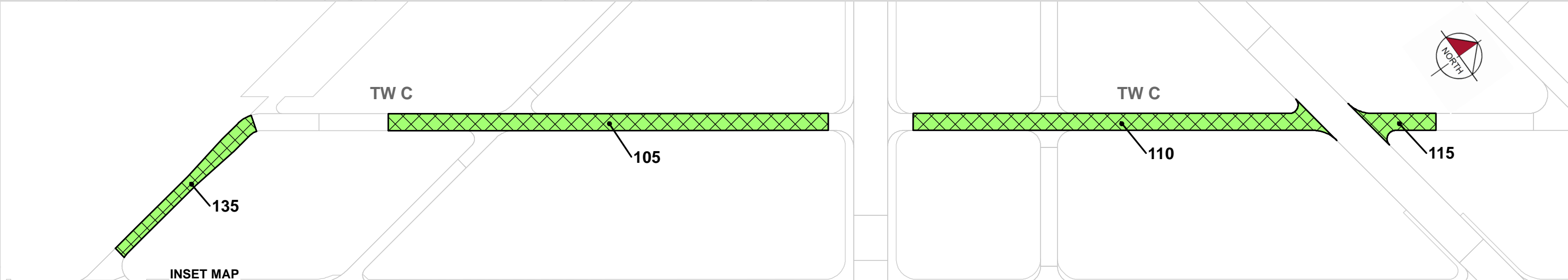
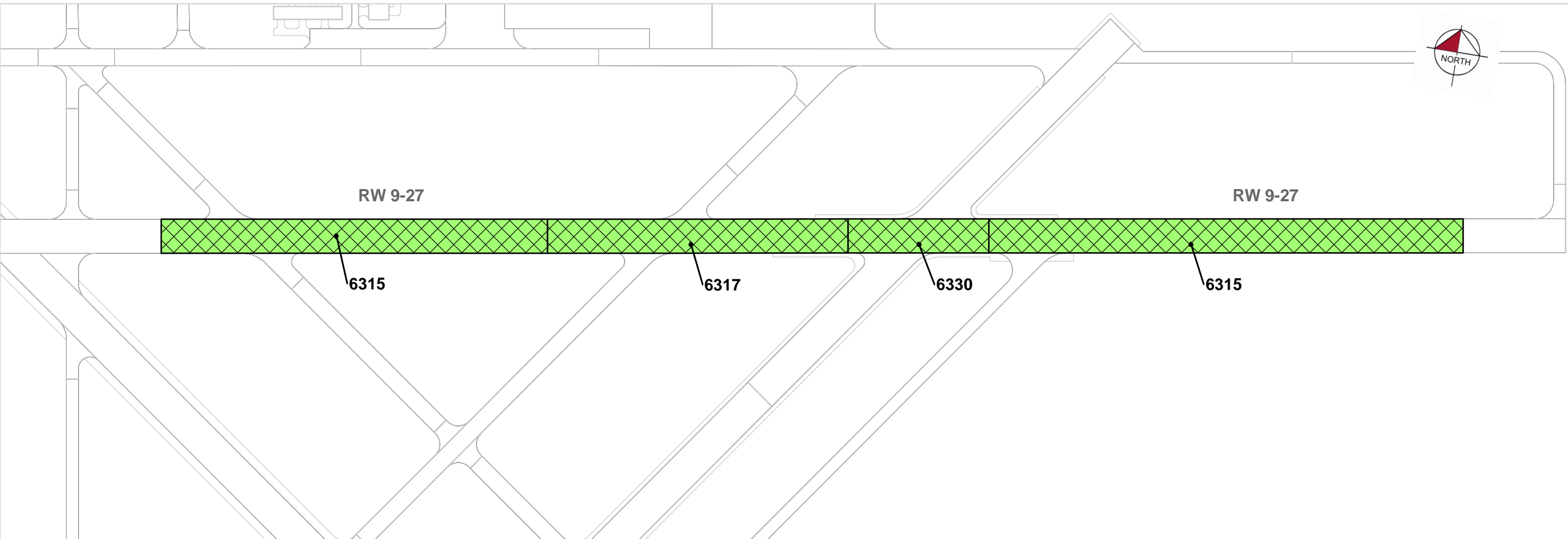
- TYPICAL RUNWAY BRANCH ID
- TYPICAL TAXIWAY BRANCH ID
- TYPICAL APRON BRANCH ID

2022 PAVEMENT CONDITION INDEX

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

SECTION ID
PCI VALUE

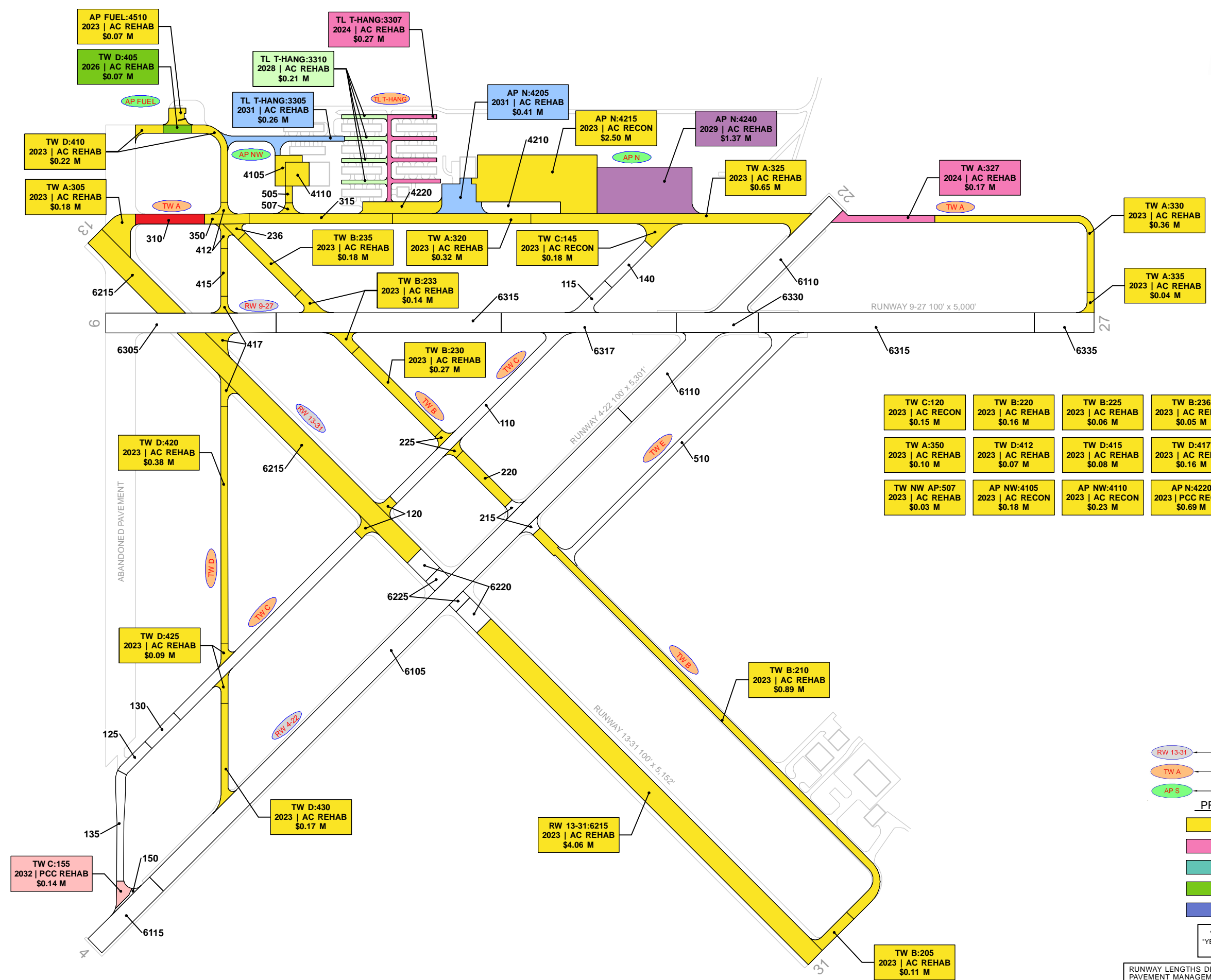
RUNWAY LENGTHS DEPICTED IN THIS DRAWING ARE FOR PAVEMENT MANAGEMENT PURPOSES ONLY AND MAY NOT MATCH PUBLISHED RUNWAY LENGTHS. DRAWING NOT TO SCALE.



2022 PASER RATING (WHITETOPPING PAVEMENT)

	PASER 5 - Excellent
	PASER 4 - Good
	PASER 3 - Fair
	PASER 2 - Poor
	PASER 1 - Failed

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



TW C:120 2023 AC RECON \$0.15 M	TW B:220 2023 AC REHAB \$0.16 M	TW B:225 2023 AC REHAB \$0.06 M	TW B:236 2023 AC REHAB \$0.05 M	TW A:315 2023 AC REHAB \$0.33 M
TW A:350 2023 AC REHAB \$0.10 M	TW D:412 2023 AC REHAB \$0.07 M	TW D:415 2023 AC REHAB \$0.08 M	TW D:417 2023 AC REHAB \$0.16 M	TW NW AP:505 2023 AC RECON \$0.05 M
TW NW AP:507 2023 AC REHAB \$0.03 M	AP NW:4105 2023 AC RECON \$0.18 M	AP NW:4110 2023 AC RECON \$0.23 M	AP N:4220 2023 PCC RECON \$0.69 M	TW A:310 2030 AC REHAB \$0.22 M

LEGEND

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

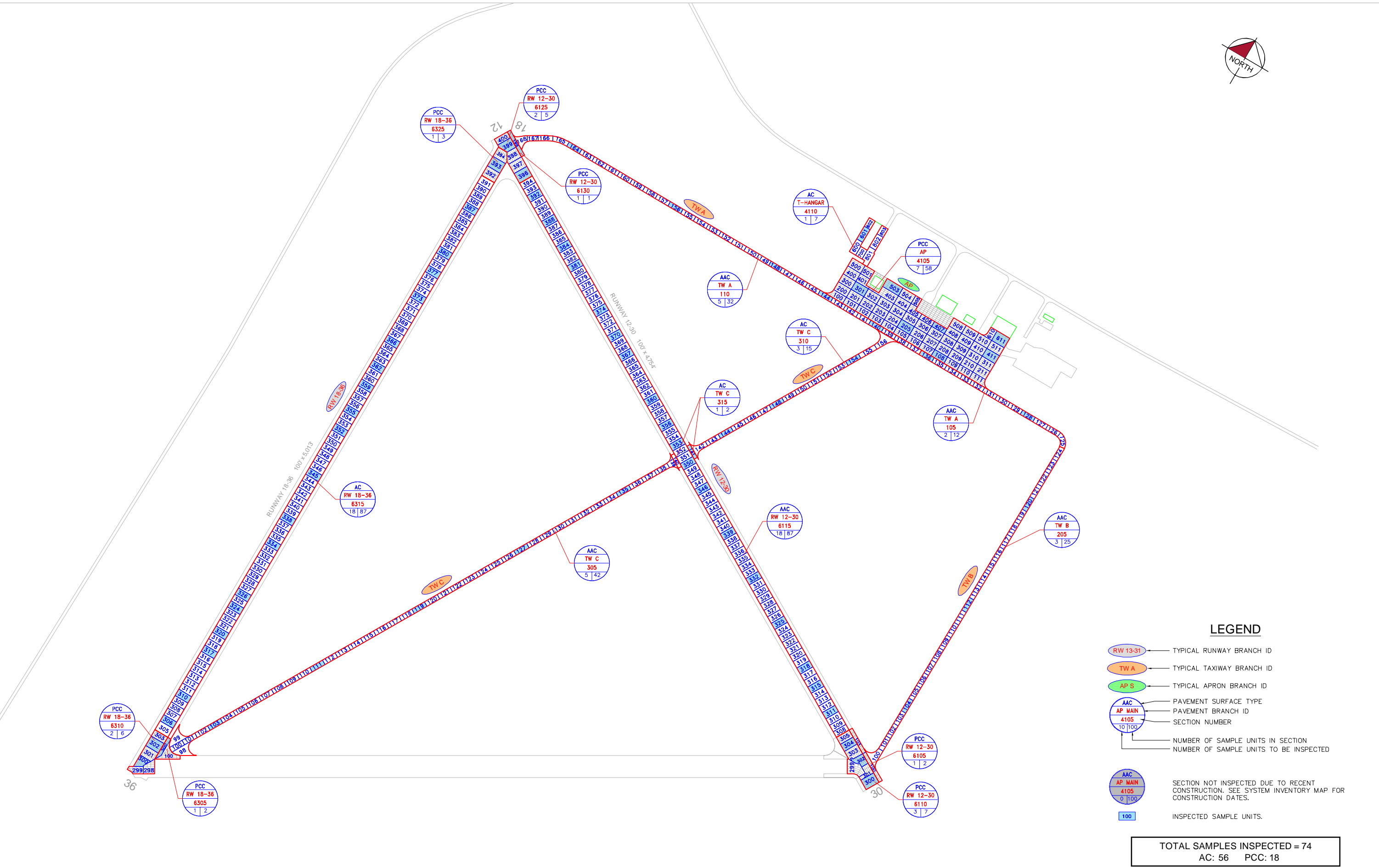
PROGRAM YEAR

	2023		2028
	2024		2029
	2025		2030
	2026		2031
	2027		2032

“BRANCH” “SECTION”
“YEAR” “REHAB ACTIVITY”
“EST. COST”

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





LEGEND

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

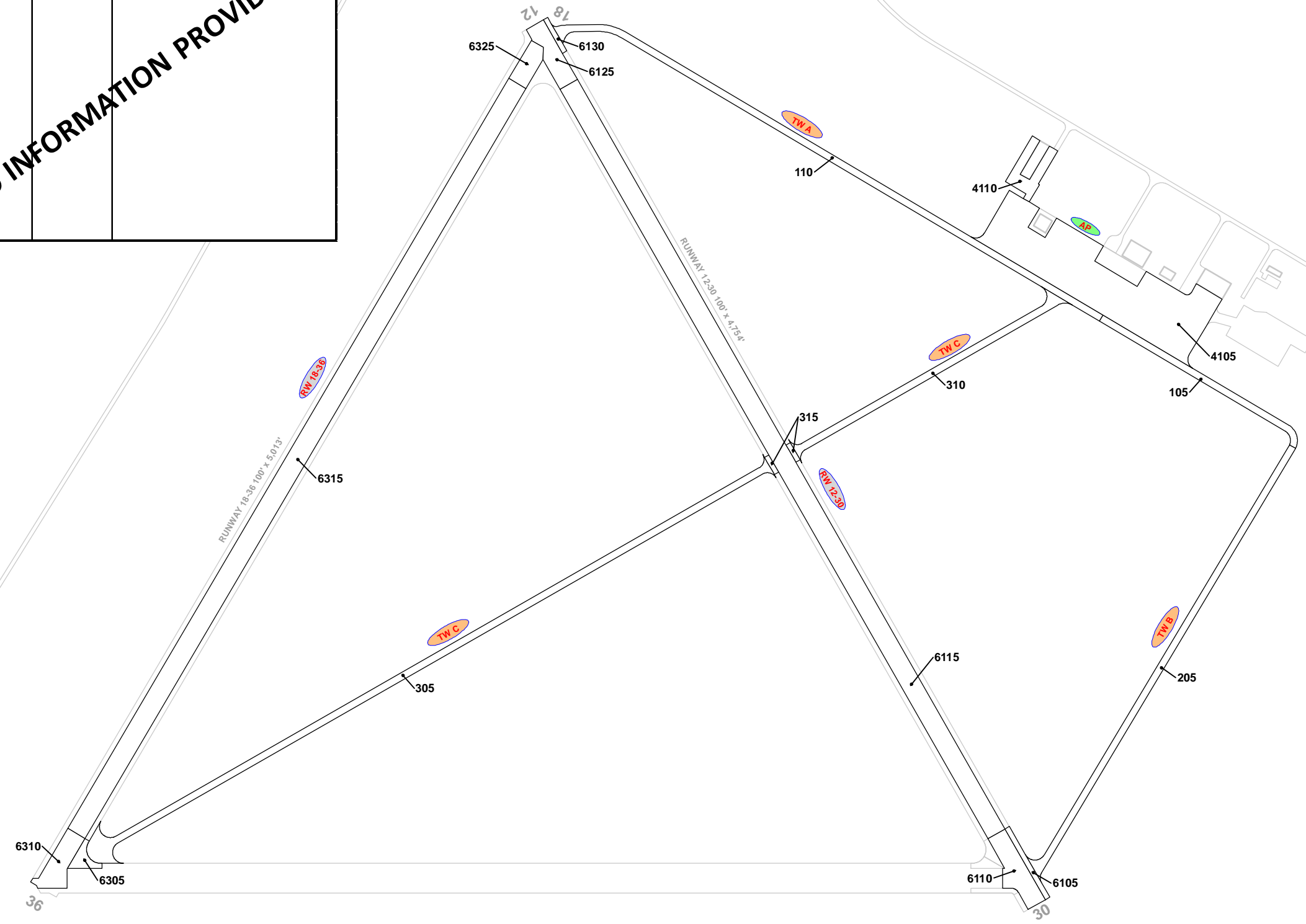
TOTAL SAMPLES INSPECTED = 74
AC: 56 PCC: 18

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



RECENT & ANTICIPATED CONSTRUCTION ACTIVITY

CONSTRUCTION YEAR	LOCATION	WORK TYPE / PAVEMENT SECTION
NO INFORMATION PROVIDED		



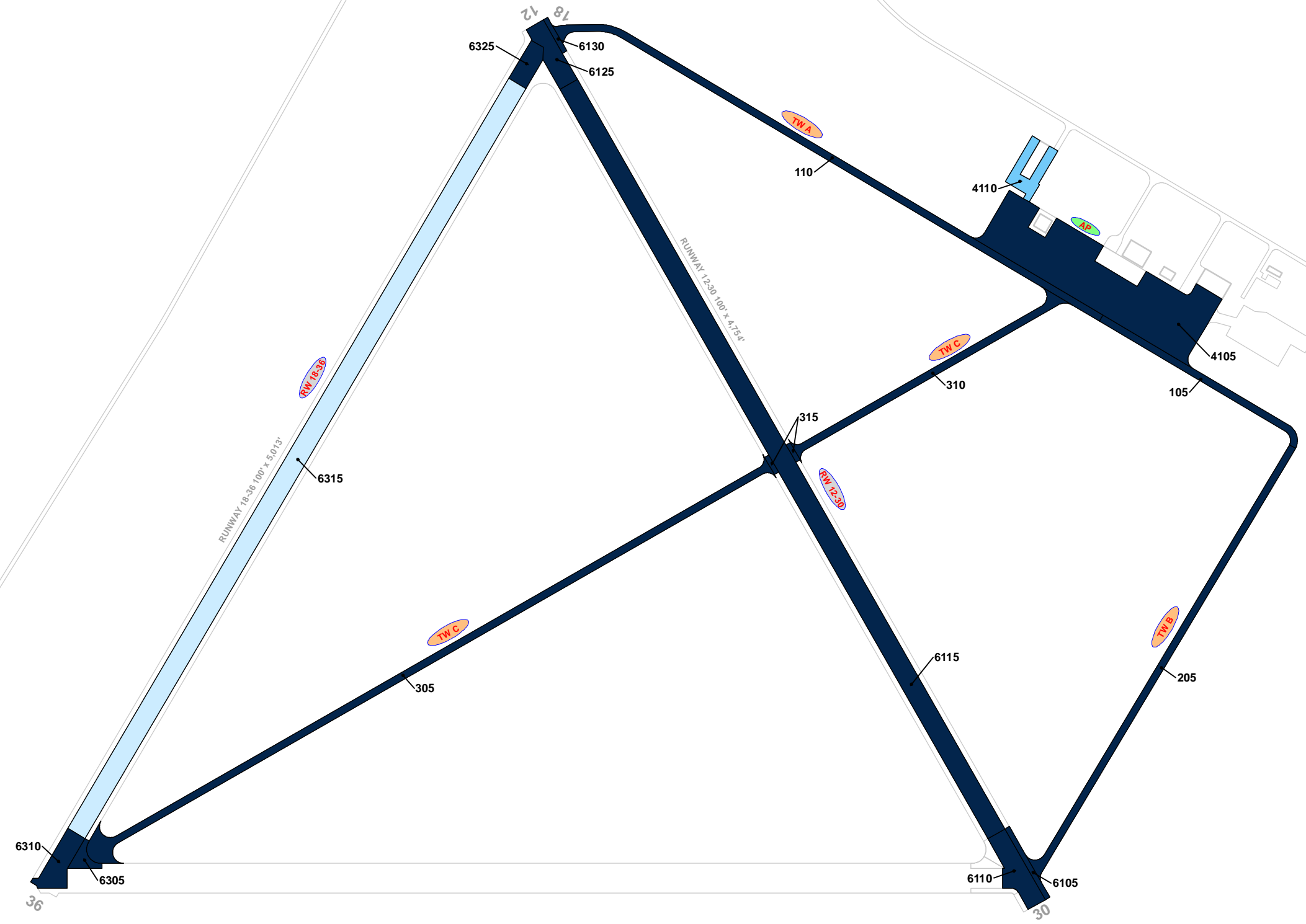
LEGEND

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

PROJECT YEAR

2016	2021
2017	2022
2018	2023
2019	2024
2020	2025

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



LEGEND

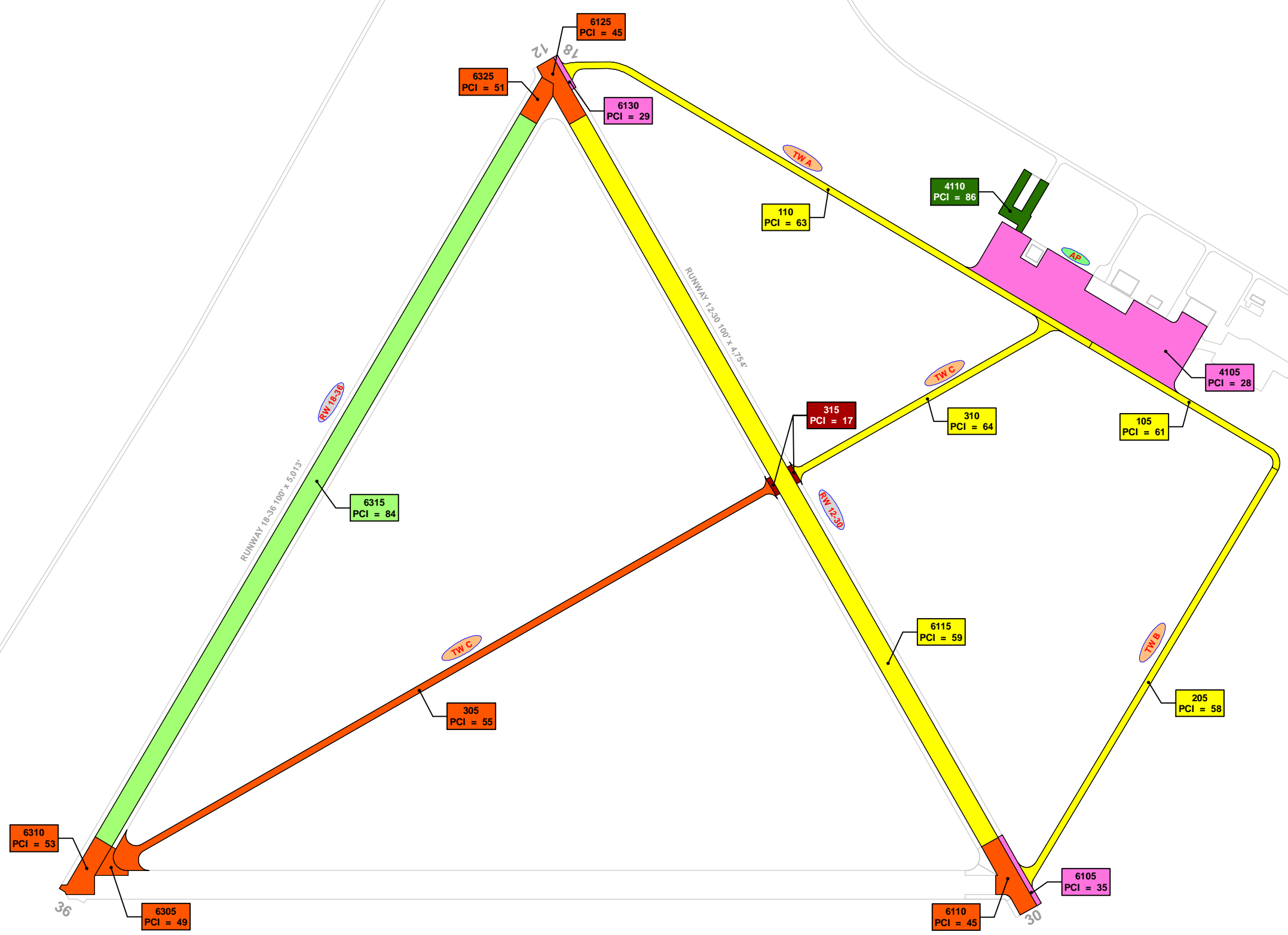
- TYPICAL RUNWAY BRANCH ID
- TYPICAL TAXIWAY BRANCH ID
- TYPICAL APRON BRANCH ID

AGE AT INSPECTION

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

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





LEGEND

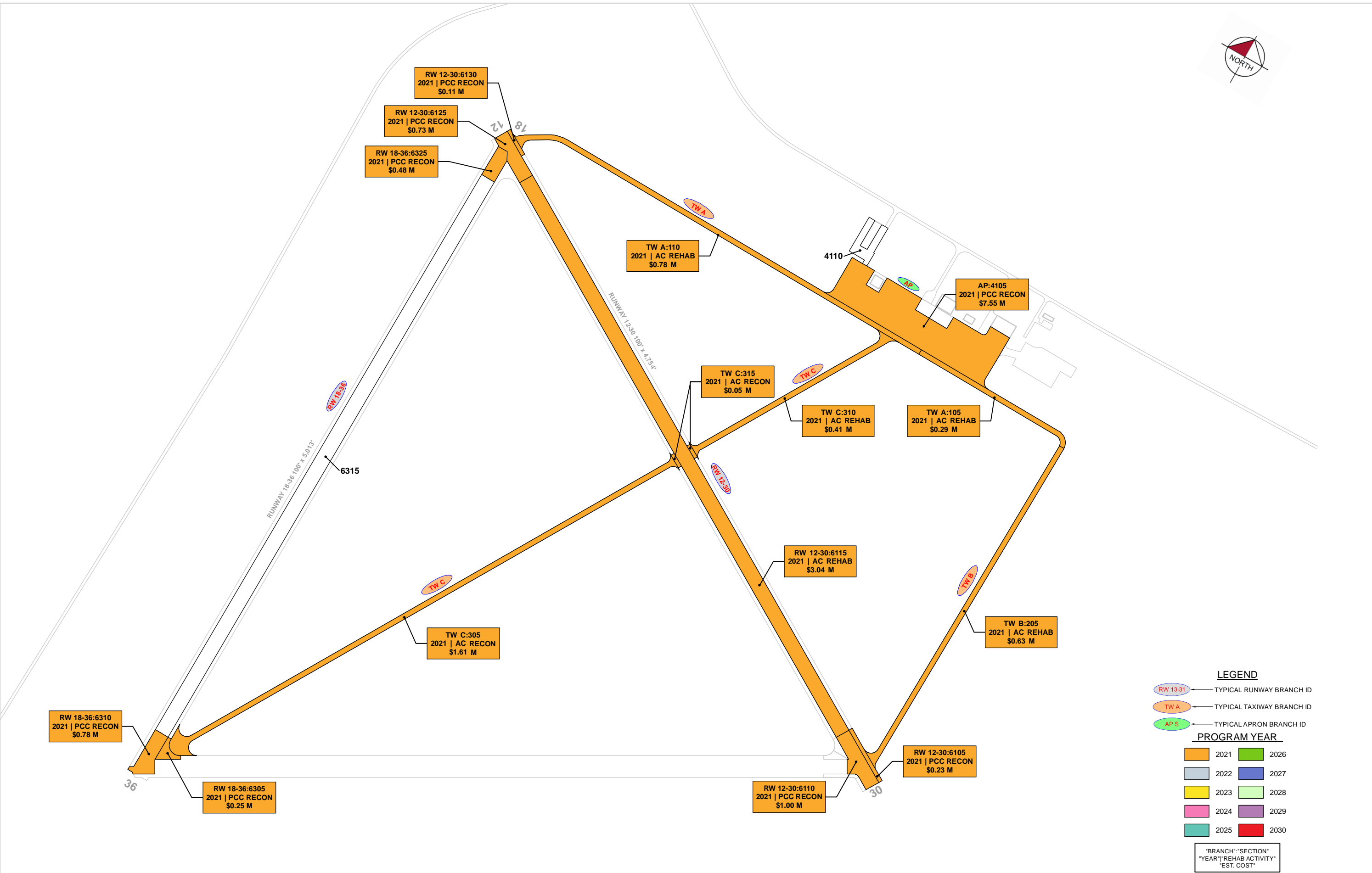
- RW 13-31 — TYPICAL RUNWAY BRANCH ID
- TW A — TYPICAL TAXIWAY BRANCH ID
- AP S — TYPICAL APRON BRANCH ID

2020 PAVEMENT CONDITION INDEX

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

"SECTION ID" / "PCI VALUE"

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



LEGEND

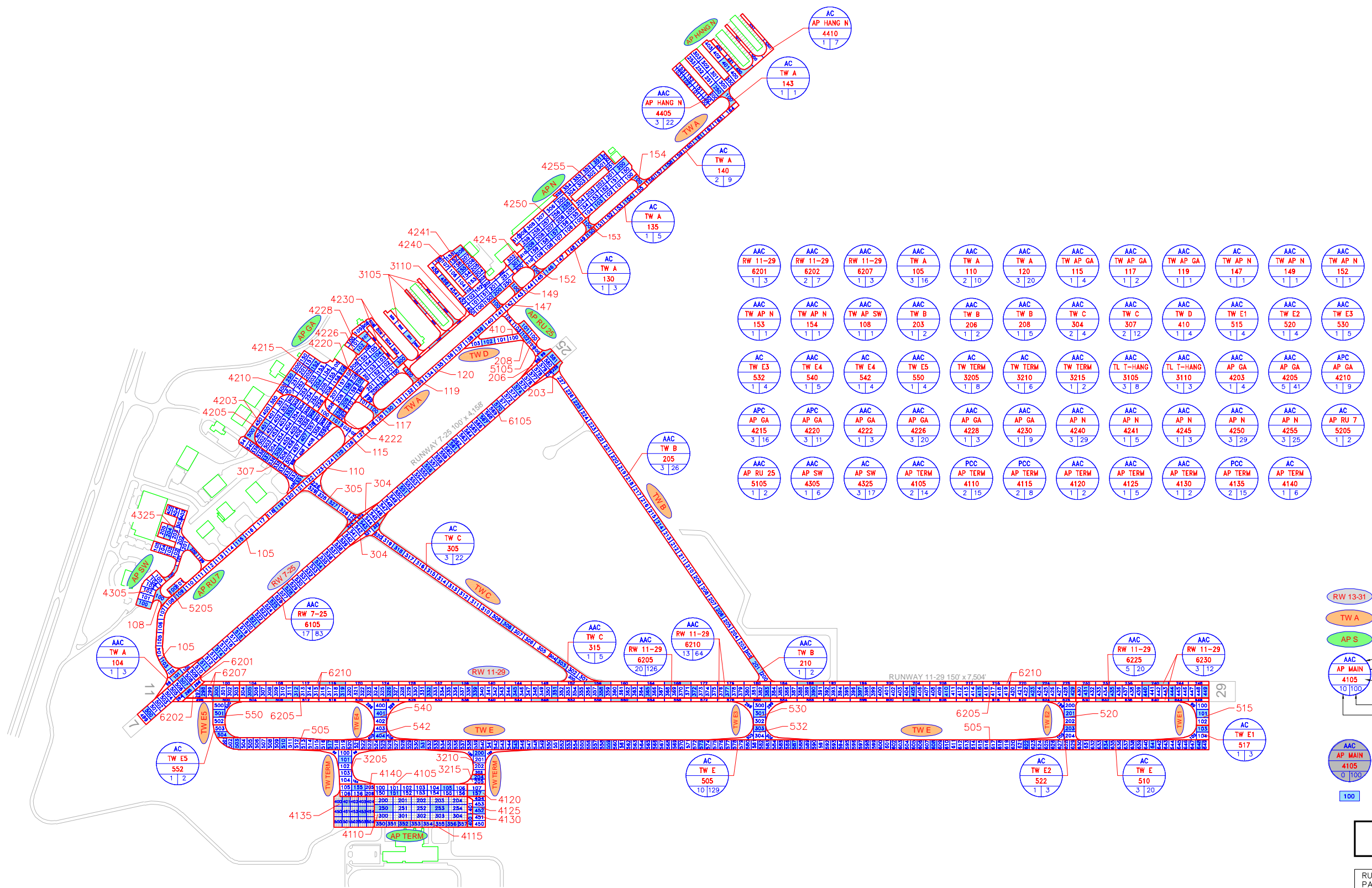
- RW 13-31 TYPICAL RUNWAY BRANCH ID
- TW A TYPICAL TAXIWAY BRANCH ID
- AP S TYPICAL APRON BRANCH ID

PROGRAM YEAR











2021	2026
2022	2027
2023	2028
2024	2029
2025	2030

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

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



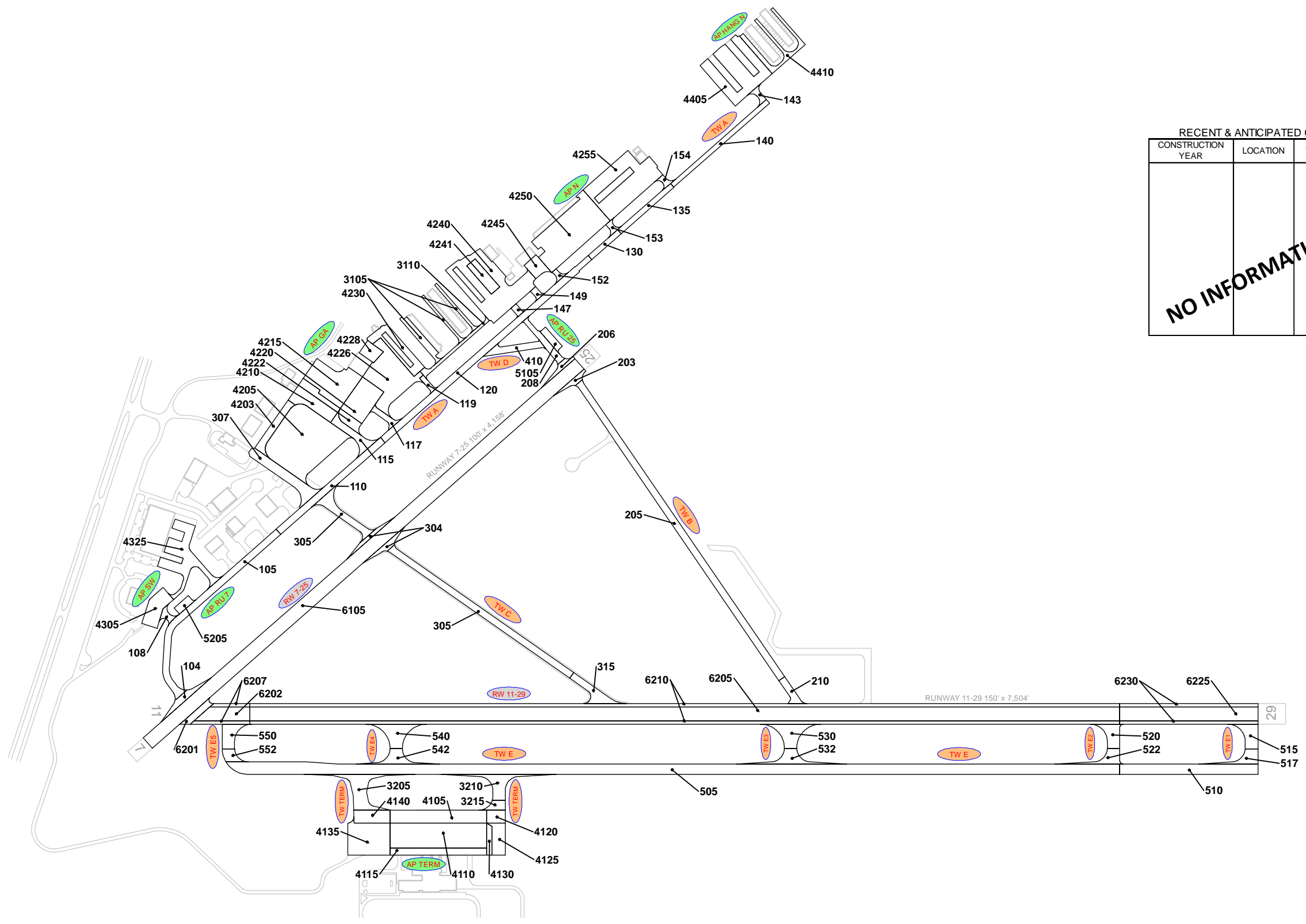
LEGEND

-  TYPICAL RUNWAY BRANCH ID
-  TYPICAL TAXIWAY BRANCH ID
-  TYPICAL APRON BRANCH ID
-  PAVEMENT SURFACE TYPE
-  PAVEMENT BRANCH ID
-  SECTION NUMBER
-  NUMBER OF SAMPLE UNITS IN SECTION
-  NUMBER OF SAMPLE UNITS TO BE INSPECTED
-  SECTION NOT INSPECTED DUE TO RECENT CONSTRUCTION. SEE SYSTEM INVENTORY MAP FOR CONSTRUCTION DATES.
-  INSPECTED SAMPLE UNITS.

TOTAL SAMPLES INSPECTED = 183
 AC: 177 PCC: 6

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





RECENT & ANTICIPATED CONSTRUCTION ACTIVITY

CONSTRUCTION YEAR	LOCATION	WORK TYPE / PAVEMENT SECTION
NO INFORMATION PROVIDED		

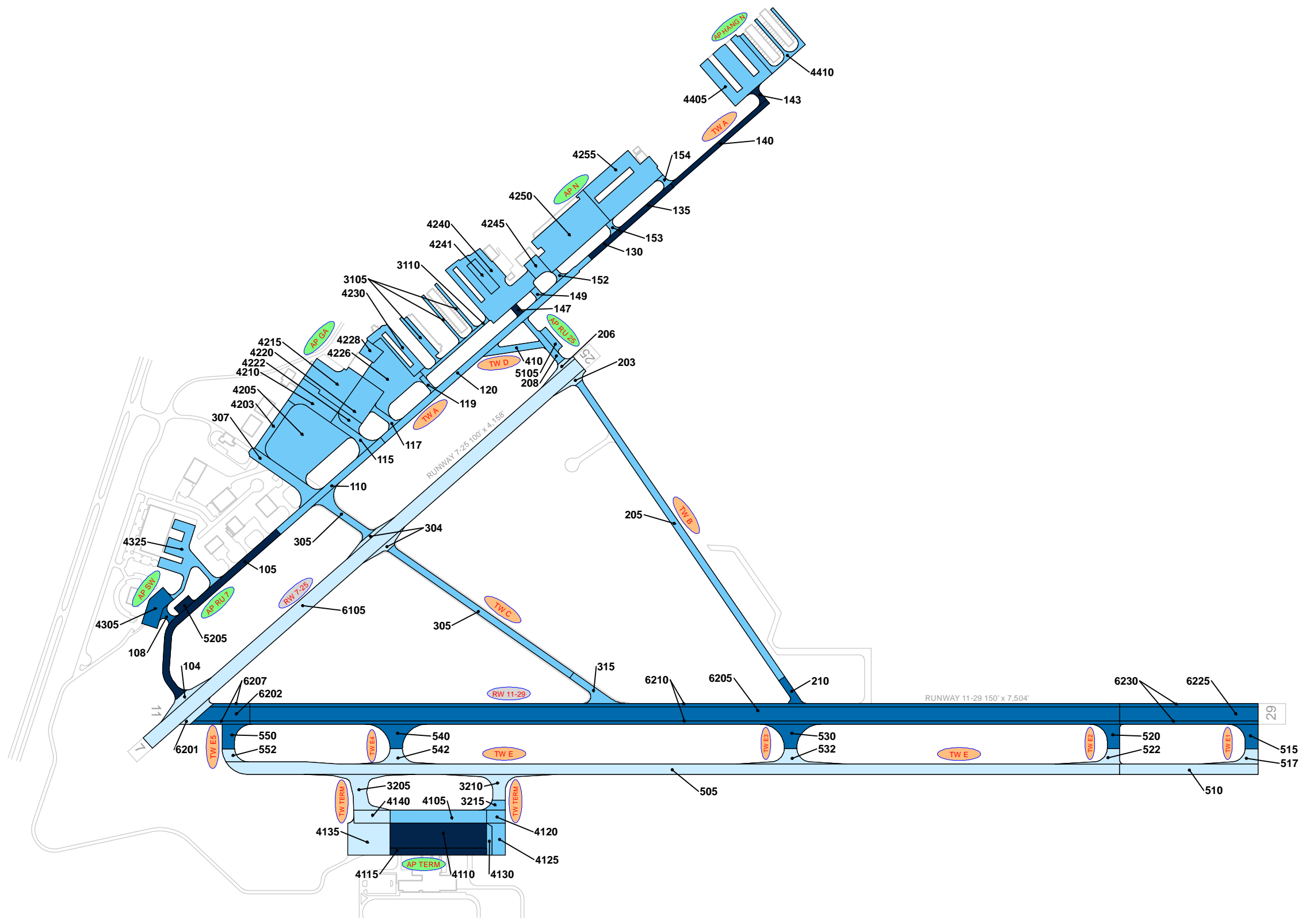
LEGEND

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

PROJECT YEAR

 2017	 2022
 2018	 2023
 2019	 2024
 2020	 2025
 2021	 2026

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



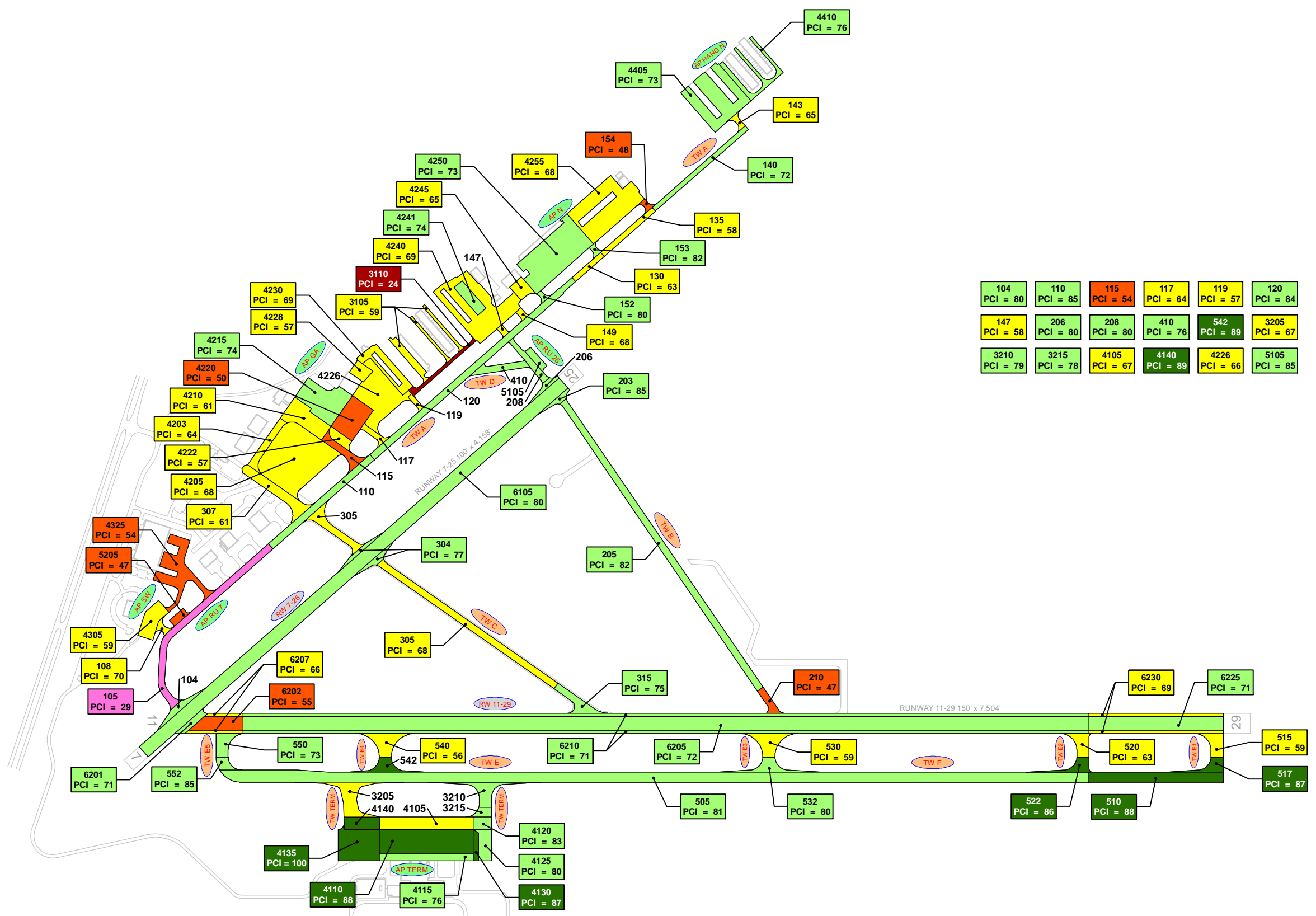
LEGEND

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

AGE AT INSPECTION

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

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



104 PCI = 80	110 PCI = 85	115 PCI = 54	117 PCI = 64	119 PCI = 57	120 PCI = 84
147 PCI = 58	206 PCI = 80	208 PCI = 80	410 PCI = 76	542 PCI = 89	3205 PCI = 67
3210 PCI = 79	3215 PCI = 78	4105 PCI = 67	4140 PCI = 89	4226 PCI = 66	5105 PCI = 85

LEGEND

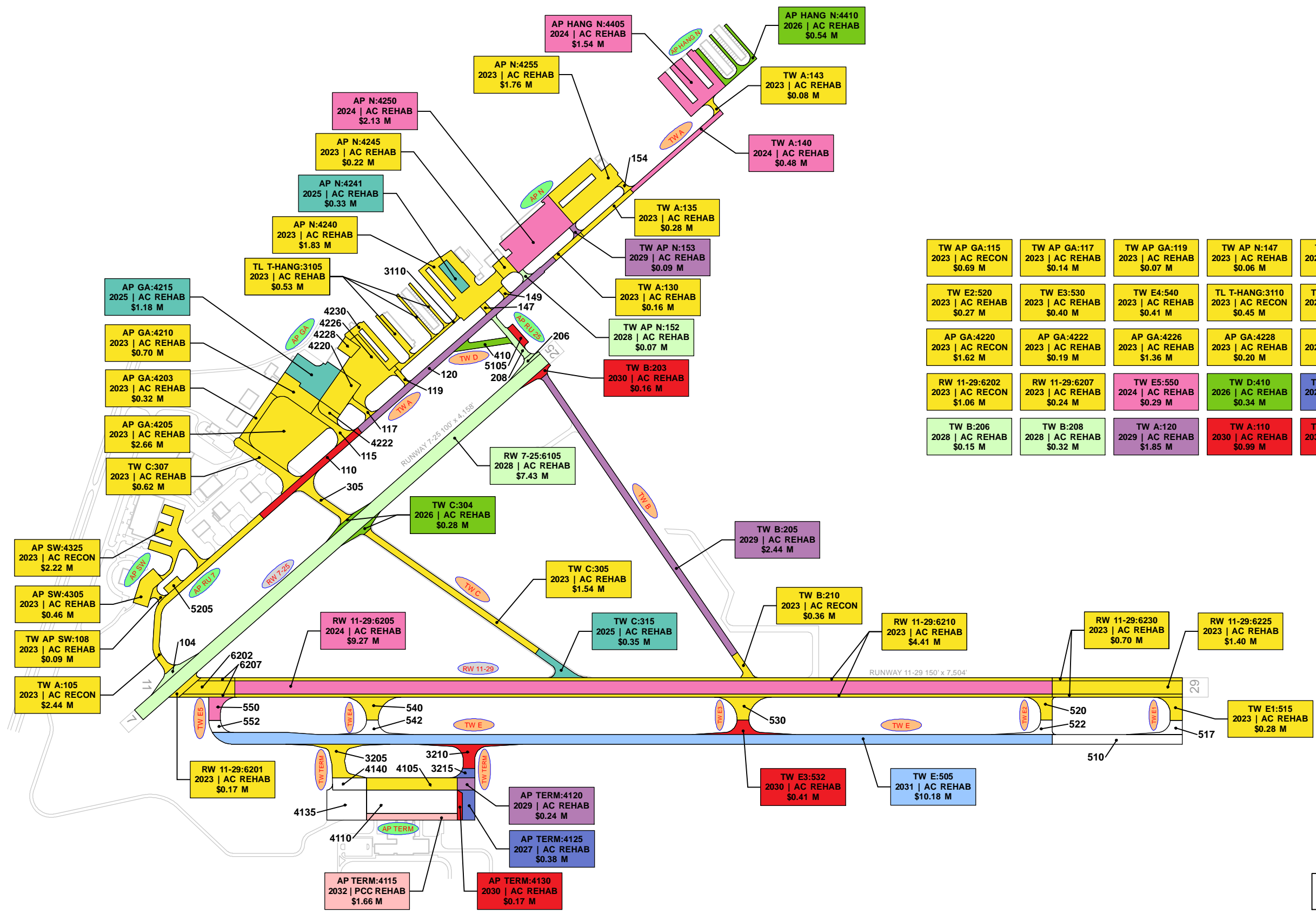
- TYPICAL RUNWAY BRANCH ID
- TYPICAL TAXIWAY BRANCH ID
- TYPICAL APRON BRANCH ID

2022 PAVEMENT CONDITION INDEX

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

"SECTION ID"
"PCI VALUE"

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



TW AP GA:115 2023 AC RECON \$0.69 M	TW AP GA:117 2023 AC REHAB \$0.14 M	TW AP GA:119 2023 AC REHAB \$0.07 M	TW AP N:147 2023 AC REHAB \$0.06 M	TW AP N:149 2023 AC REHAB \$0.06 M	TW AP N:154 2023 AC RECON \$0.14 M
TW E2:520 2023 AC REHAB \$0.27 M	TW E3:530 2023 AC REHAB \$0.40 M	TW E4:540 2023 AC REHAB \$0.41 M	TL T-HANG:3110 2023 AC RECON \$0.45 M	TW TERM:3205 2023 AC REHAB \$0.58 M	AP TERM:4105 2023 AC REHAB \$0.93 M
AP GA:4220 2023 AC RECON \$1.62 M	AP GA:4222 2023 AC REHAB \$0.19 M	AP GA:4226 2023 AC REHAB \$1.36 M	AP GA:4228 2023 AC REHAB \$0.51 M	AP GA:4230 2023 AC REHAB \$0.51 M	AP RU 7:5205 2023 AC RECON \$0.24 M
RW 11-29:6202 2023 AC RECON \$1.06 M	RW 11-29:6207 2023 AC REHAB \$0.24 M	TW E5:550 2024 AC REHAB \$0.29 M	TW D:410 2026 AC REHAB \$0.34 M	TW TERM:3215 2027 AC REHAB \$0.14 M	TW A:104 2028 AC REHAB \$0.25 M
TW B:206 2028 AC REHAB \$0.15 M	TW B:208 2028 AC REHAB \$0.32 M	TW A:120 2029 AC REHAB \$1.85 M	TW A:110 2030 AC REHAB \$0.99 M	TW TERM:3210 2030 AC REHAB \$0.57 M	AP RU 25:5105 2030 AC REHAB \$0.19 M

LEGEND

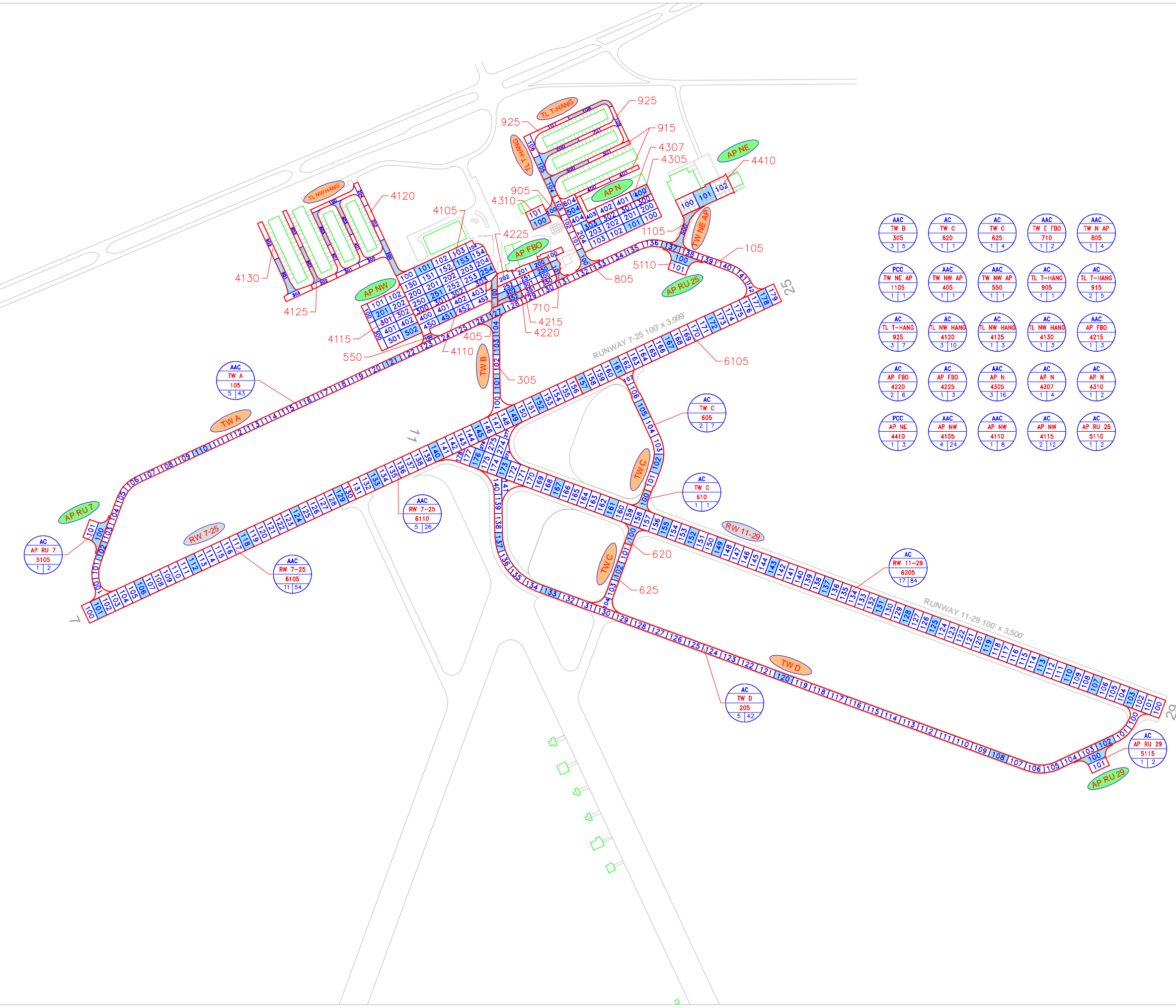
- RW 13-31 — TYPICAL RUNWAY BRANCH ID
- TW A — TYPICAL TAXIWAY BRANCH ID
- AP S — TYPICAL APRON BRANCH ID

PROGRAM YEAR

2023	2028
2024	2029
2025	2030
2026	2031
2027	2032

"BRANCH," "SECTION"
"YEAR," "REHAB ACTIVITY"
"EST. COST"

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



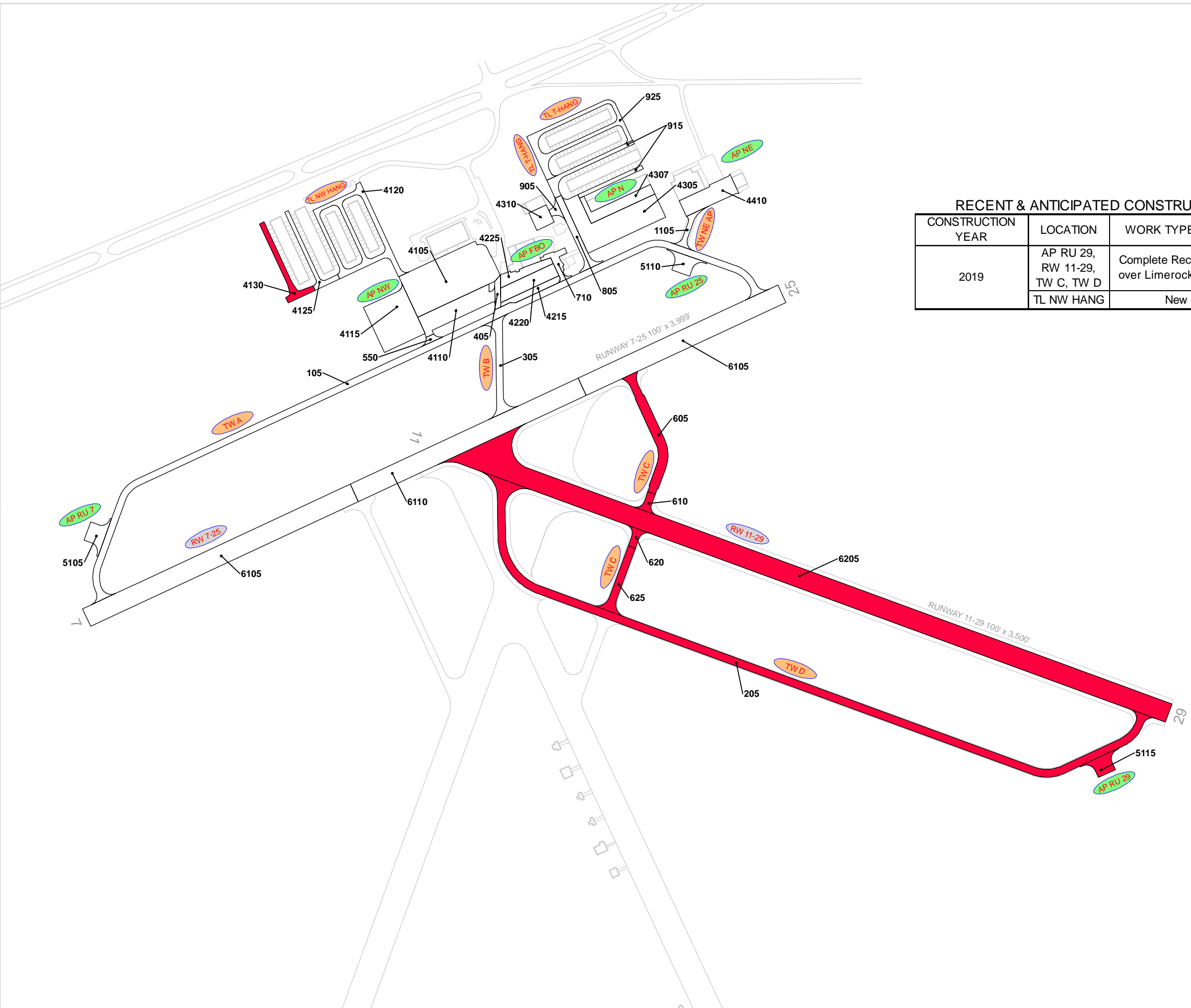
AAC TW B 305 3 5	AC TW C 620 1 1	AC TW C 625 1 4	AC TW E FBO 710 1 2	AC TW N AP 805 1 4
PCC TW NE AP 1105 1 1	AAC TW NW AP 405 1 1	AAC TW NW AP 550 1 1	AC TL T-HANG 905 1 1	AC TL T-HANG 915 2 5
AC TL T-HANG 925 3 7	AC TL NW HANG 4120 3 10	AC TL NW HANG 4125 1 3	AC TL NW HANG 4130 1 3	AAC AP FBO 4215 1 3
AC AP FBO 4220 2 6	AC AP FBO 4225 1 3	AAC AP N 4305 3 16	AC AP N 4307 1 4	AC AP N 4310 1 2
PCC AP NE 4410 1 3	AAC AP NW 4105 4 24	AAC AP NW 4110 1 8	AC AP NW 4115 2 12	AC AP RU 25 5110 1 2

LEGEND

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

TOTAL SAMPLES INSPECTED = 87
AC: 85 PCC: 2

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



RECENT & ANTICIPATED CONSTRUCTION ACTIVITY

CONSTRUCTION YEAR	LOCATION	WORK TYPE / PAVEMENT SECTION
2019	AP RU 29, RW 11-29, TW C, TW D	Complete Reconstruction - AC 4" P-401 over Limerock Base Course P-211
	TL NW HANG	New Construction - AC

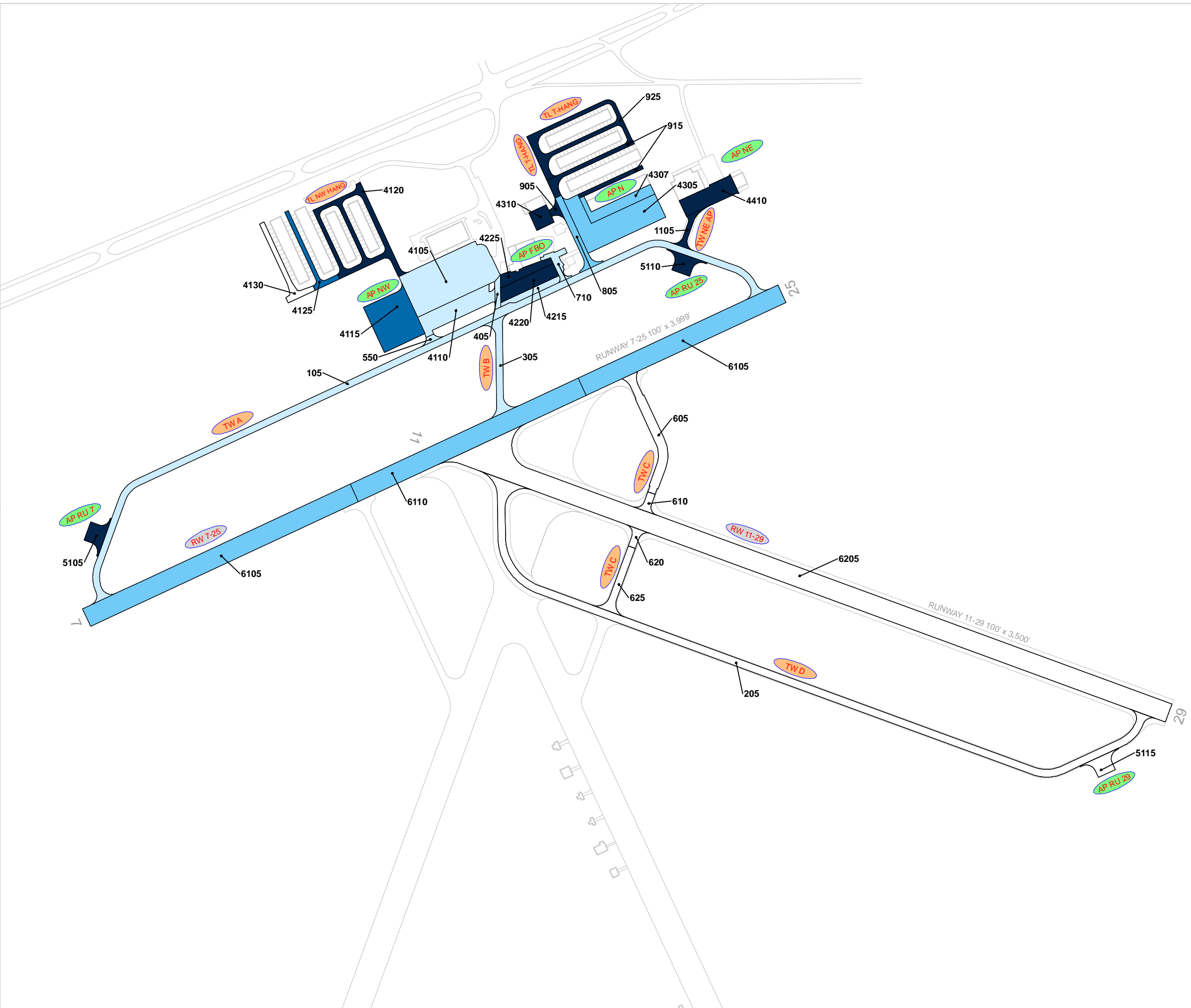
LEGEND

- RW 13-31 TYPICAL RUNWAY BRANCH ID
- TWA TYPICAL TAXIWAY BRANCH ID
- AP S TYPICAL APRON BRANCH ID

PROJECT YEAR

 2017	 2022
 2018	 2023
 2019	 2024
 2020	 2025
 2021	 2026

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



LEGEND

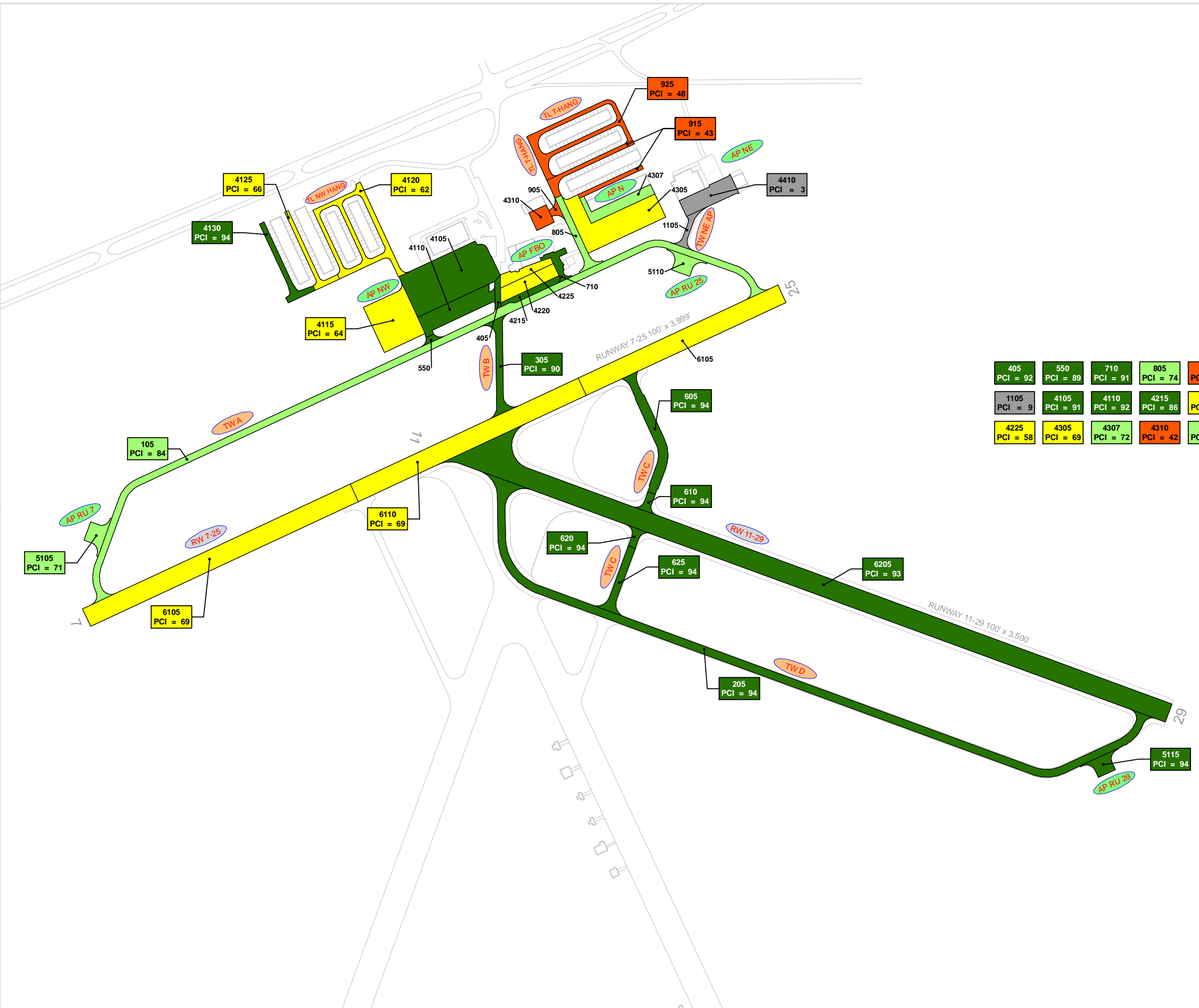
- RW 13-31 — TYPICAL RUNWAY BRANCH ID
- TW A — TYPICAL TAXIWAY BRANCH ID
- AP S — TYPICAL APRON BRANCH ID

AGE AT INSPECTION

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

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





405 PCI = 92	550 PCI = 89	710 PCI = 91	805 PCI = 74	905 PCI = 41
1105 PCI = 9	4105 PCI = 91	4110 PCI = 92	4215 PCI = 86	4220 PCI = 61
4225 PCI = 58	4305 PCI = 69	4307 PCI = 72	4310 PCI = 42	5110 PCI = 77

LEGEND

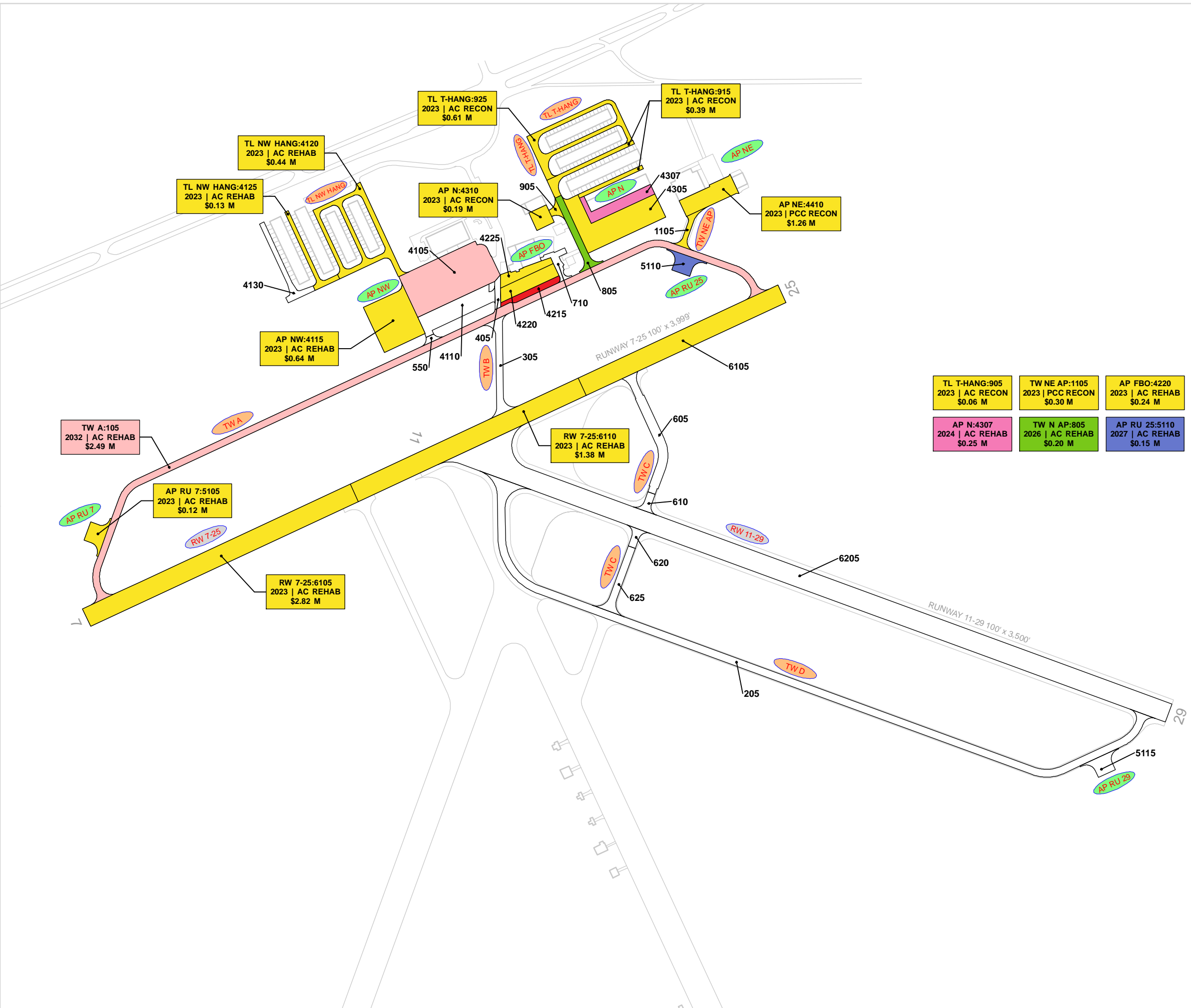
- RW 13-31 TYPICAL RUNWAY BRANCH ID
- TW A TYPICAL TAXIWAY BRANCH ID
- AP S TYPICAL APRON BRANCH ID

2022 PAVEMENT CONDITION INDEX

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

SECTION ID
PCI VALUE

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



TL T-HANG:905 2023 AC RECON \$0.06 M	TW NE AP:1105 2023 PCC RECON \$0.30 M	AP FBO:4220 2023 AC REHAB \$0.24 M	AP FBO:4225 2023 AC REHAB \$0.14 M	AP N:4305 2023 AC REHAB \$0.76 M
AP N:4307 2024 AC REHAB \$0.25 M	TW N AP:805 2026 AC REHAB \$0.20 M	AP RU 25:5110 2027 AC REHAB \$0.15 M	AP FBO:4215 2030 AC REHAB \$0.15 M	AP NW:4105 2032 AC REHAB \$1.80 M

LEGEND

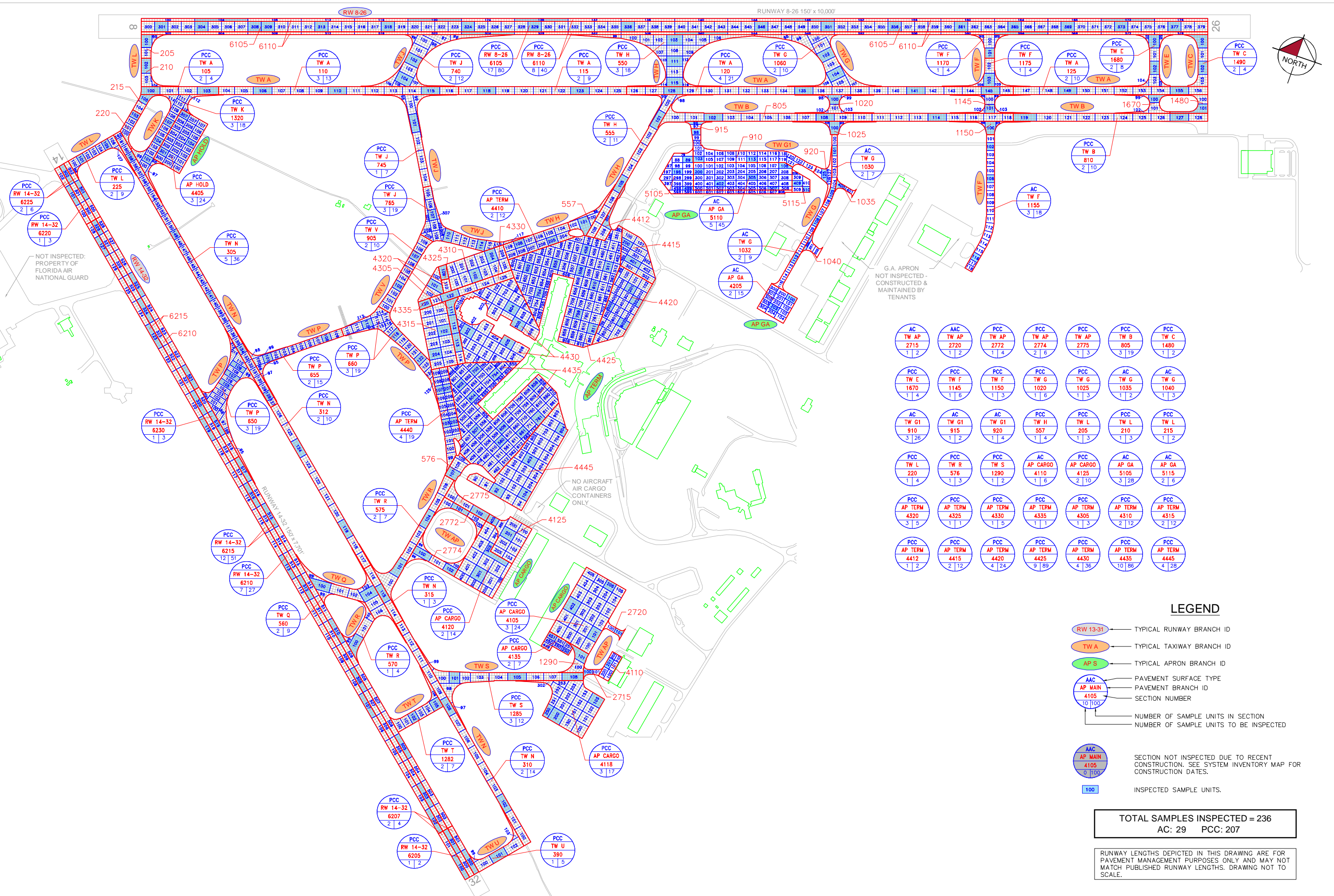
- RW 13-31 TYPICAL RUNWAY BRANCH ID
- TW A TYPICAL TAXIWAY BRANCH ID
- AP S TYPICAL APRON BRANCH ID

PROGRAM YEAR

	2023		2028
	2024		2029
	2025		2030
	2026		2031
	2027		2032

"BRANCH," "SECTION"
"YEAR" | "REHAB ACTIVITY"
"EST. COST"

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



AC TW AP 2715 1 2	AAC TW AP 2720 1 2	PCC TW AP 2772 1 4	PCC TW AP 2774 2 6	PCC TW AP 2775 1 3	PCC TW B 805 3 19	PCC TW C 1480 1 2
PCC TW E 1670 1 4	PCC TW F 1145 1 6	PCC TW F 1150 1 3	PCC TW G 1020 1 6	PCC TW G 1025 1 6	AC TW G 1035 1 2	AC TW G 1040 1 3
AC TW G1 910 3 26	AC TW G1 915 1 2	AC TW G1 920 1 4	PCC TW H 557 1 4	PCC TW L 205 1 3	PCC TW L 210 1 3	PCC TW L 215 1 2
PCC TW L 220 1 4	PCC TW R 576 1 3	PCC TW S 1290 1 2	AC AP CARGO 4110 1 6	PCC AP CARGO 4125 2 10	AC AP GA 5105 3 25	AC AP GA 5115 2 6
PCC AP TERM 4320 3 5	PCC AP TERM 4325 1 1	PCC AP TERM 4330 1 5	PCC AP TERM 4335 1 1	PCC AP TERM 4310 1 3	PCC AP TERM 4315 2 12	PCC AP TERM 4315 2 12
PCC AP TERM 4412 1 2	PCC AP TERM 4415 2 12	PCC AP TERM 4420 4 24	PCC AP TERM 4425 9 89	PCC AP TERM 4430 4 36	PCC AP TERM 4435 10 86	PCC AP TERM 4445 4 28

LEGEND

- RW 13-31 — TYPICAL RUNWAY BRANCH ID
- TW A — TYPICAL TAXIWAY BRANCH ID
- AP S — TYPICAL APRON BRANCH ID
- AAC — PAVEMENT SURFACE TYPE
- AP MAIN — PAVEMENT BRANCH ID
- 10100 — SECTION NUMBER
- 100 — NUMBER OF SAMPLE UNITS IN SECTION
- 0100 — NUMBER OF SAMPLE UNITS TO BE INSPECTED
- AAC AP MAIN 4105 0100 — SECTION NOT INSPECTED DUE TO RECENT CONSTRUCTION. SEE SYSTEM INVENTORY MAP FOR CONSTRUCTION DATES.
- 100 — INSPECTED SAMPLE UNITS.

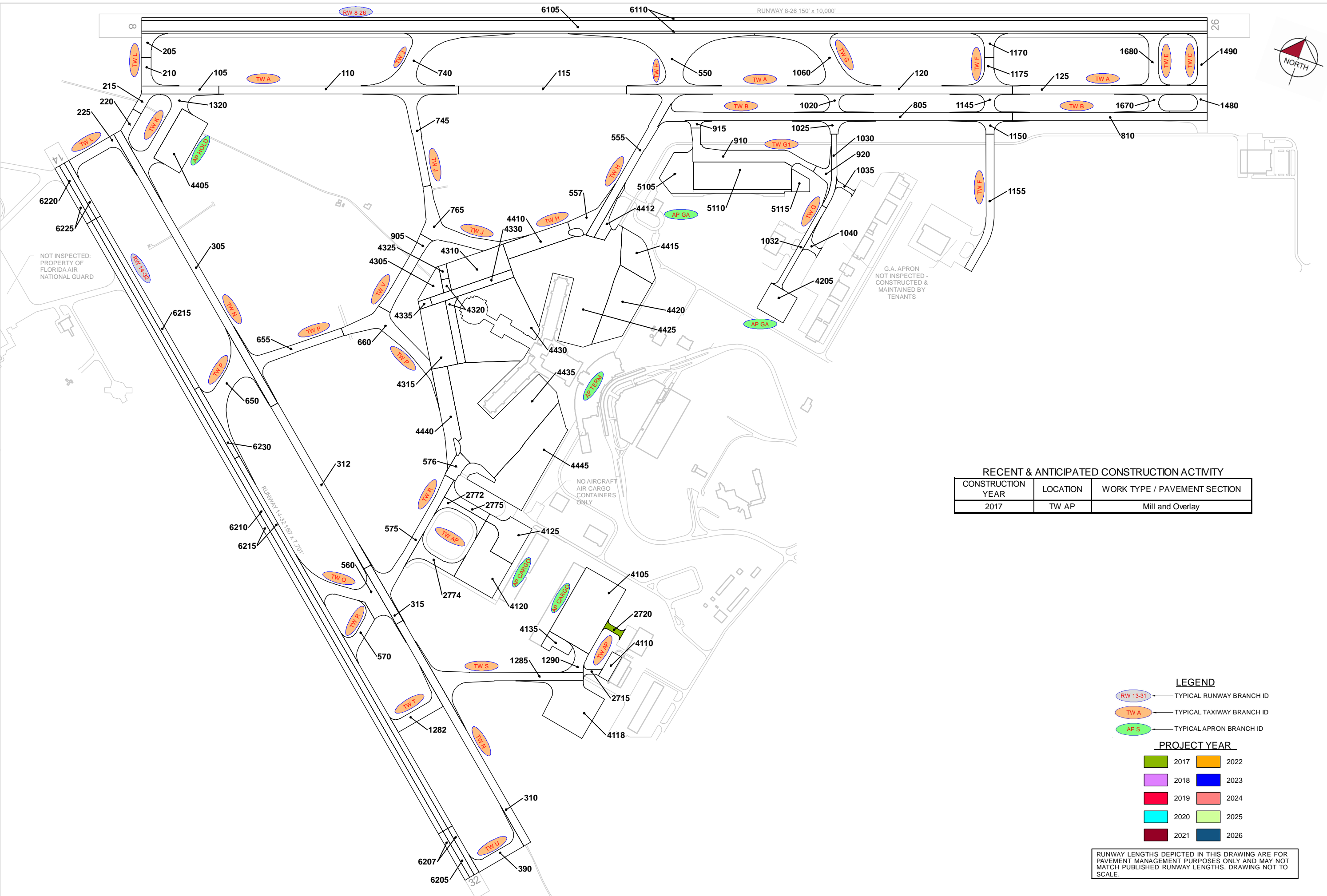
TOTAL SAMPLES INSPECTED = 236
AC: 29 PCC: 207

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

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G.A. APRON NOT INSPECTED - CONSTRUCTED & MAINTAINED BY TENANTS

NO AIRCRAFT AIR CARGO CONTAINERS ONLY



RECENT & ANTICIPATED CONSTRUCTION ACTIVITY

CONSTRUCTION YEAR	LOCATION	WORK TYPE / PAVEMENT SECTION
2017	TW AP	Mill and Overlay

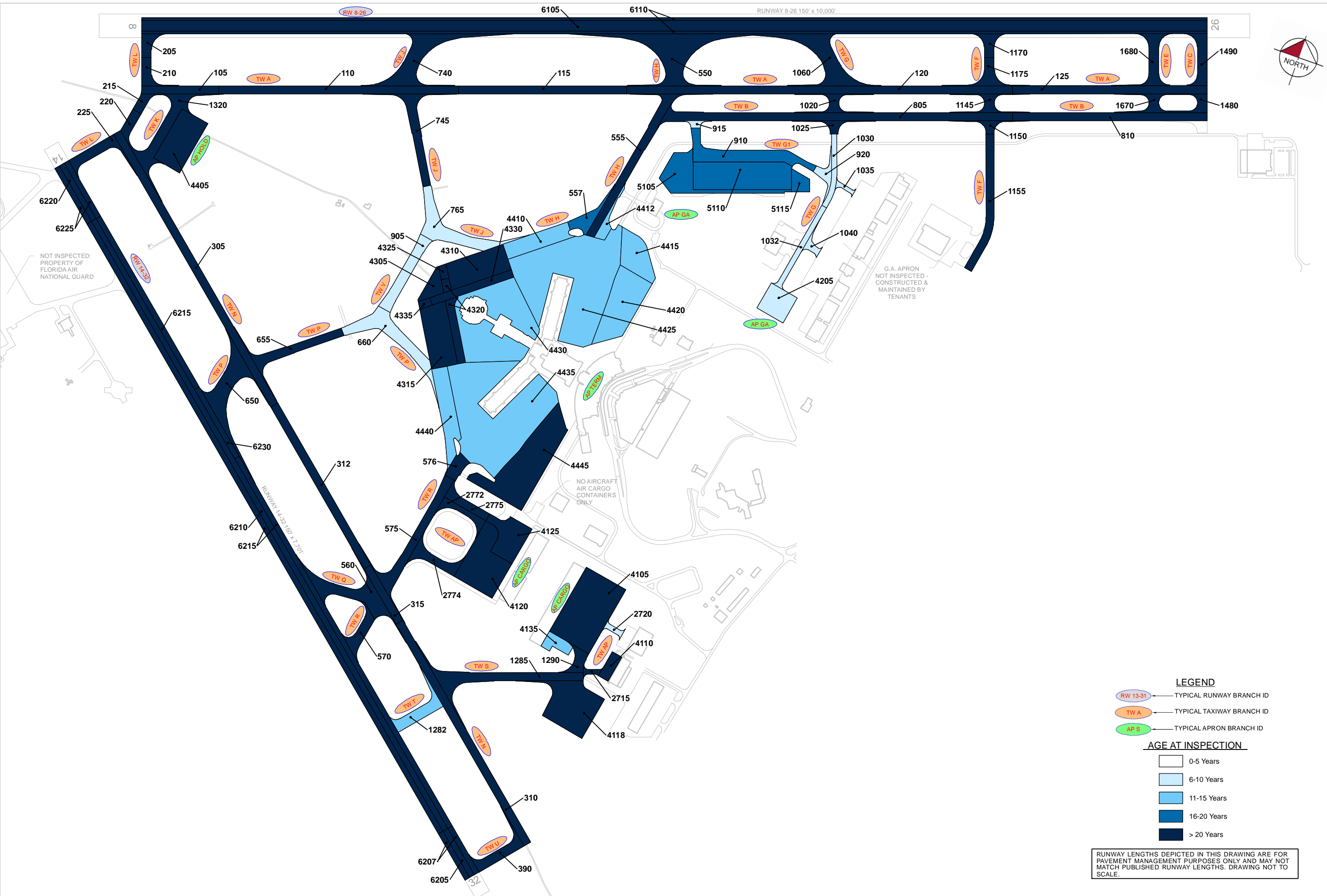
LEGEND

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

PROJECT YEAR

 2017	 2022
 2018	 2023
 2019	 2024
 2020	 2025
 2021	 2026

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



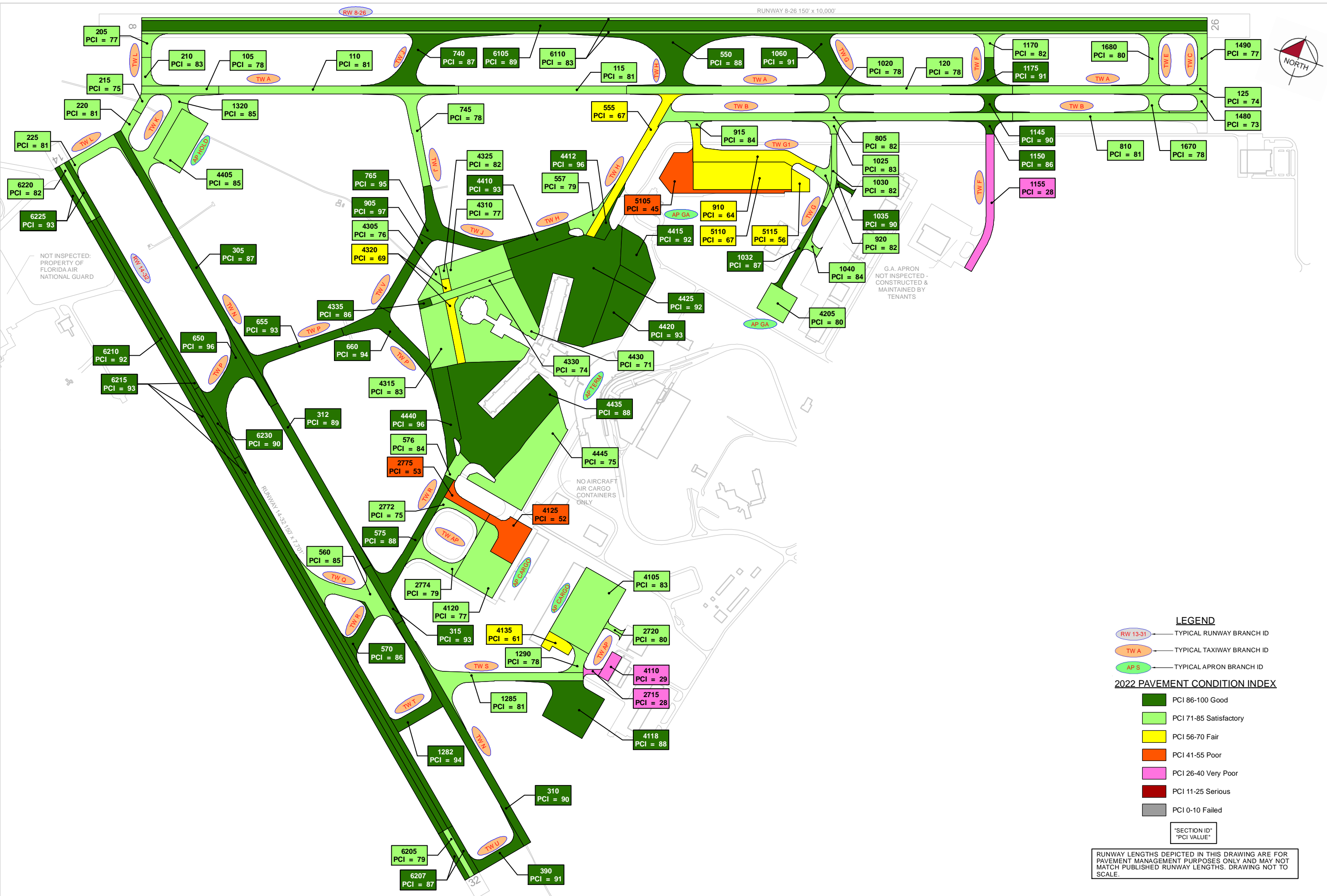
LEGEND

- TYPICAL RUNWAY BRANCH ID
- TYPICAL TAXIWAY BRANCH ID
- TYPICAL APRON BRANCH ID

AGE AT INSPECTION

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

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



LEGEND

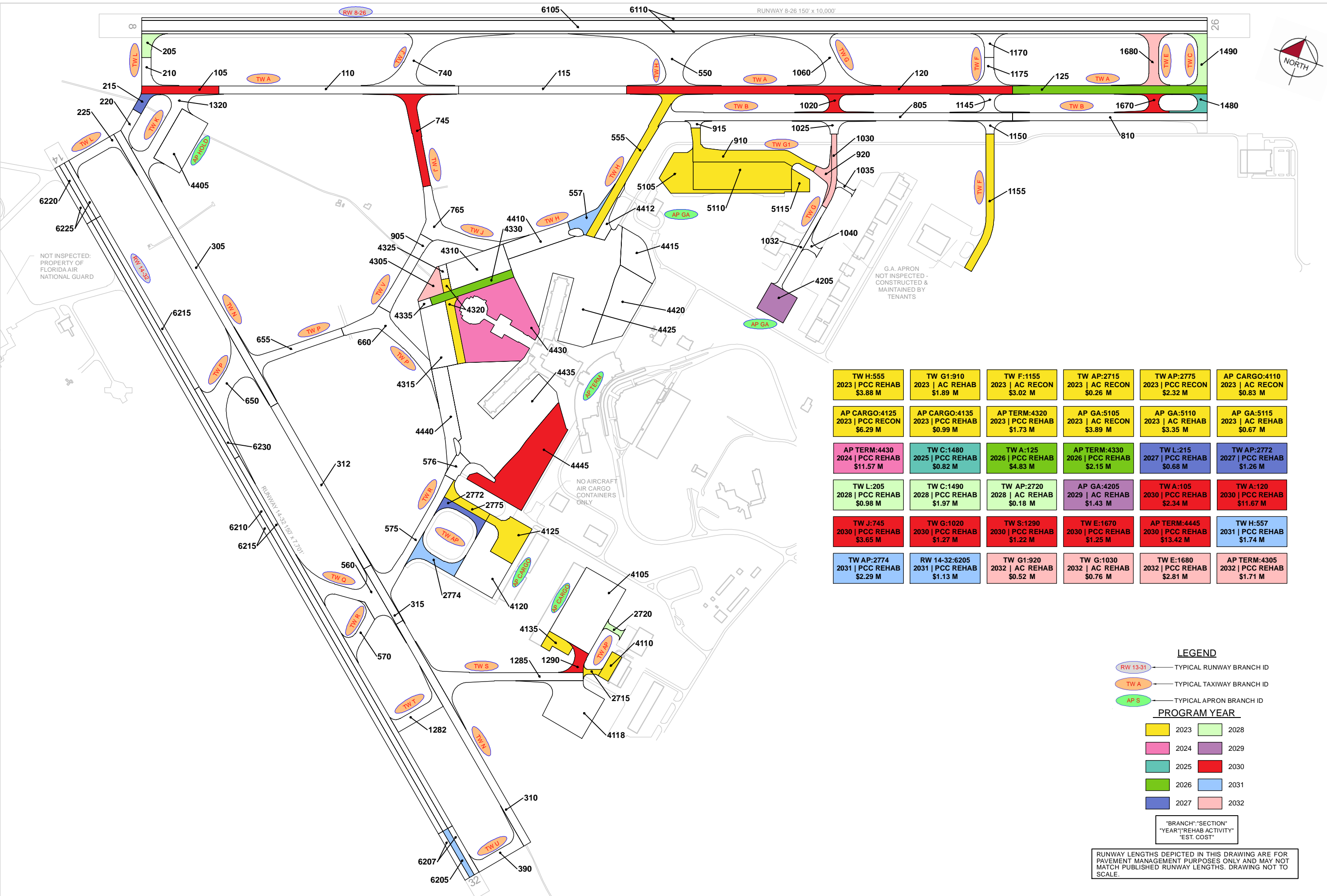
RW 13-31 — TYPICAL RUNWAY BRANCH ID
 TW A — TYPICAL TAXIWAY BRANCH ID
 AP S — TYPICAL APRON BRANCH ID

2022 PAVEMENT CONDITION INDEX

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

"SECTION ID"
 "PCI VALUE"

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



TW H:555 2023 PCC REHAB \$3.88 M	TW G1:910 2023 AC REHAB \$1.89 M	TW F:1155 2023 AC RECON \$3.02 M	TW AP:2715 2023 AC RECON \$0.26 M	TW AP:2775 2023 PCC RECON \$2.32 M	AP CARGO:4110 2023 AC RECON \$0.83 M
AP CARGO:4125 2023 PCC RECON \$6.29 M	AP CARGO:4135 2023 PCC REHAB \$0.99 M	AP TERM:4320 2023 PCC REHAB \$1.73 M	AP GA:5105 2023 AC RECON \$3.89 M	AP GA:5110 2023 AC REHAB \$3.35 M	AP GA:5115 2023 AC REHAB \$0.67 M
AP TERM:4430 2024 PCC REHAB \$11.57 M	TW C:1480 2025 PCC REHAB \$0.82 M	TW A:125 2026 PCC REHAB \$4.83 M	AP TERM:4330 2026 PCC REHAB \$2.15 M	TW L:215 2027 PCC REHAB \$0.68 M	TW AP:2772 2027 PCC REHAB \$1.26 M
TW L:205 2028 PCC REHAB \$0.98 M	TW C:1490 2028 PCC REHAB \$1.97 M	TW AP:2720 2028 AC REHAB \$0.18 M	AP GA:4205 2029 AC REHAB \$1.43 M	TW A:105 2030 PCC REHAB \$2.34 M	TW A:120 2030 PCC REHAB \$11.67 M
TW J:745 2030 PCC REHAB \$3.65 M	TW G:1020 2030 PCC REHAB \$1.27 M	TW S:1290 2030 PCC REHAB \$1.22 M	TW E:1670 2030 PCC REHAB \$1.25 M	AP TERM:4445 2030 PCC REHAB \$13.42 M	TW H:557 2031 PCC REHAB \$1.74 M
TW AP:2774 2031 PCC REHAB \$2.29 M	RW 14-32:6205 2031 PCC REHAB \$1.13 M	TW G1:920 2032 AC REHAB \$0.52 M	TW G:1030 2032 AC REHAB \$0.76 M	TW E:1680 2032 PCC REHAB \$2.81 M	AP TERM:4305 2032 PCC REHAB \$1.71 M

LEGEND

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

PROGRAM YEAR

 2023	 2028
 2024	 2029
 2025	 2030
 2026	 2031
 2027	 2032

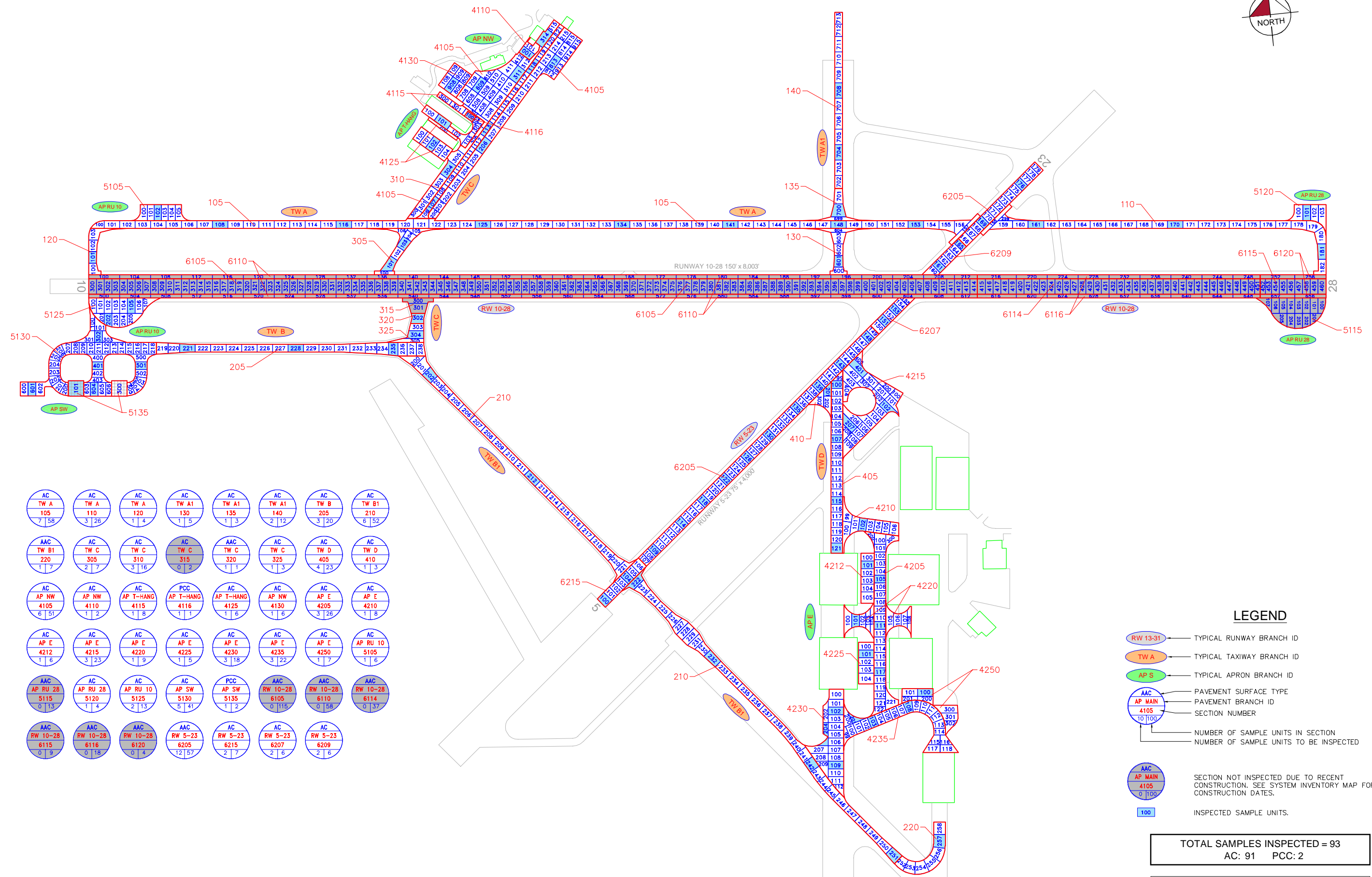
"BRANCH" "SECTION" "YEAR" "REHAB ACTIVITY" "EST. COST"

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

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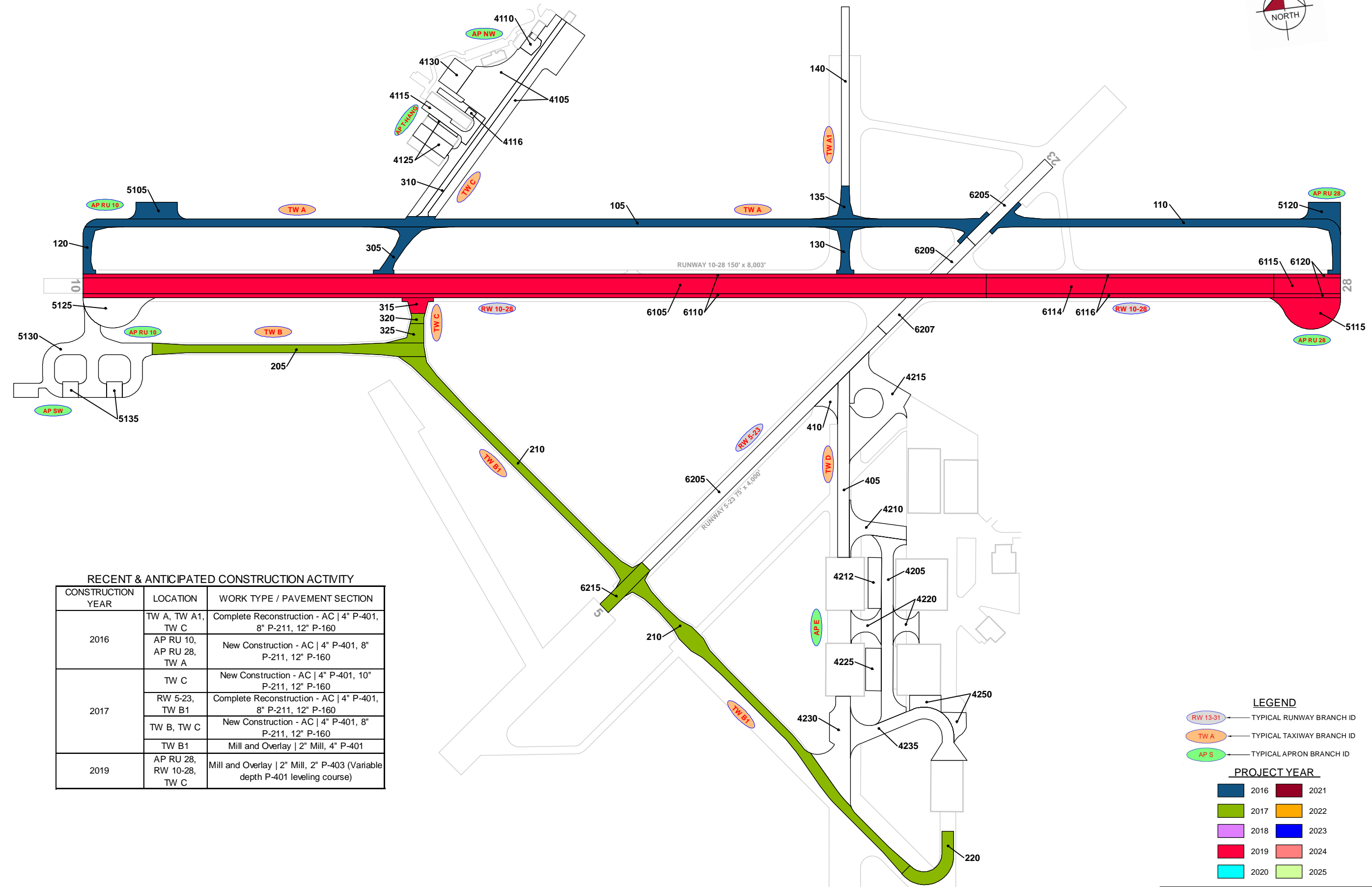
AC TW A 105 7 58	AC TW A 110 3 26	AC TW A 115 1 4	AC TW A1 120 1 5	AC TW A1 135 1 3	AC TW A1 140 2 12	AC TW B 205 3 20	AC TW B1 210 6 52
AAC TW B1 220 1 7	AC TW C 305 2 7	AC TW C 310 3 16	AC TW C 315 0 2	AAC TW C 320 1 1	AC TW C 325 1 3	AC TW D 405 4 23	AC TW D 410 1 3
AC AP NW 4105 6 51	AC AP NW 4110 1 2	AC AP T-HANG 4115 1 8	PCC AP T-HANG 4116 1 1	AC AP T-HANG 4125 1 6	AC AP NW 4130 1 6	AC AP E 4205 3 26	AC AP E 4210 1 8
AC AP E 4212 1 6	AC AP E 4215 3 23	AC AP E 4220 1 9	AC AP E 4225 1 5	AC AP E 4230 3 18	AC AP E 4235 3 22	AC AP E 4250 1 7	AC AP RU 10 5105 1 6
AAC AP RU 28 5115 0 13	AC AP RU 28 5120 1 4	AC AP RU 10 5125 2 13	AC AP SW 5130 5 41	PCC AP SW 5135 1 2	AAC RW 10-28 6105 0 115	AAC RW 10-28 6110 0 58	AAC RW 10-28 6114 0 37
AAC RW 10-28 6115 0 9	AAC RW 10-28 6116 0 18	AAC RW 10-28 6120 0 4	AAC RW 5-23 6205 12 57	AC RW 5-23 6215 2 7	AC RW 5-23 6207 2 6	AC RW 5-23 6209 2 6	

LEGEND

- TYPICAL RUNWAY BRANCH ID
- TYPICAL TAXIWAY BRANCH ID
- TYPICAL APRON BRANCH ID
- PAVEMENT SURFACE TYPE
- PAVEMENT BRANCH ID
- SECTION NUMBER
- NUMBER OF SAMPLE UNITS IN SECTION
NUMBER OF SAMPLE UNITS TO BE INSPECTED
- SECTION NOT INSPECTED DUE TO RECENT CONSTRUCTION. SEE SYSTEM INVENTORY MAP FOR CONSTRUCTION DATES.
- INSPECTED SAMPLE UNITS.

TOTAL SAMPLES INSPECTED = 93
 AC: 91 PCC: 2

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



RECENT & ANTICIPATED CONSTRUCTION ACTIVITY

CONSTRUCTION YEAR	LOCATION	WORK TYPE / PAVEMENT SECTION
2016	TW A, TW A1, TW C	Complete Reconstruction - AC 4" P-401, 8" P-211, 12" P-160
	AP RW 10, AP RW 28, TW A	New Construction - AC 4" P-401, 8" P-211, 12" P-160
2017	TW C	New Construction - AC 4" P-401, 10" P-211, 12" P-160
	RW 5-23, TW B1	Complete Reconstruction - AC 4" P-401, 8" P-211, 12" P-160
	TW B, TW C	New Construction - AC 4" P-401, 8" P-211, 12" P-160
	TW B1	Mill and Overlay 2" Mill, 4" P-401
2019	AP RW 28, RW 10-28, TW C	Mill and Overlay 2" Mill, 2" P-403 (Variable depth P-401 leveling course)

LEGEND

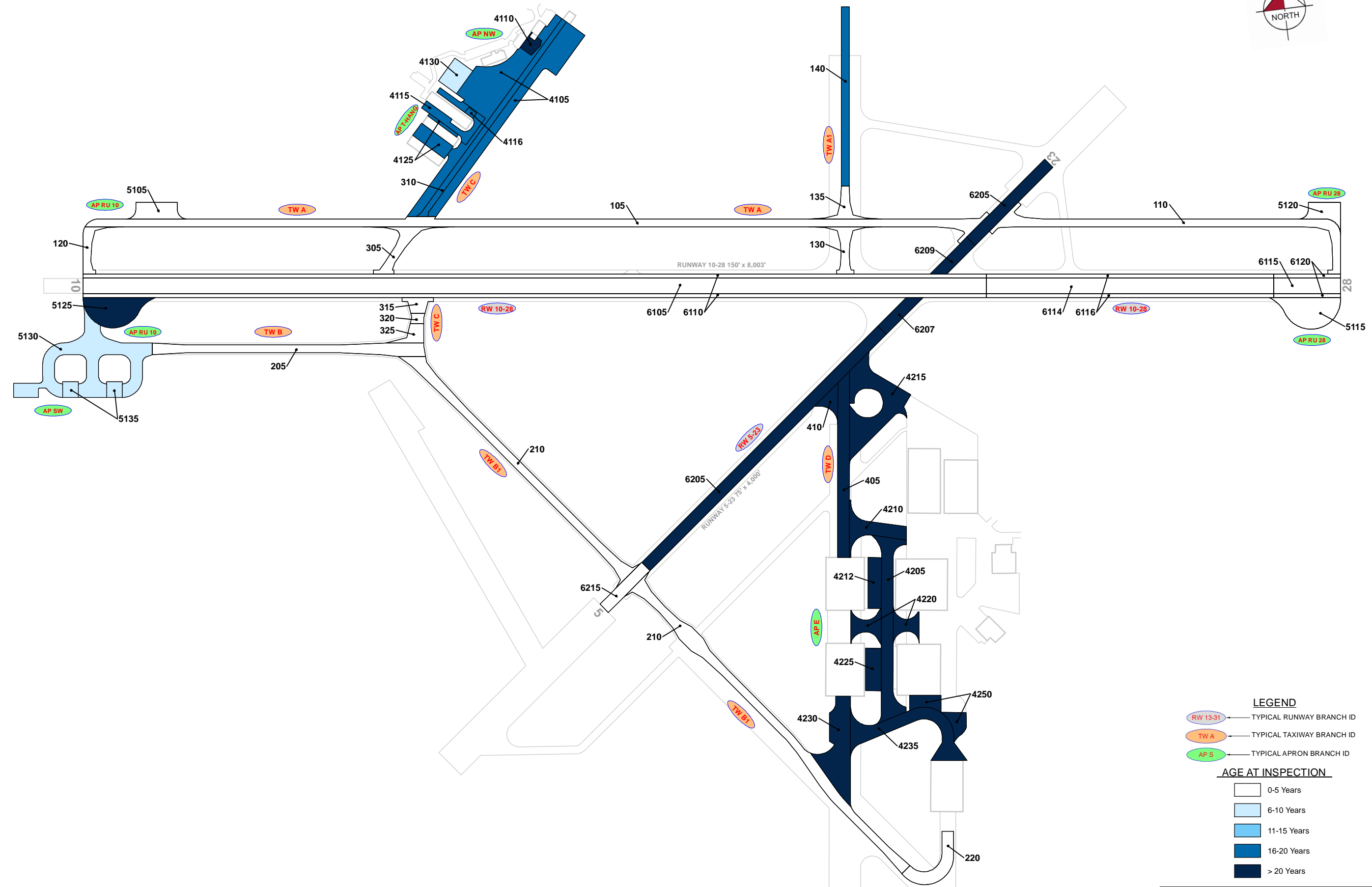
- RW 13-31 TYPICAL RUNWAY BRANCH ID
- TW A TYPICAL TAXIWAY BRANCH ID
- AP S TYPICAL APRON BRANCH ID

PROJECT YEAR

 2016	 2021
 2017	 2022
 2018	 2023
 2019	 2024
 2020	 2025

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





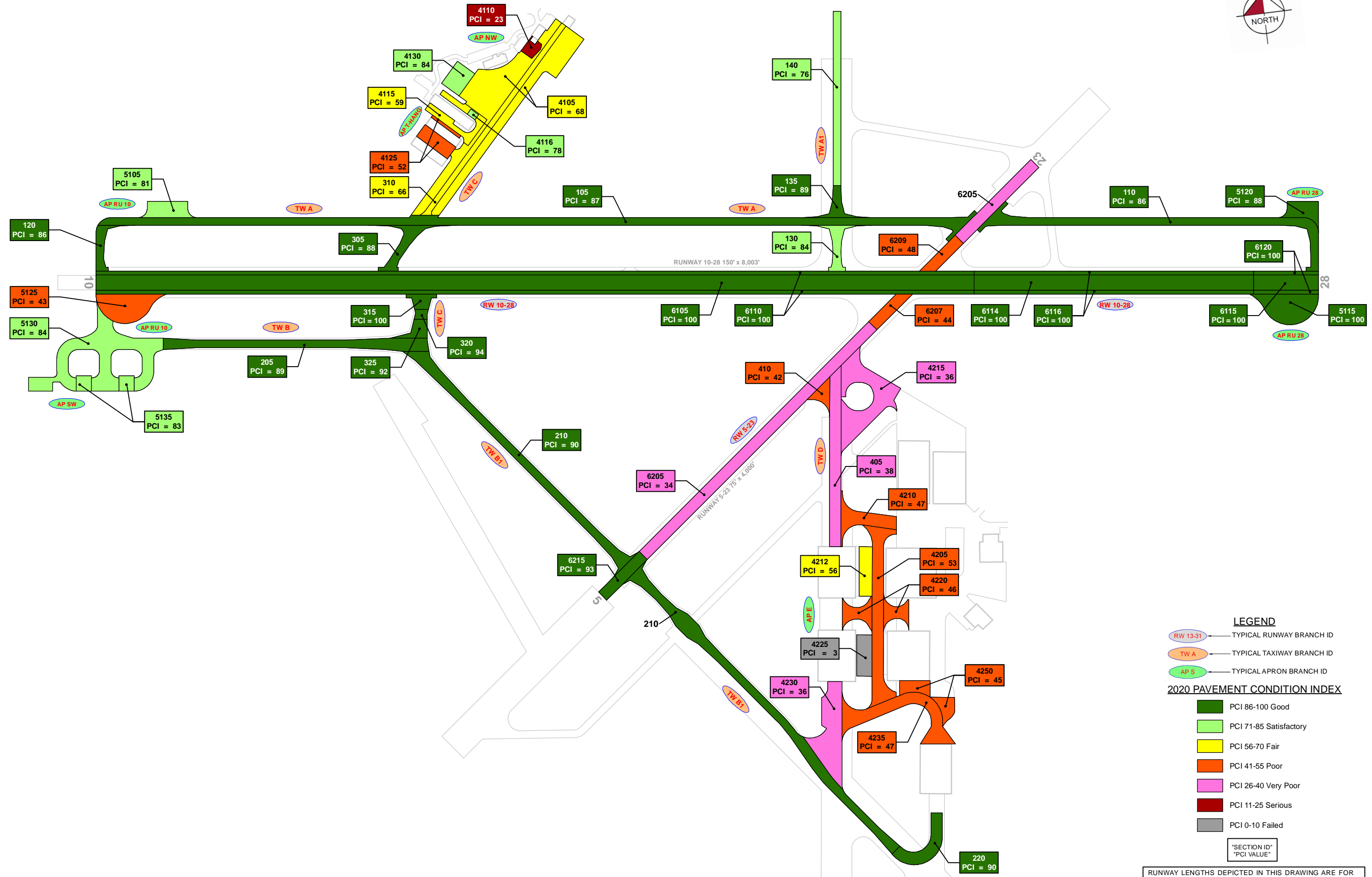
LEGEND

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

AGE AT INSPECTION

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

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



LEGEND

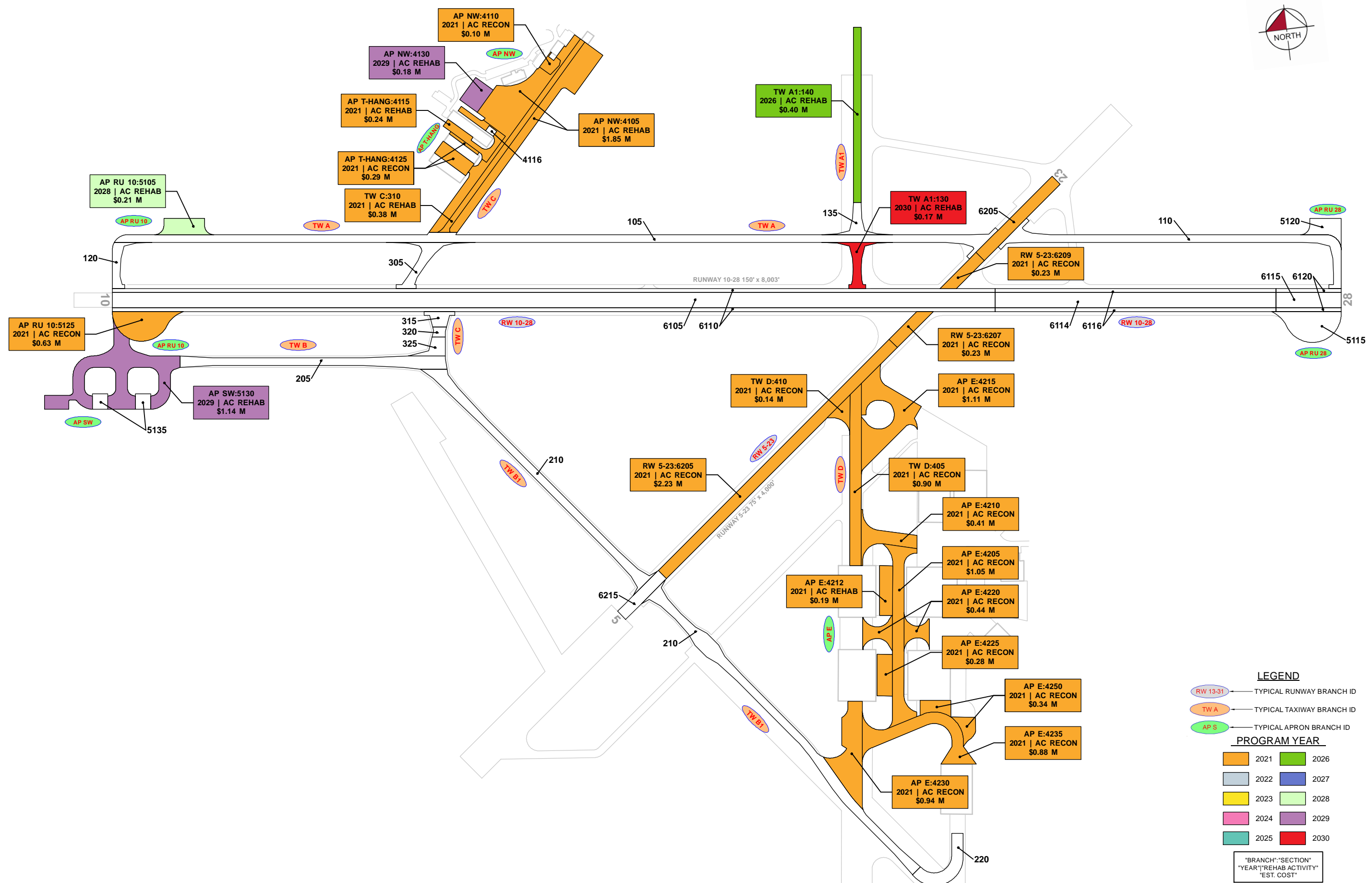
- TYPICAL RUNWAY BRANCH ID
- TYPICAL TAXIWAY BRANCH ID
- TYPICAL APRON BRANCH ID

2020 PAVEMENT CONDITION INDEX

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

"SECTION ID" "PCI VALUE"

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



LEGEND

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

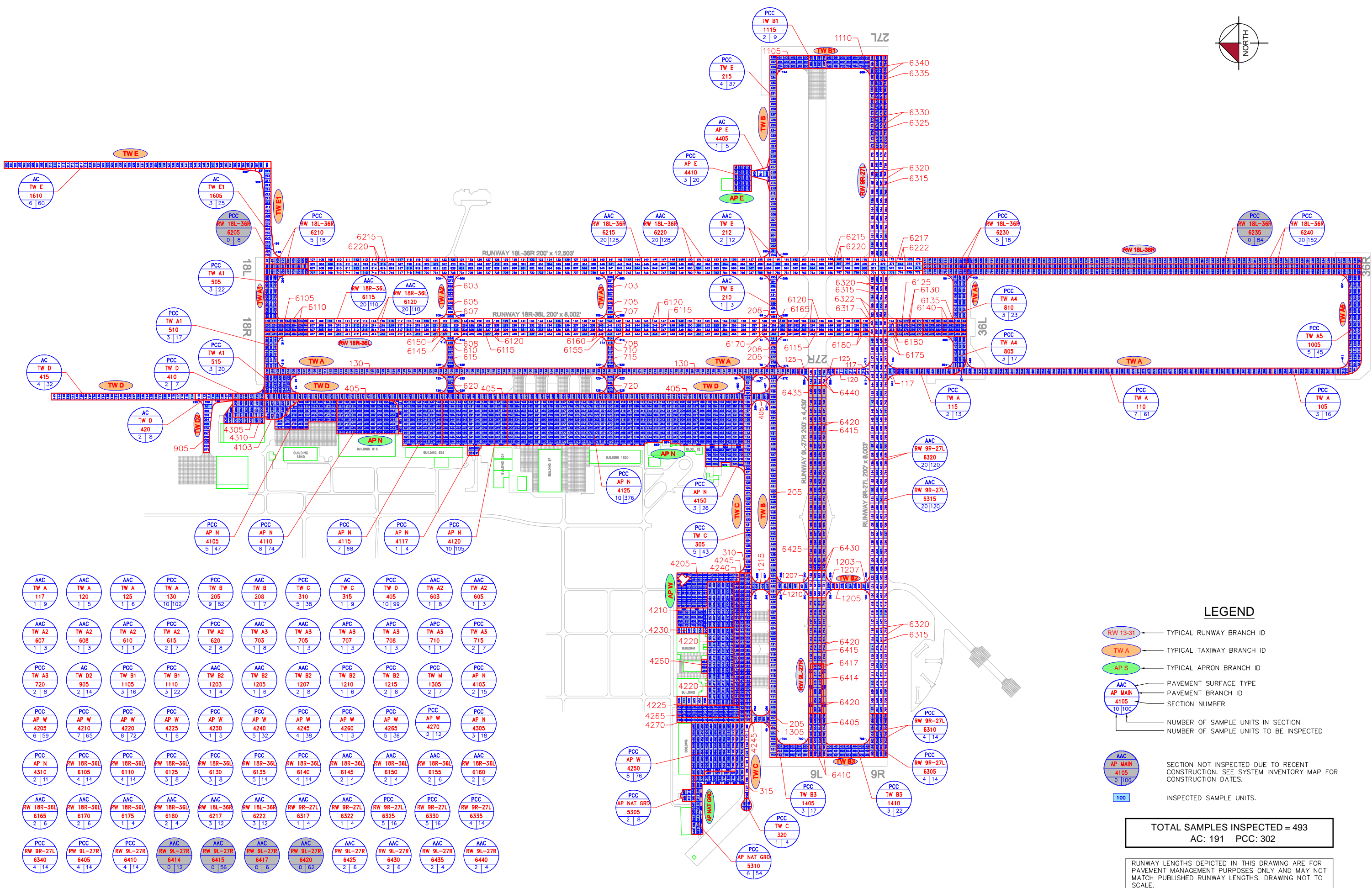
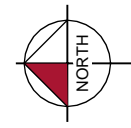
PROGRAM YEAR

	2021		2026
	2022		2027
	2023		2028
	2024		2029
	2025		2030

"BRANCH," "SECTION"
"YEAR," "REHAB ACTIVITY"
"EST. COST"

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



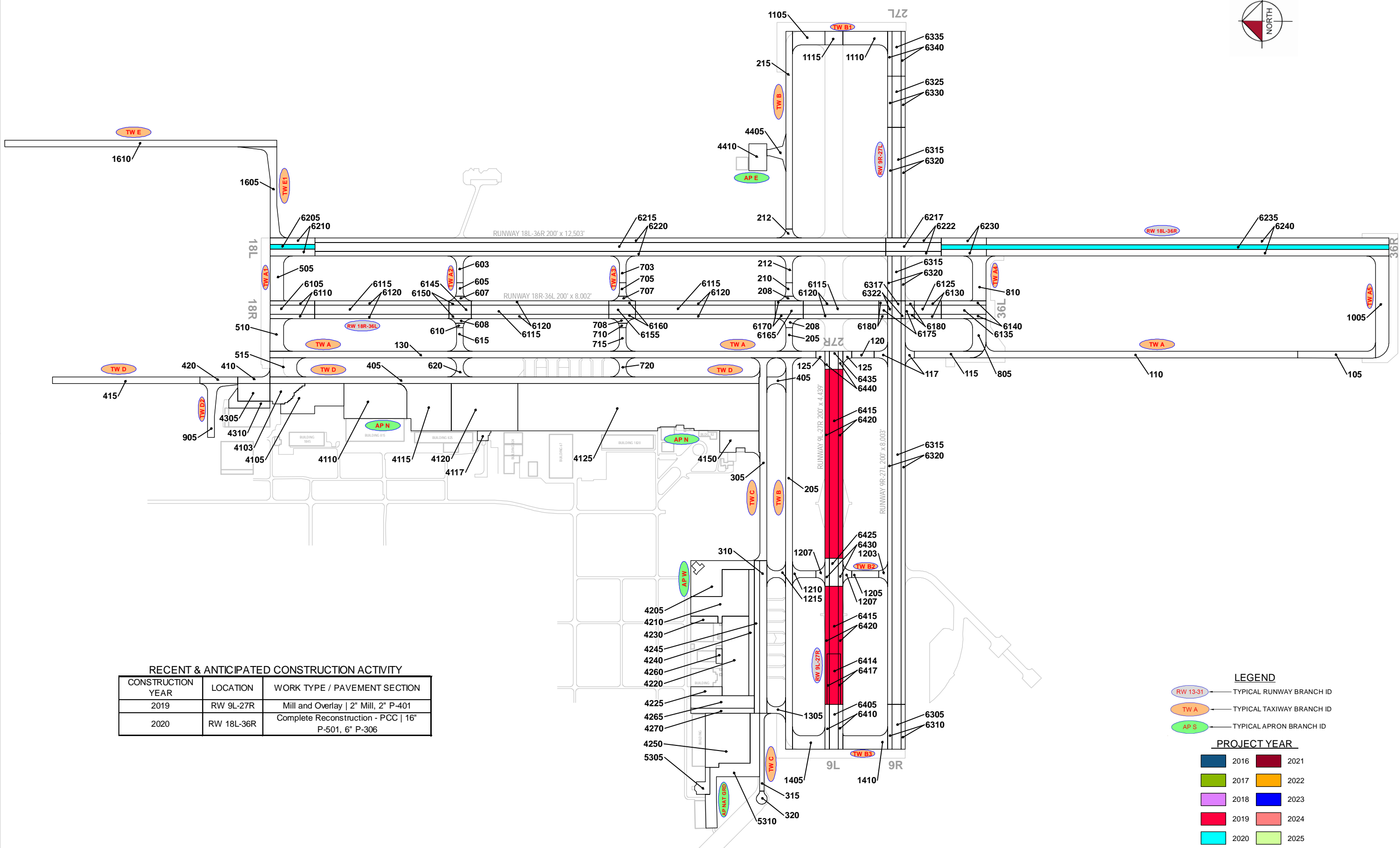


LEGEND

- TYPICAL RUNWAY BRANCH ID
- TYPICAL TAXIWAY BRANCH ID
- TYPICAL APRON BRANCH ID
- PAVEMENT SURFACE TYPE
- PAVEMENT BRANCH ID
- SECTION NUMBER
- NUMBER OF SAMPLE UNITS IN SECTION
- NUMBER OF SAMPLE UNITS TO BE INSPECTED
- SECTION NOT INSPECTED DUE TO RECENT CONSTRUCTION. SEE SYSTEM INVENTORY MAP FOR CONSTRUCTION DATES.
- INSPECTED SAMPLE UNITS.

TOTAL SAMPLES INSPECTED = 493
 AC: 191 PCC: 302

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



RECENT & ANTICIPATED CONSTRUCTION ACTIVITY

CONSTRUCTION YEAR	LOCATION	WORK TYPE / PAVEMENT SECTION
2019	RW 9L-27R	Mill and Overlay 2" Mill, 2" P-401
2020	RW 18L-36R	Complete Reconstruction - PCC 16" P-501, 6" P-306

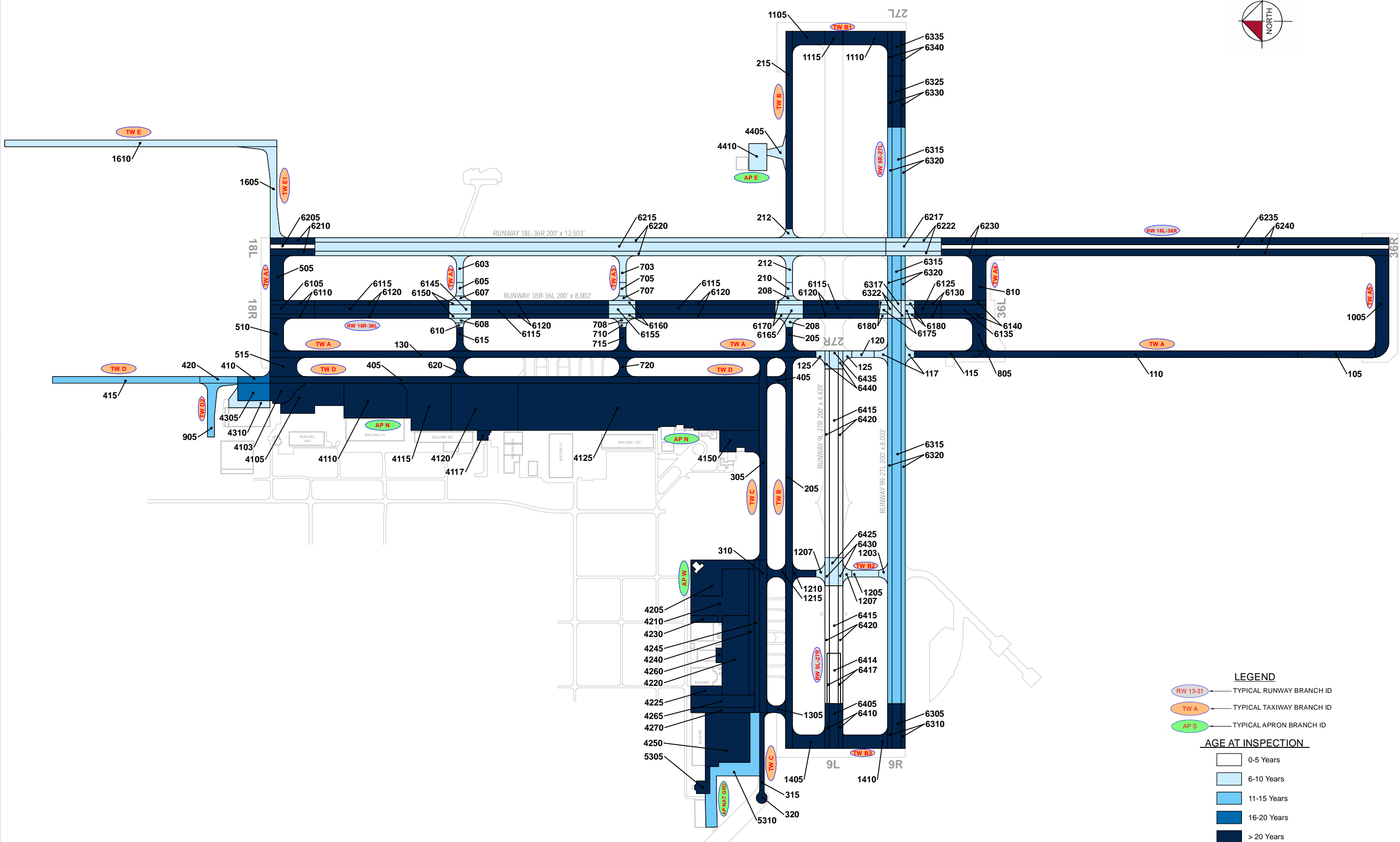
LEGEND

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

PROJECT YEAR

 2016	 2021
 2017	 2022
 2018	 2023
 2019	 2024
 2020	 2025

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



LEGEND

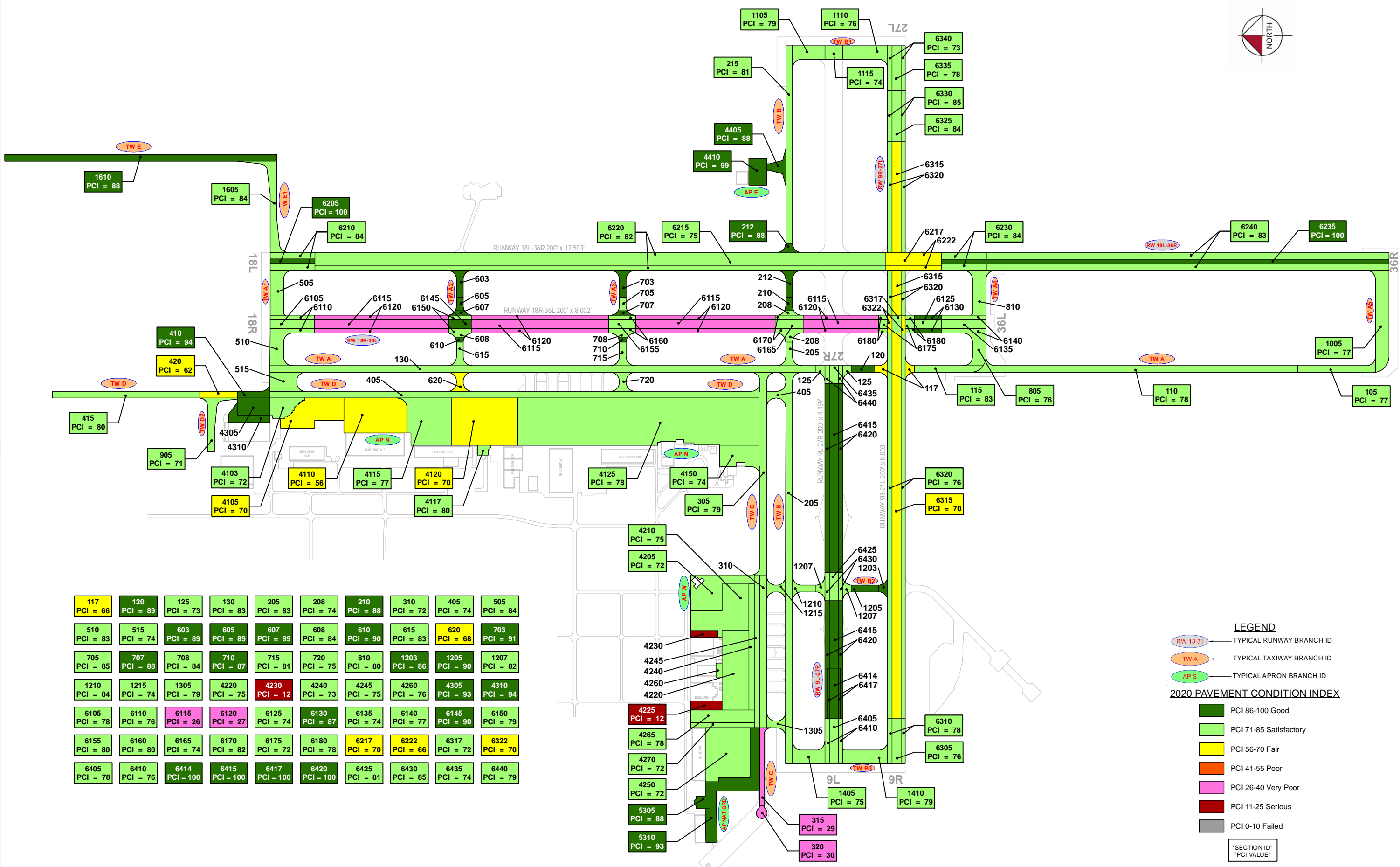
RW 13-31 — TYPICAL RUNWAY BRANCH ID
 TW A — TYPICAL TAXIWAY BRANCH ID
 AP S — TYPICAL APRON BRANCH ID

AGE AT INSPECTION

White	0-5 Years
Light Blue	6-10 Years
Medium Blue	11-15 Years
Dark Blue	16-20 Years
Black	> 20 Years

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





117 PCI = 66	120 PCI = 89	125 PCI = 73	130 PCI = 83	205 PCI = 83	208 PCI = 74	210 PCI = 88	310 PCI = 72	405 PCI = 74	505 PCI = 84
510 PCI = 83	515 PCI = 74	603 PCI = 89	605 PCI = 89	607 PCI = 89	608 PCI = 84	610 PCI = 90	615 PCI = 83	620 PCI = 68	703 PCI = 91
705 PCI = 85	707 PCI = 88	708 PCI = 84	710 PCI = 87	715 PCI = 81	720 PCI = 75	810 PCI = 80	1203 PCI = 86	1205 PCI = 90	1207 PCI = 82
1210 PCI = 84	1215 PCI = 74	1305 PCI = 79	4220 PCI = 75	4230 PCI = 12	4240 PCI = 73	4245 PCI = 75	4260 PCI = 76	4305 PCI = 93	4310 PCI = 94
6105 PCI = 78	6110 PCI = 76	6115 PCI = 26	6120 PCI = 27	6125 PCI = 74	6130 PCI = 87	6135 PCI = 74	6140 PCI = 77	6145 PCI = 90	6150 PCI = 79
6155 PCI = 80	6160 PCI = 80	6165 PCI = 74	6170 PCI = 82	6175 PCI = 72	6180 PCI = 78	6217 PCI = 70	6222 PCI = 66	6317 PCI = 72	6322 PCI = 70
6405 PCI = 78	6410 PCI = 76	6414 PCI = 100	6415 PCI = 100	6417 PCI = 100	6420 PCI = 100	6425 PCI = 81	6430 PCI = 85	6435 PCI = 74	6440 PCI = 79

LEGEND

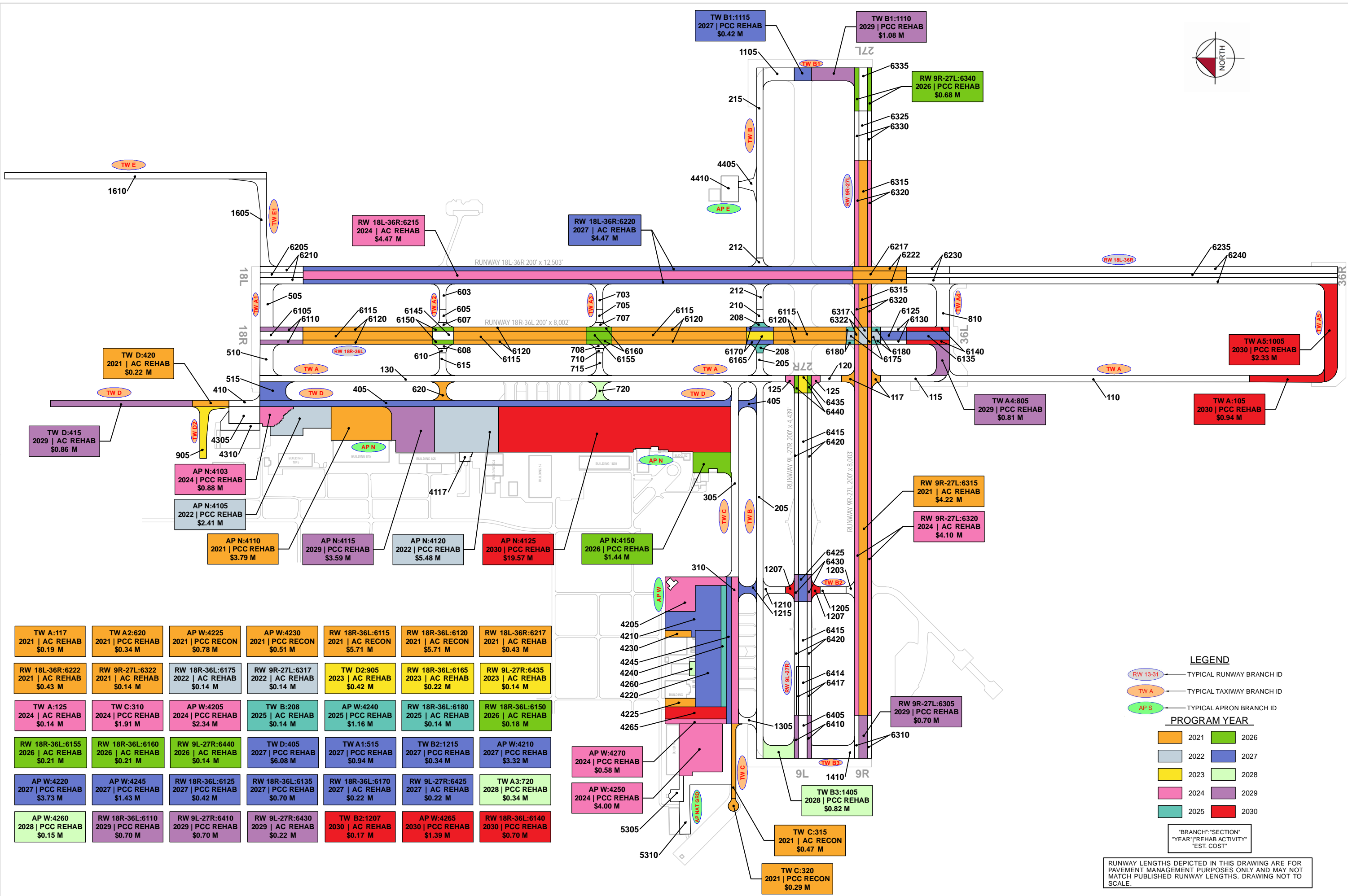
- RW 13-31 TYPICAL RUNWAY BRANCH ID
- TW A TYPICAL TAXIWAY BRANCH ID
- AP S TYPICAL APRON BRANCH ID

2020 PAVEMENT CONDITION INDEX

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

SECTION ID
PCI VALUE

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



TW A:117 2021 AC REHAB \$0.19 M	TW A2:620 2021 PCC REHAB \$0.34 M	AP W:4225 2021 PCC RECON \$0.78 M	AP W:4230 2021 PCC RECON \$0.51 M	RW 18R-36L:6115 2021 AC RECON \$5.71 M	RW 18R-36L:6120 2021 AC RECON \$5.71 M	RW 18L-36R:6217 2021 AC REHAB \$0.43 M
RW 18L-36R:6222 2021 AC REHAB \$0.43 M	RW 9R-27L:6322 2021 AC REHAB \$0.14 M	RW 18R-36L:6175 2022 AC REHAB \$0.14 M	RW 9R-27L:6317 2022 AC REHAB \$0.14 M	TW D2:905 2023 AC REHAB \$0.42 M	RW 18R-36L:6165 2023 AC REHAB \$0.22 M	RW 9L-27R:6435 2023 AC REHAB \$0.14 M
TW A:125 2025 AC REHAB \$0.14 M	TW C:310 2024 PCC REHAB \$1.91 M	AP W:4205 2024 PCC REHAB \$2.34 M	TW B:208 2025 AC REHAB \$0.14 M	AP W:4240 2025 PCC REHAB \$1.16 M	RW 18R-36L:6180 2025 AC REHAB \$0.14 M	RW 18R-36L:6150 2026 AC REHAB \$0.18 M
RW 18R-36L:6155 2026 AC REHAB \$0.21 M	RW 18R-36L:6160 2026 AC REHAB \$0.21 M	RW 9L-27R:6440 2026 AC REHAB \$0.14 M	TW D:405 2027 PCC REHAB \$6.08 M	TW A1:515 2027 PCC REHAB \$0.94 M	TW B2:1215 2027 PCC REHAB \$0.34 M	AP W:4210 2027 PCC REHAB \$3.32 M
AP W:4220 2027 AC REHAB \$3.73 M	AP W:4245 2027 PCC REHAB \$1.43 M	RW 18R-36L:6125 2027 PCC REHAB \$0.42 M	RW 18R-36L:6135 2027 PCC REHAB \$0.70 M	RW 18R-36L:6170 2027 AC REHAB \$0.22 M	RW 9L-27R:6425 2028 AC REHAB \$0.22 M	TW A3:720 2028 PCC REHAB \$0.34 M
AP W:4260 2028 PCC REHAB \$0.15 M	RW 18R-36L:6110 2029 PCC REHAB \$0.70 M	RW 9L-27R:6410 2029 PCC REHAB \$0.70 M	RW 9L-27R:6430 2029 AC REHAB \$0.22 M	TW B2:1207 2030 AC REHAB \$0.17 M	AP W:4265 2030 PCC REHAB \$1.39 M	RW 18R-36L:6140 2030 PCC REHAB \$0.70 M

LEGEND

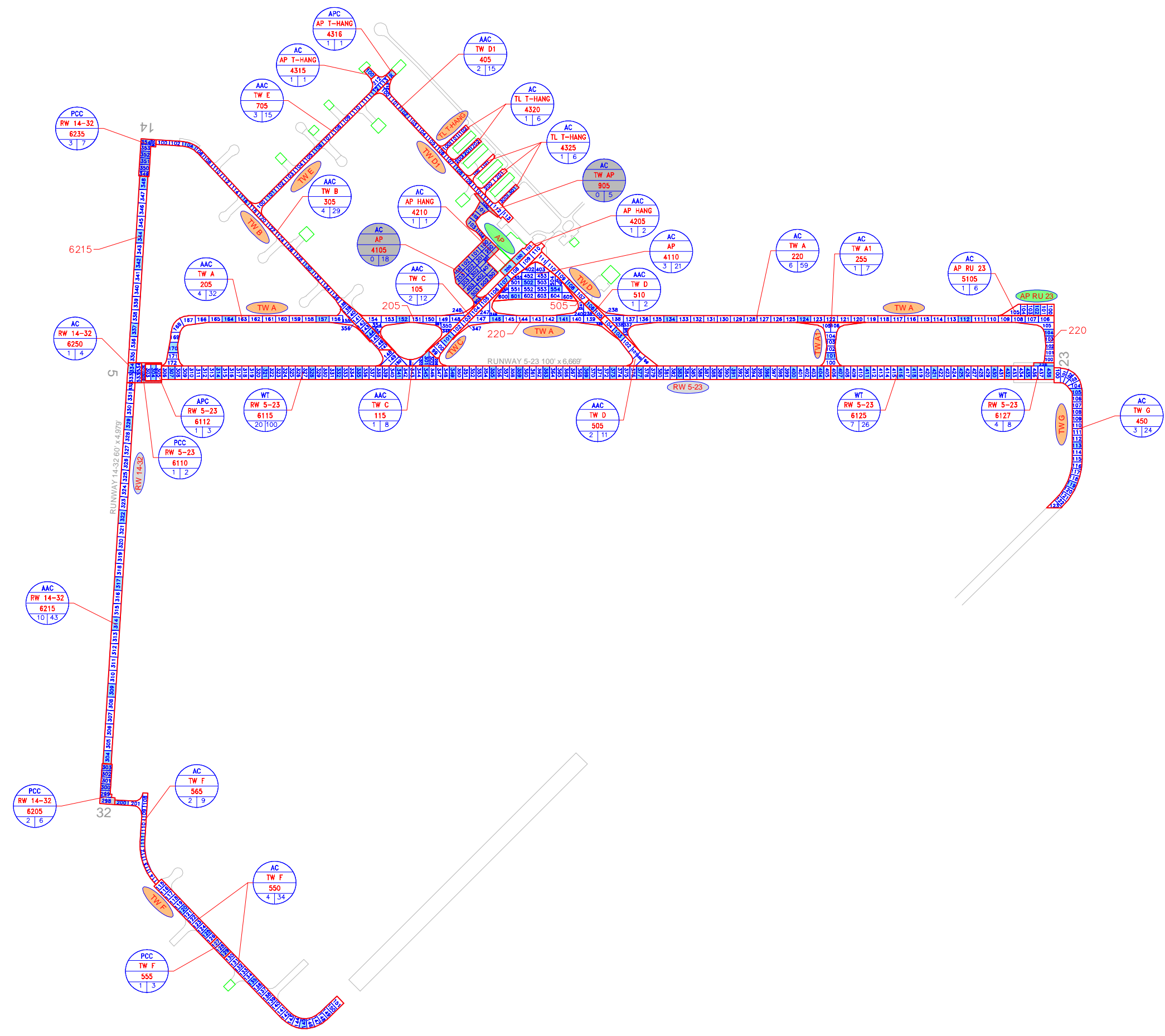
- RW 13-31 — TYPICAL RUNWAY BRANCH ID
- TW A — TYPICAL TAXIWAY BRANCH ID
- AP S — TYPICAL APRON BRANCH ID

PROGRAM YEAR

2021	2026
2022	2027
2023	2028
2024	2029
2025	2030

"BRANCH", "SECTION"
"YEAR", "REHAB ACTIVITY"
"EST. COST"

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

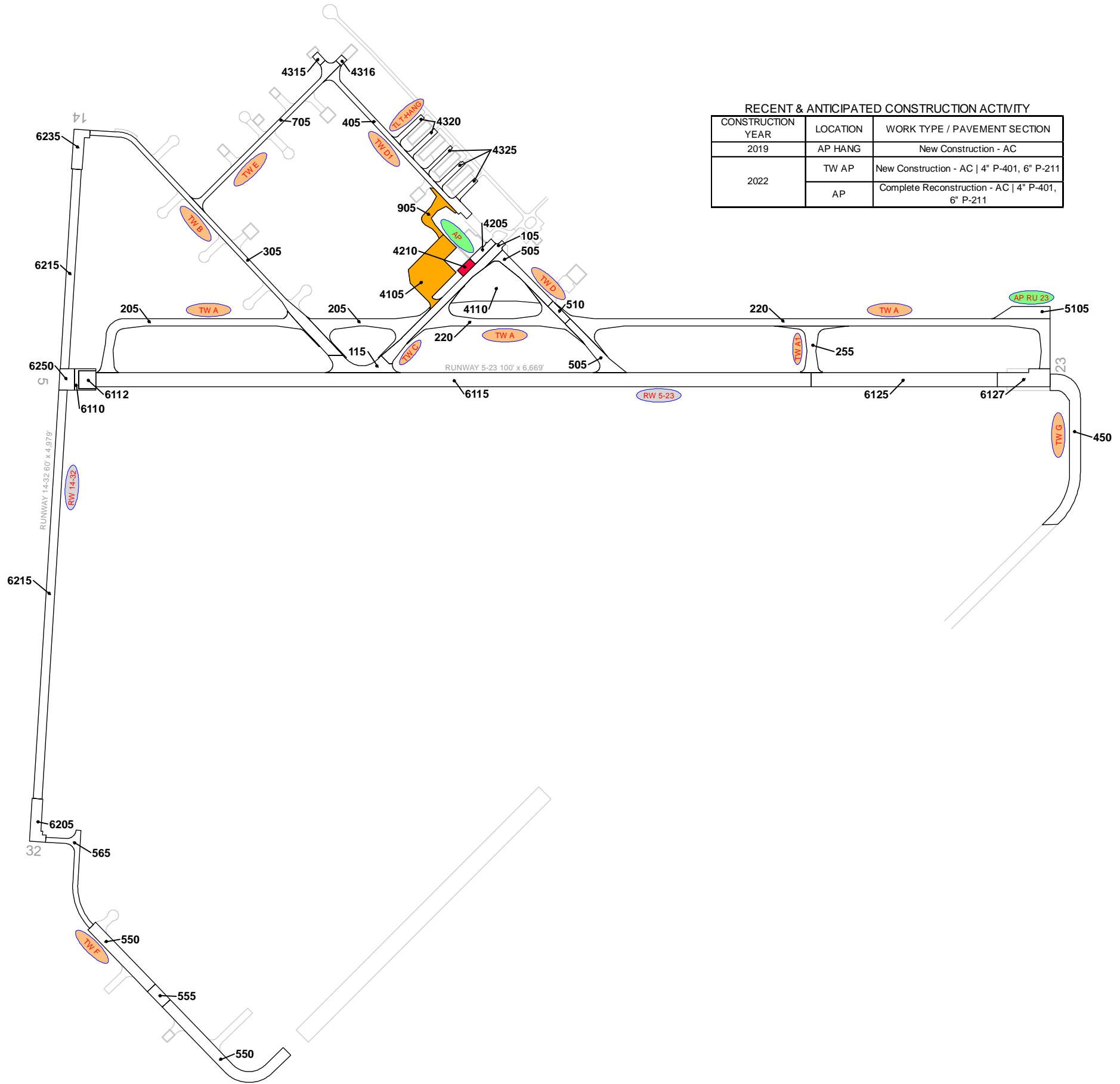


LEGEND

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

TOTAL SAMPLES INSPECTED = 95
 AC: 57 PCC: 7 WT: 31

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



RECENT & ANTICIPATED CONSTRUCTION ACTIVITY

CONSTRUCTION YEAR	LOCATION	WORK TYPE / PAVEMENT SECTION
2019	AP HANG	New Construction - AC
2022	TW AP	New Construction - AC 4" P-401, 6" P-211
	AP	Complete Reconstruction - AC 4" P-401, 6" P-211

LEGEND

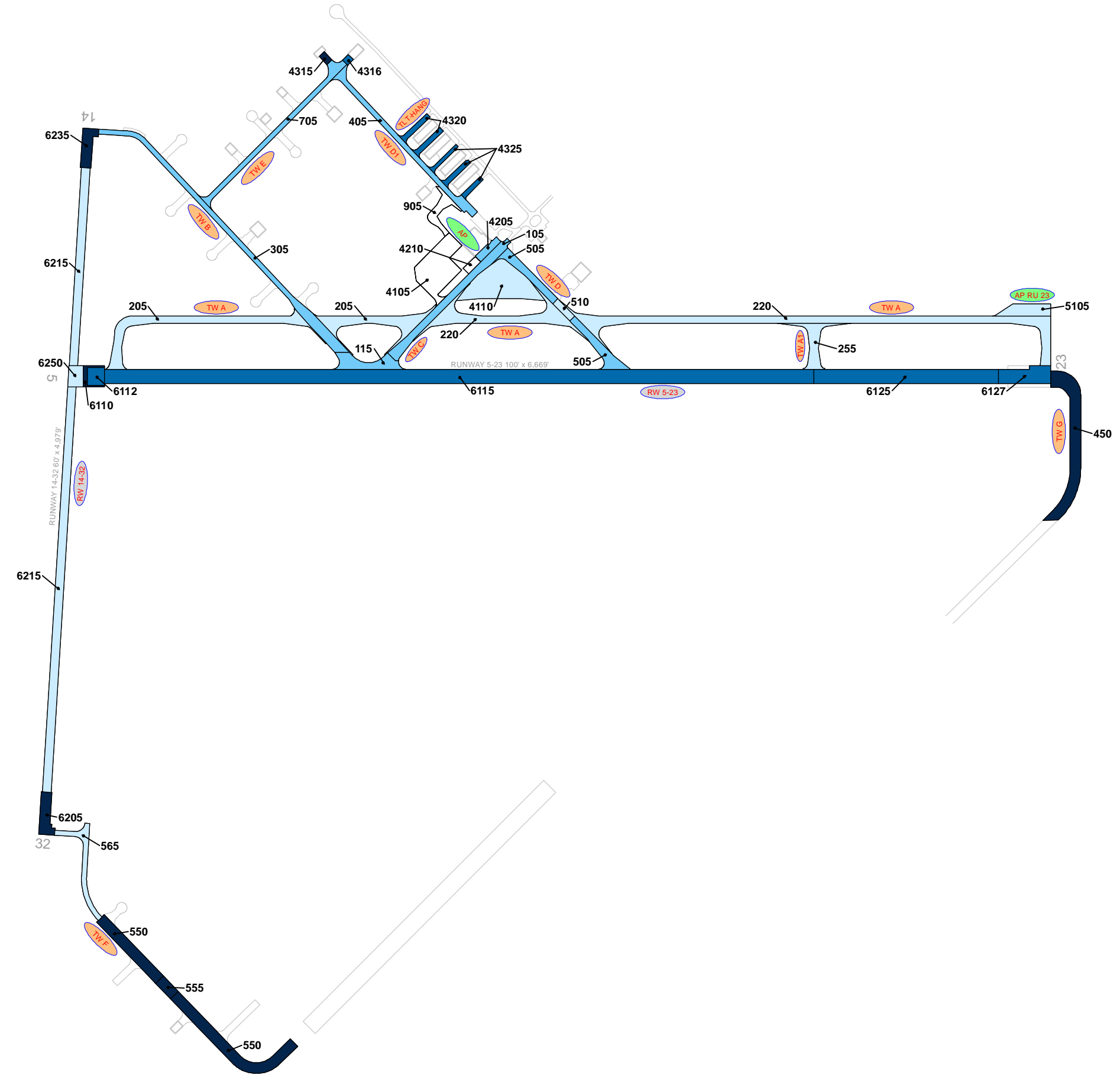
- RW 13-31 ← TYPICAL RUNWAY BRANCH ID
- TW A ← TYPICAL TAXIWAY BRANCH ID
- AP S ← TYPICAL APRON BRANCH ID

PROJECT YEAR

 2017	 2022
 2018	 2023
 2019	 2024
 2020	 2025
 2021	 2026

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





LEGEND

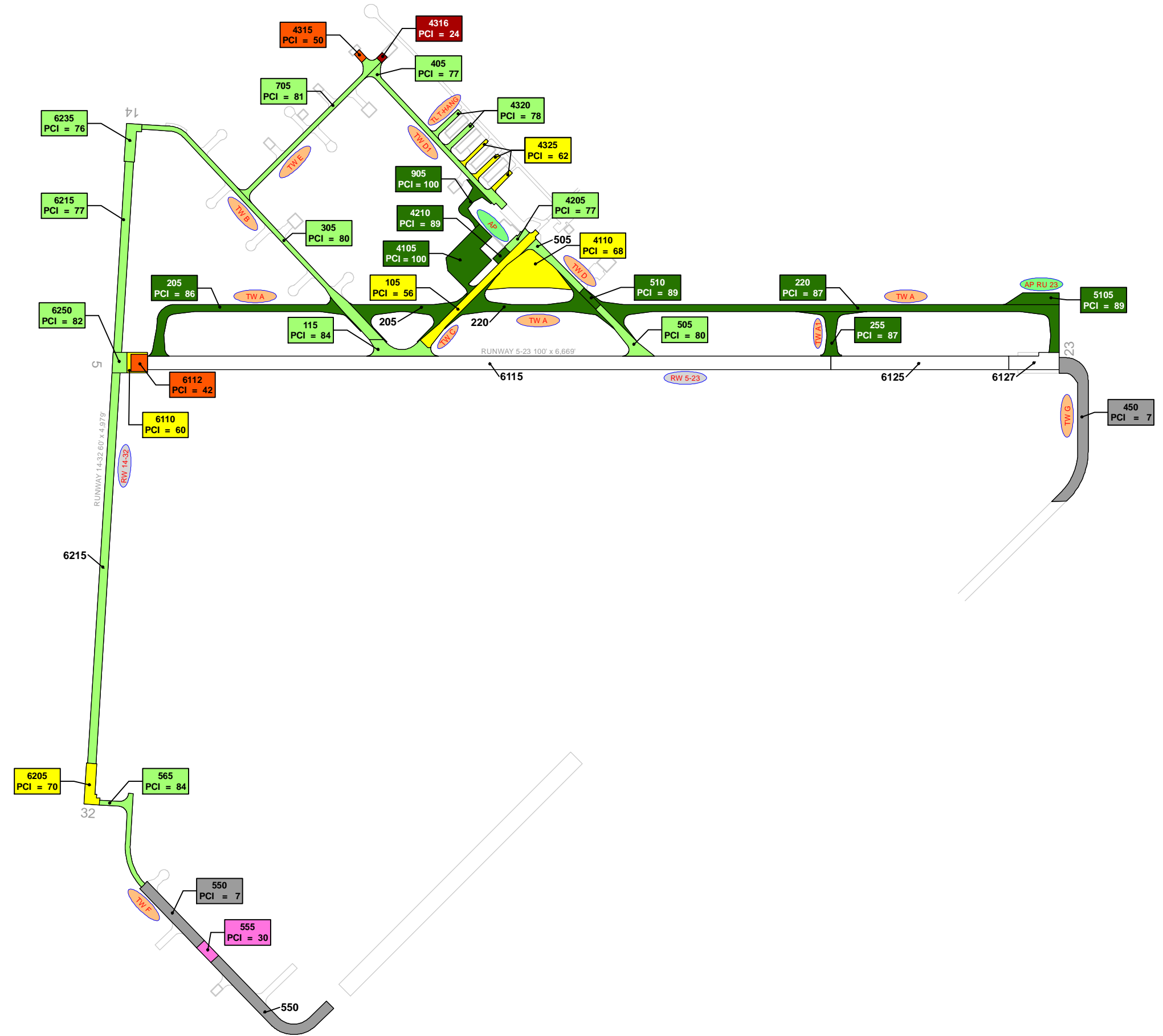
- RW 13-31 — TYPICAL RUNWAY BRANCH ID
- TW A — TYPICAL TAXIWAY BRANCH ID
- AP S — TYPICAL APRON BRANCH ID

AGE AT INSPECTION

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

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





LEGEND

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

2022 PAVEMENT CONDITION INDEX

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

SECTION ID
PCI VALUE

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

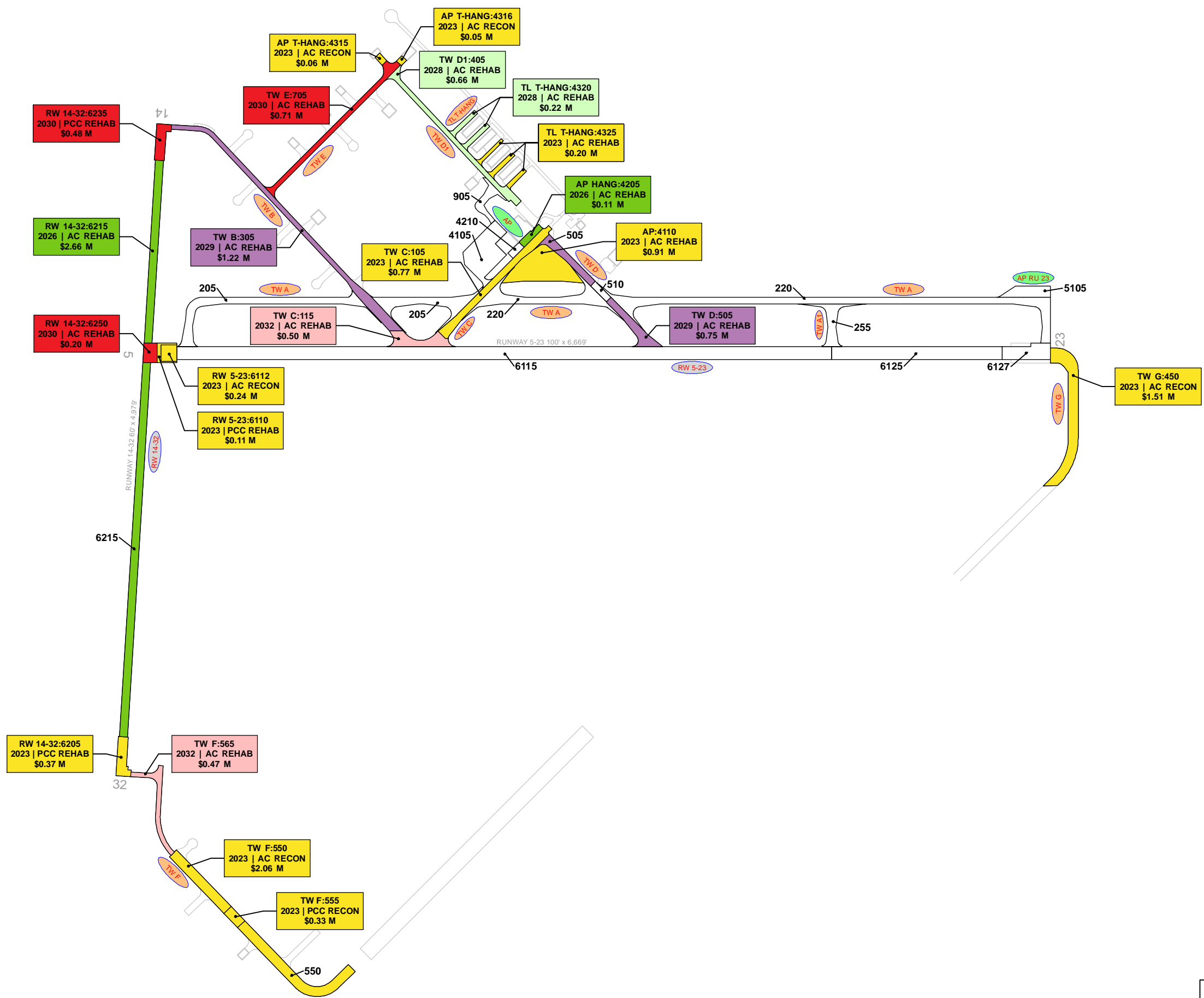




2022 PASER RATING (WHITETOPPING PAVEMENT)

-  PASER 5 - Excellent
-  PASER 4 - Good
-  PASER 3 - Fair
-  PASER 2 - Poor
-  PASER 1 - Failed

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



LEGEND

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

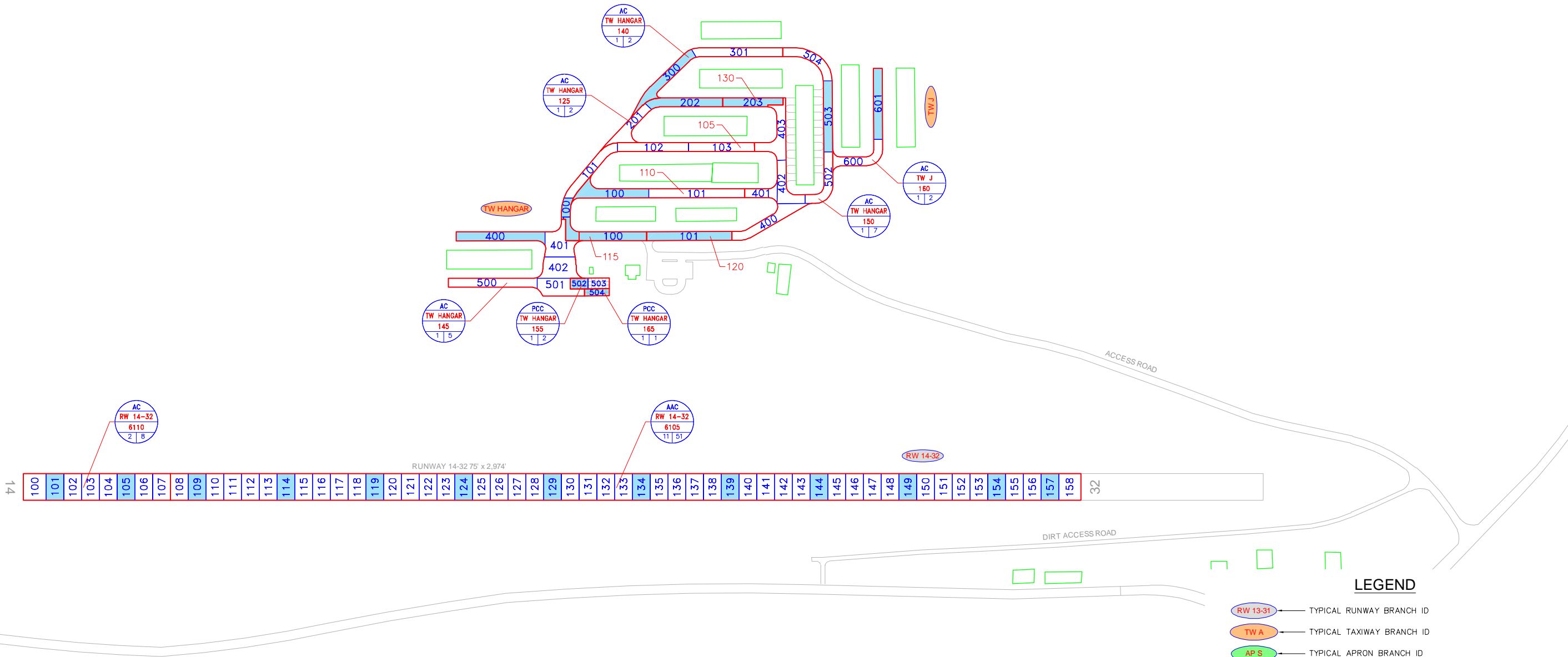
PROGRAM YEAR

	2023		2028
	2024		2029
	2025		2030
	2026		2031
	2027		2032

"BRANCH"/"SECTION"
"YEAR"/"REHAB ACTIVITY"
"EST. COST"

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





LEGEND

- TYPICAL RUNWAY BRANCH ID
- TYPICAL TAXIWAY BRANCH ID
- TYPICAL APRON BRANCH ID
- PAVEMENT SURFACE TYPE
- PAVEMENT BRANCH ID
- SECTION NUMBER
- NUMBER OF SAMPLE UNITS IN SECTION
NUMBER OF SAMPLE UNITS TO BE INSPECTED
- SECTION NOT INSPECTED DUE TO RECENT CONSTRUCTION. SEE SYSTEM INVENTORY MAP FOR CONSTRUCTION DATES.
- INSPECTED SAMPLE UNITS.

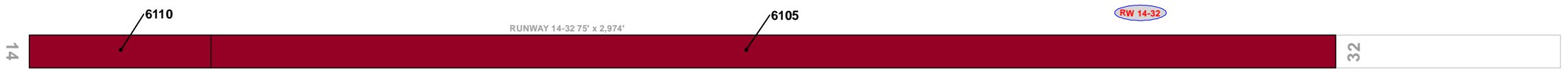
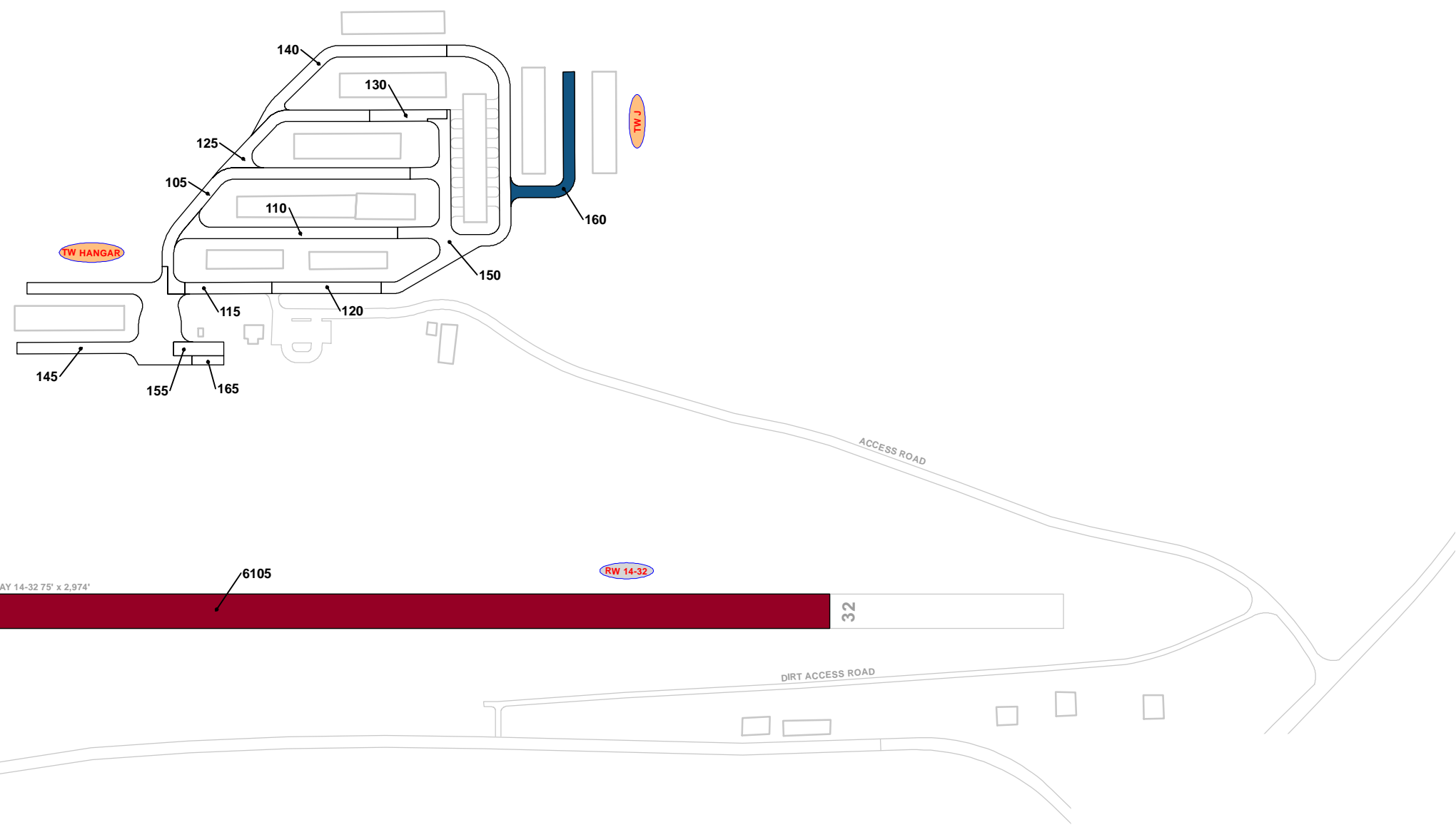
TOTAL SAMPLES INSPECTED = 25
AC: 23 PCC: 2

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



RECENT & ANTICIPATED CONSTRUCTION ACTIVITY

CONSTRUCTION YEAR	LOCATION	WORK TYPE / PAVEMENT SECTION
2016	TW J	New Construction - AC 2" P-401, 6" P-211, 12" P-160
2021	RW 14-32	Mill and Overlay 2" Mill and Overlay



LEGEND

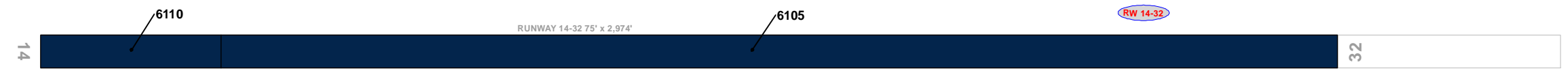
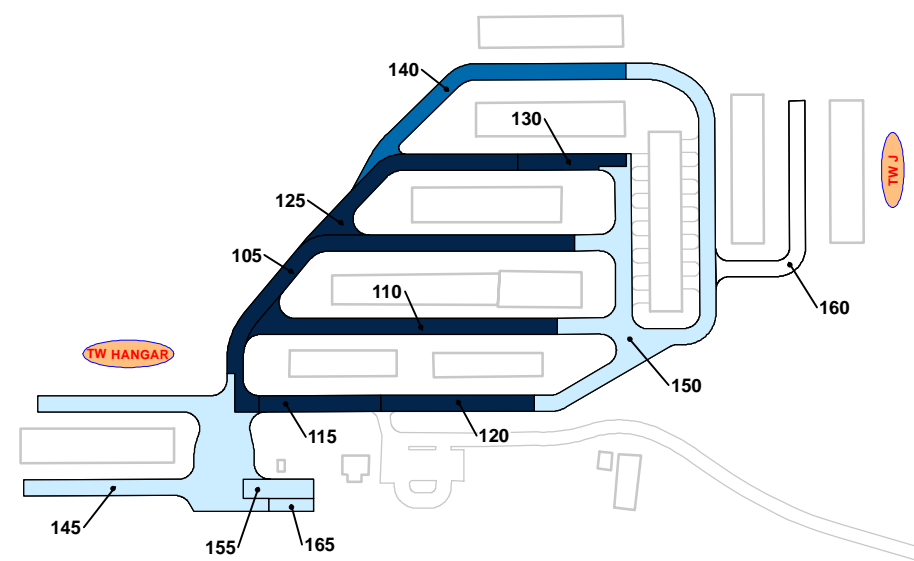
- RW 13-31 — TYPICAL RUNWAY BRANCH ID
- TW A — TYPICAL TAXIWAY BRANCH ID
- AP S — TYPICAL APRON BRANCH ID

PROJECT YEAR

2016	2021
2017	2022
2018	2023
2019	2024
2020	2025

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





LEGEND

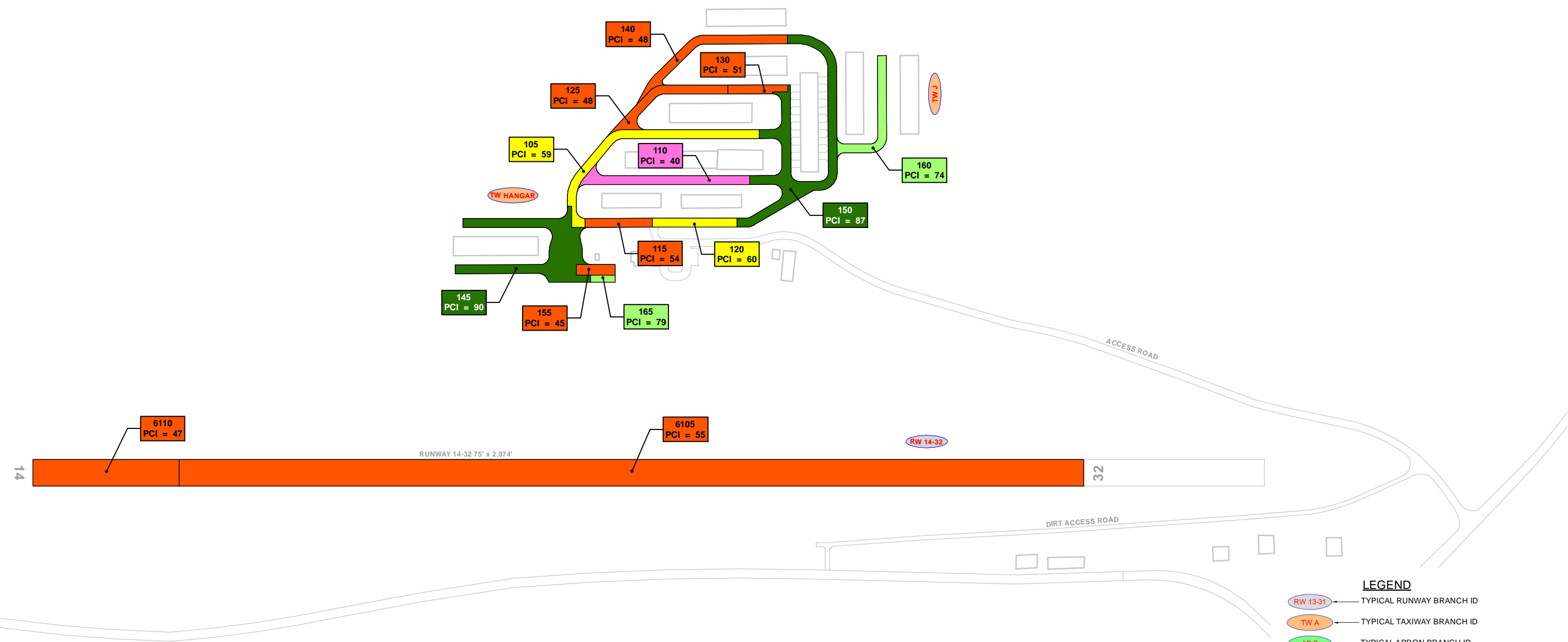
- RW 13-31 — TYPICAL RUNWAY BRANCH ID
- TW A — TYPICAL TAXIWAY BRANCH ID
- AP S — TYPICAL APRON BRANCH ID

AGE AT INSPECTION

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

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





LEGEND

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

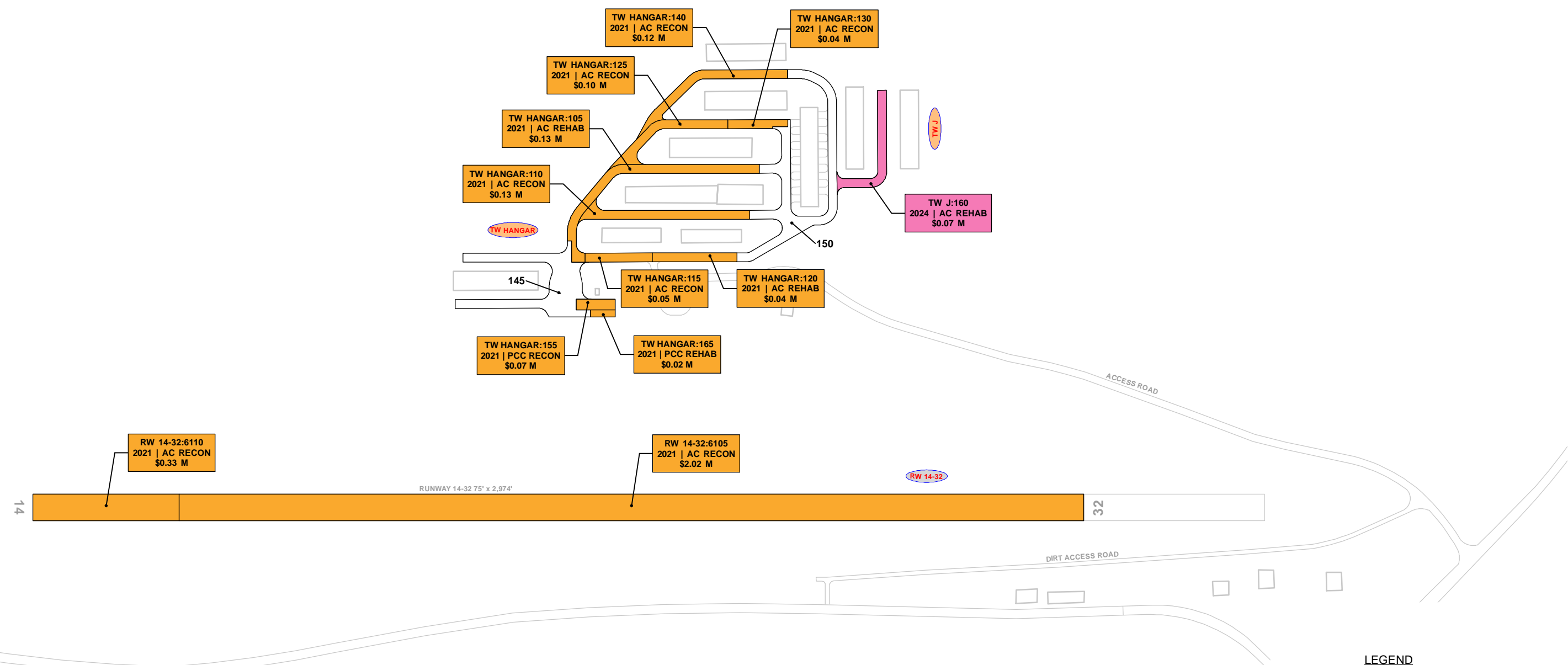
2020 PAVEMENT CONDITION INDEX

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

"SECTION ID"
"PCI VALUE"

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





LEGEND

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

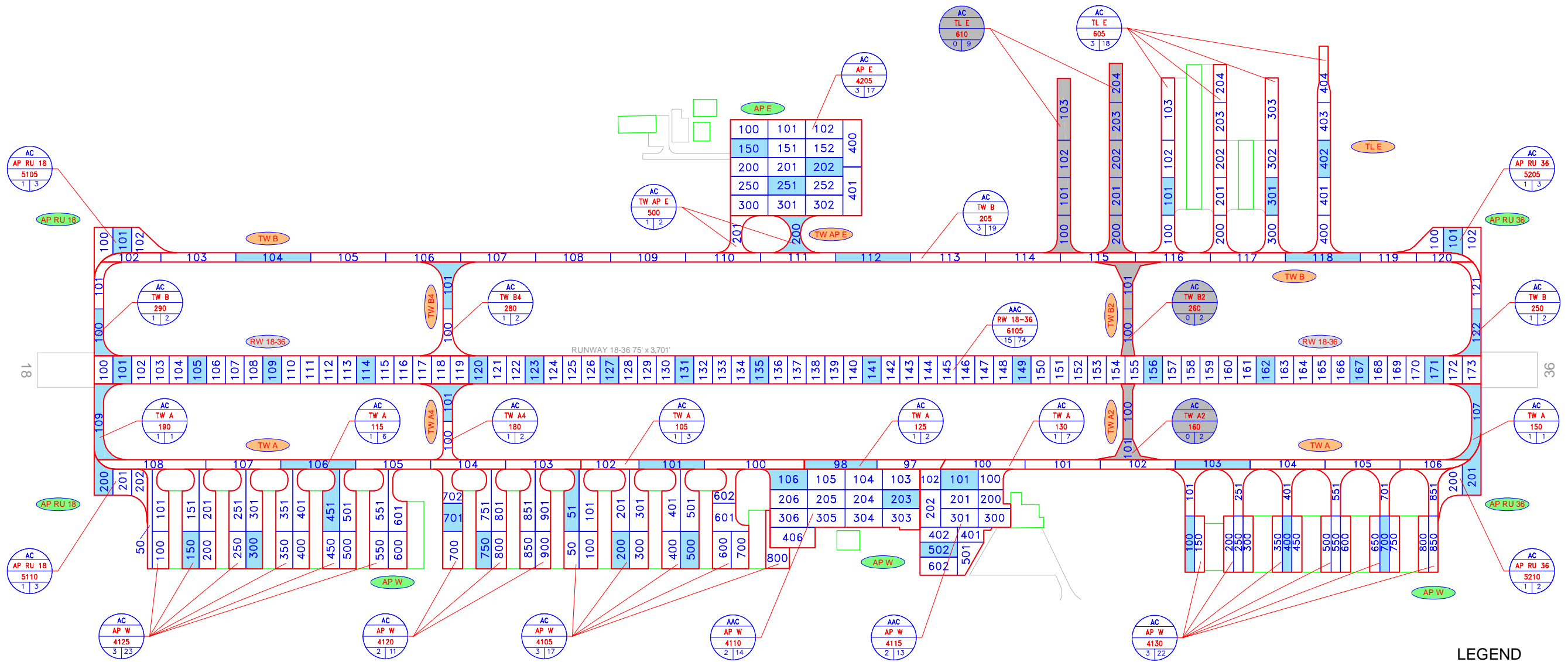
PROGRAM YEAR

	2021		2026
	2022		2027
	2023		2028
	2024		2029
	2025		2030

"BRANCH"; "SECTION"
"YEAR"; "REHAB ACTIVITY"
"EST. COST"

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





LEGEND

- TYPICAL RUNWAY BRANCH ID
- TYPICAL TAXIWAY BRANCH ID
- TYPICAL APRON BRANCH ID
- PAVEMENT SURFACE TYPE
PAVEMENT BRANCH ID
SECTION NUMBER
NUMBER OF SAMPLE UNITS IN SECTION
NUMBER OF SAMPLE UNITS TO BE INSPECTED
- SECTION NOT INSPECTED DUE TO RECENT CONSTRUCTION. SEE SYSTEM INVENTORY MAP FOR CONSTRUCTION DATES.
- INSPECTED SAMPLE UNITS.

TOTAL SAMPLES INSPECTED = 54
AC: 54 PCC: 0

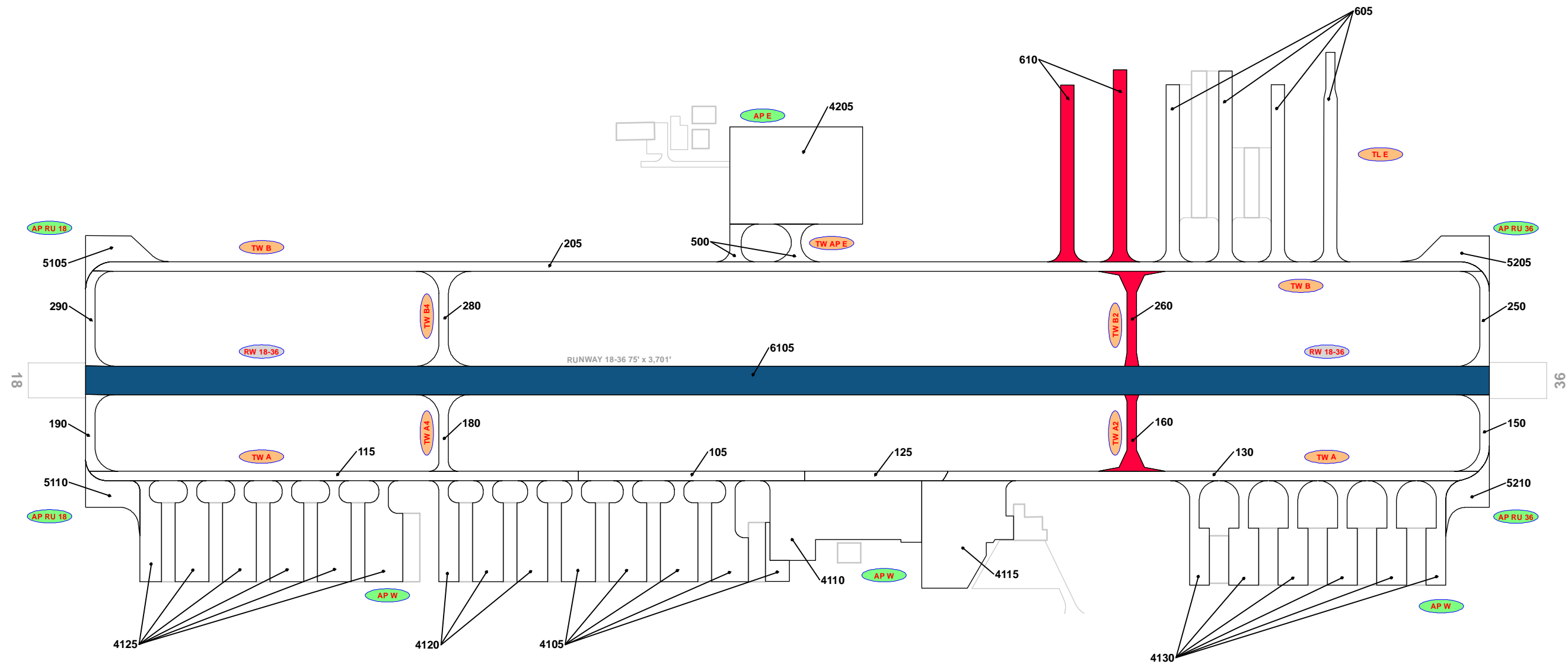
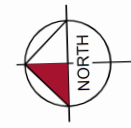
RUNWAY LENGTHS DEPICTED IN THIS DRAWING ARE FOR PAVEMENT MANAGEMENT PURPOSES ONLY AND MAY NOT MATCH PUBLISHED RUNWAY LENGTHS. DRAWING NOT TO SCALE





AIRFIELD PAVEMENT SYSTEM INVENTORY EXHIBIT

Statewide Airfield Pavement Management Program
PETER PRINCE FIELD



RECENT & ANTICIPATED CONSTRUCTION ACTIVITY

CONSTRUCTION YEAR	LOCATION	WORK TYPE / PAVEMENT SECTION
2016	RW 18-36	Mill and Overlay 3" MILL AND 3" P-401 OVERLAY
2019	TL E, TW A2, TW B2	New Construction - AC

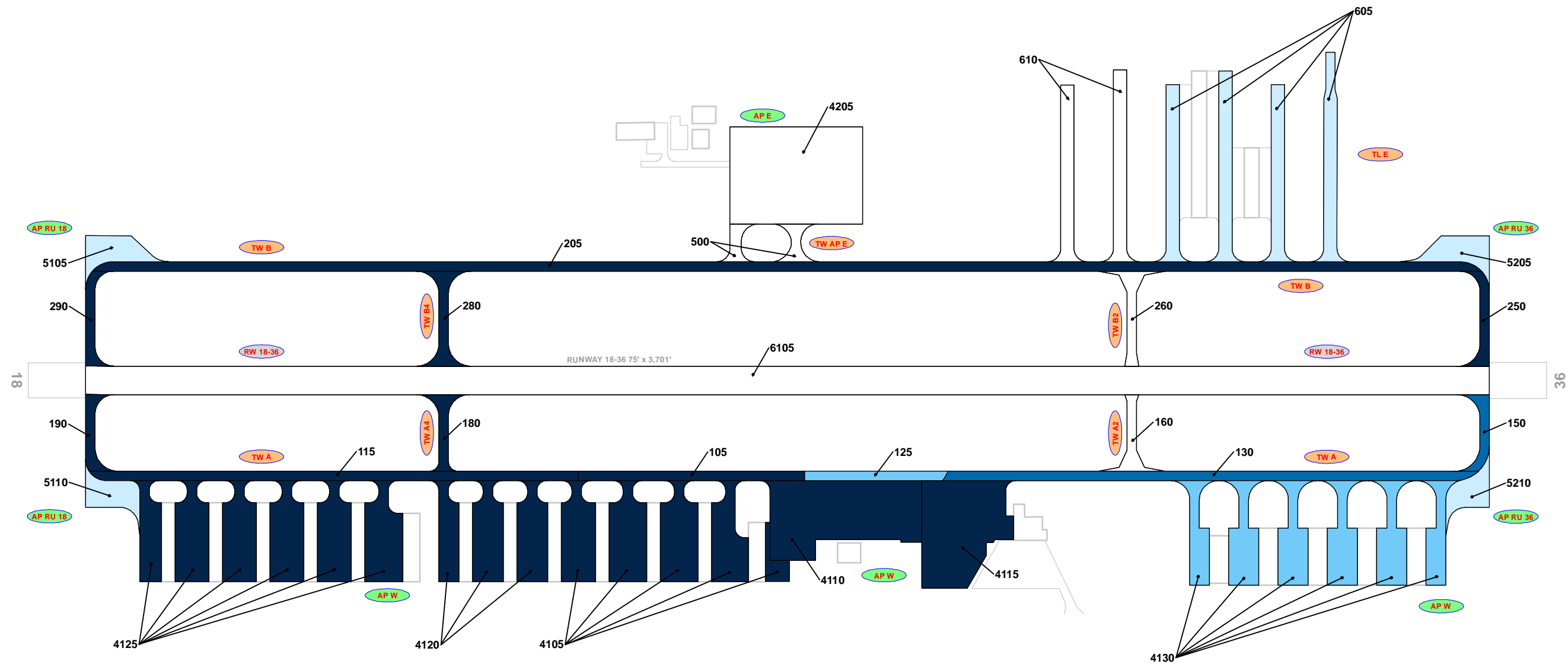
LEGEND

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

PROJECT YEAR

 2016	 2021
 2017	 2022
 2018	 2023
 2019	 2024
 2020	 2025

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LEGEND

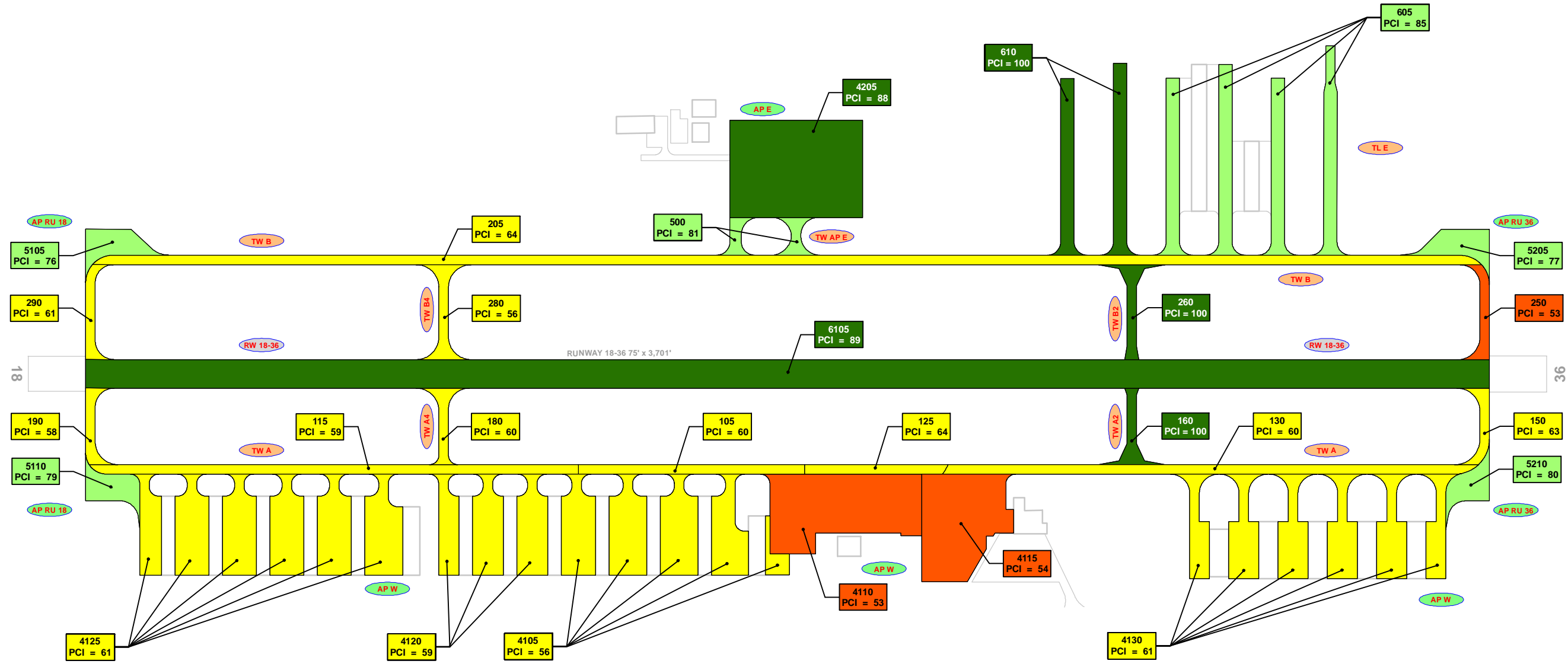
- RW 13-31 — TYPICAL RUNWAY BRANCH ID
- TW A — TYPICAL TAXIWAY BRANCH ID
- AP S — TYPICAL APRON BRANCH ID

AGE AT INSPECTION

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

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





LEGEND

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

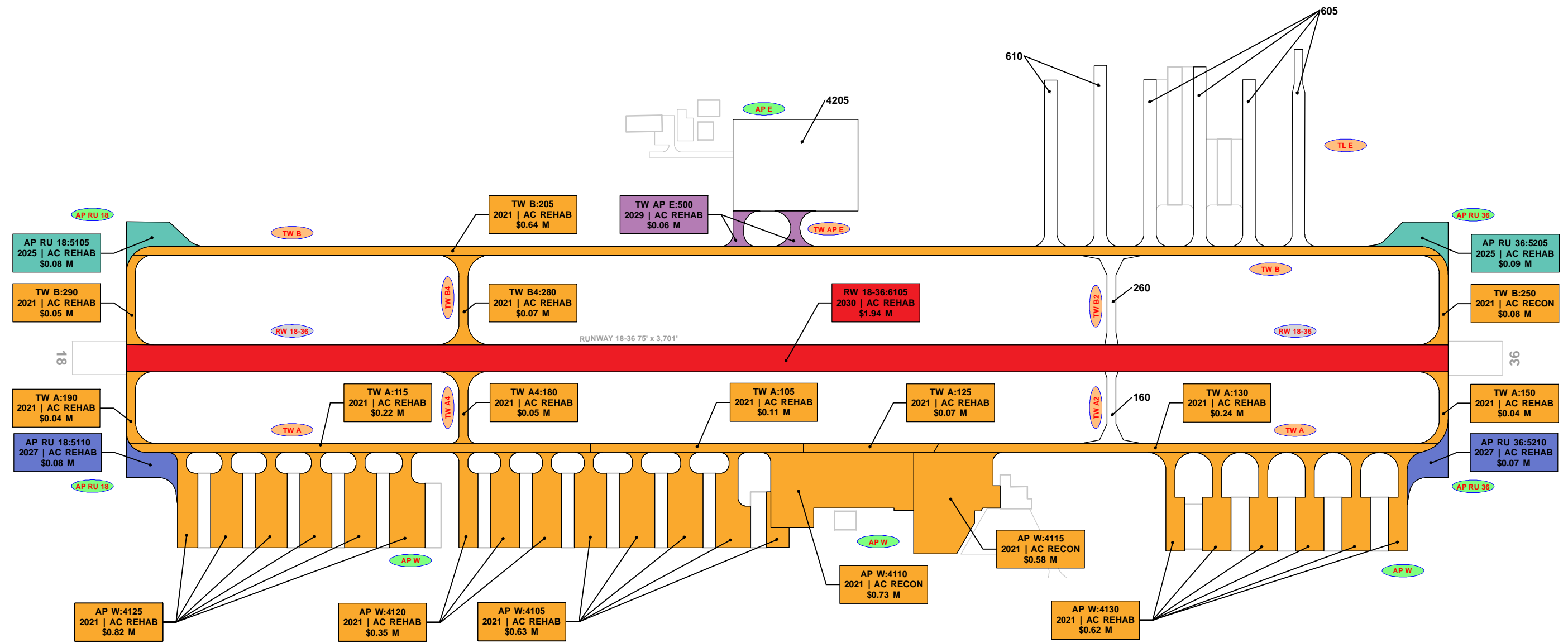
2020 PAVEMENT CONDITION INDEX

- 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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- PCI 0-10 Failed

SECTION ID
PCI VALUE

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LEGEND

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

PROGRAM YEAR

 2021	 2026
 2022	 2027
 2023	 2028
 2024	 2029
 2025	 2030

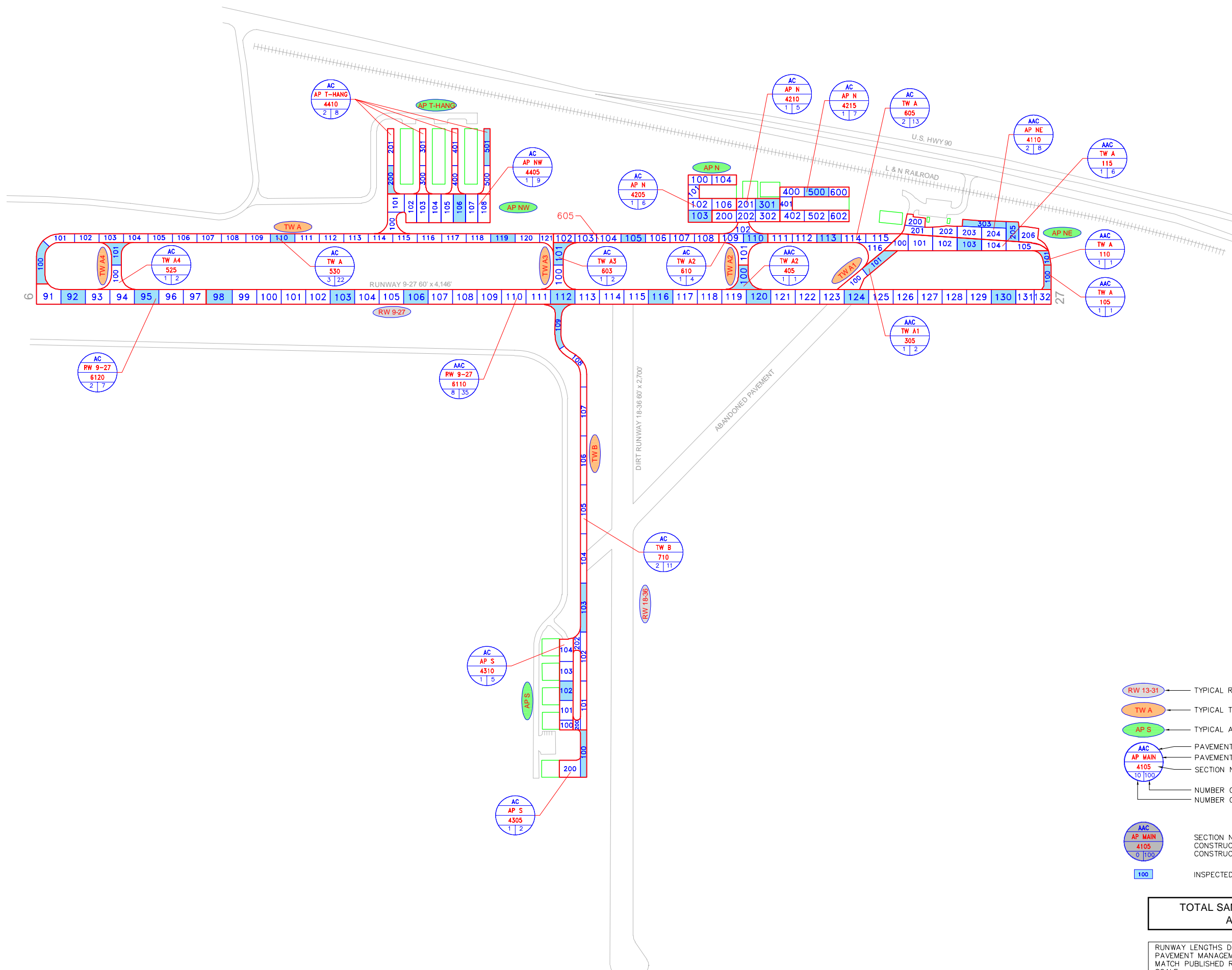
"BRANCH," "SECTION"
"YEAR," "REHAB ACTIVITY"
"EST. COST"

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

AIRFIELD PAVEMENT MAJOR REHABILITATION EXHIBIT

Statewide Airfield Pavement Management Program
PETER PRINCE FIELD



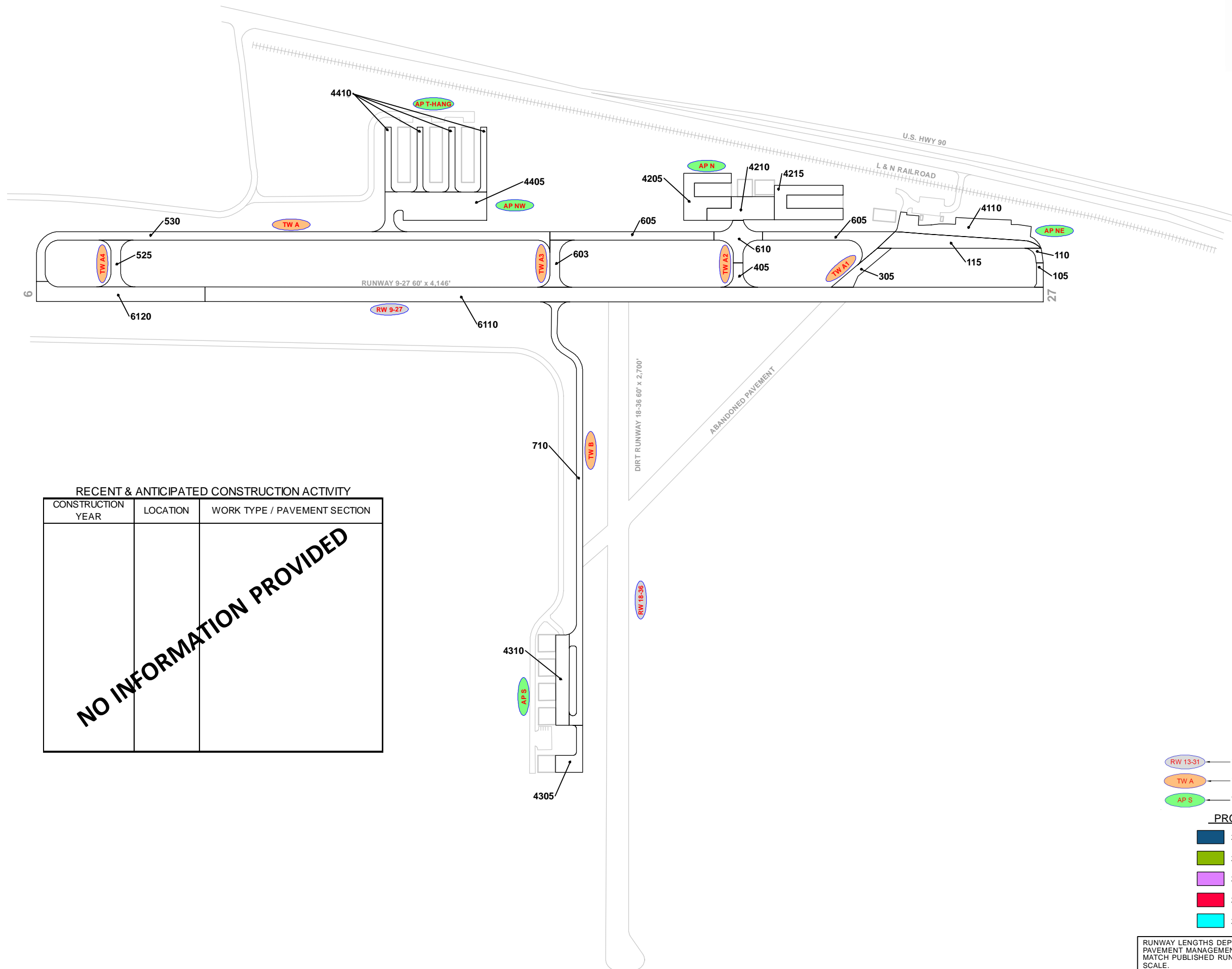


LEGEND

- TYPICAL RUNWAY BRANCH ID
- TYPICAL TAXIWAY BRANCH ID
- TYPICAL APRON BRANCH ID
- PAVEMENT SURFACE TYPE
- PAVEMENT BRANCH ID
- SECTION NUMBER
- NUMBER OF SAMPLE UNITS IN SECTION
- NUMBER OF SAMPLE UNITS TO BE INSPECTED
- SECTION NOT INSPECTED DUE TO RECENT CONSTRUCTION. SEE SYSTEM INVENTORY MAP FOR CONSTRUCTION DATES.
- INSPECTED SAMPLE UNITS.

TOTAL SAMPLES INSPECTED = 35
AC: 35 PCC: 0

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



RECENT & ANTICIPATED CONSTRUCTION ACTIVITY

CONSTRUCTION YEAR	LOCATION	WORK TYPE / PAVEMENT SECTION
NO INFORMATION PROVIDED		

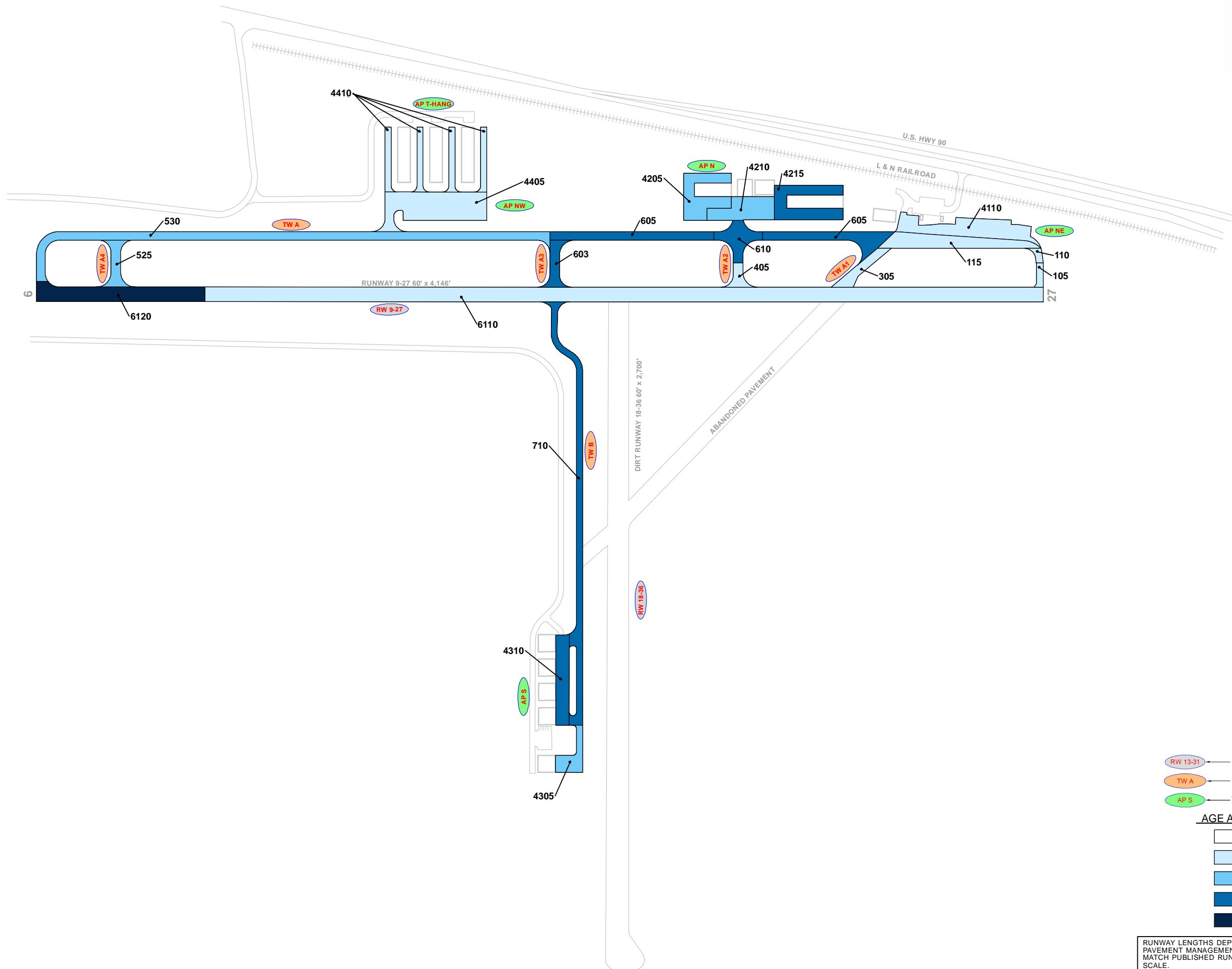
LEGEND

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

PROJECT YEAR

2016	2021
2017	2022
2018	2023
2019	2024
2020	2025

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



LEGEND

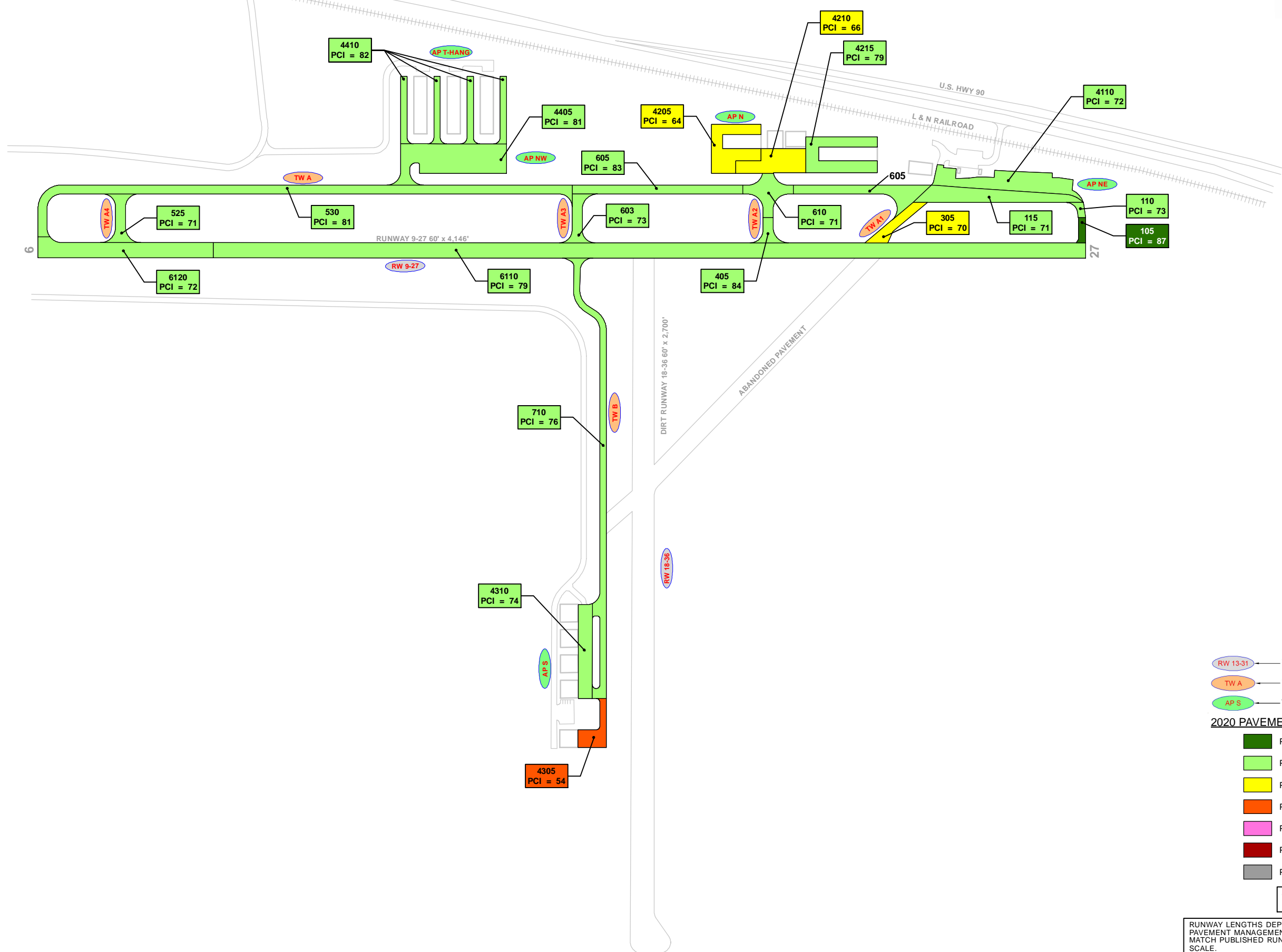
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- TW A TYPICAL TAXIWAY BRANCH ID
- AP S TYPICAL APRON BRANCH ID

AGE AT INSPECTION

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

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LEGEND

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

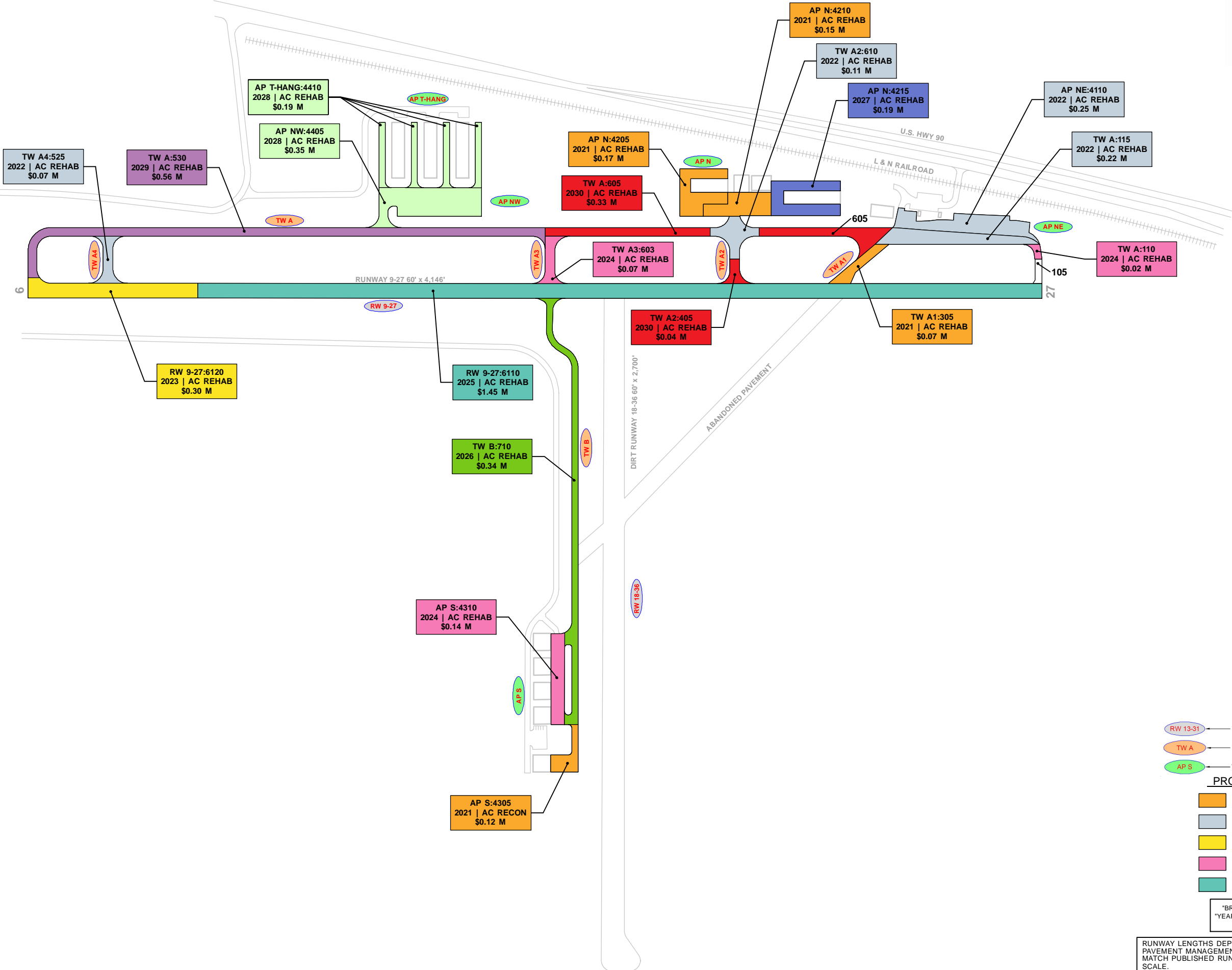
2020 PAVEMENT CONDITION INDEX

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

"SECTION ID"
"PCI VALUE"

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





LEGEND

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

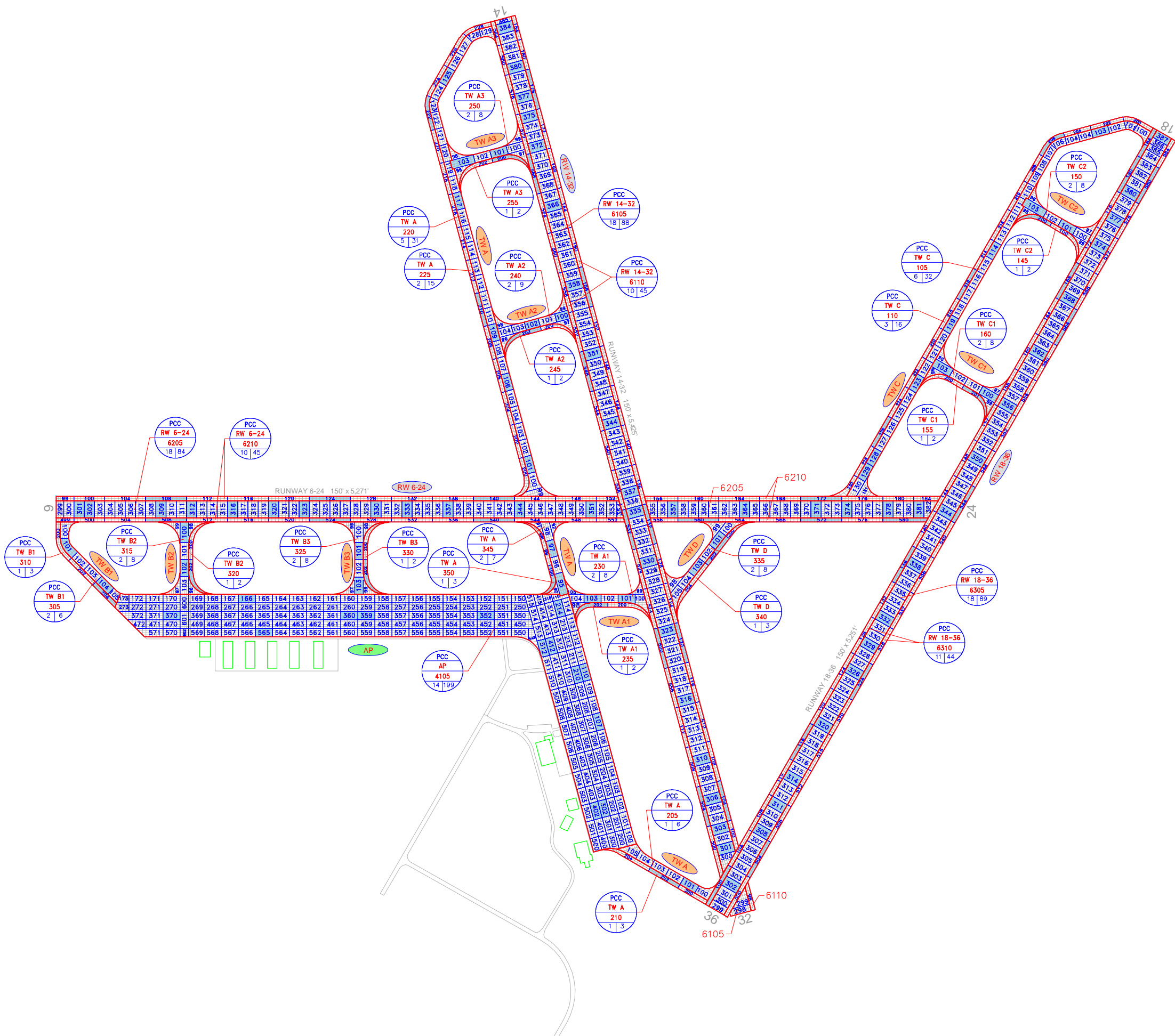
PROGRAM YEAR

	2021		2026
	2022		2027
	2023		2028
	2024		2029
	2025		2030

"BRANCH"; "SECTION"
"YEAR"; "REHAB ACTIVITY"
"EST. COST"

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





LEGEND

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

TOTAL SAMPLES INSPECTED = 147
AC: 0 PCC: 147

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



RECENT & ANTICIPATED CONSTRUCTION ACTIVITY

CONSTRUCTION YEAR	LOCATION	WORK TYPE / PAVEMENT SECTION
NO INFORMATION PROVIDED		

LEGEND

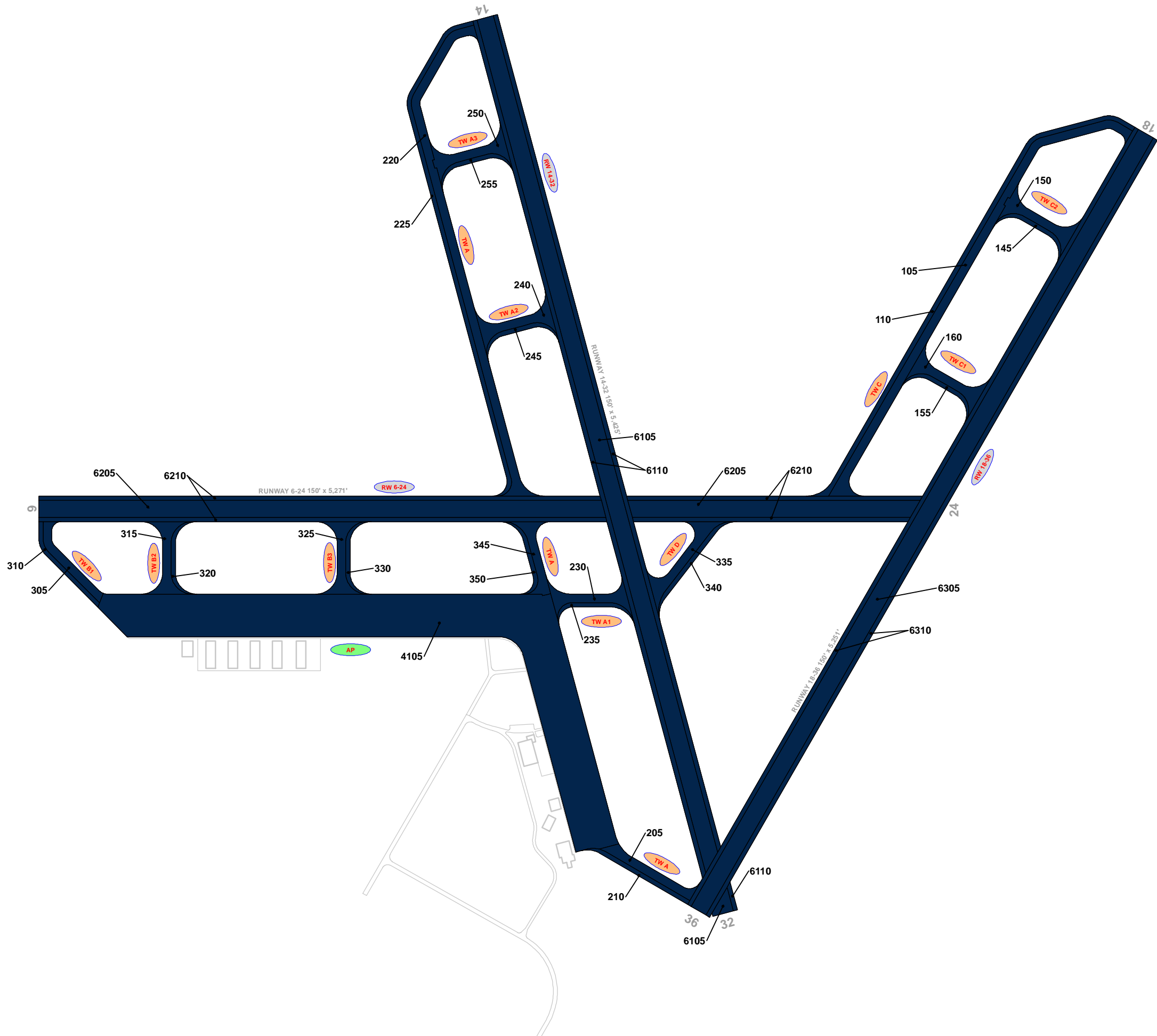
- RW 13-31 — TYPICAL RUNWAY BRANCH ID
- TW A — TYPICAL TAXIWAY BRANCH ID
- AP S — TYPICAL APRON BRANCH ID

PROJECT YEAR

2016	2021
2017	2022
2018	2023
2019	2024
2020	2025

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





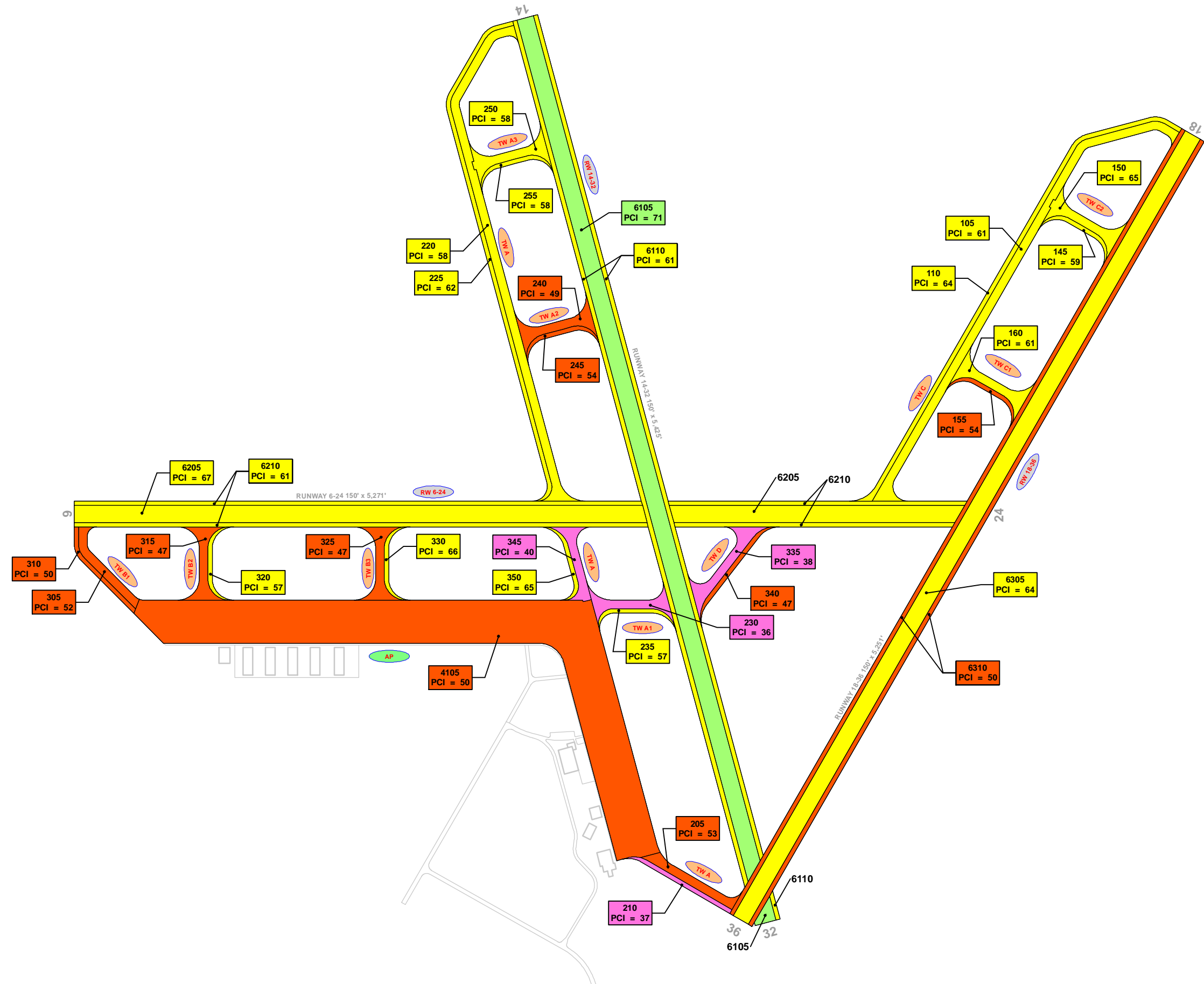
LEGEND

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

AGE AT INSPECTION

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

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



LEGEND

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

2020 PAVEMENT CONDITION INDEX

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

"SECTION ID"
"PCI VALUE"

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





LEGEND

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

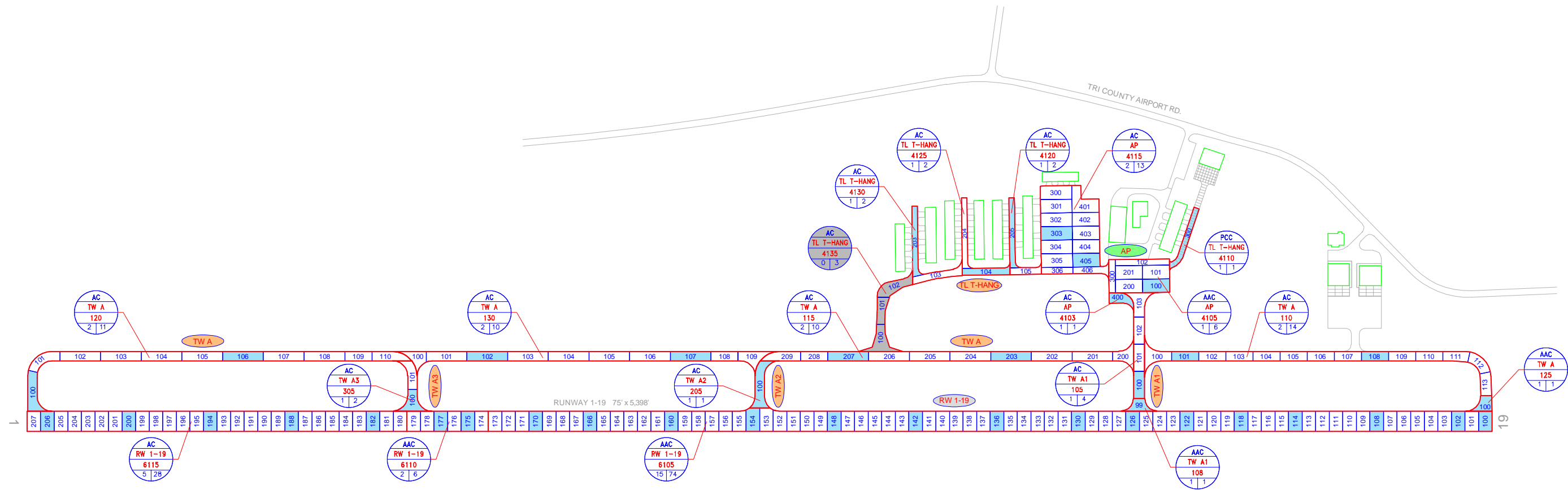
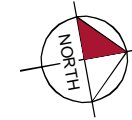
PROGRAM YEAR

	2021		2026
	2022		2027
	2023		2028
	2024		2029
	2025		2030










"BRANCH"; "SECTION"
"YEAR"; "REHAB ACTIVITY"
"EST. COST"

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



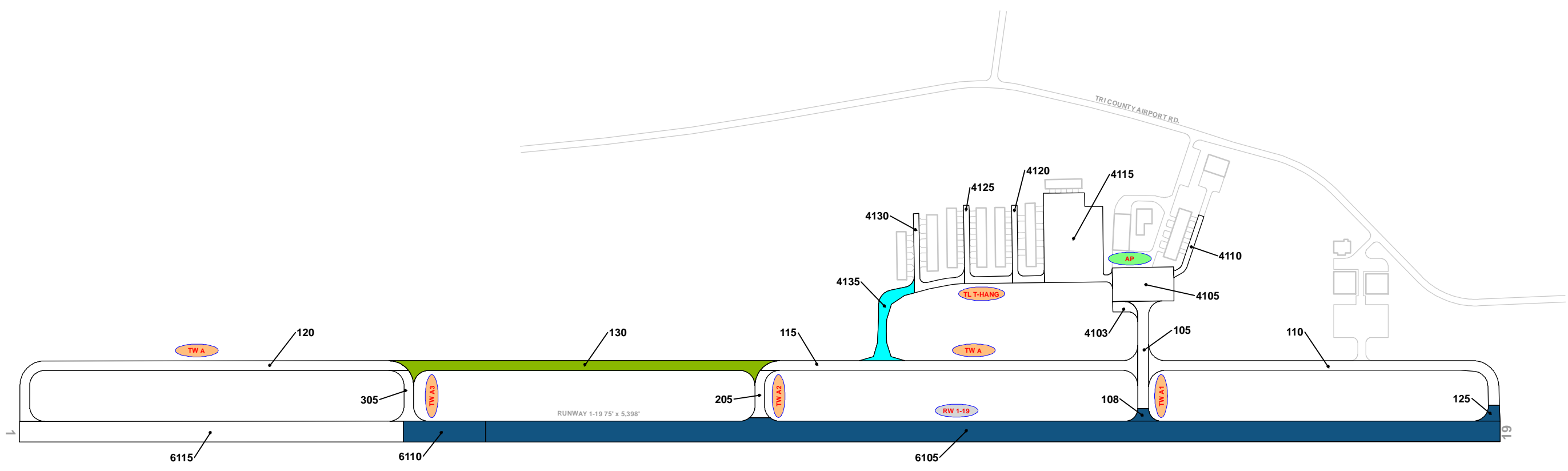
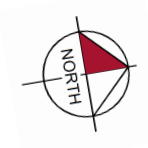


LEGEND

-  TYPICAL RUNWAY BRANCH ID
-  TYPICAL TAXIWAY BRANCH ID
-  TYPICAL APRON BRANCH ID
-  PAVEMENT SURFACE TYPE
-  PAVEMENT BRANCH ID
-  SECTION NUMBER
-  NUMBER OF SAMPLE UNITS IN SECTION
NUMBER OF SAMPLE UNITS TO BE INSPECTED
-  SECTION NOT INSPECTED DUE TO RECENT CONSTRUCTION. SEE SYSTEM INVENTORY MAP FOR CONSTRUCTION DATES.
-  INSPECTED SAMPLE UNITS.

TOTAL SAMPLES INSPECTED = 43
 AC: 42 PCC: 1

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



RECENT & ANTICIPATED CONSTRUCTION ACTIVITY

CONSTRUCTION YEAR	LOCATION	WORK TYPE / PAVEMENT SECTION
2016	RW 1-19, TW A, TW A1	Overlay - AC Structural Estimated Construction Date
2017	TW A	New Construction - AC Estimated Construction Date
2020	TL T-HANG	New Construction - AC

LEGEND

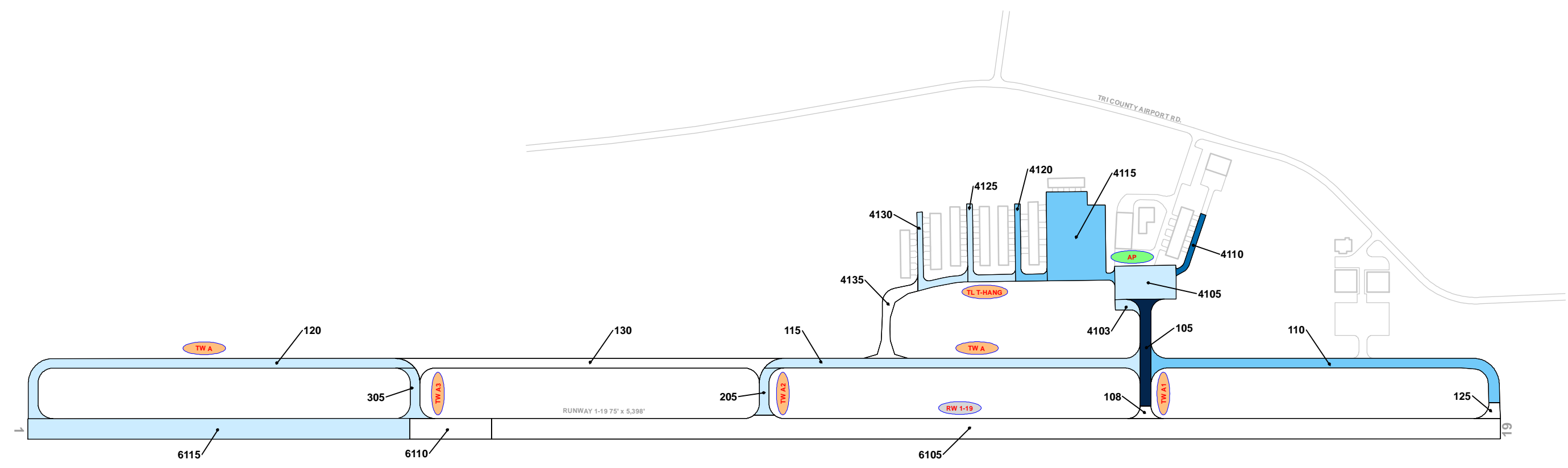
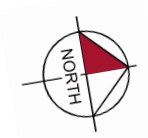
- TYPICAL RUNWAY BRANCH ID
- TYPICAL TAXIWAY BRANCH ID
- TYPICAL APRON BRANCH ID

PROJECT YEAR

2016	2021
2017	2022
2018	2023
2019	2024
2020	2025

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





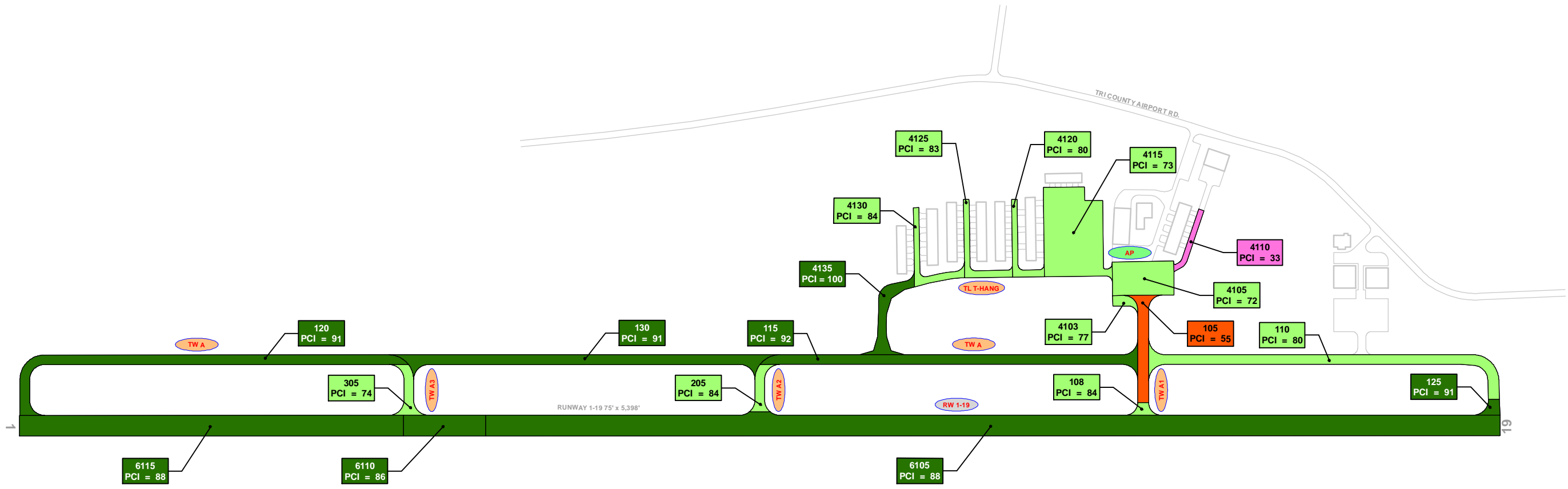
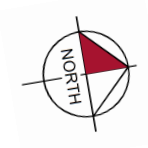
LEGEND

- TYPICAL RUNWAY BRANCH ID
- TYPICAL TAXIWAY BRANCH ID
- TYPICAL APRON BRANCH ID

AGE AT INSPECTION

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

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



LEGEND

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

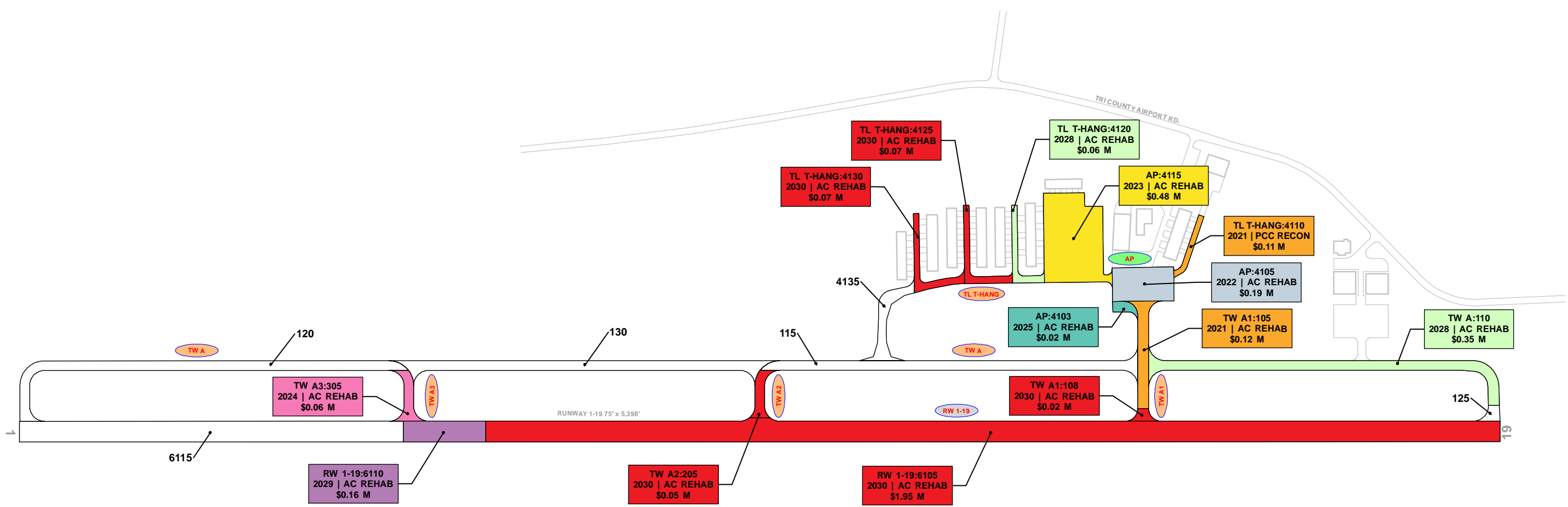
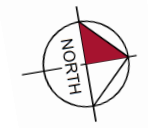
2020 PAVEMENT CONDITION INDEX

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

"SECTION ID"
"PCI VALUE"

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





LEGEND

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

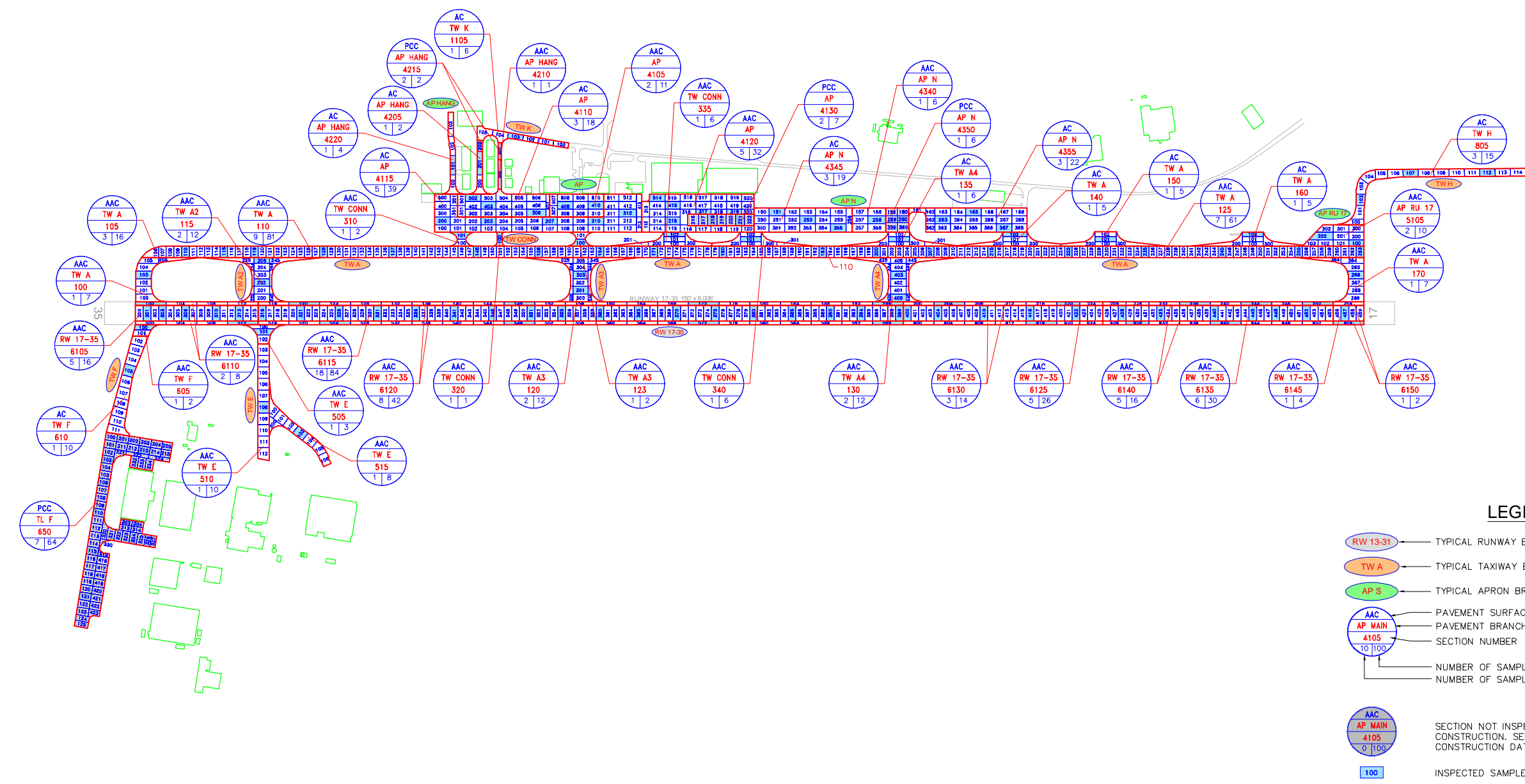
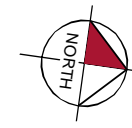
PROGRAM YEAR

		2021	2026
		2022	2027
		2023	2028
		2024	2029
		2025	2030

"BRANCH"; "SECTION"
"YEAR"; "REHAB ACTIVITY"
"EST. COST"

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



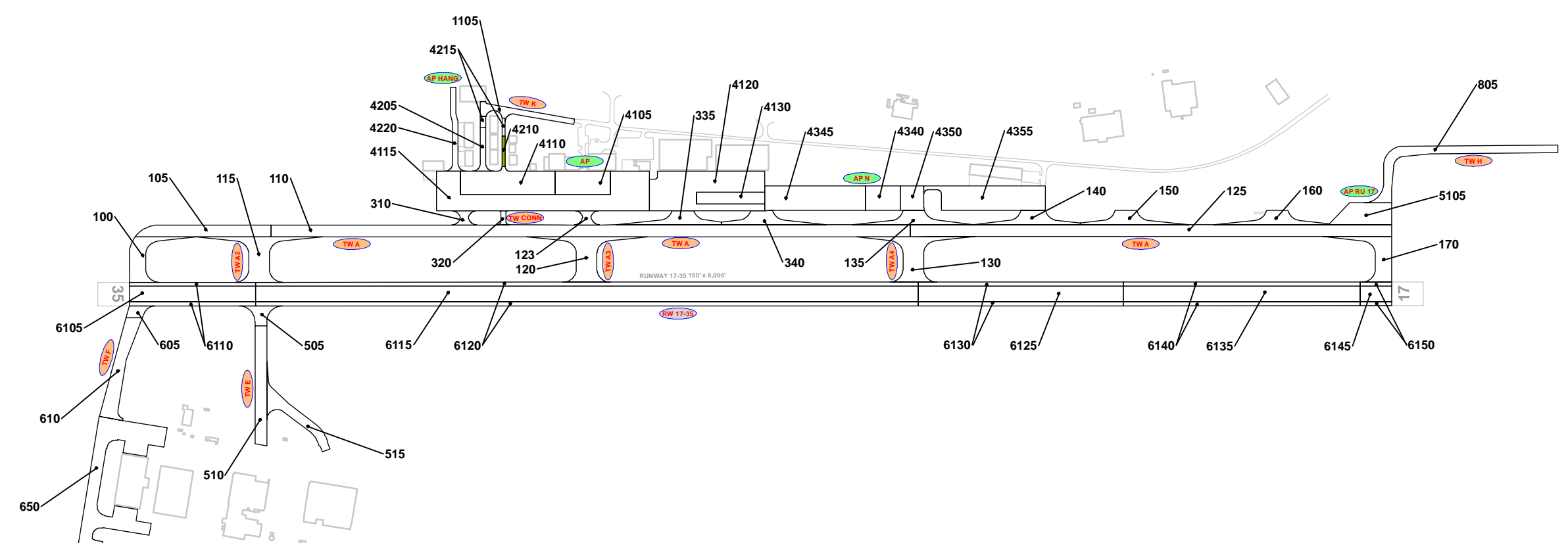


LEGEND

- TYPICAL RUNWAY BRANCH ID
- TYPICAL TAXIWAY BRANCH ID
- TYPICAL APRON BRANCH ID
- PAVEMENT SURFACE TYPE
- PAVEMENT BRANCH ID
- SECTION NUMBER
- NUMBER OF SAMPLE UNITS IN SECTION
- NUMBER OF SAMPLE UNITS TO BE INSPECTED
- SECTION NOT INSPECTED DUE TO RECENT CONSTRUCTION. SEE SYSTEM INVENTORY MAP FOR CONSTRUCTION DATES.
- INSPECTED SAMPLE UNITS.

TOTAL SAMPLES INSPECTED = 138
 AC: 126 PCC: 12

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



RECENT & ANTICIPATED CONSTRUCTION ACTIVITY

CONSTRUCTION YEAR	LOCATION	WORK TYPE / PAVEMENT SECTION
2017	AP HANG	Overlay - AC Structural

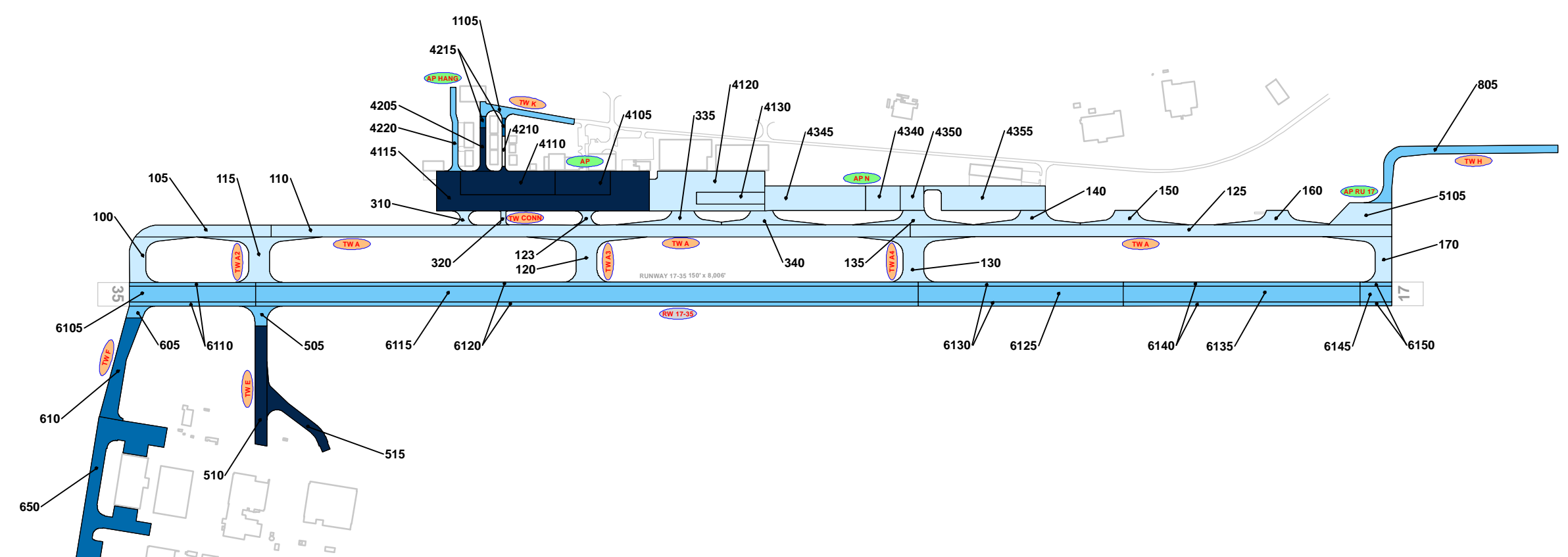
LEGEND

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

PROJECT YEAR

2016	2021
2017	2022
2018	2023
2019	2024
2020	2025

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



LEGEND

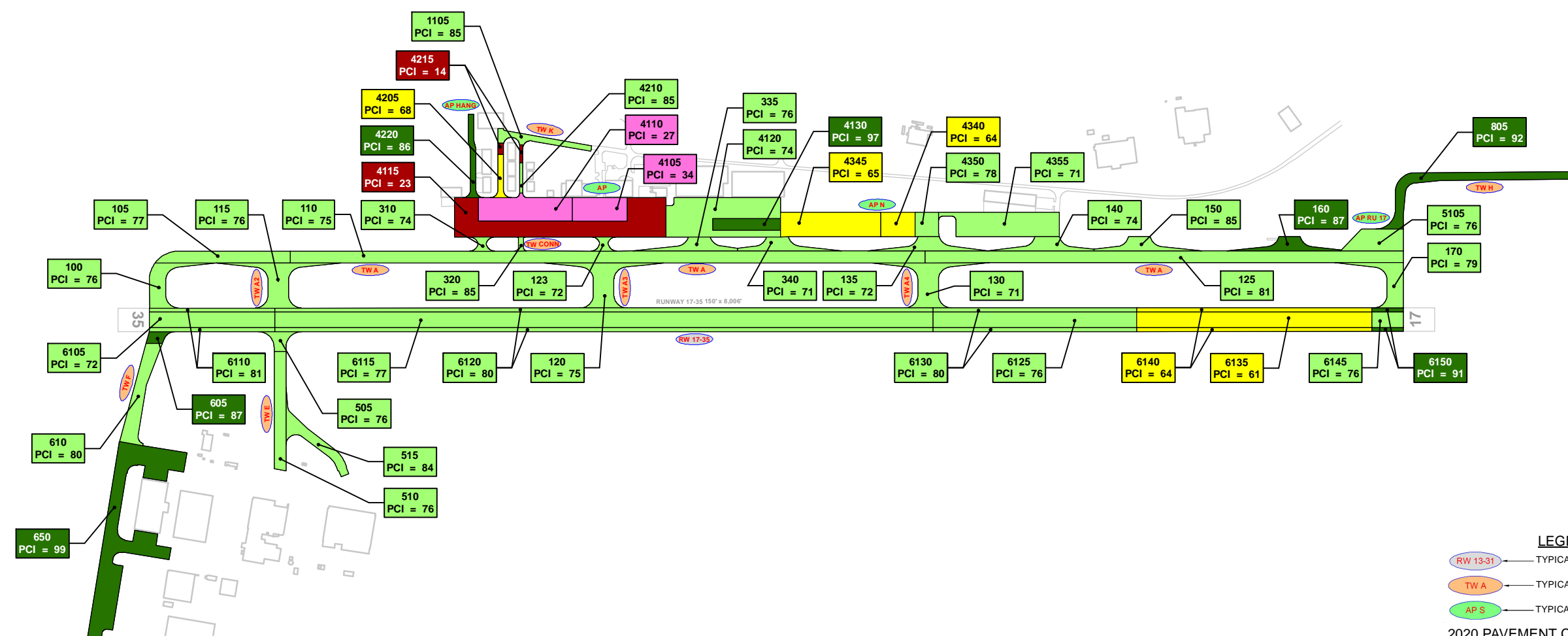
- TYPICAL RUNWAY BRANCH ID
- TYPICAL TAXIWAY BRANCH ID
- TYPICAL APRON BRANCH ID

AGE AT INSPECTION

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

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





LEGEND

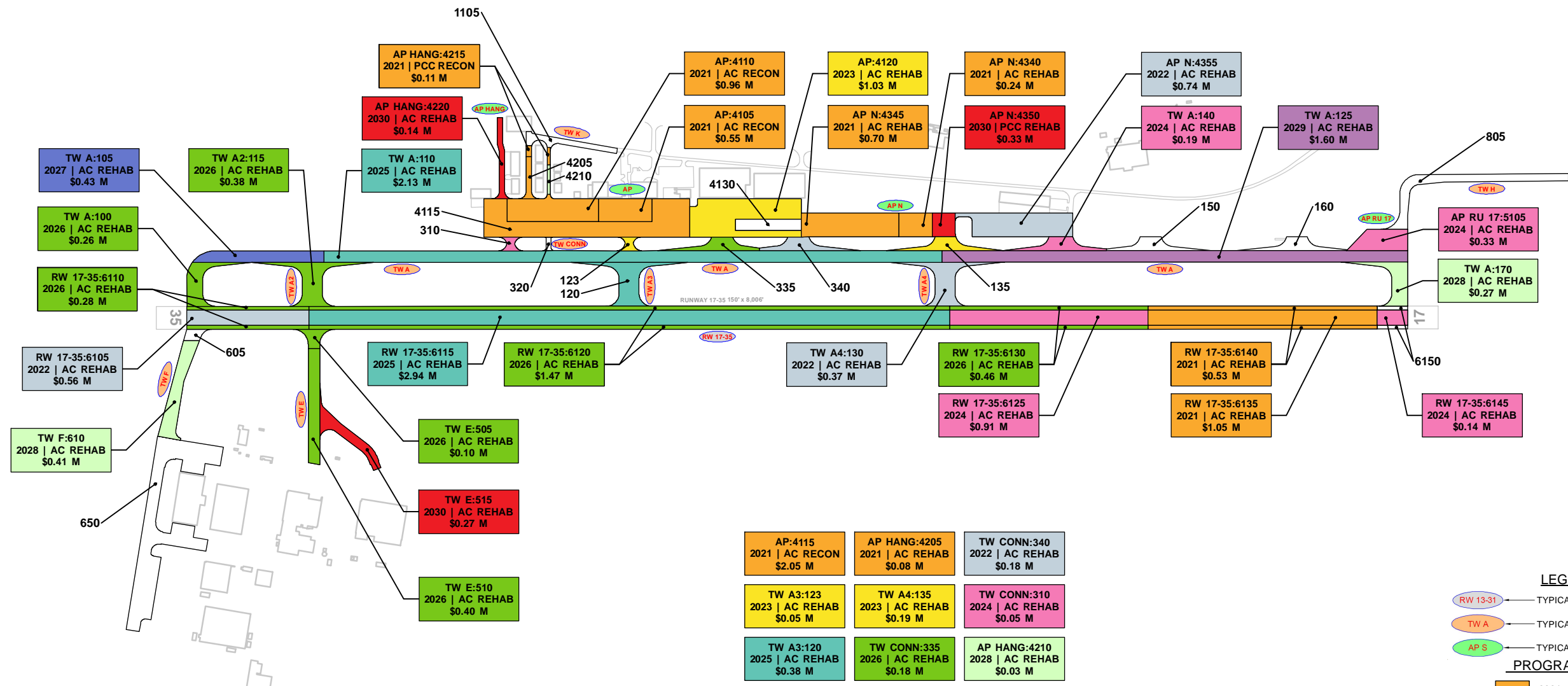
- TYPICAL RUNWAY BRANCH ID
- TYPICAL TAXIWAY BRANCH ID
- TYPICAL APRON BRANCH ID

2020 PAVEMENT CONDITION INDEX

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

**"SECTION ID"
"PCI VALUE"**

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



AP:4115 2021 AC RECON \$2.05 M	AP HANG:4205 2021 AC REHAB \$0.08 M	TW CONN:340 2022 AC REHAB \$0.18 M
TW A3:123 2023 AC REHAB \$0.05 M	TW A4:135 2023 AC REHAB \$0.19 M	TW CONN:310 2024 AC REHAB \$0.05 M
TW A3:120 2025 AC REHAB \$0.38 M	TW CONN:335 2026 AC REHAB \$0.18 M	AP HANG:4210 2028 AC REHAB \$0.03 M

LEGEND

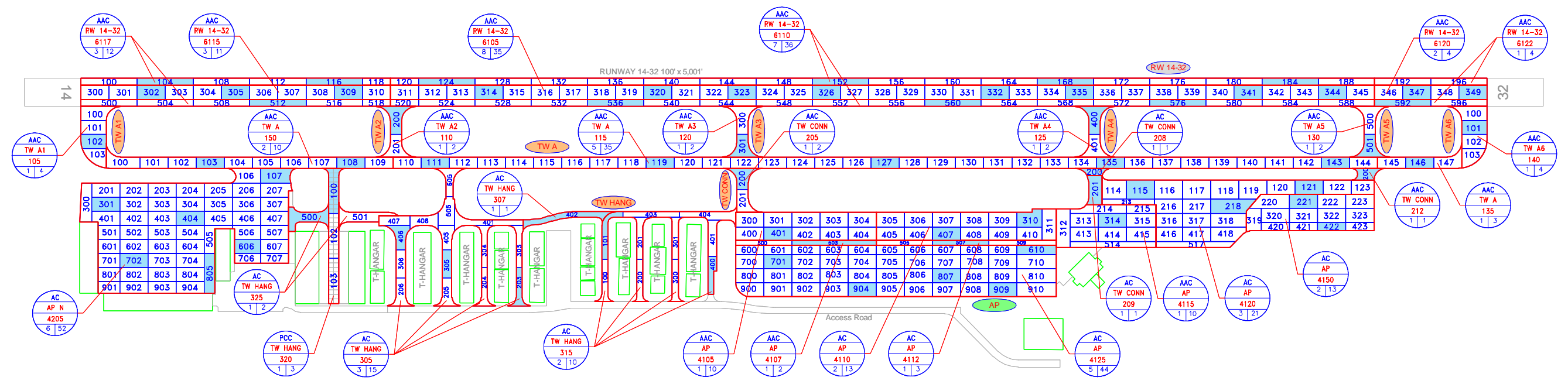
- RW 13-31 TYPICAL RUNWAY BRANCH ID
- TW A TYPICAL TAXIWAY BRANCH ID
- AP S TYPICAL APRON BRANCH ID

PROGRAM YEAR

	2021		2026
	2022		2027
	2023		2028
	2024		2029
	2025		2030

"BRANCH", "SECTION"
"YEAR", "REHAB ACTIVITY"
"EST. COST"

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



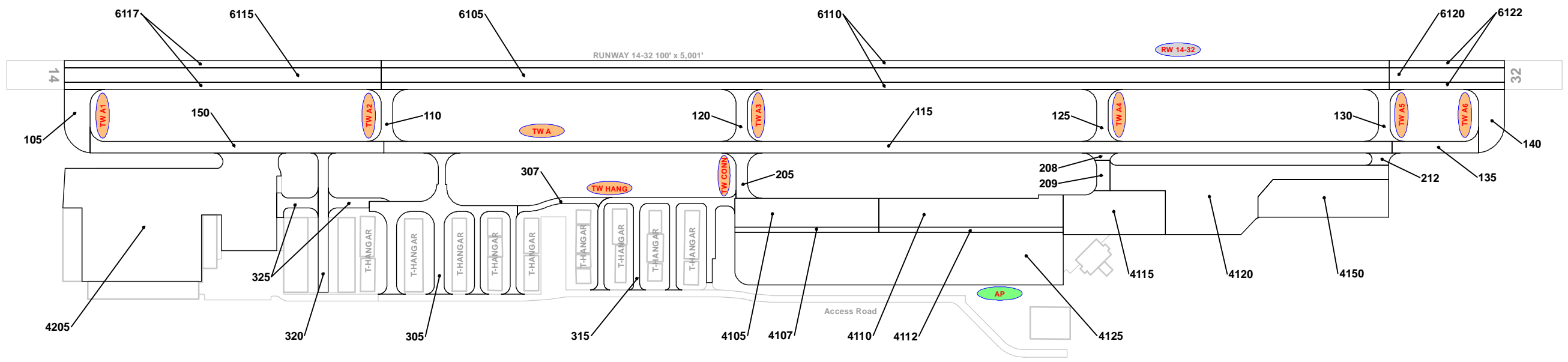
LEGEND

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

TOTAL SAMPLES INSPECTED = 72
 AC: 71 PCC: 1

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





RECENT & ANTICIPATED CONSTRUCTION ACTIVITY

CONSTRUCTION YEAR	LOCATION	WORK TYPE / PAVEMENT SECTION
NO INFORMATION PROVIDED		

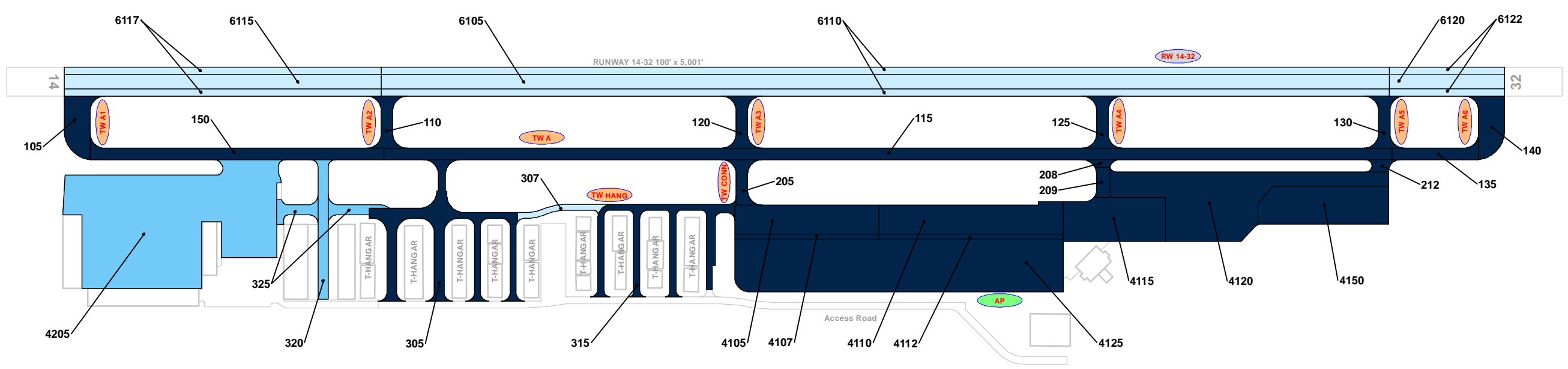
LEGEND

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

PROJECT YEAR

 2016	 2021
 2017	 2022
 2018	 2023
 2019	 2024
 2020	 2025

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



LEGEND

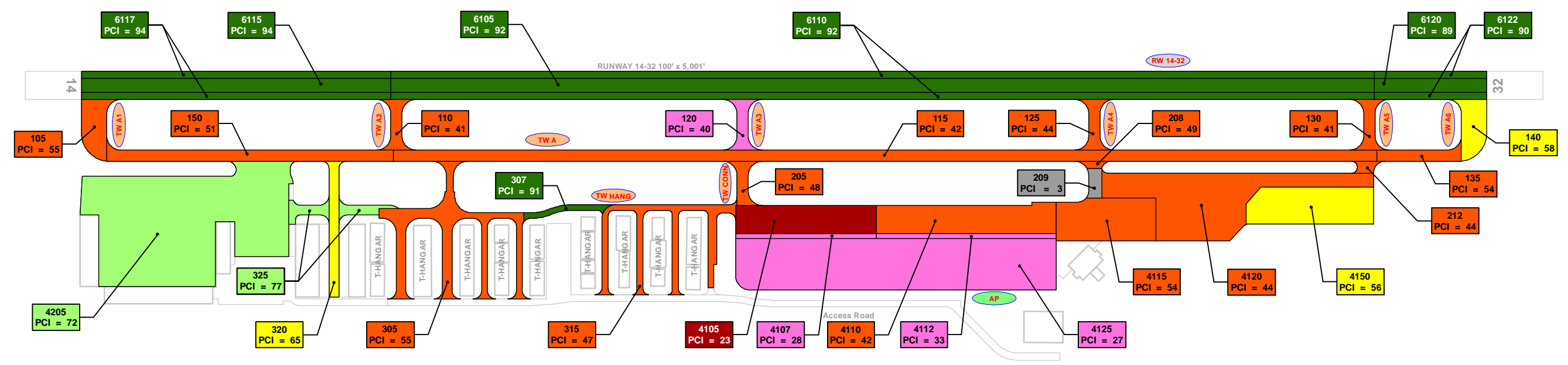
- RW 13-31 — TYPICAL RUNWAY BRANCH ID
- TW A — TYPICAL TAXIWAY BRANCH ID
- AP S — TYPICAL APRON BRANCH ID

AGE AT INSPECTION

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

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





LEGEND

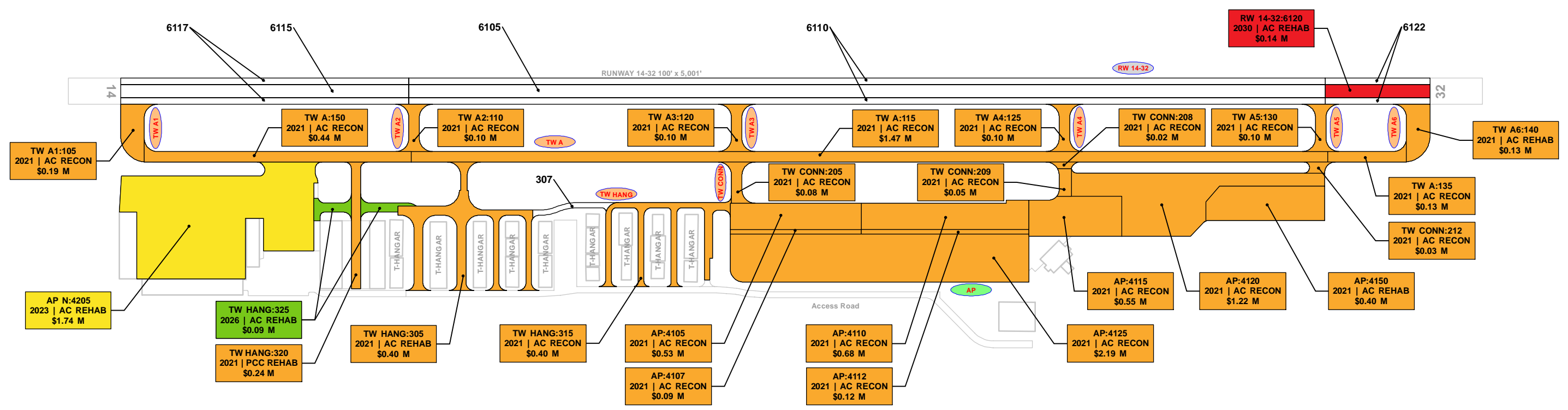
- RW 13-31 ← TYPICAL RUNWAY BRANCH ID
- TW A ← TYPICAL TAXIWAY BRANCH ID
- AP S ← TYPICAL APRON BRANCH ID

2020 PAVEMENT CONDITION INDEX

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

SECTION ID
PCI VALUE

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



LEGEND

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

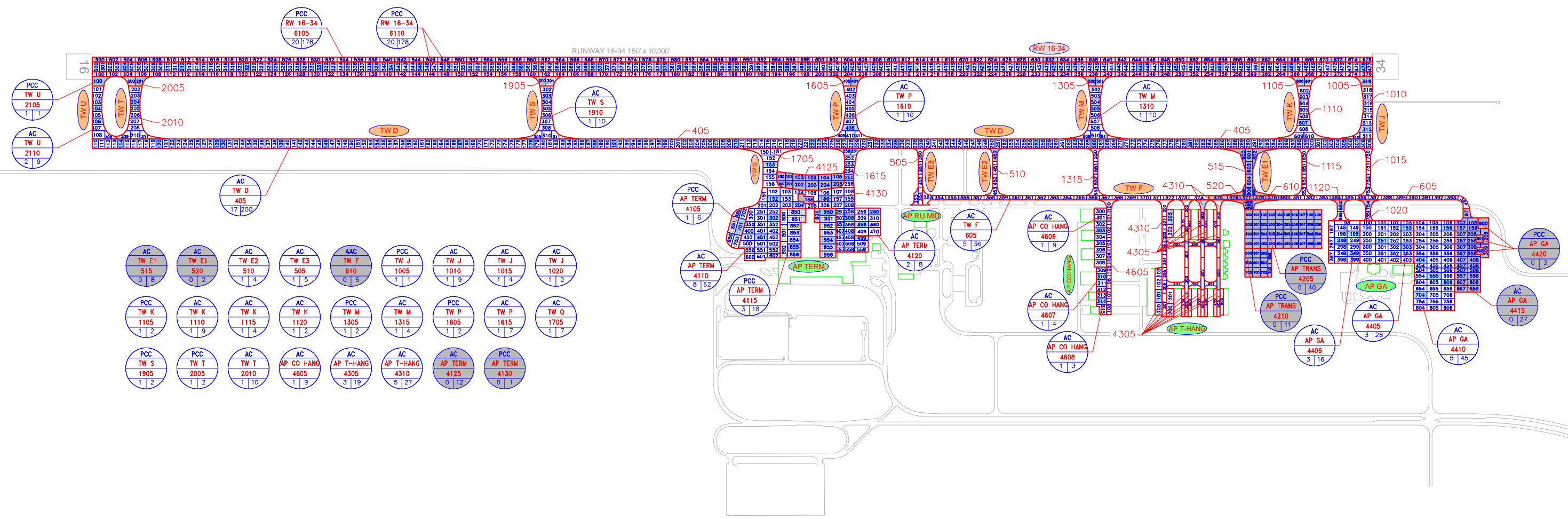
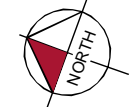
PROGRAM YEAR

	2021		2026
	2022		2027
	2023		2028
	2024		2029
	2025		2030

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

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





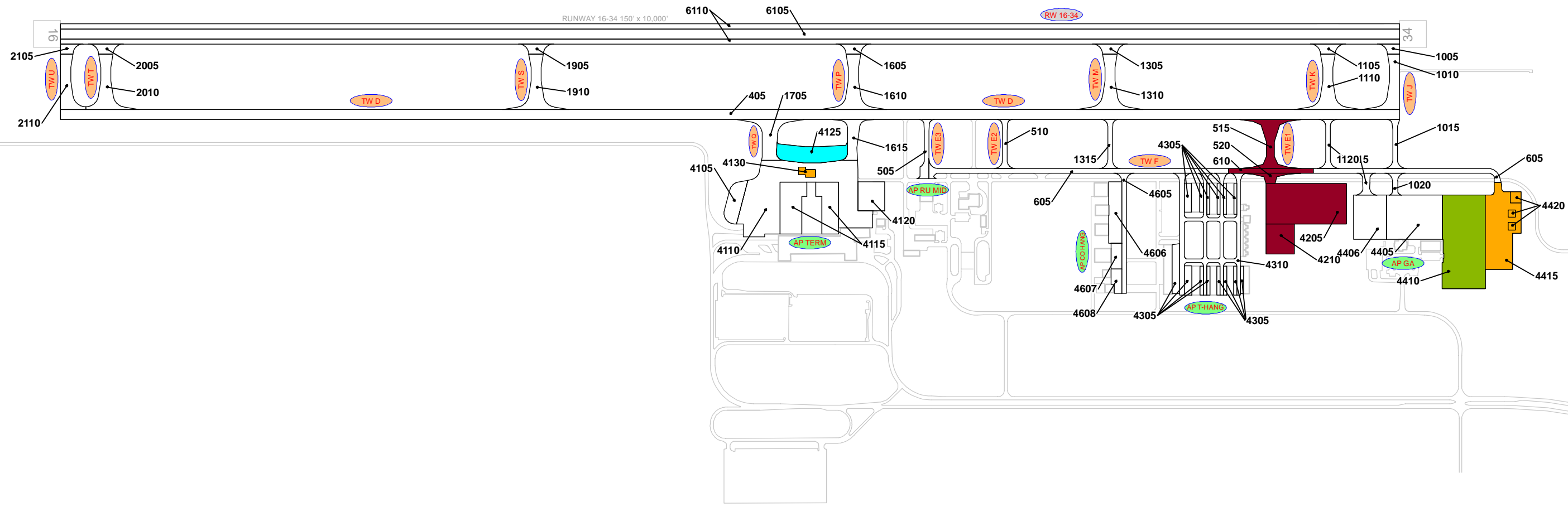
LEGEND

- TYPICAL RUNWAY BRANCH ID
- TYPICAL TAXIWAY BRANCH ID
- TYPICAL APRON BRANCH ID
- PAVEMENT SURFACE TYPE
- PAVEMENT BRANCH ID
- SECTION NUMBER
- NUMBER OF SAMPLE UNITS IN SECTION
NUMBER OF SAMPLE UNITS TO BE INSPECTED
- SECTION NOT INSPECTED DUE TO RECENT CONSTRUCTION. SEE SYSTEM INVENTORY MAP FOR CONSTRUCTION DATES.
- INSPECTED SAMPLE UNITS.

TOTAL SAMPLES INSPECTED = 123
 AC: 72 PCC: 51

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





RECENT & ANTICIPATED CONSTRUCTION ACTIVITY

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

LEGEND

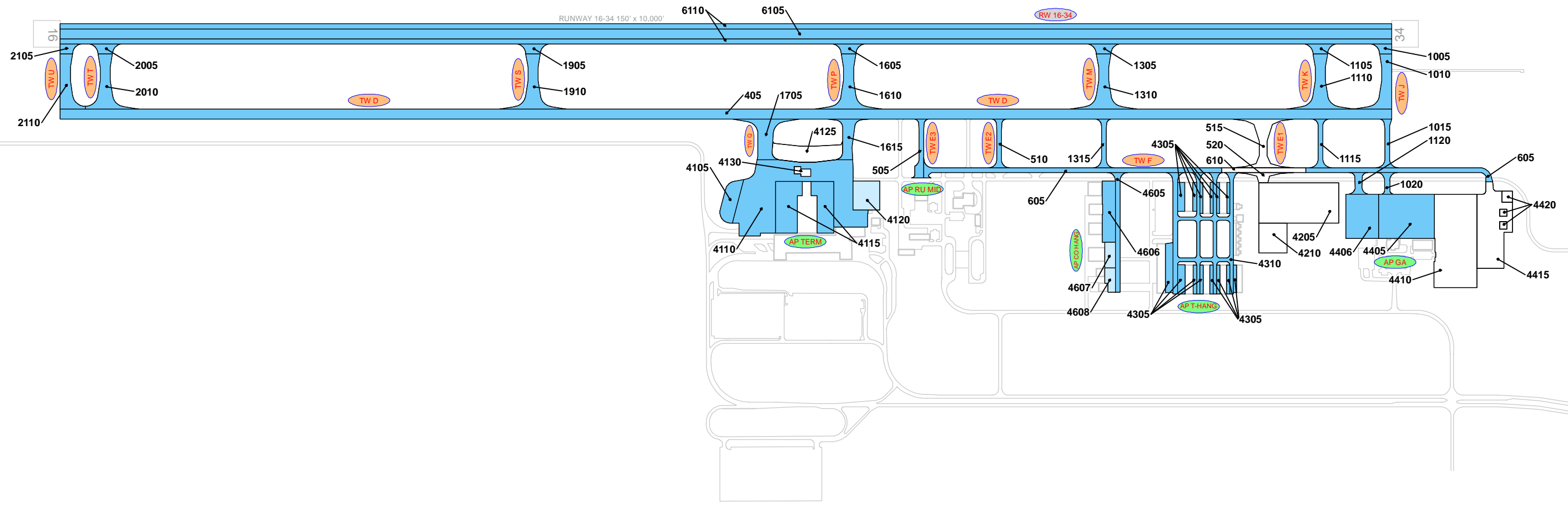
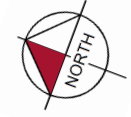
- RW 13-31 TYPICAL RUNWAY BRANCH ID
- TW A TYPICAL TAXIWAY BRANCH ID
- AP S TYPICAL APRON BRANCH ID

PROJECT YEAR

 2017	 2022
 2018	 2023
 2019	 2024
 2020	 2025
 2021	 2026

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





LEGEND

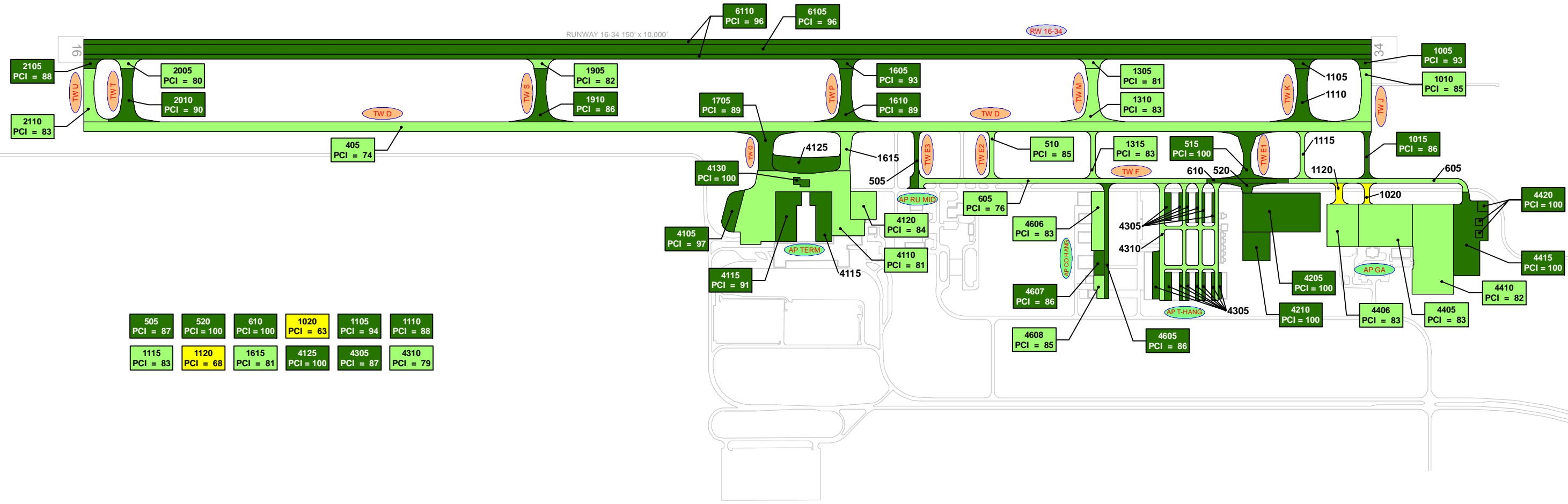
- RW 13-31 — TYPICAL RUNWAY BRANCH ID
- TW A — TYPICAL TAXIWAY BRANCH ID
- AP S — TYPICAL APRON BRANCH ID

AGE AT INSPECTION

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

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





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

LEGEND

- TYPICAL RUNWAY BRANCH ID
- TYPICAL TAXIWAY BRANCH ID
- TYPICAL APRON BRANCH ID

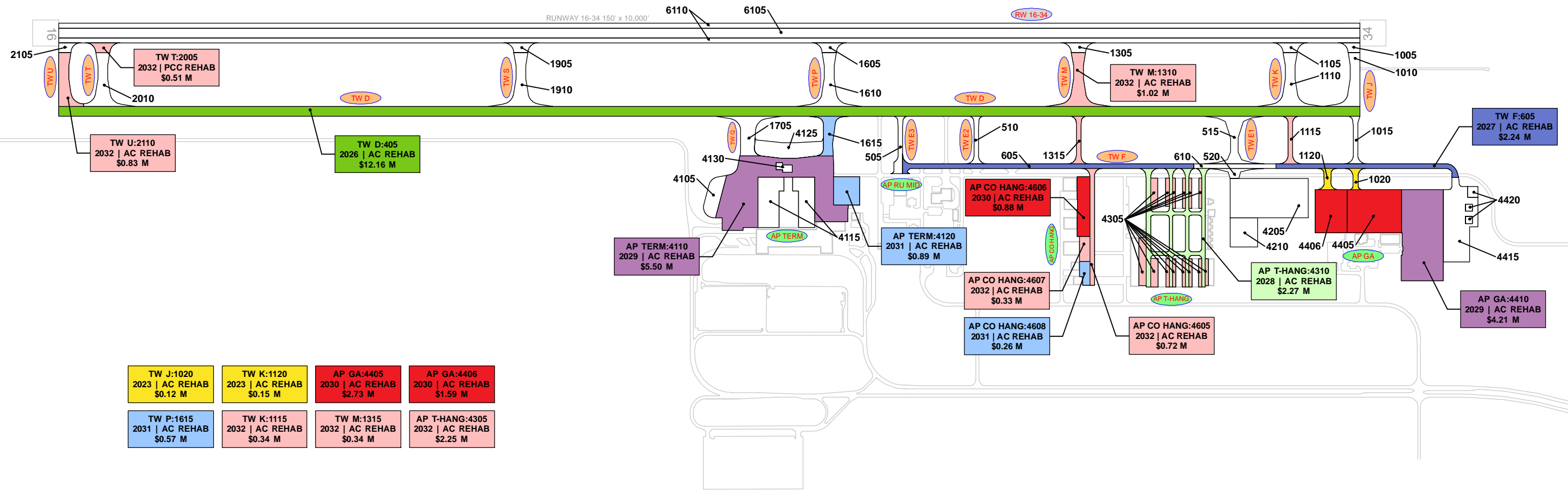
2022 PAVEMENT CONDITION INDEX

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

**"SECTION ID"
"PCI VALUE"**

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





TW J:1020 2023 AC REHAB \$0.12 M	TW K:1120 2023 AC REHAB \$0.15 M	AP GA:4405 2030 AC REHAB \$2.73 M	AP GA:4406 2030 AC REHAB \$1.59 M
TW P:1615 2031 AC REHAB \$0.57 M	TW K:1115 2032 AC REHAB \$0.34 M	TW M:1315 2032 AC REHAB \$0.34 M	AP T-HANG:4305 2032 AC REHAB \$2.25 M

LEGEND

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

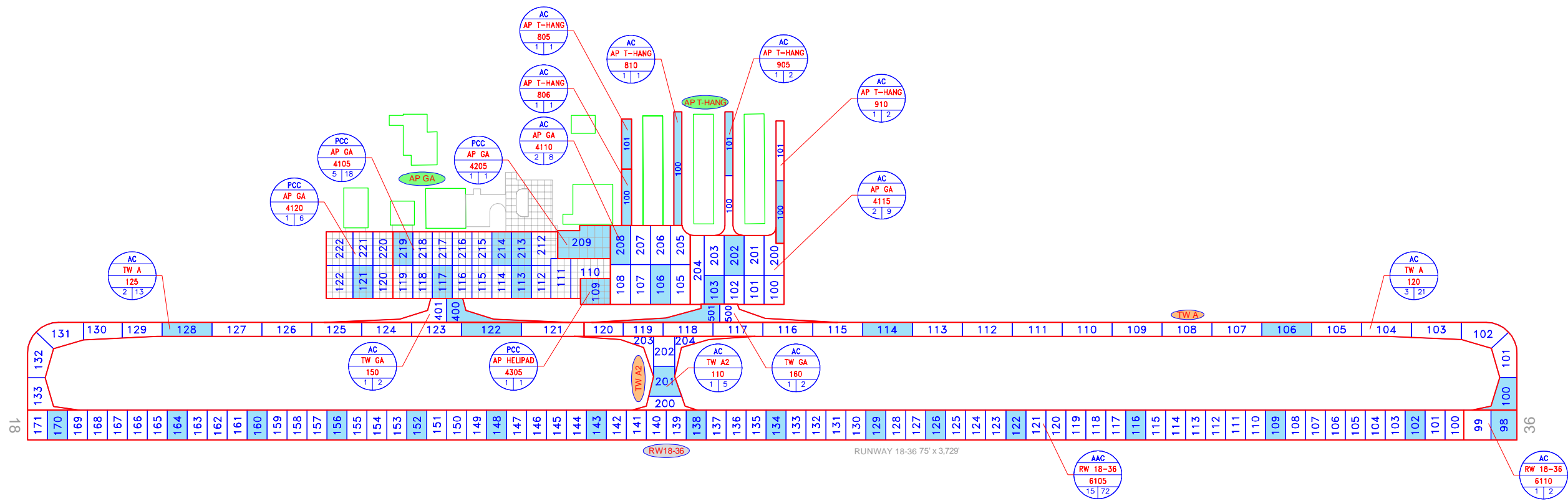
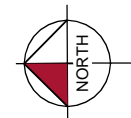
PROGRAM YEAR

 2023	 2028
 2024	 2029
 2025	 2030
 2026	 2031
 2027	 2032

"BRANCH"; "SECTION"
"YEAR"; "REHAB ACTIVITY"
"EST. COST"

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



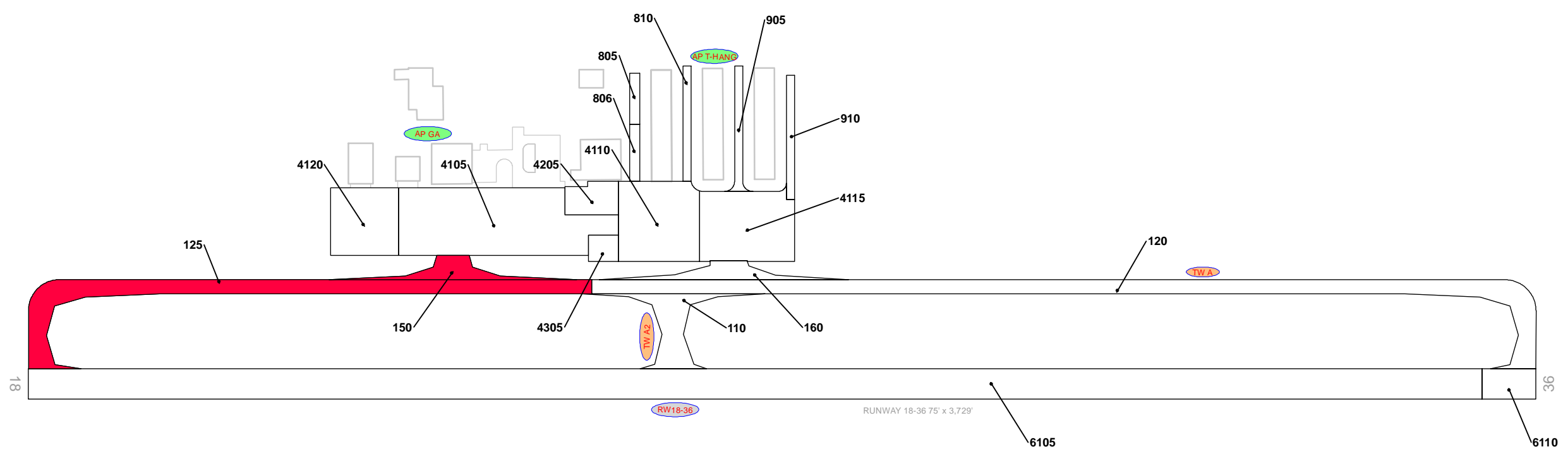
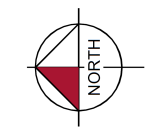


LEGEND

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

TOTAL SAMPLES INSPECTED = 41
AC: 33 PCC: 8

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



RECENT & ANTICIPATED CONSTRUCTION ACTIVITY

CONSTRUCTION YEAR	LOCATION	WORK TYPE / PAVEMENT SECTION
2019	TW A	New Construction - AC 2" P-401, 10" P-209, P-152
	TW GA	Complete Reconstruction - AC 2" P-401, 10" P-209, P-152

LEGEND

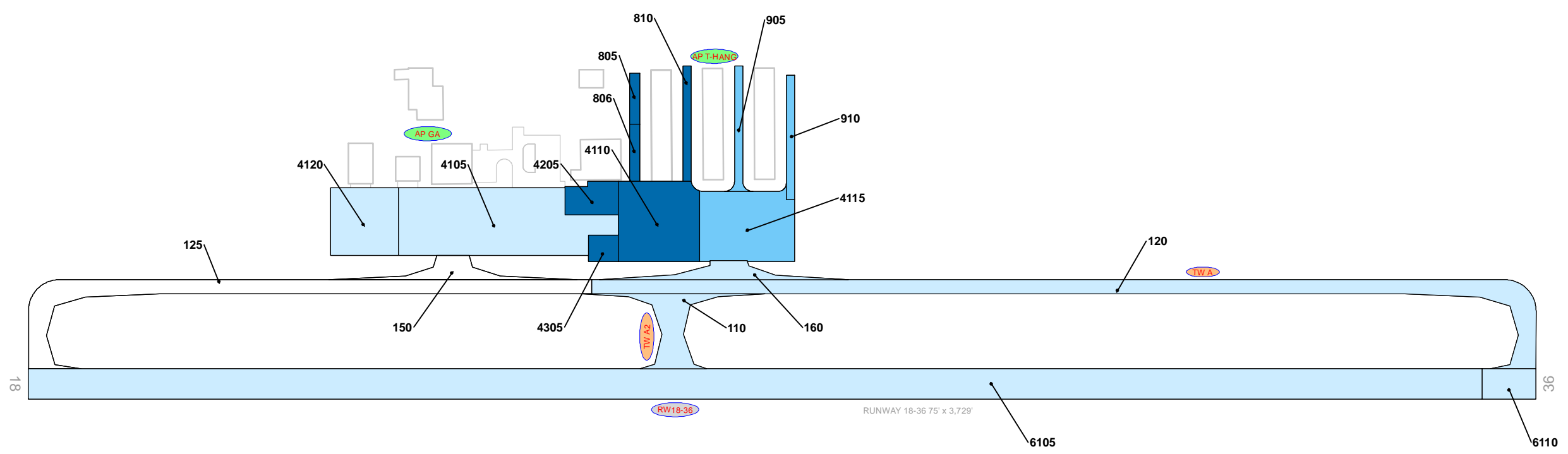
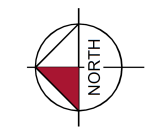
- RW 13-31 — TYPICAL RUNWAY BRANCH ID
- TW A — TYPICAL TAXIWAY BRANCH ID
- AP S — TYPICAL APRON BRANCH ID

PROJECT YEAR

2017	2022
2018	2023
2019	2024
2020	2025
2021	2026

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





LEGEND

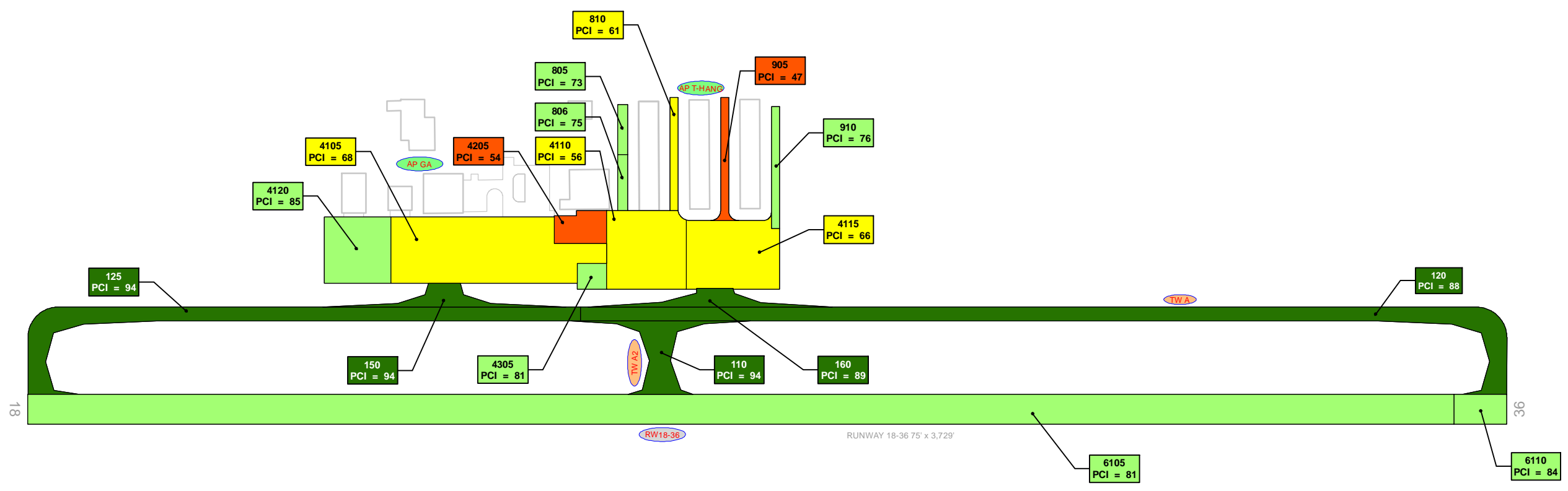
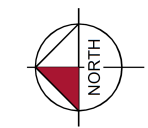
- RW 13-31 ← TYPICAL RUNWAY BRANCH ID
- TW A ← TYPICAL TAXIWAY BRANCH ID
- AP S ← TYPICAL APRON BRANCH ID

AGE AT INSPECTION

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

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





LEGEND

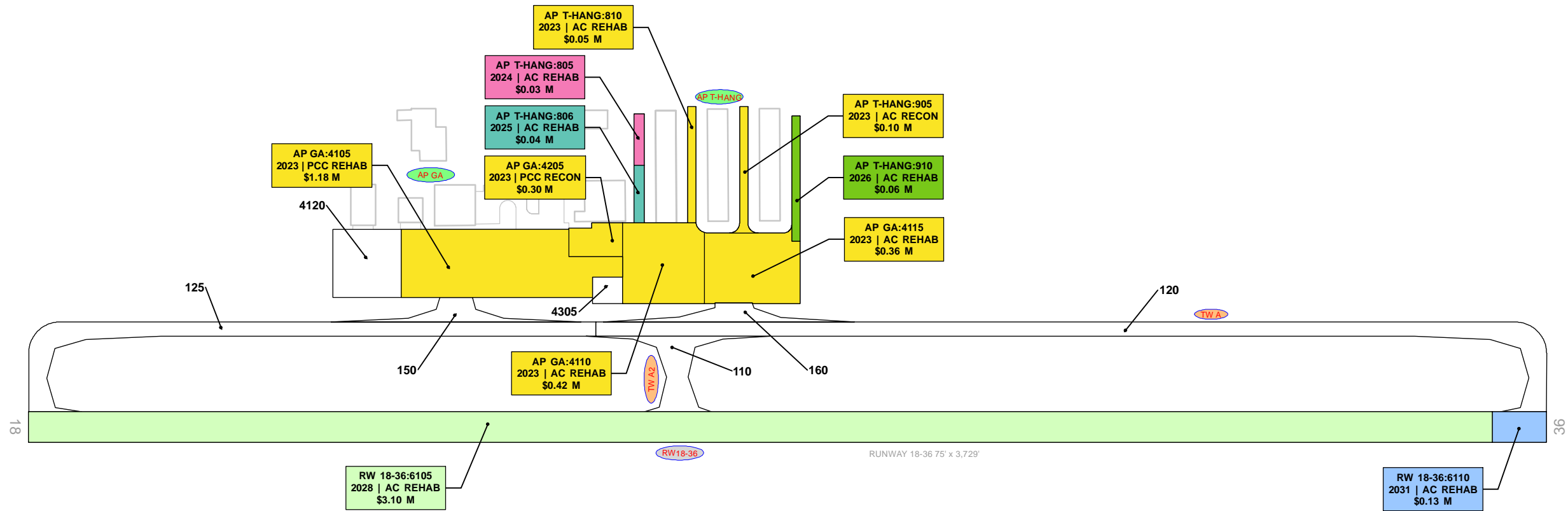
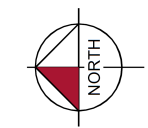
- RW 13-31 TYPICAL RUNWAY BRANCH ID
- TW A TYPICAL TAXIWAY BRANCH ID
- AP S TYPICAL APRON BRANCH ID

2022 PAVEMENT CONDITION INDEX

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

SECTION ID
PCI VALUE

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



LEGEND

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

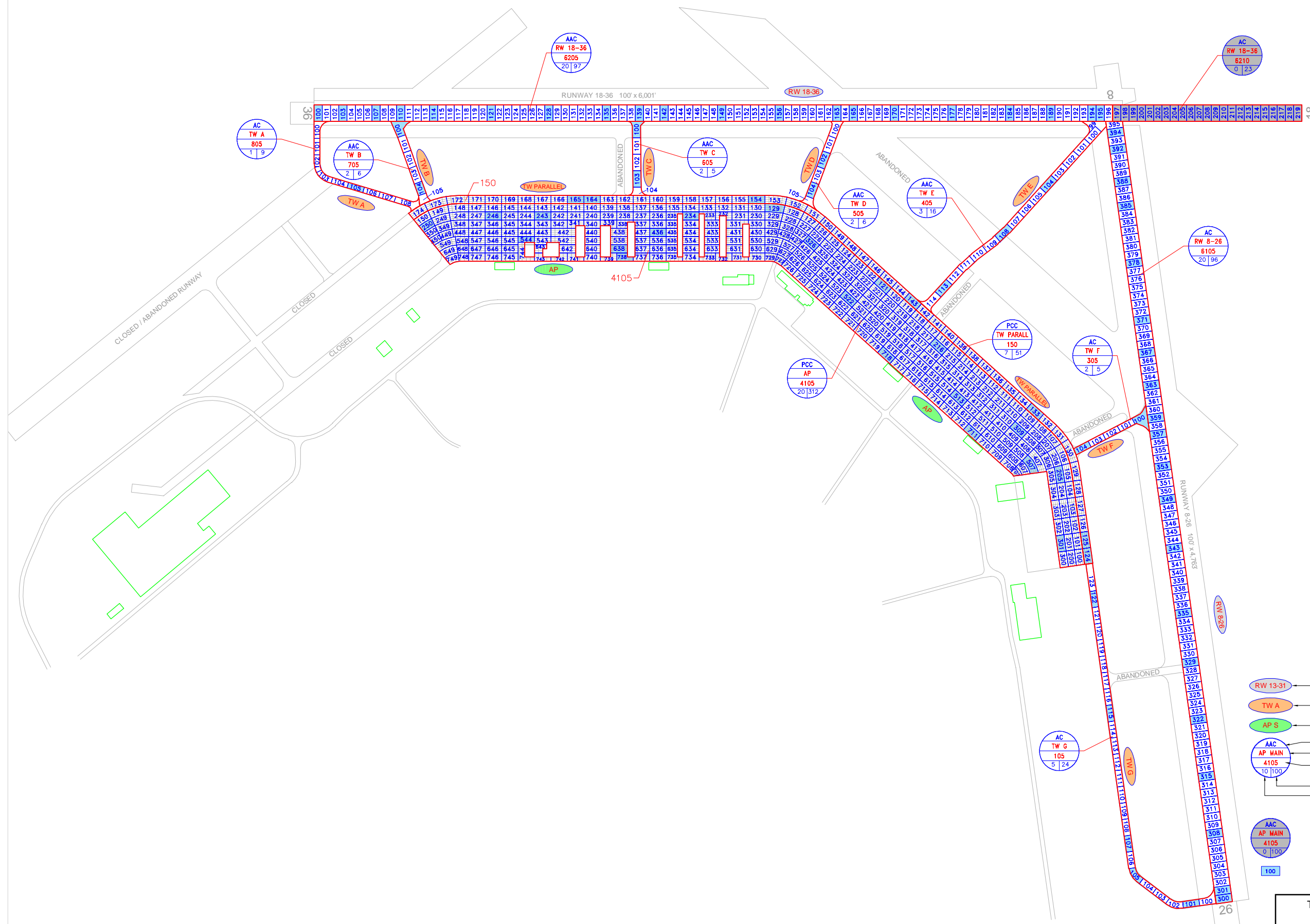
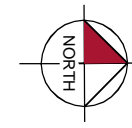
PROGRAM YEAR

	2023		2028
	2024		2029
	2025		2030
	2026		2031
	2027		2032

"BRANCH"; "SECTION"
"YEAR"; "REHAB ACTIVITY"
"EST. COST"

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





LEGEND

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

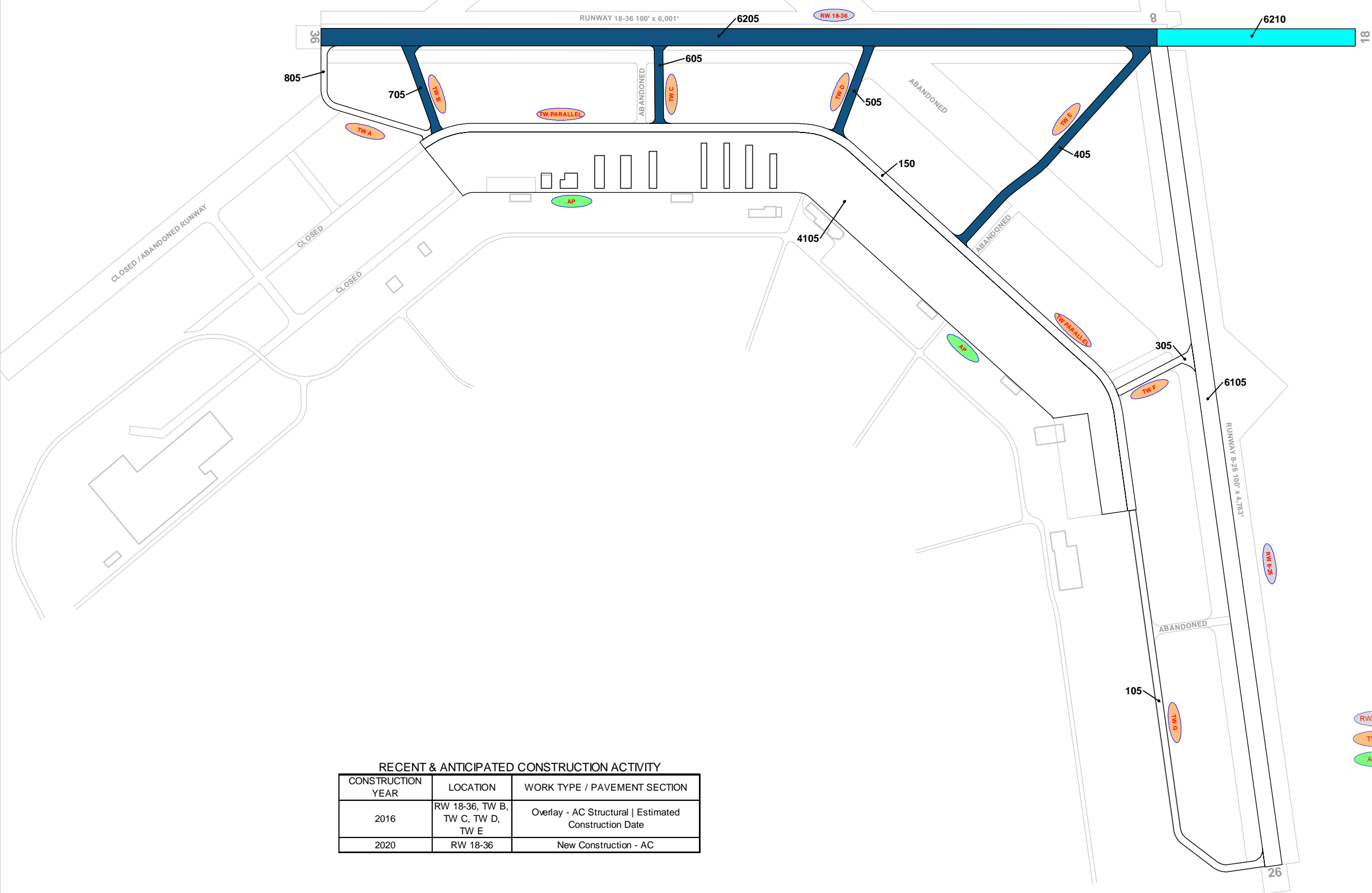
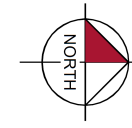
TOTAL SAMPLES INSPECTED = 84
 AC: 57 PCC: 27

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



AIRFIELD PAVEMENT SYSTEM INVENTORY EXHIBIT

Statewide Airfield Pavement Management Program
MARIANNA MUNICIPAL AIRPORT



RECENT & ANTICIPATED CONSTRUCTION ACTIVITY

CONSTRUCTION YEAR	LOCATION	WORK TYPE / PAVEMENT SECTION
2016	RW 18-36, TW B, TW C, TW D, TW E	Overlay - AC Structural Estimated Construction Date
2020	RW 18-36	New Construction - AC

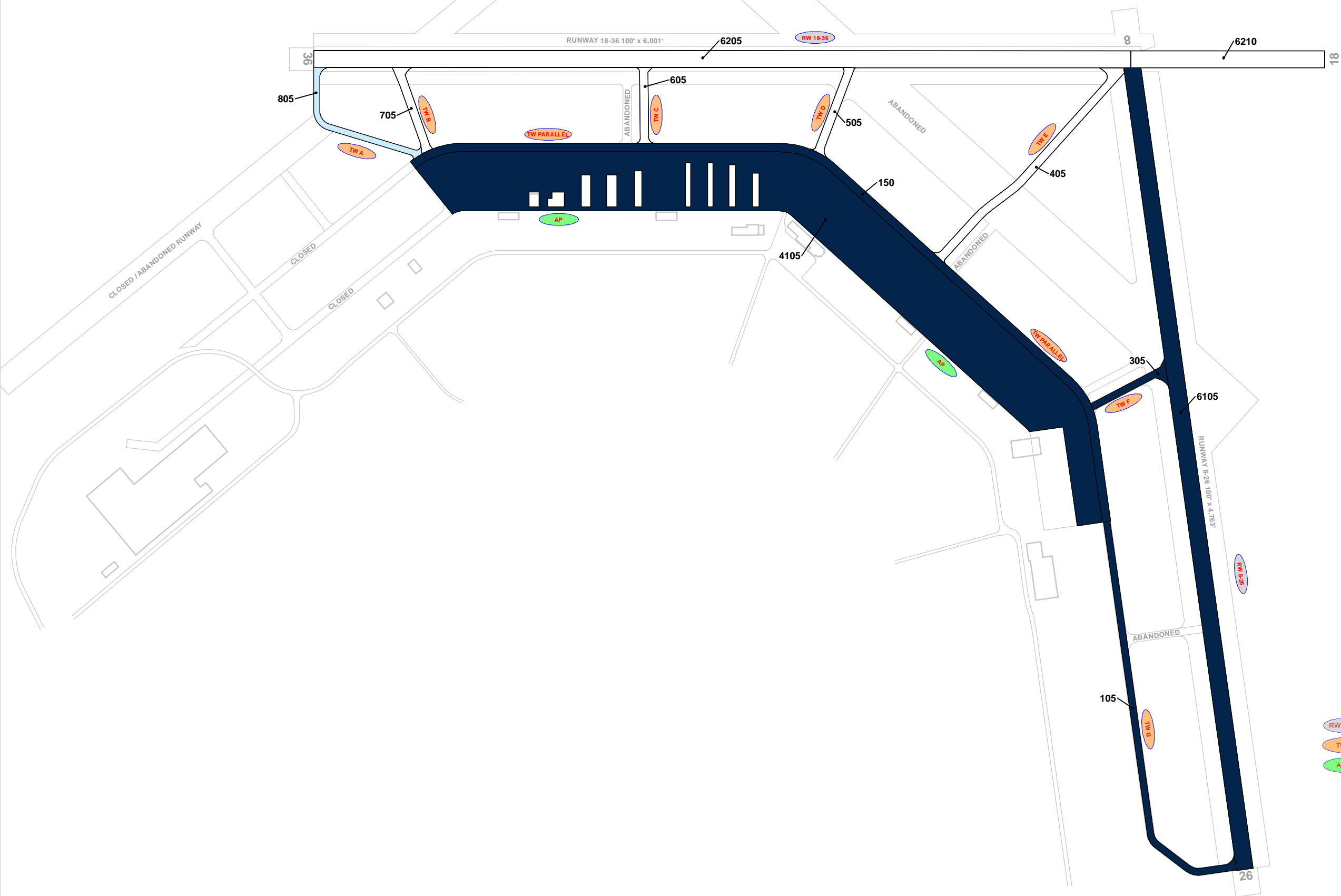
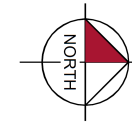
LEGEND

- TYPICAL RUNWAY BRANCH ID
- TYPICAL TAXIWAY BRANCH ID
- TYPICAL APRON BRANCH ID

PROJECT YEAR

- 2016
- 2017
- 2018
- 2019
- 2020
- 2021
- 2022
- 2023
- 2024
- 2025

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



LEGEND

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

AGE AT INSPECTION

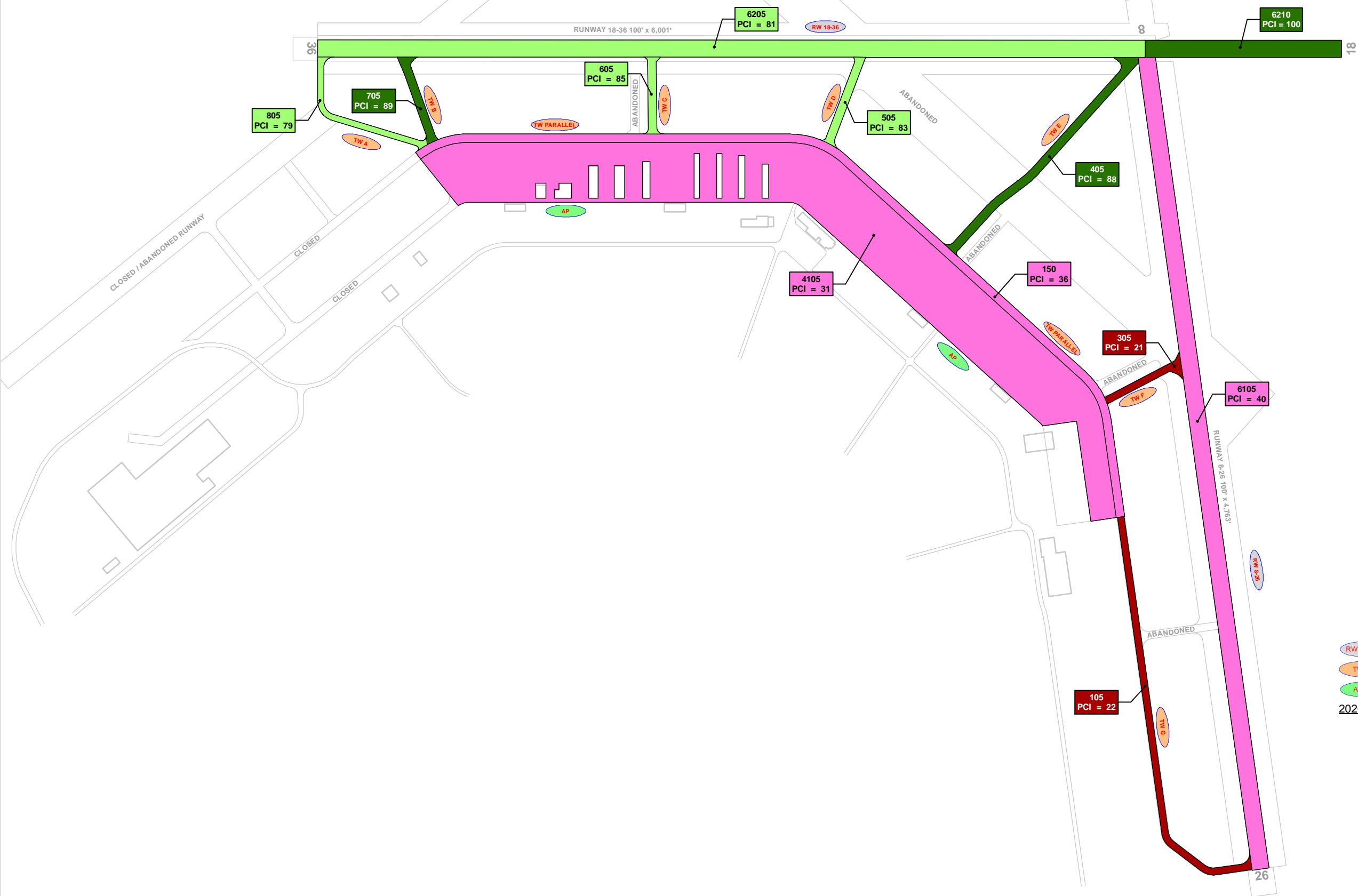
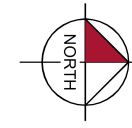
- 0-5 Years
- 6-10 Years
- 11-15 Years
- 16-20 Years
- > 20 Years

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



AIRFIELD PAVEMENT
CONDITION INDEX EXHIBIT

Statewide Airfield Pavement
Management Program
MARIANNA MUNICIPAL AIRPORT



LEGEND

- TYPICAL RUNWAY BRANCH ID
- TYPICAL TAXIWAY BRANCH ID
- TYPICAL APRON BRANCH ID

2020 PAVEMENT CONDITION INDEX

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

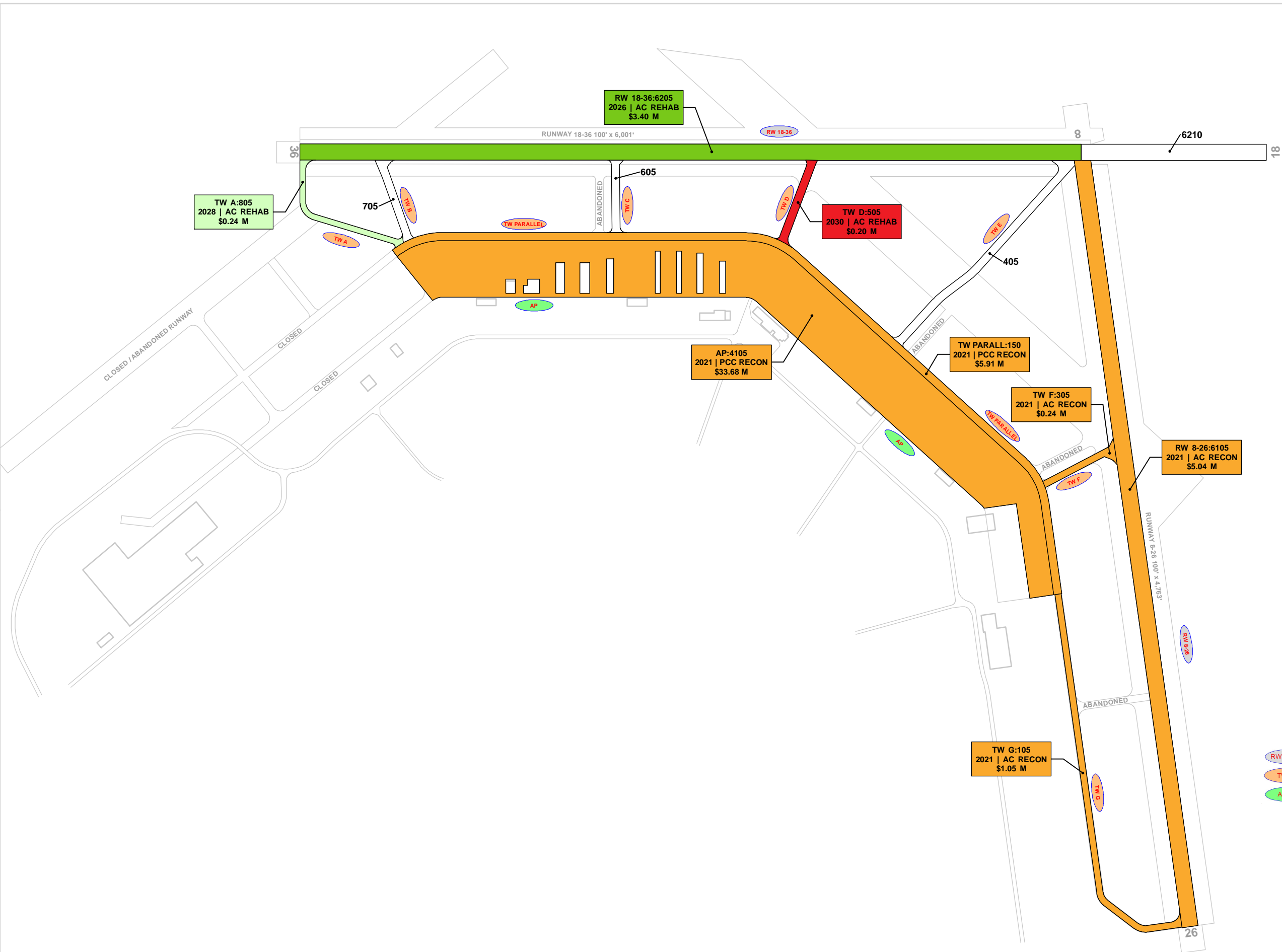
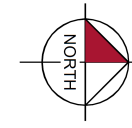
SECTION ID
PCI VALUE

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



AIRFIELD PAVEMENT MAJOR REHABILITATION EXHIBIT

Statewide Airfield Pavement Management Program
MARIANNA MUNICIPAL AIRPORT



LEGEND

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

PROGRAM YEAR

2021	2026
2022	2027
2023	2028
2024	2029
2025	2030

"BRANCH," "SECTION"
"YEAR," "REHAB ACTIVITY"
"EST. COST"

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



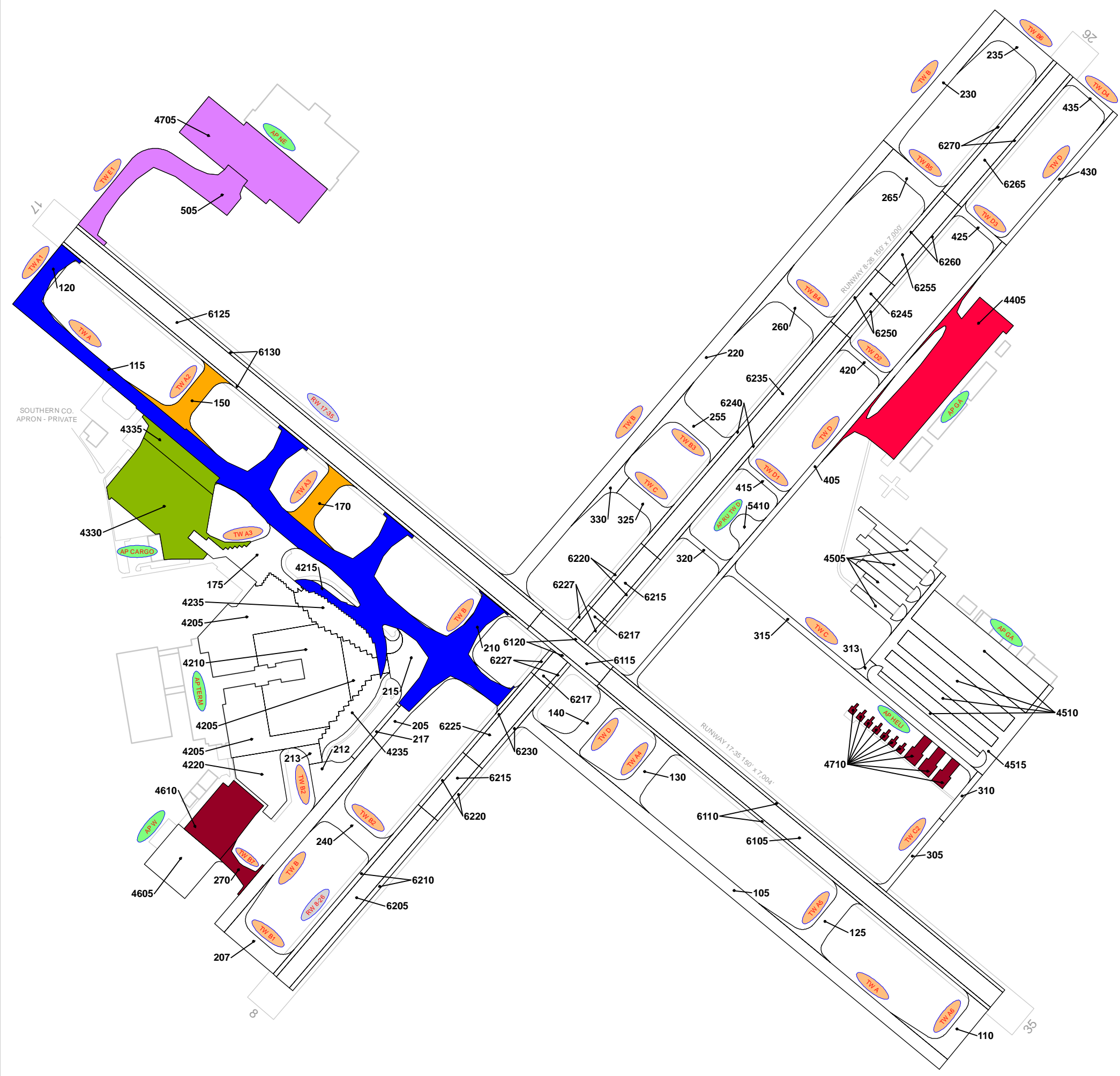
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AC RW 8-26 6250 1 4	AC RW 8-26 6255 3 12	AC RW 8-26 6260 2 6	AC RW 8-26 6265 5 20	AC RW 8-26 6270 2 10	PCC RW 17-35 6105 12 49	PCC RW 17-35 6110 7 24	AC RW 17-35 6115 3 11	AC RW 17-35 6120 2 6	PCC RW 17-35 6125 15 59	PCC RW 17-35 6130 9 28
AC TW A 105 7 6.3	AC TW A 115 8 7.4	AC TW A1 120 1 9	AC TW A2 150 2 11	AC TW A3 170 2 8	AC TW A3 175 3 16	AC TW A4 130 1 10	AC TW A5 125 1 10	AC TW A6 110 1 10	AC TW A7 215 3 16	AC TW B 205 5 4.4
AC TW B 210 1 9	AC TW B 217 1 2	AC TW B 220 7 6.6	AC TW B 230 3 2.0	AC TW B1 240 1 9	AC TW B2 212 1 8	PCC TW B2 240 1 4	AC TW B2 255 1 10	AC TW B3 260 1 10	AC TW B4 215 1 10	AC TW B5 265 2 10
AC TW B6 235 1 10	PCC TW B7 270 0 6	AC TW C 315 3 1.9	AC TW C 320 1 3	AC TW C 325 1 7	AC TW C 330 1 3	AC TW C1 315 1 1	AC TW C2 305 1 5	AC TW C2 310 1 3	AC TW D 140 2 9	AC TW D 405 4 3.3
AC TW D 430 2 9	AC TW D1 415 1 3	AC TW D2 420 1 3	AC TW D3 425 1 3	AC TW D4 435 1 3	AC TW E1 505 3 2.9	PCC AP CARGO 4330 6 5.6	AC AP CARGO 4335 3 1.7	AAC AP GA 4405 7 6.8	AC AP GA 4505 3 2.5	AC AP GA 4510 8 7.0
AC AP GA 4515 4 3.8	PCC AP HELI 4710 0 1.6	PCC AP NE 4705 5 5.0	AC AP RU TW D 5410 1 4	PCC AP TERM 4205 10 12.0	PCC AP TERM 4210 7 6.9	PCC AP TERM 4215 1 6	PCC AP TERM 4220 3 2.7	PCC AP TERM 4235 4 3.7	AC AP W 4605 3 1.8	PCC AP W 4610 0 3.2

LEGEND

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

TOTAL SAMPLES INSPECTED = 245
AC: 160 PCC: 85

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



RECENT & ANTICIPATED CONSTRUCTION ACTIVITY

CONSTRUCTION YEAR	LOCATION	WORK TYPE / PAVEMENT SECTION
2017	AP CARGO	New Construction - PCC
	AP CARGO	New Construction - AC
2018	TW E1	New Construction - AC 4" P-401 ON 8" SP-12.5
	AP NE	New Construction - PCC
2019	AP GA	Mill and Overlay
2021	TW B7, AP W	Complete Reconstruction - PCC
	AP HELI	New Construction - PCC
2022	TW A2, TW A3	Pavement Demolition
2023	TW A, TW A1	Complete Reconstruction - AC
	TW A2, TW A3	New Construction - AC
	TW A, TW B	Mill and Overlay
	AP TERM	Complete Reconstruction - PCC

LEGEND

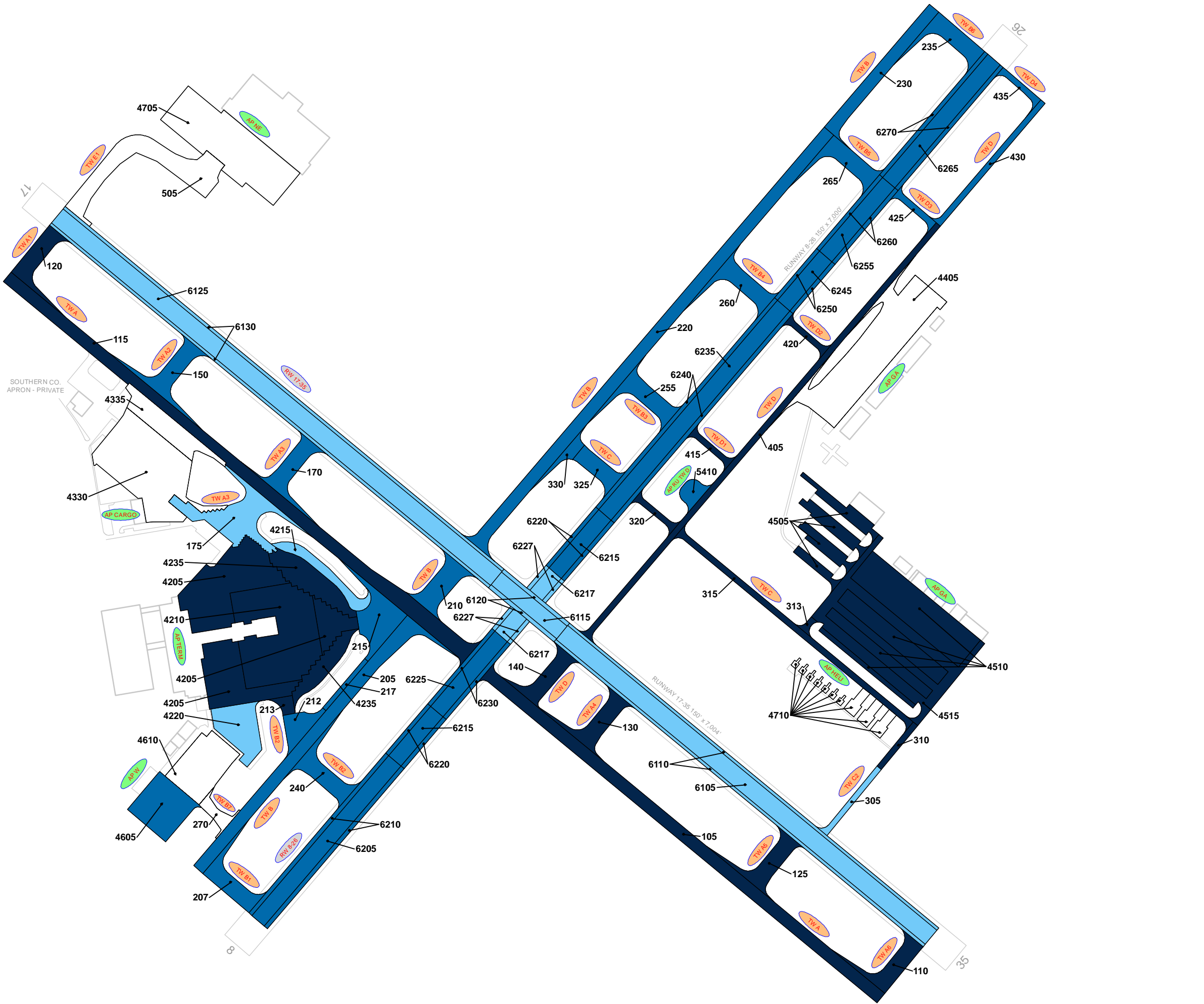
RW 13-31 — TYPICAL RUNWAY BRANCH ID
 TW A — TYPICAL TAXIWAY BRANCH ID
 AP S — TYPICAL APRON BRANCH ID

PROJECT YEAR

2017	2022
2018	2023
2019	2024
2020	2025
2021	2026

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





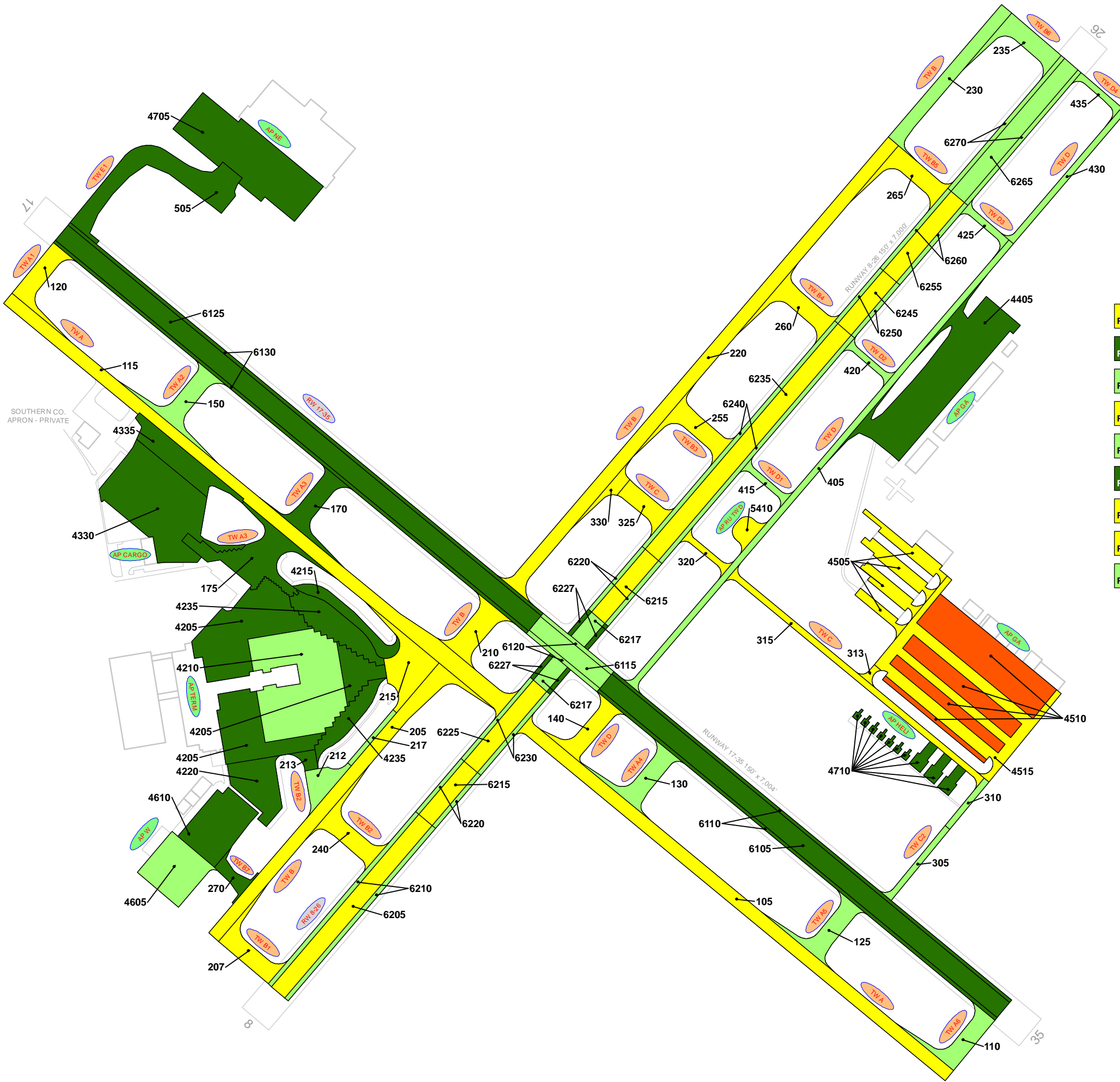
LEGEND

- TYPICAL RUNWAY BRANCH ID
- TYPICAL TAXIWAY BRANCH ID
- TYPICAL APRON BRANCH ID

AGE AT INSPECTION

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

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



105 PCI = 68	110 PCI = 79	115 PCI = 60	120 PCI = 66	125 PCI = 71	130 PCI = 78	140 PCI = 64	150 PCI = 76	170 PCI = 87
175 PCI = 95	205 PCI = 68	207 PCI = 63	210 PCI = 66	212 PCI = 71	213 PCI = 90	215 PCI = 57	217 PCI = 71	220 PCI = 68
230 PCI = 83	235 PCI = 84	240 PCI = 70	255 PCI = 69	260 PCI = 58	265 PCI = 64	270 PCI = 100	305 PCI = 85	310 PCI = 74
313 PCI = 67	315 PCI = 70	320 PCI = 68	325 PCI = 62	330 PCI = 65	405 PCI = 72	415 PCI = 75	420 PCI = 73	425 PCI = 84
430 PCI = 81	435 PCI = 79	505 PCI = 92	4205 PCI = 91	4210 PCI = 85	4215 PCI = 97	4220 PCI = 99	4235 PCI = 88	4330 PCI = 95
4335 PCI = 91	4405 PCI = 94	4505 PCI = 69	4510 PCI = 45	4515 PCI = 61	4605 PCI = 71	4610 PCI = 100	4705 PCI = 97	4710 PCI = 100
5410 PCI = 60	6105 PCI = 92	6110 PCI = 93	6115 PCI = 72	6120 PCI = 72	6125 PCI = 91	6130 PCI = 88	6205 PCI = 68	6210 PCI = 74
6215 PCI = 66	6217 PCI = 76	6220 PCI = 73	6225 PCI = 65	6227 PCI = 86	6230 PCI = 78	6235 PCI = 66	6240 PCI = 73	6245 PCI = 68
6250 PCI = 76	6255 PCI = 68	6260 PCI = 75	6265 PCI = 72	6270 PCI = 79				

LEGEND

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

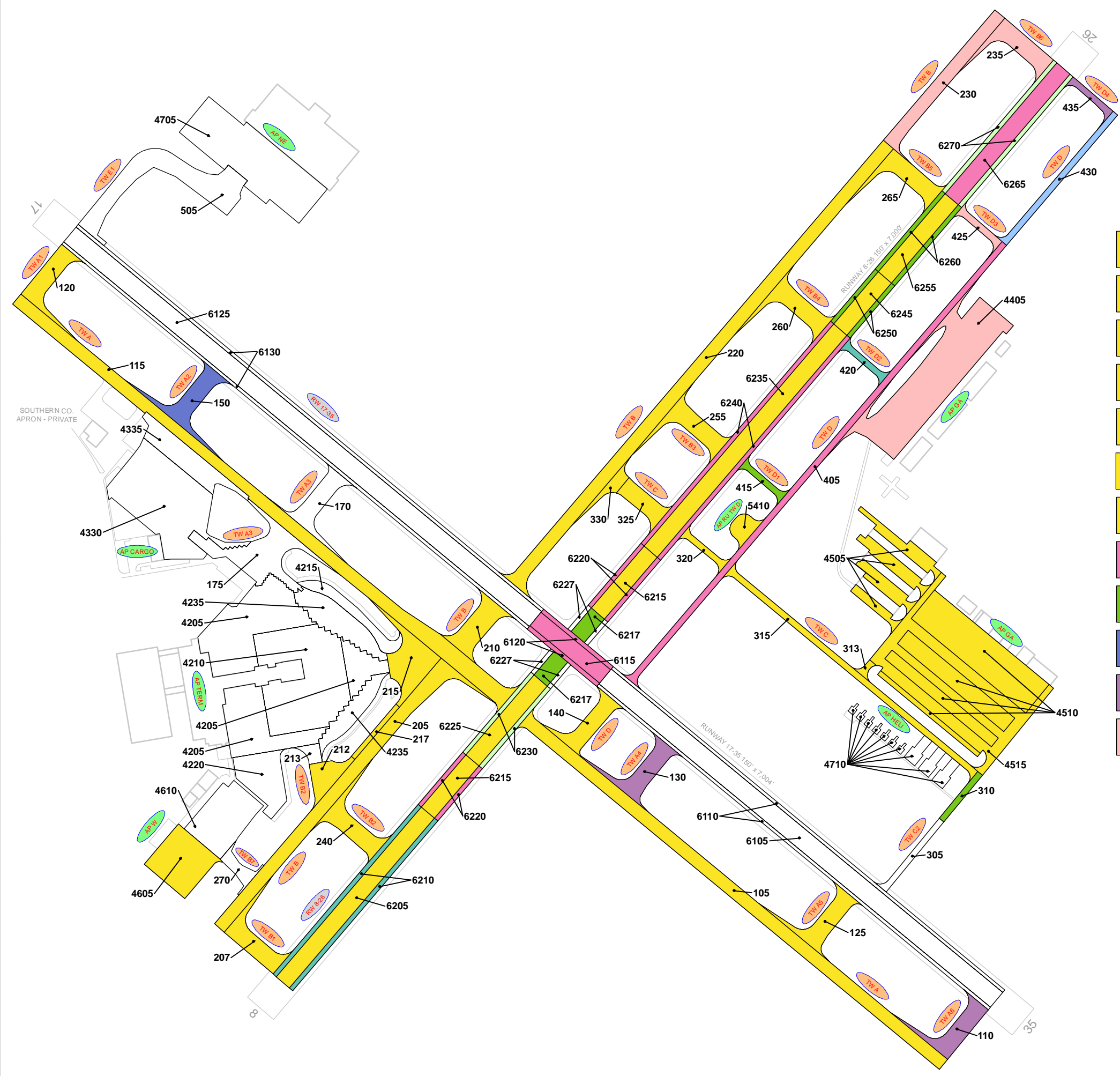
2022 PAVEMENT CONDITION INDEX

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

SECTION ID
PCI VALUE

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





TW A:105 2023 AC REHAB \$3.34 M	TW A:115 2023 AC REHAB \$4.04 M	TW A1:120 2023 AC REHAB \$0.66 M	TW A5:125 2023 AC REHAB \$0.70 M	TW D:140 2023 AC REHAB \$0.61 M
TW B:205 2023 AC REHAB \$2.33 M	TW B1:207 2023 AC REHAB \$0.67 M	TW B:210 2023 AC REHAB \$0.73 M	TW B2:212 2023 AC REHAB \$0.46 M	TW A7:215 2023 AC REHAB \$1.01 M
TW B:217 2023 AC REHAB \$0.15 M	TW B:220 2023 AC REHAB \$3.59 M	TW B2:240 2023 AC REHAB \$0.71 M	TW B3:255 2023 AC REHAB \$0.70 M	TW B4:260 2023 AC REHAB \$0.70 M
TW B5:265 2023 AC REHAB \$0.68 M	TW C1:313 2023 AC REHAB \$0.07 M	TW C:315 2023 AC REHAB \$0.94 M	TW C:320 2023 AC REHAB \$0.18 M	TW C:325 2023 AC REHAB \$0.47 M
TW C:330 2023 AC REHAB \$0.23 M	AP GA:4505 2023 AC REHAB \$1.58 M	AP GA:4510 2023 AC RECON \$10.32 M	AP GA:4515 2023 AC REHAB \$3.00 M	AP W:4605 2023 AC REHAB \$1.34 M
AP RU TW D:5410 2023 AC REHAB \$0.28 M	RW 8-26:6205 2023 AC REHAB \$1.82 M	RW 8-26:6215 2023 AC REHAB \$1.22 M	RW 8-26:6225 2023 AC REHAB \$0.86 M	RW 8-26:6235 2023 AC REHAB \$2.38 M
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RW 8-26:6220 2024 AC REHAB \$0.64 M	RW 8-26:6240 2024 AC REHAB \$1.25 M	RW 8-26:6265 2024 AC REHAB \$1.47 M	TW D2:420 2025 AC REHAB \$0.20 M	RW 8-26:6210 2025 AC REHAB \$1.00 M
TW C2:310 2026 AC REHAB \$0.20 M	TW D1:415 2026 AC REHAB \$0.21 M	RW 8-26:6217 2026 AC REHAB \$0.59 M	RW 8-26:6250 2026 AC REHAB \$0.33 M	RW 8-26:6260 2026 AC REHAB \$0.49 M
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TW D4:435 2029 AC REHAB \$0.24 M	TW D:430 2031 AC REHAB \$0.74 M	TW B:230 2032 AC REHAB \$1.67 M	TW B6:235 2032 AC REHAB \$1.04 M	TW D3:425 2032 AC REHAB \$0.31 M
AP GA:4405 2032 AC REHAB \$6.07 M				

LEGEND

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

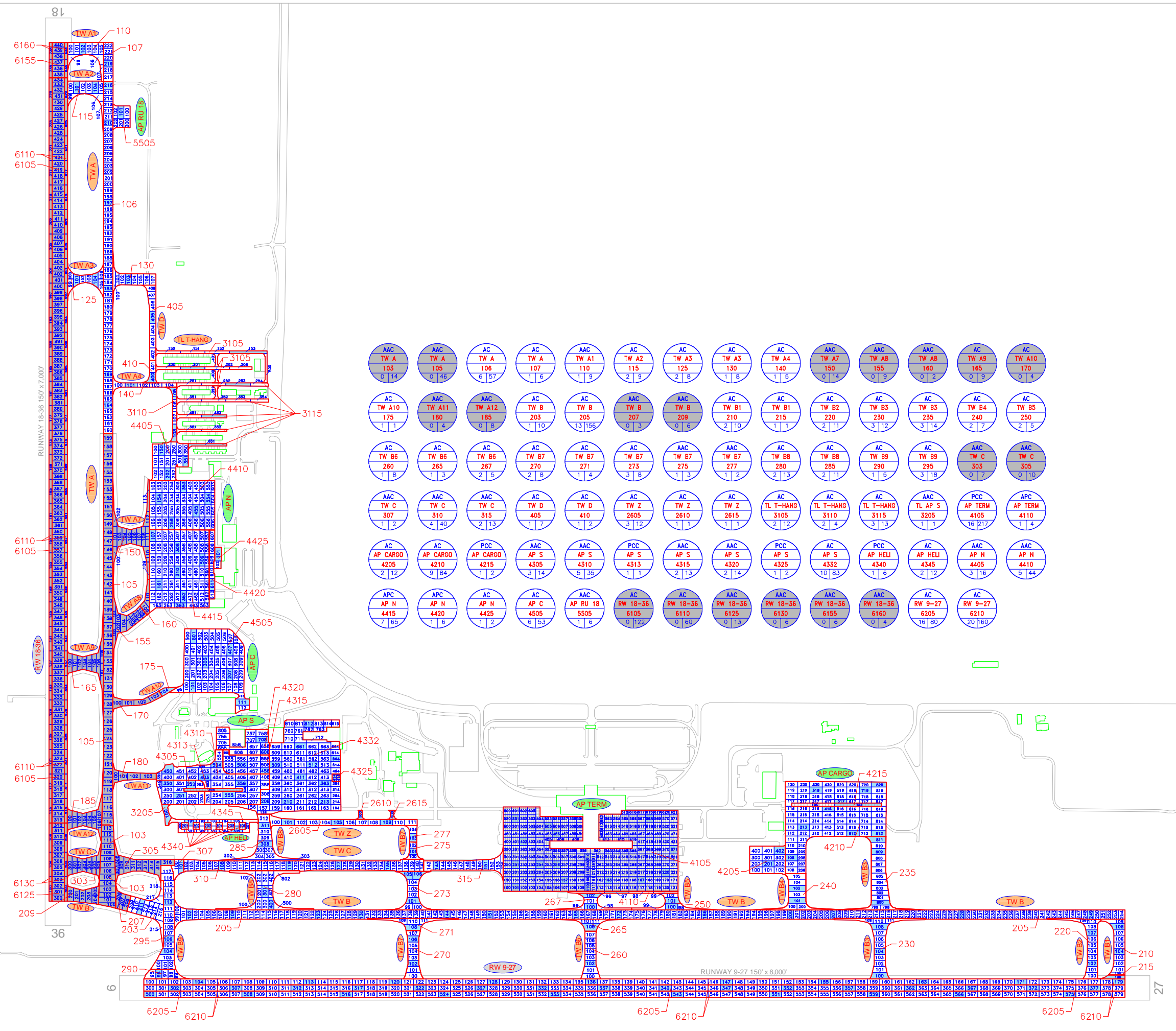
PROGRAM YEAR

	2023		2028
	2024		2029
	2025		2030
	2026		2031
	2027		2032

“BRANCH” “SECTION”
“YEAR” “REHAB ACTIVITY”
“EST. COST”

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





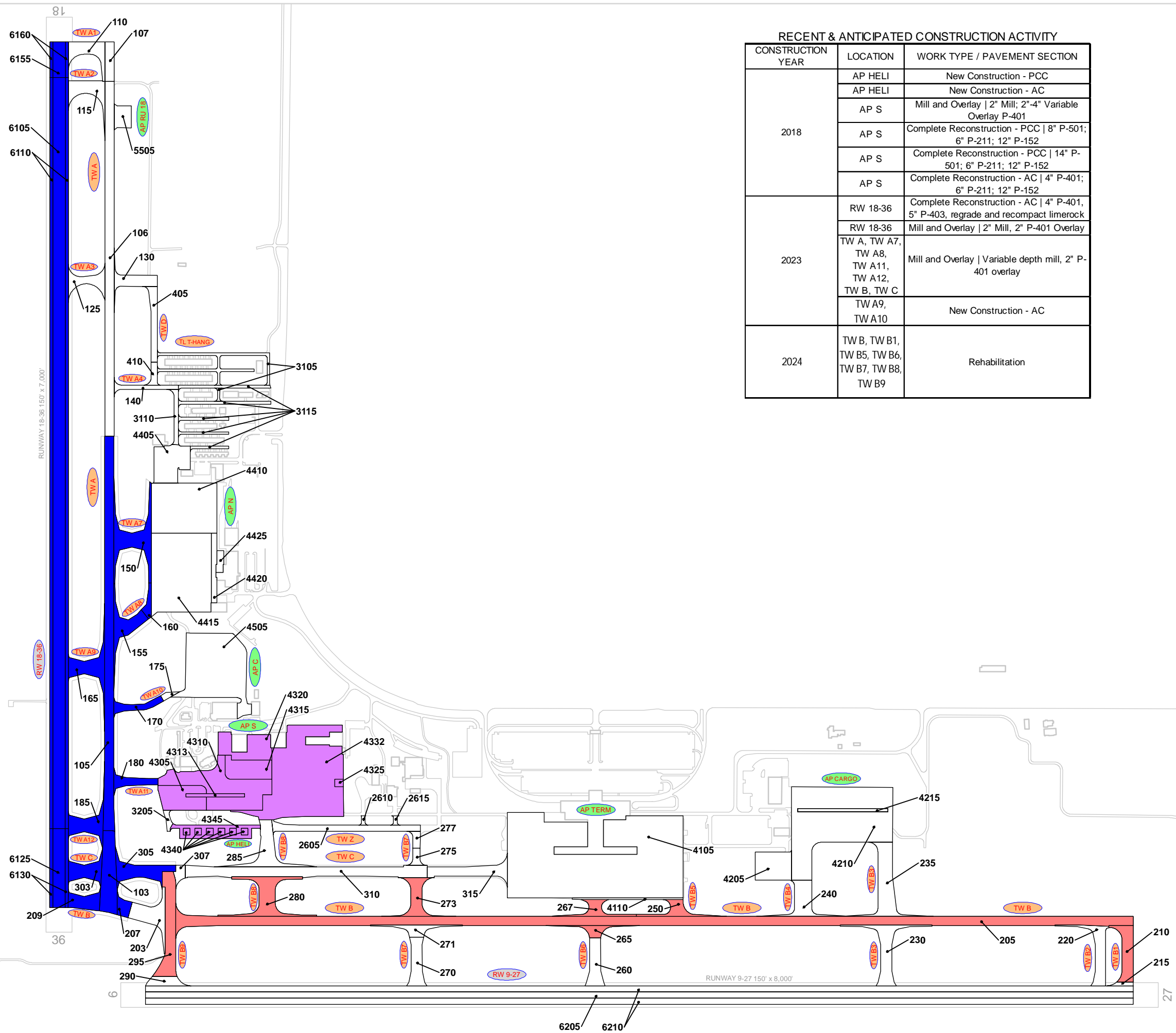
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AC TW A10 175 1 1	AAC TW A11 180 0 4	AAC TW A12 185 0 8	AC TW B 203 1 10	AC TW B 205 13 156	AAC TW B 207 0 3	AAC TW B 209 0 6	AC TW B1 210 2 10	AC TW B1 215 1 1	AC TW B2 220 2 11	AC TW B3 230 3 12	AC TW B3 235 3 14	AC TW B4 240 2 7	AC TW B5 250 2 5
AC TW B6 260 1 8	AC TW B6 265 1 3	AC TW B6 267 2 5	AC TW B7 270 2 8	AC TW B7 271 1 4	AC TW B7 273 3 8	AAC TW B7 275 1 3	AAC TW B7 277 1 2	AC TW B8 280 2 13	AC TW B8 285 2 11	AC TW B9 290 1 5	AC TW B9 295 3 18	AAC TW C 303 0 2	AAC TW C 305 0 10
AAC TW C 307 1 2	AAC TW C 310 4 40	AAC TW C 315 2 13	AC TW D 405 1 7	AC TW D 410 1 2	AC TW Z 2605 3 12	AC TW Z 2610 1 1	AC TW Z 2615 1 1	AC TL T-HANG 3105 2 12	AC TL T-HANG 3110 2 4	AC TL T-HANG 3115 3 13	AAC TL AP S 3205 1 1	PCC AP TERM 4105 16 217	APC AP TERM 4110 1 4
AAC AP CARGO 4205 2 12	AAC AP CARGO 4210 9 84	PCC AP CARGO 4215 1 2	AAC AP S 4305 3 14	AAC AP S 4310 5 35	AP S 4313 1 1	AAC AP S 4315 2 13	AAC AP S 4320 2 14	AP S 4325 1 2	AP S 4332 10 83	AP HELI 4340 1 6	AP HELI 4345 2 12	AP N 4405 3 16	AP N 4410 5 44
APC AP N 4415 7 65	APC AP N 4420 1 6	AC AP N 4425 1 2	AC AP C 4505 6 53	AAC AP RU 18 5505 1 6	AC RW 18-36 6105 0 122	AC RW 18-36 6110 0 60	AAC RW 18-36 6125 0 13	AAC RW 18-36 6130 0 6	AAC RW 18-36 6155 0 6	AAC RW 18-36 6160 0 4	AC RW 9-27 6205 16 80	AC RW 9-27 6210 20 160	

LEGEND

- TYPICAL RUNWAY BRANCH ID
- TYPICAL TAXIWAY BRANCH ID
- TYPICAL APRON BRANCH ID
- PAVEMENT SURFACE TYPE
- PAVEMENT BRANCH ID
- SECTION NUMBER
- NUMBER OF SAMPLE UNITS IN SECTION
- NUMBER OF SAMPLE UNITS TO BE INSPECTED
- SECTION NOT INSPECTED DUE TO RECENT CONSTRUCTION. SEE SYSTEM INVENTORY MAP FOR CONSTRUCTION DATES.
- INSPECTED SAMPLE UNITS.

TOTAL SAMPLES INSPECTED = 202
 AC: 182 PCC: 20

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



RECENT & ANTICIPATED CONSTRUCTION ACTIVITY

CONSTRUCTION YEAR	LOCATION	WORK TYPE / PAVEMENT SECTION
2018	AP HELI	New Construction - PCC
	AP HELI	New Construction - AC
	AP S	Mill and Overlay 2" Mill; 2"-4" Variable Overlay P-401
	AP S	Complete Reconstruction - PCC 8" P-501; 6" P-211; 12" P-152
	AP S	Complete Reconstruction - PCC 14" P-501; 6" P-211; 12" P-152
2023	RW 18-36	Complete Reconstruction - AC 4" P-401, 5" P-403, regrade and recompact limerock
	RW 18-36	Mill and Overlay 2" Mill, 2" P-401 Overlay
	TW A, TW A7, TW A8, TW A11, TW A12, TW B, TW C	Mill and Overlay Variable depth mill, 2" P-401 overlay
	TW A9, TW A10	New Construction - AC
2024	TW B, TW B1, TW B5, TW B6, TW B7, TW B8, TW B9	Rehabilitation



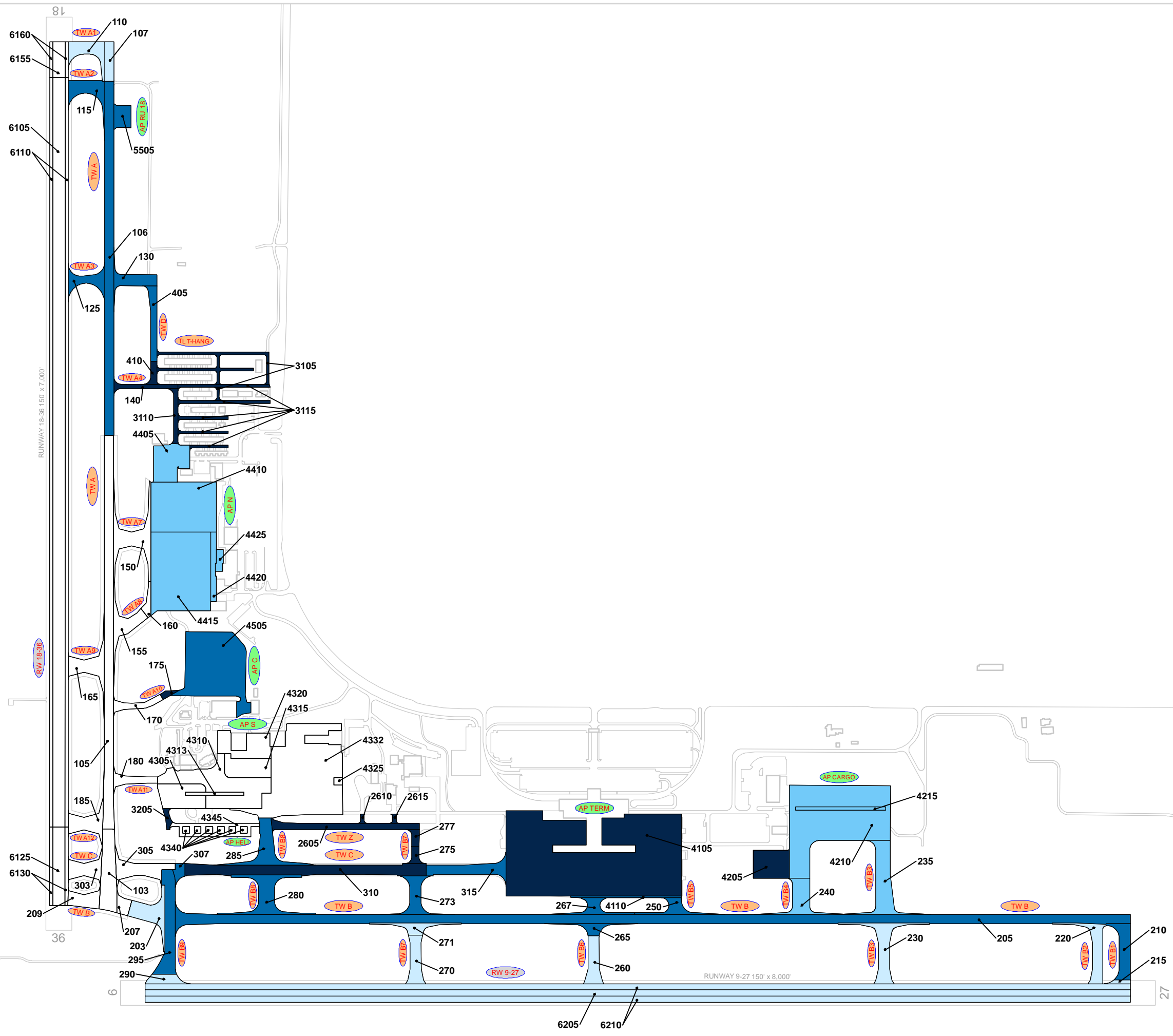
LEGEND

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

PROJECT YEAR

- 2017
- 2018
- 2019
- 2020
- 2021
- 2022
- 2023
- 2024
- 2025
- 2026

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



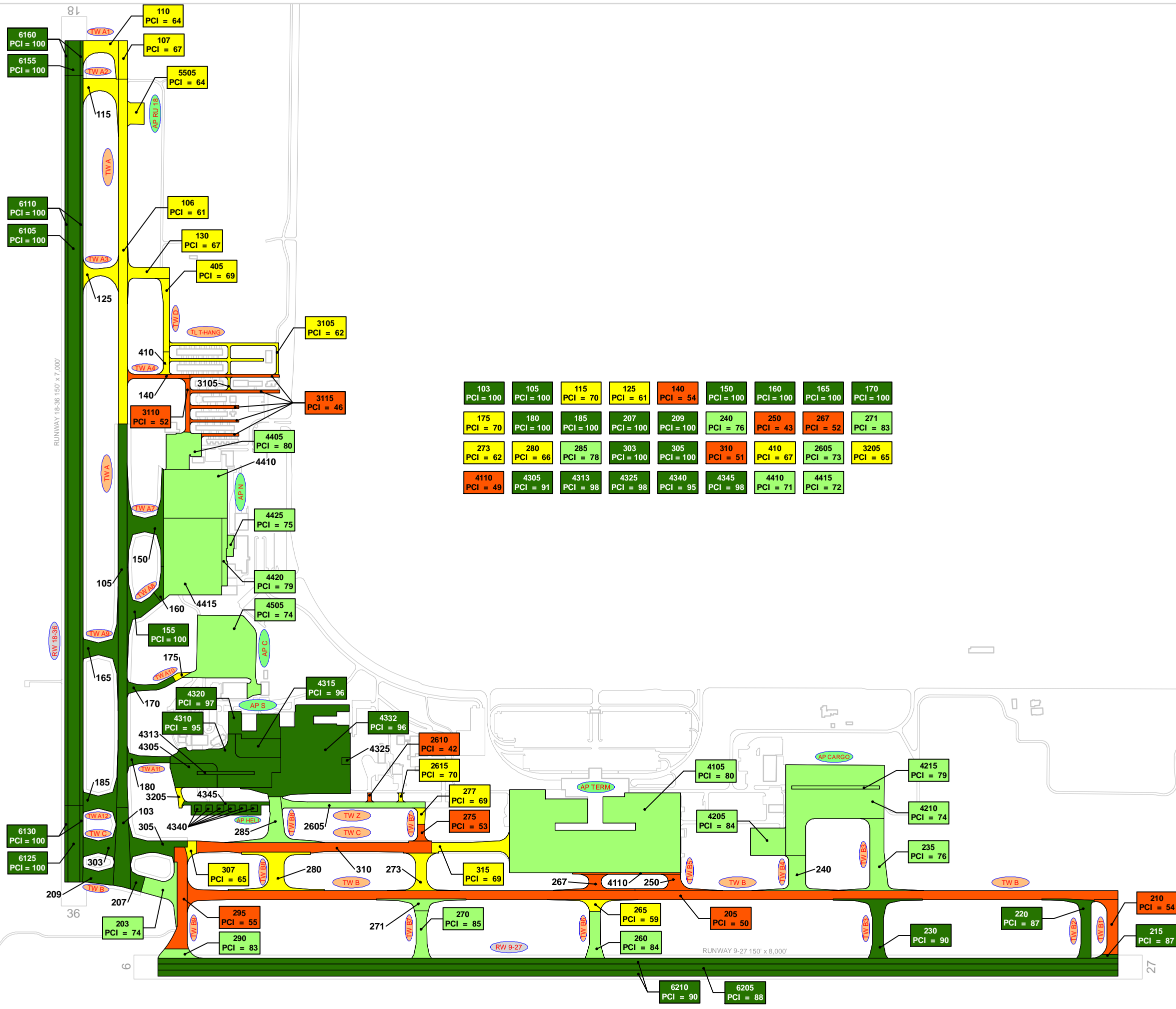
LEGEND

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

AGE AT INSPECTION

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

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



103 PCI = 100	105 PCI = 100	115 PCI = 70	125 PCI = 61	140 PCI = 54	150 PCI = 100	160 PCI = 100	165 PCI = 100	170 PCI = 100
175 PCI = 70	180 PCI = 100	185 PCI = 100	207 PCI = 100	209 PCI = 100	240 PCI = 76	250 PCI = 43	267 PCI = 52	271 PCI = 83
273 PCI = 62	280 PCI = 66	285 PCI = 78	303 PCI = 100	305 PCI = 100	310 PCI = 51	410 PCI = 67	2605 PCI = 73	3205 PCI = 65
4110 PCI = 49	4305 PCI = 91	4313 PCI = 98	4325 PCI = 98	4340 PCI = 95	4345 PCI = 98	4410 PCI = 71	4415 PCI = 72	

LEGEND

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

2022 PAVEMENT CONDITION INDEX

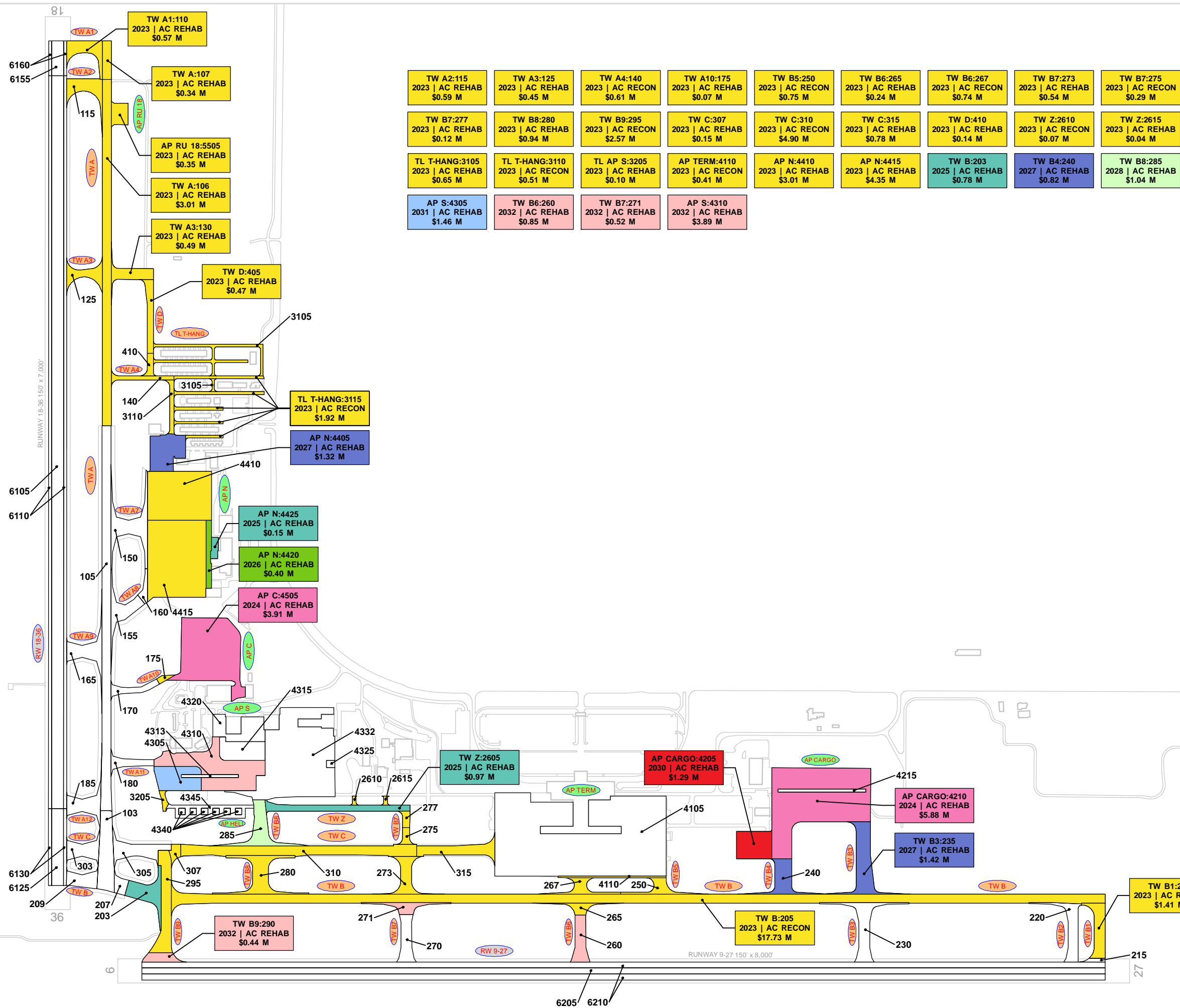
- PCI 86-100 Good
- PCI 71-85 Satisfactory
- PCI 56-70 Fair
- PCI 41-55 Poor
- PCI 26-40 Very Poor
- PCI 11-25 Serious
- PCI 0-10 Failed

SECTION ID
PCI VALUE

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



TW A2:115 2023 AC REHAB \$0.59 M	TW A3:125 2023 AC REHAB \$0.45 M	TW A4:140 2023 AC RECON \$0.61 M	TW A10:175 2023 AC REHAB \$0.07 M	TW B5:250 2023 AC RECON \$0.75 M	TW B6:265 2023 AC REHAB \$0.24 M	TW B6:267 2023 AC RECON \$0.74 M	TW B7:273 2023 AC REHAB \$0.54 M	TW B7:275 2023 AC RECON \$0.29 M
TW B7:277 2023 AC REHAB \$0.12 M	TW B8:280 2023 AC REHAB \$0.94 M	TW B9:295 2023 AC RECON \$2.57 M	TW C:307 2023 AC REHAB \$0.15 M	TW C:310 2023 AC RECON \$4.90 M	TW C:315 2023 AC REHAB \$0.78 M	TW D:410 2023 AC REHAB \$0.14 M	TW Z:2610 2023 AC RECON \$0.07 M	TW Z:2615 2023 AC REHAB \$0.04 M
TL T-HANG:3105 2023 AC REHAB \$0.65 M	TL T-HANG:3110 2023 AC RECON \$0.51 M	TL AP S:3205 2023 AC REHAB \$0.10 M	AP TERM:4110 2023 AC RECON \$0.41 M	AP N:4410 2023 AC REHAB \$3.01 M	AP N:4415 2023 AC REHAB \$4.35 M	TW B:203 2025 AC REHAB \$0.78 M	TW B4:240 2027 AC REHAB \$0.82 M	TW B8:285 2028 AC REHAB \$1.04 M
AP S:4305 2031 AC REHAB \$1.46 M	TW B6:260 2032 AC REHAB \$0.85 M	TW B7:271 2032 AC REHAB \$0.52 M	AP S:4310 2032 AC REHAB \$3.89 M					



LEGEND

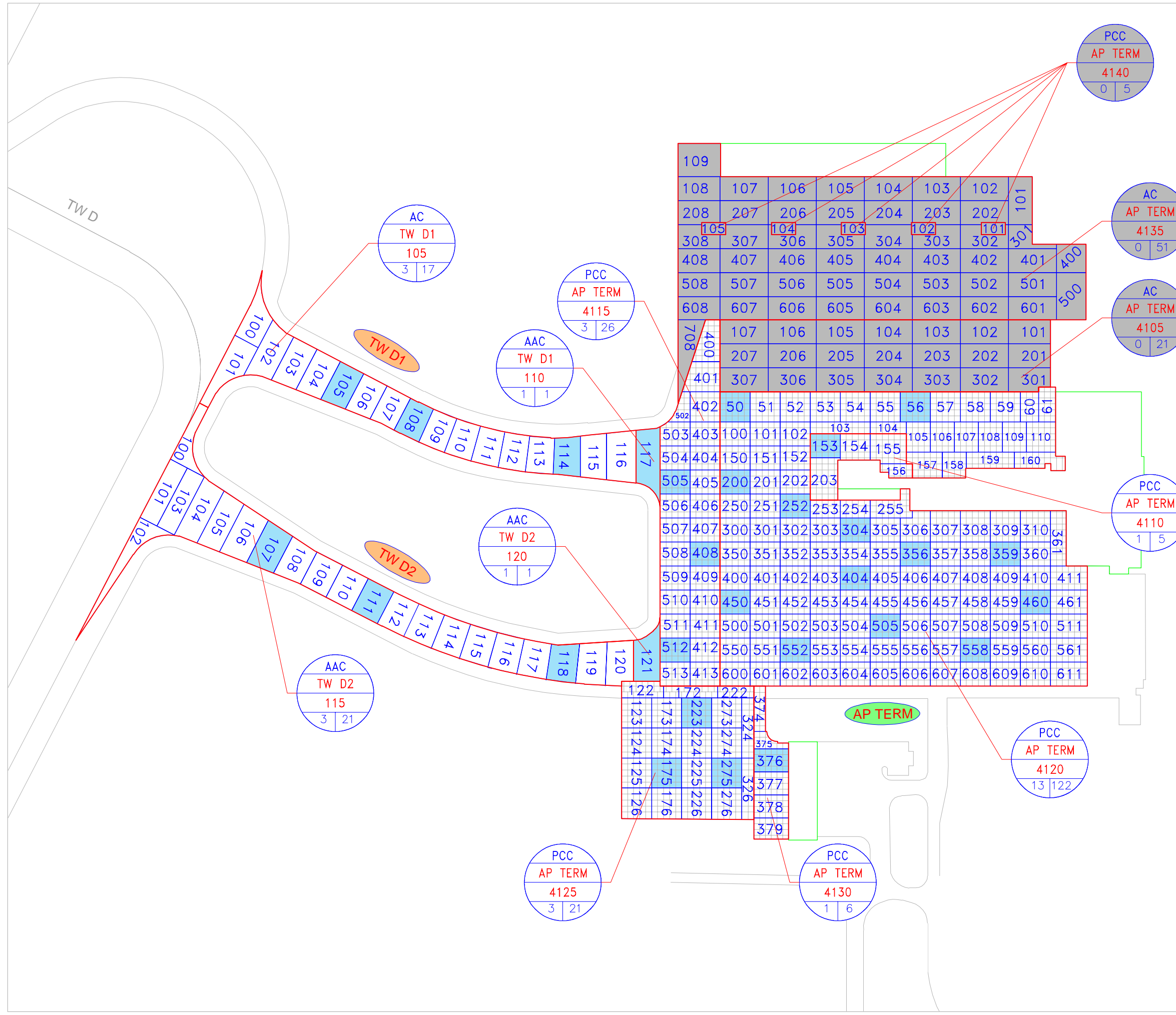
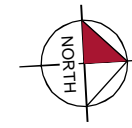
- RW 13-31 — TYPICAL RUNWAY BRANCH ID
- TW A — TYPICAL TAXIWAY BRANCH ID
- AP S — TYPICAL APRON BRANCH ID

PROGRAM YEAR

2023	2028
2024	2029
2025	2030
2026	2031
2027	2032

"BRANCH," "SECTION"
"YEAR," "REHAB ACTIVITY"
"EST. COST"

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



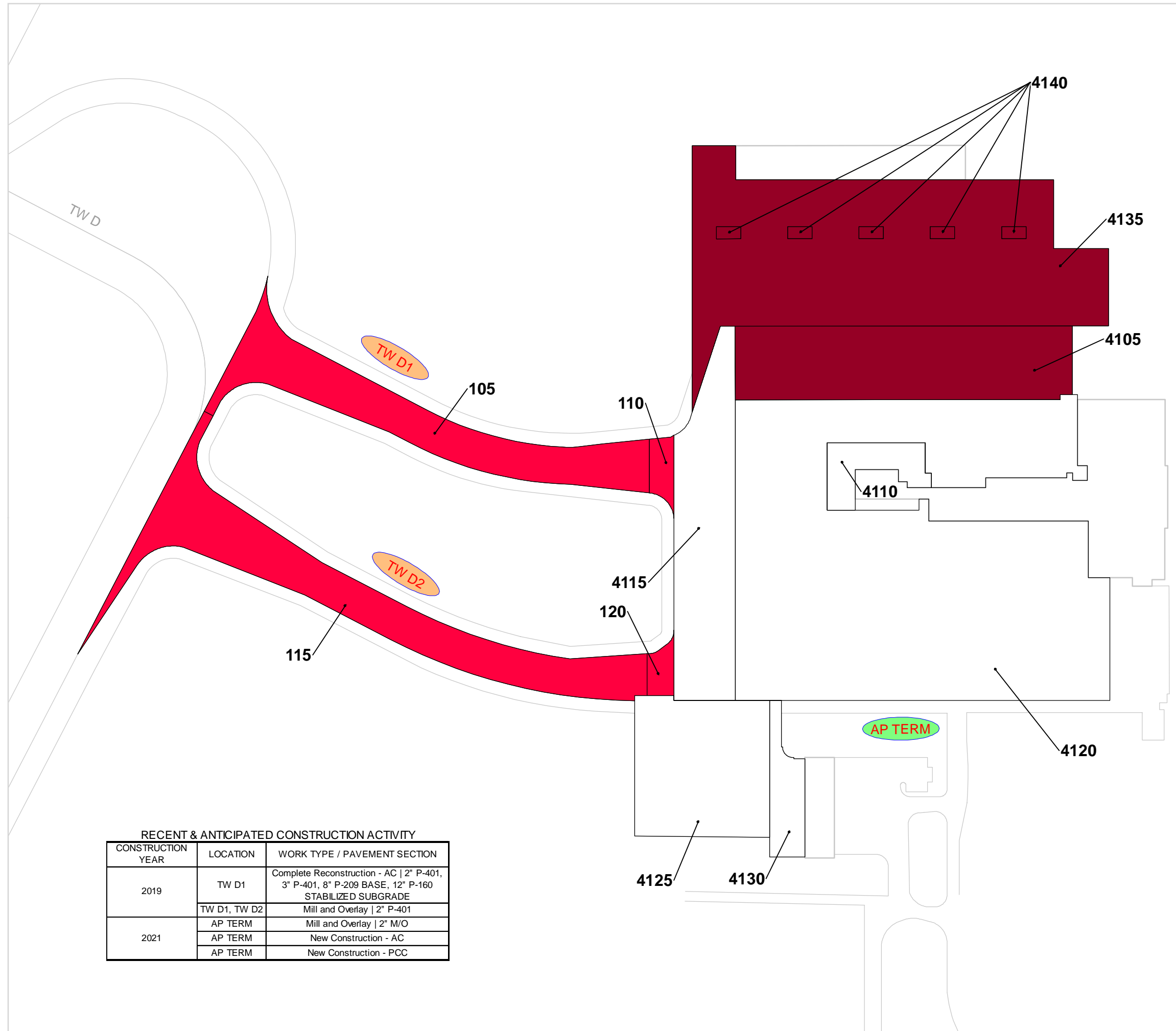
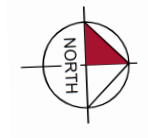
LEGEND

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

TOTAL SAMPLES INSPECTED = 29
 AC: 8 PCC: 21

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





RECENT & ANTICIPATED CONSTRUCTION ACTIVITY

CONSTRUCTION YEAR	LOCATION	WORK TYPE / PAVEMENT SECTION
2019	TW D1	Complete Reconstruction - AC 2" P-401, 3" P-401, 8" P-209 BASE, 12" P-160 STABILIZED SUBGRADE
	TW D1, TW D2	Mill and Overlay 2" P-401
2021	AP TERM	Mill and Overlay 2" M/O
	AP TERM	New Construction - AC
	AP TERM	New Construction - PCC

LEGEND

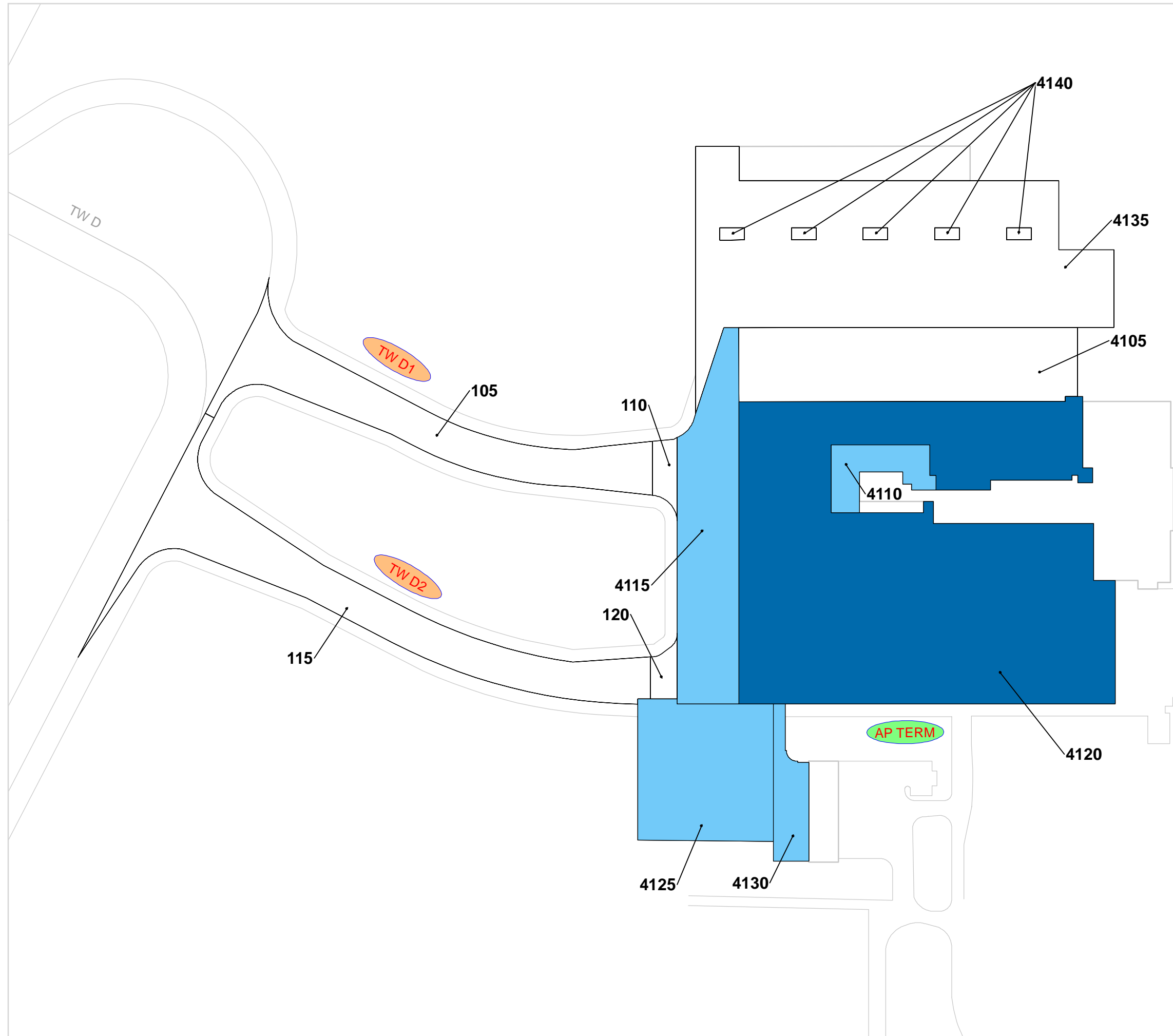
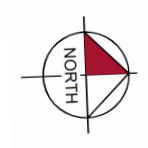
- RW 13-31 — TYPICAL RUNWAY BRANCH ID
- TW A — TYPICAL TAXIWAY BRANCH ID
- AP S — TYPICAL APRON BRANCH ID

PROJECT YEAR

- 2017
- 2022
- 2018
- 2023
- 2019
- 2024
- 2020
- 2025
- 2021
- 2026

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





LEGEND

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

AGE AT INSPECTION

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

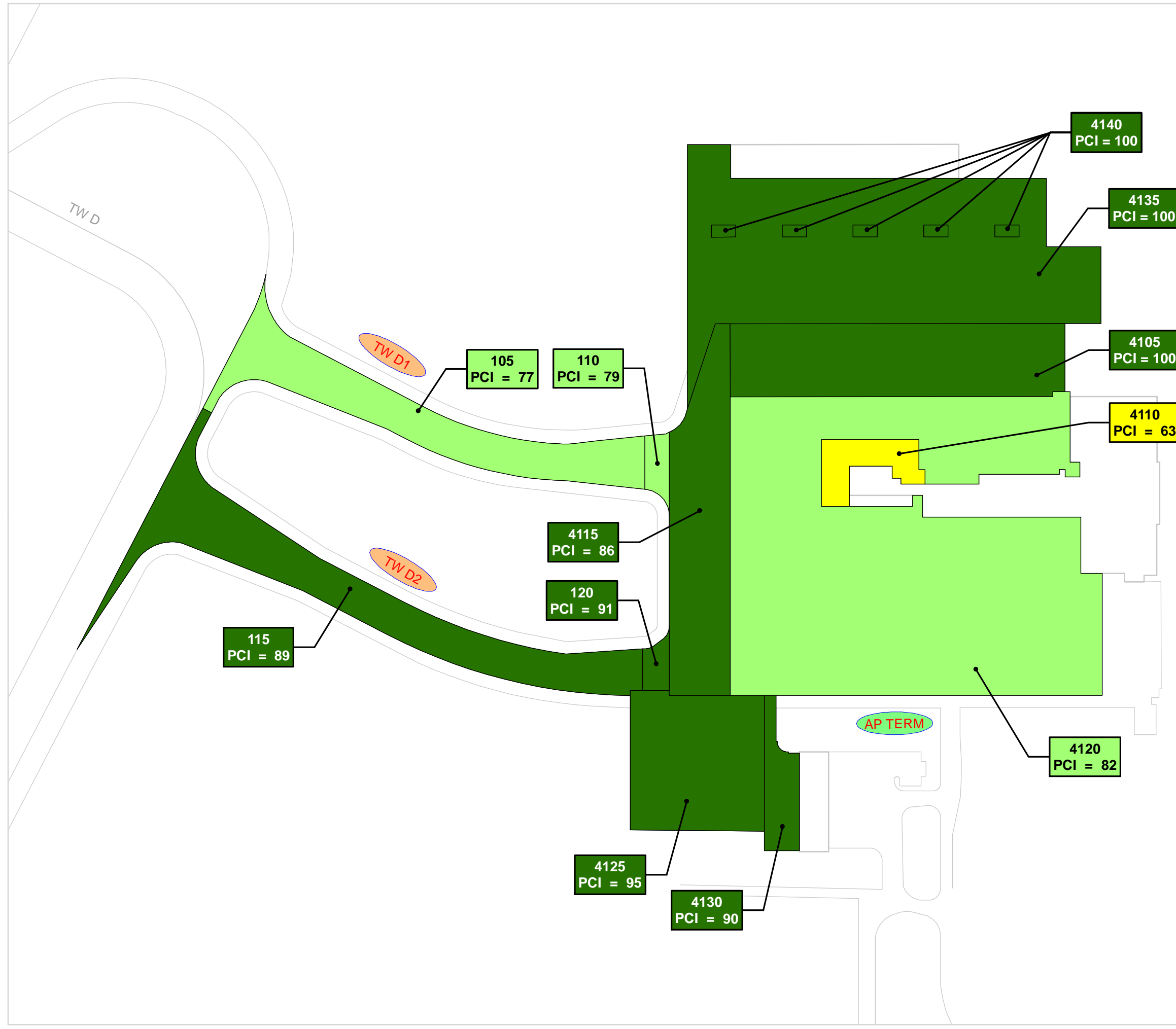
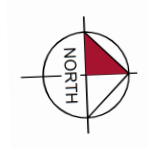
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AIRFIELD PAVEMENT
ESTIMATED AGE EXHIBIT

Statewide Airfield Pavement
Management Program
DESTIN-FORT WALTON BEACH AIRPORT





LEGEND

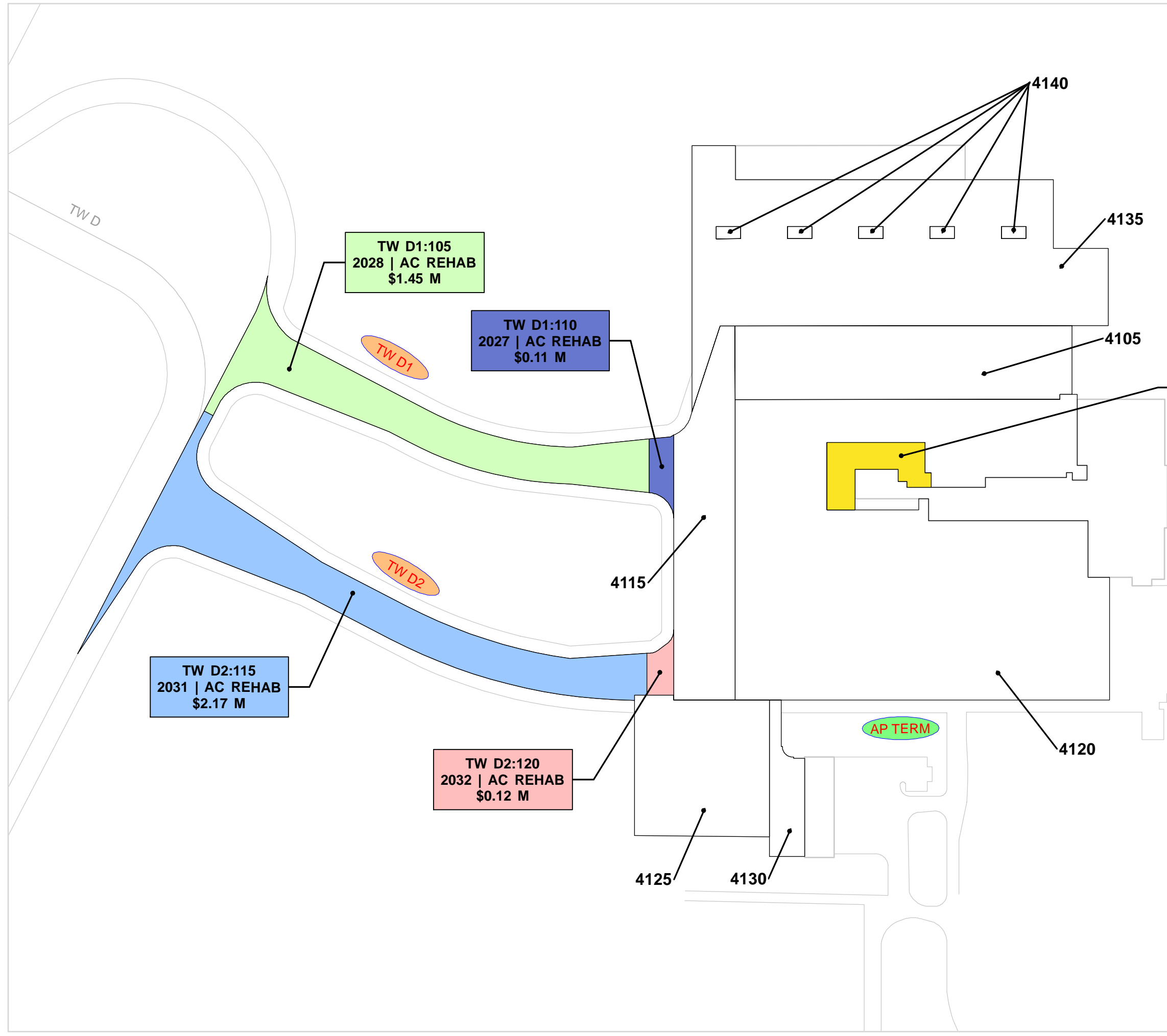
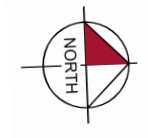
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- TW A — TYPICAL TAXIWAY BRANCH ID
- AP S — TYPICAL APRON BRANCH ID

2022 PAVEMENT CONDITION INDEX

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

"SECTION ID"
"PCI VALUE"

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



AP TERM:4110
2023 | PCC REHAB
\$0.55 M

TW D1:105
2028 | AC REHAB
\$1.45 M

TW D1:110
2027 | AC REHAB
\$0.11 M

TW D2:115
2031 | AC REHAB
\$2.17 M

TW D2:120
2032 | AC REHAB
\$0.12 M

LEGEND

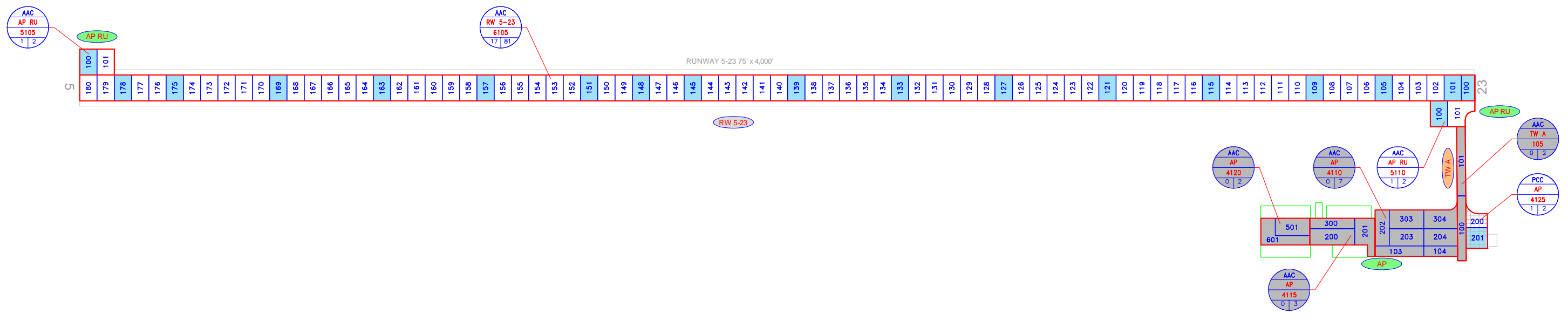
- RW 13-31 TYPICAL RUNWAY BRANCH ID
- TW A TYPICAL TAXIWAY BRANCH ID
- AP S TYPICAL APRON BRANCH ID

PROGRAM YEAR

 2023	 2028
 2024	 2029
 2025	 2030
 2026	 2031
 2027	 2032

**"BRANCH"; "SECTION"
"YEAR"; "REHAB ACTIVITY"
"EST. COST"**

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

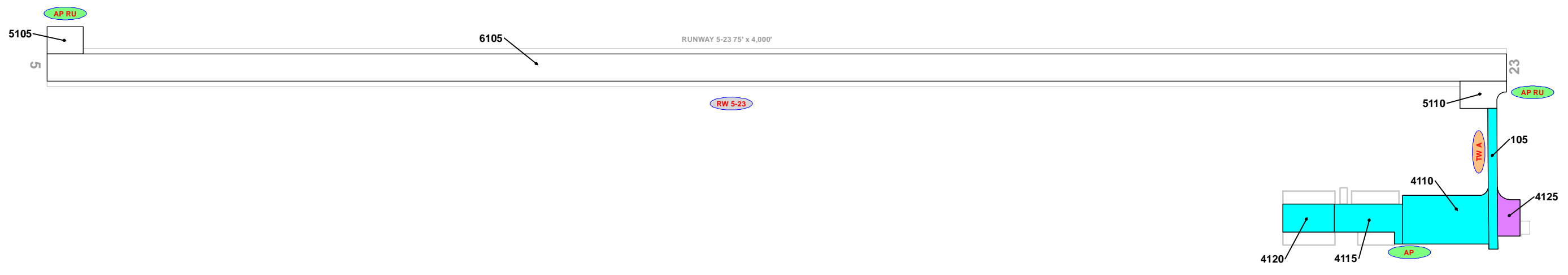


LEGEND

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

TOTAL SAMPLES INSPECTED = 20
AC: 19 PCC: 1

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



RECENT & ANTICIPATED CONSTRUCTION ACTIVITY

CONSTRUCTION YEAR	LOCATION	WORK TYPE / PAVEMENT SECTION
2018	AP	New Construction - PCC
2020	AP, TW A	Overlay - AC Structural est date. est 2" OL
	AP	Mill and Overlay est date. est 2" mill and overlay

LEGEND

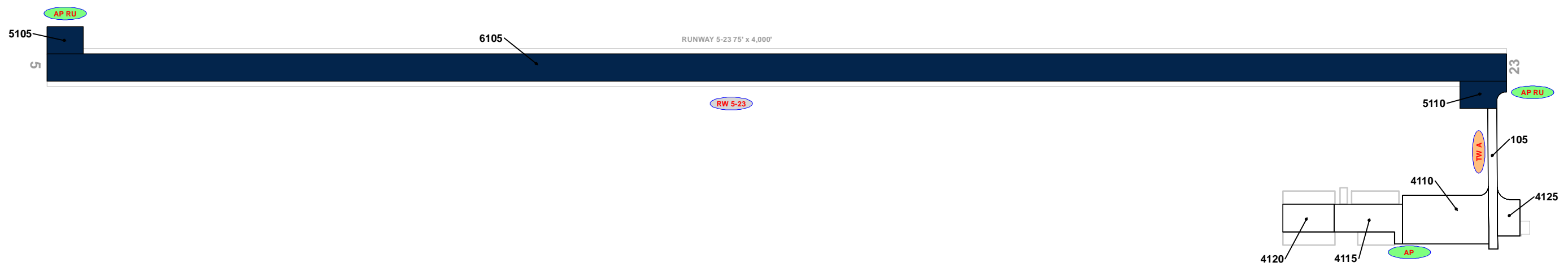
RW 13-31 ← TYPICAL RUNWAY BRANCH ID
TW A ← TYPICAL TAXIWAY BRANCH ID
AP S ← TYPICAL APRON BRANCH ID

PROJECT YEAR

 2016	 2021
 2017	 2022
 2018	 2023
 2019	 2024
 2020	 2025

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





LEGEND

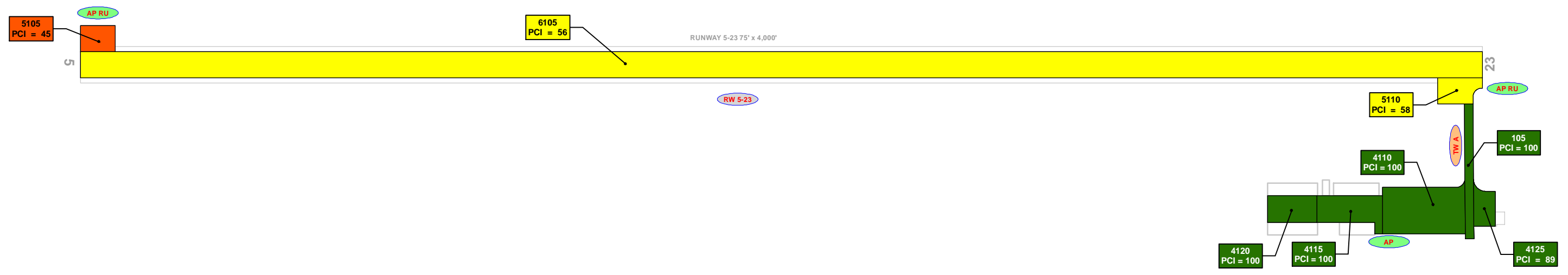
- TYPICAL RUNWAY BRANCH ID
- TYPICAL TAXIWAY BRANCH ID
- TYPICAL APRON BRANCH ID

AGE AT INSPECTION

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

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





LEGEND

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

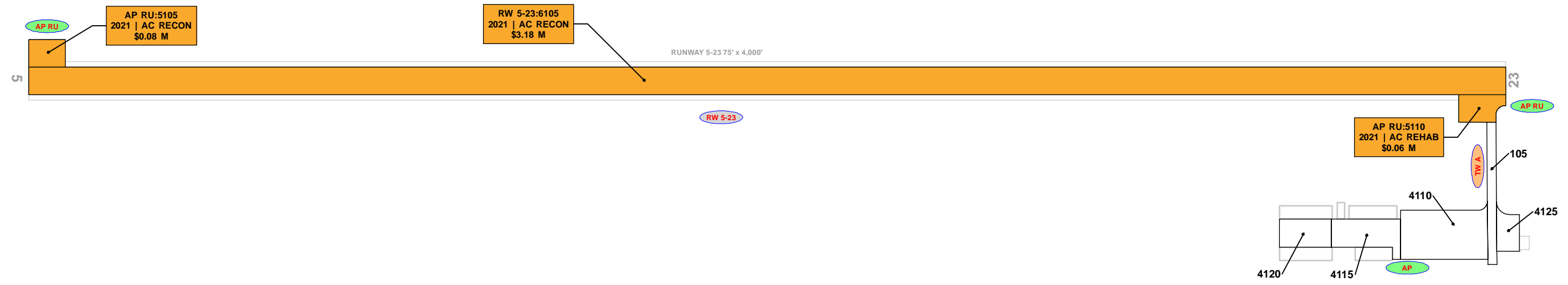
2020 PAVEMENT CONDITION INDEX

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

"SECTION ID"
"PCI VALUE"

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





LEGEND

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

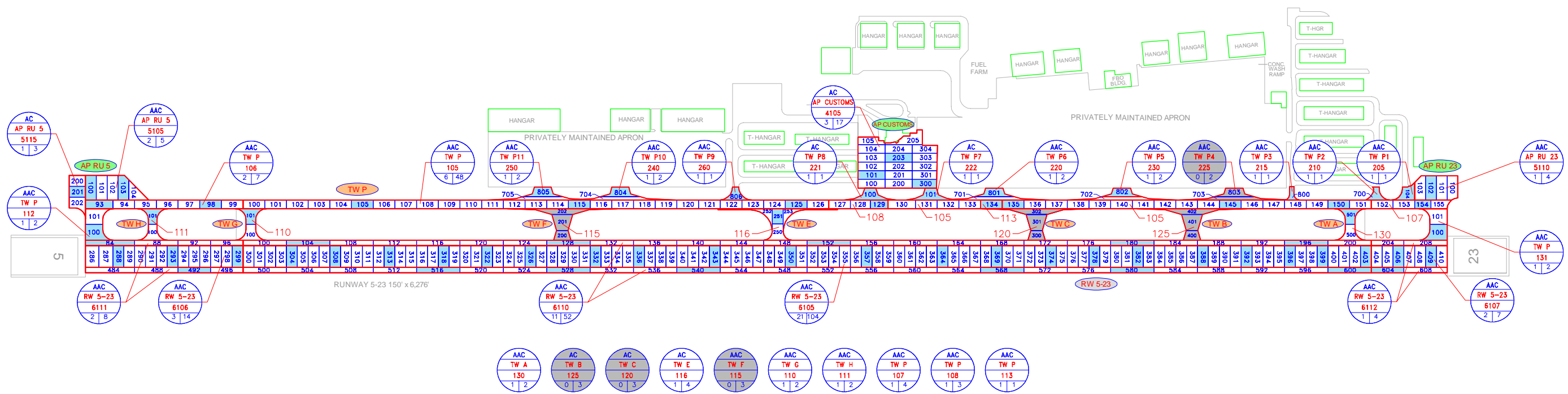
PROGRAM YEAR

 2021	 2026
 2022	 2027
 2023	 2028
 2024	 2029
 2025	 2030

"BRANCH"; "SECTION"
"YEAR"; "REHAB ACTIVITY"
"EST. COST"

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





LEGEND

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

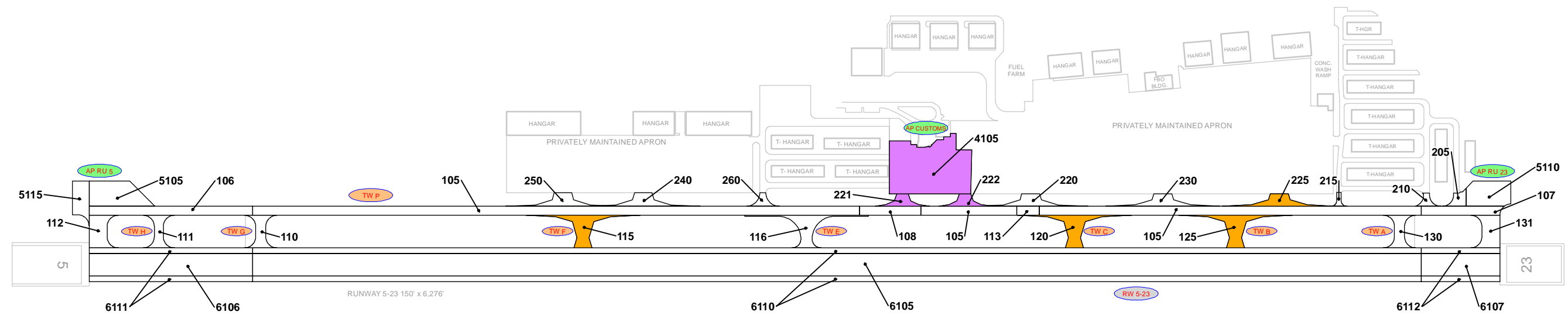
TOTAL SAMPLES INSPECTED = 74
AC: 74 PCC: 0

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



RECENT & ANTICIPATED CONSTRUCTION ACTIVITY

CONSTRUCTION YEAR	LOCATION	WORK TYPE / PAVEMENT SECTION
2018	TW P8, AP CUSTOMS	Complete Reconstruction - AC
	TW P7	New Construction - AC
2022	TW B, TW C	New Construction - AC 4" P-401, 12" P-211
	TW F, TW P4	Mill and Overlay Variable 2" Mill and P-401 Overlay, Fillet Widening 4" P-401, 12" P-211



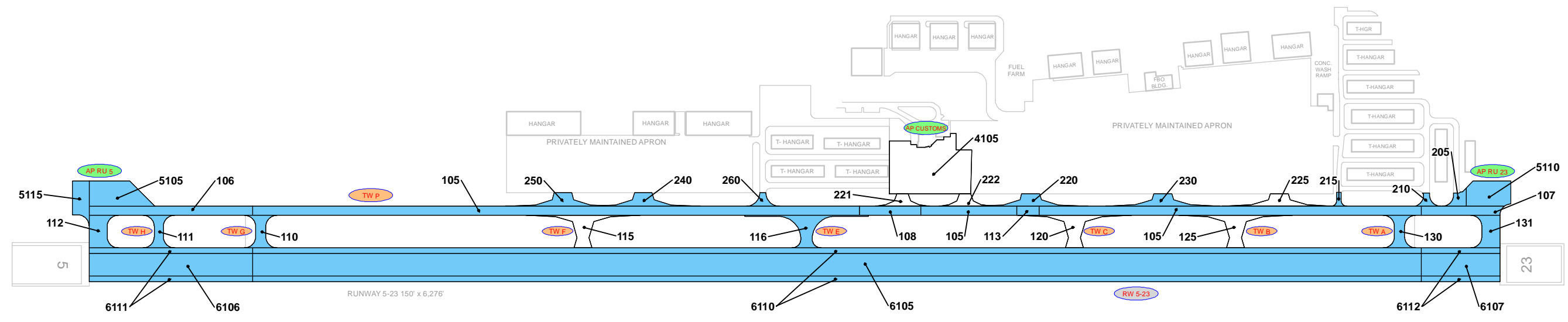
LEGEND

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

PROJECT YEAR

 2017	 2022
 2018	 2023
 2019	 2024
 2020	 2025
 2021	 2026

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



LEGEND

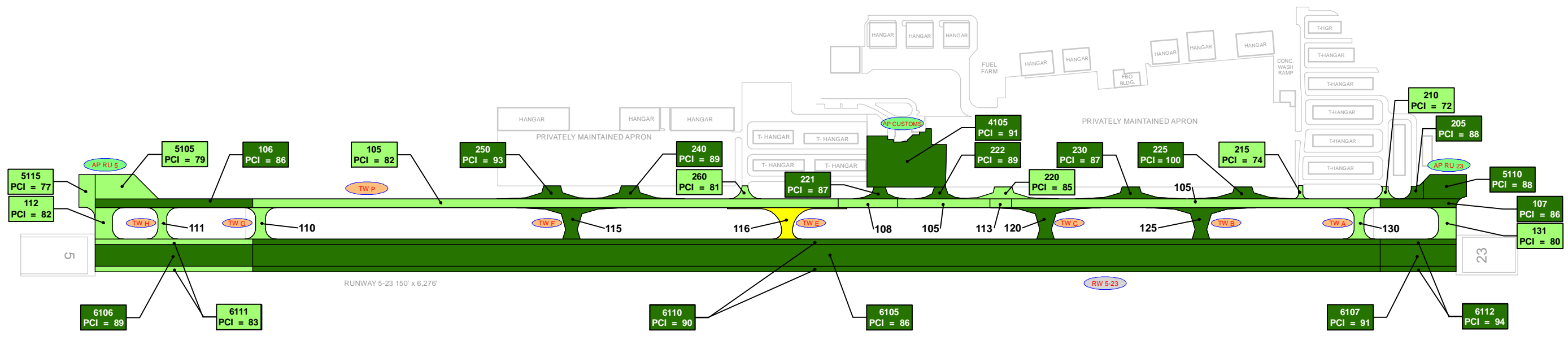
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- TW A — TYPICAL TAXIWAY BRANCH ID
- AP S — TYPICAL APRON BRANCH ID

AGE AT INSPECTION

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

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





108 PCI = 79	110 PCI = 84	111 PCI = 78	113 PCI = 81	115 PCI = 100	116 PCI = 70	120 PCI = 100	125 PCI = 100	130 PCI = 81
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LEGEND

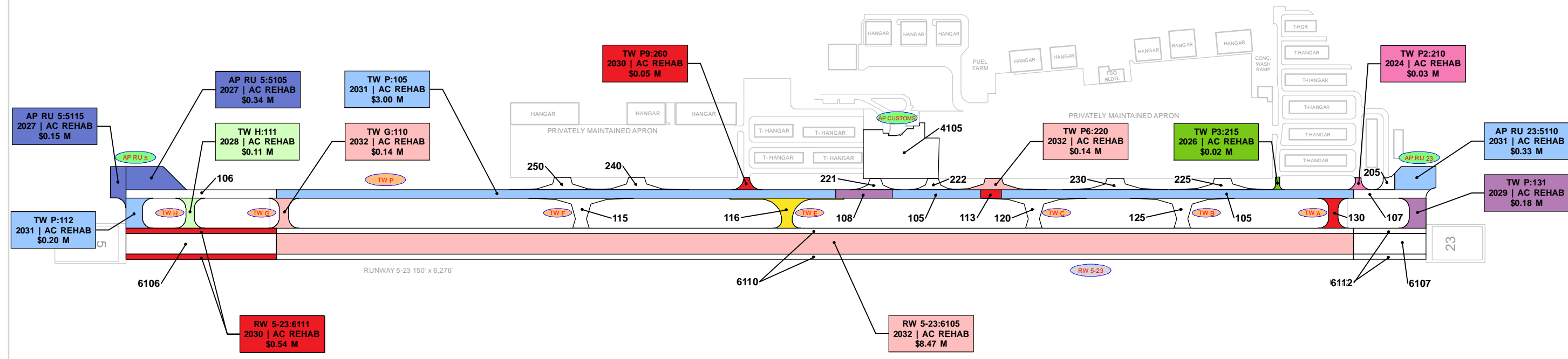
- RW 13-31 — TYPICAL RUNWAY BRANCH ID
- TW A — TYPICAL TAXIWAY BRANCH ID
- AP S — TYPICAL APRON BRANCH ID

2022 PAVEMENT CONDITION INDEX

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

SECTION ID
PCI VALUE

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



TW E:116 2023 AC REHAB \$0.16 M	TW P:108 2029 AC REHAB \$0.15 M	TW P:113 2030 AC REHAB \$0.06 M	TW A:130 2030 AC REHAB \$0.13 M
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LEGEND

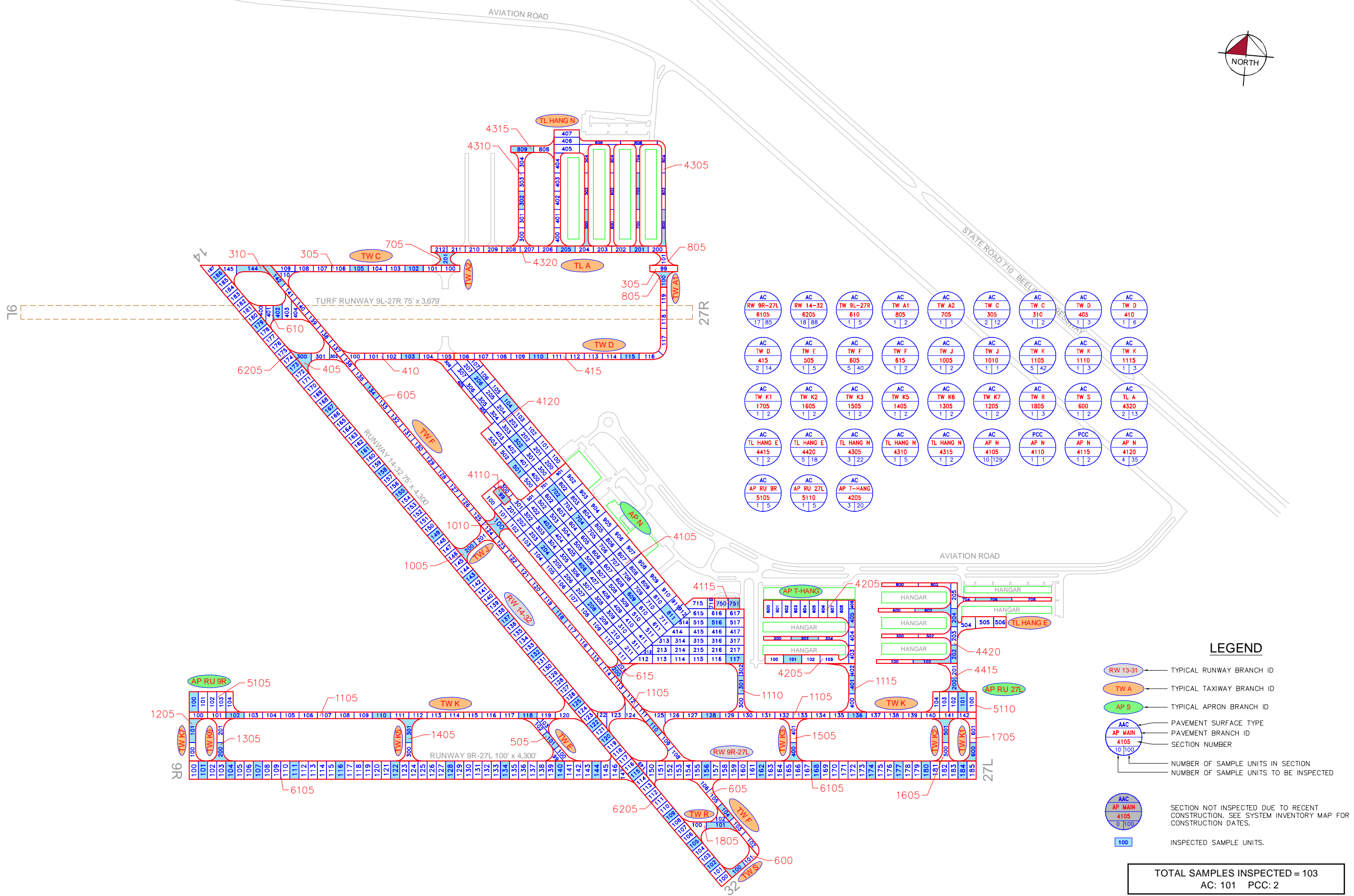
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- TW A TYPICAL TAXIWAY BRANCH ID
- AP S TYPICAL APRON BRANCH ID

PROGRAM YEAR

"BRANCH"; "SECTION"
"YEAR"; "REHAB ACTIVITY"
"EST. COST"

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





AC RW 9R-27L 6105 17 85	AC RW 14-32 6205 18 88	AC TW 9L-27R 610 1 5	AC TW A1 805 1 2	AC TW A2 705 2 12	AC TW C 310 1 2	AC TW D 405 1 3	AC TW D 410 1 6
AC TW D 415 2 14	AC TW E 505 1 5	AC TW F 605 5 40	AC TW F 615 1 2	AC TW J 1005 1 2	AC TW J 1010 1 1	AC TW K 1105 5 42	AC TW K 1110 1 3
AC TW K 1115 1 3	AC TW K1 1705 1 2	AC TW K2 1505 1 2	AC TW K3 1305 1 2	AC TW K5 1405 1 2	AC TW K6 1205 1 2	AC TW K7 1805 1 3	AC TW R 600 1 2
AC TW S 4320 2 13	AC TW S 4320 2 13	AC TL A 4120 4 35	AC TL HANG E 4415 1 2	AC TL HANG E 4420 5 18	AC TL HANG N 4305 3 22	AC TL HANG N 4310 1 5	AC TL HANG N 4105 1 2
PCC AP N 4115 1 1	PCC AP N 4110 1 2	PCC AP N 4115 1 2	AC AP N 4120 4 35	AC AP RU 9R 5105 1 5	AC AP RU 27L 5110 1 5	AC AP T-HANG 4205 3 20	

LEGEND

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

TOTAL SAMPLES INSPECTED = 103
AC: 101 PCC: 2

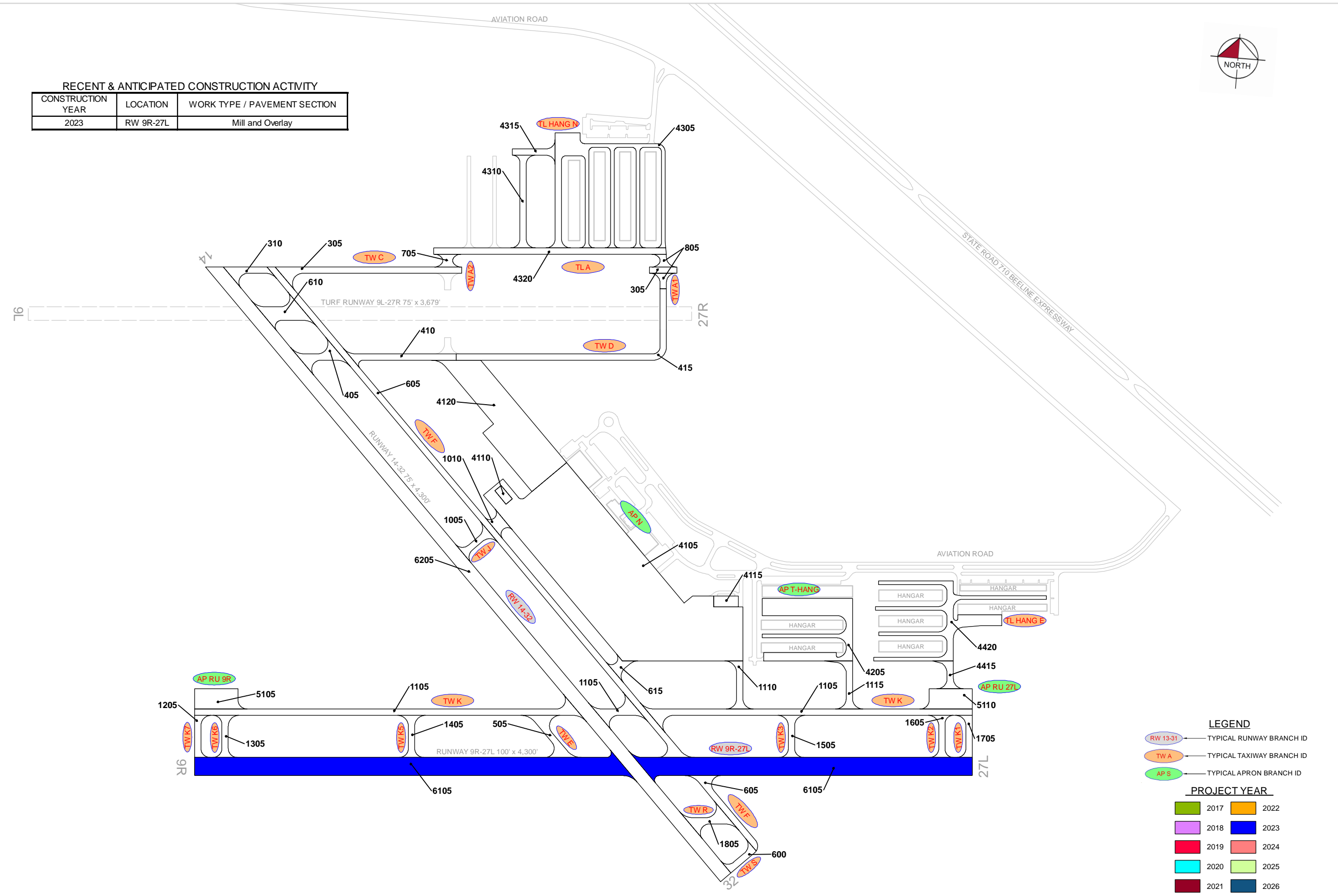
RUNWAY LENGTHS DEPICTED IN THIS DRAWING ARE FOR PAVEMENT MANAGEMENT PURPOSES ONLY AND MAY NOT MATCH PUBLISHED RUNWAY LENGTHS. DRAWING NOT TO SCALE.





RECENT & ANTICIPATED CONSTRUCTION ACTIVITY

CONSTRUCTION YEAR	LOCATION	WORK TYPE / PAVEMENT SECTION
2023	RW 9R-27L	Mill and Overlay



LEGEND

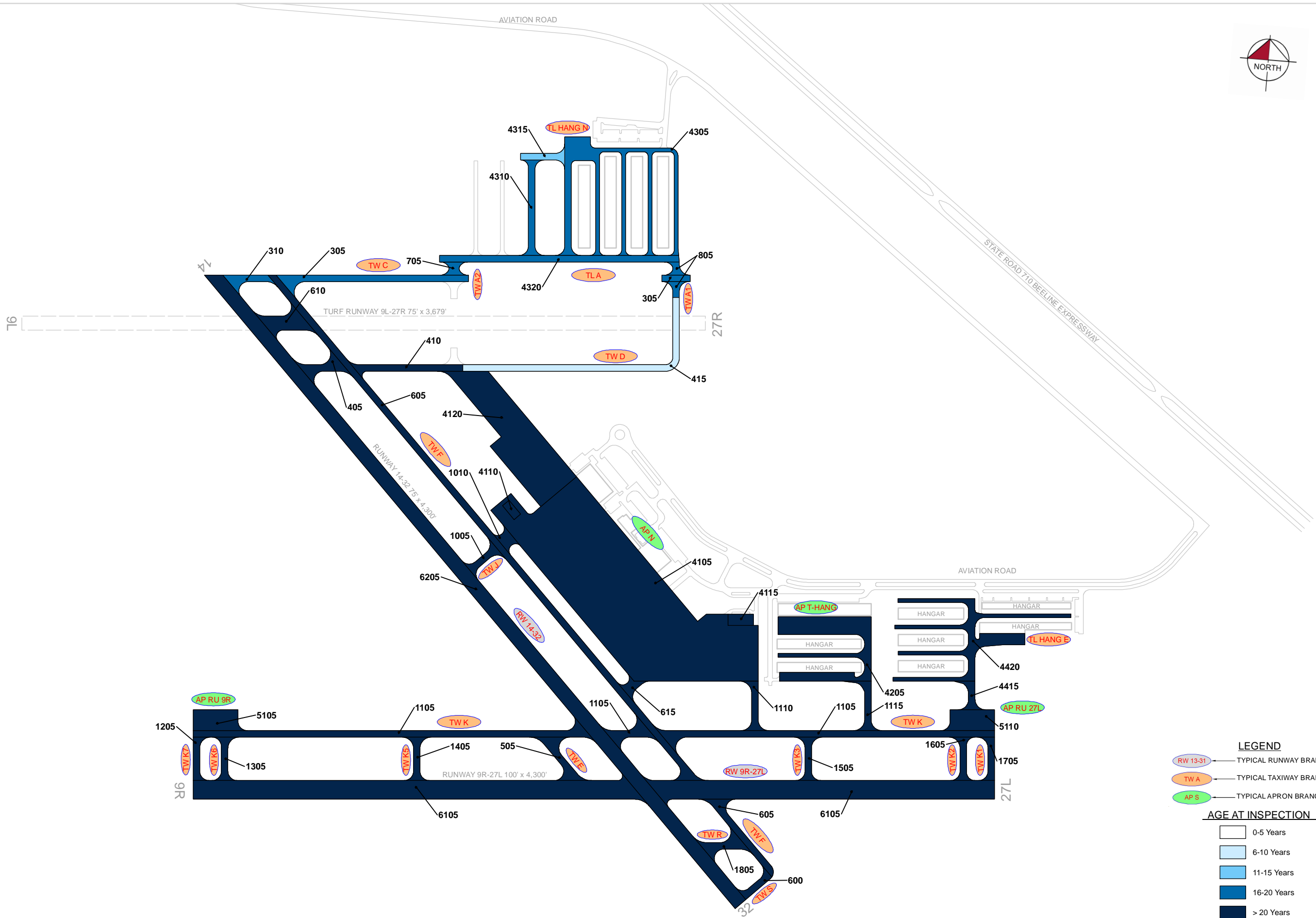
- RW 13-31 TYPICAL RUNWAY BRANCH ID
- TW A TYPICAL TAXIWAY BRANCH ID
- AP S TYPICAL APRON BRANCH ID

PROJECT YEAR

	2017		2022
	2018		2023
	2019		2024
	2020		2025
	2021		2026

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





LEGEND

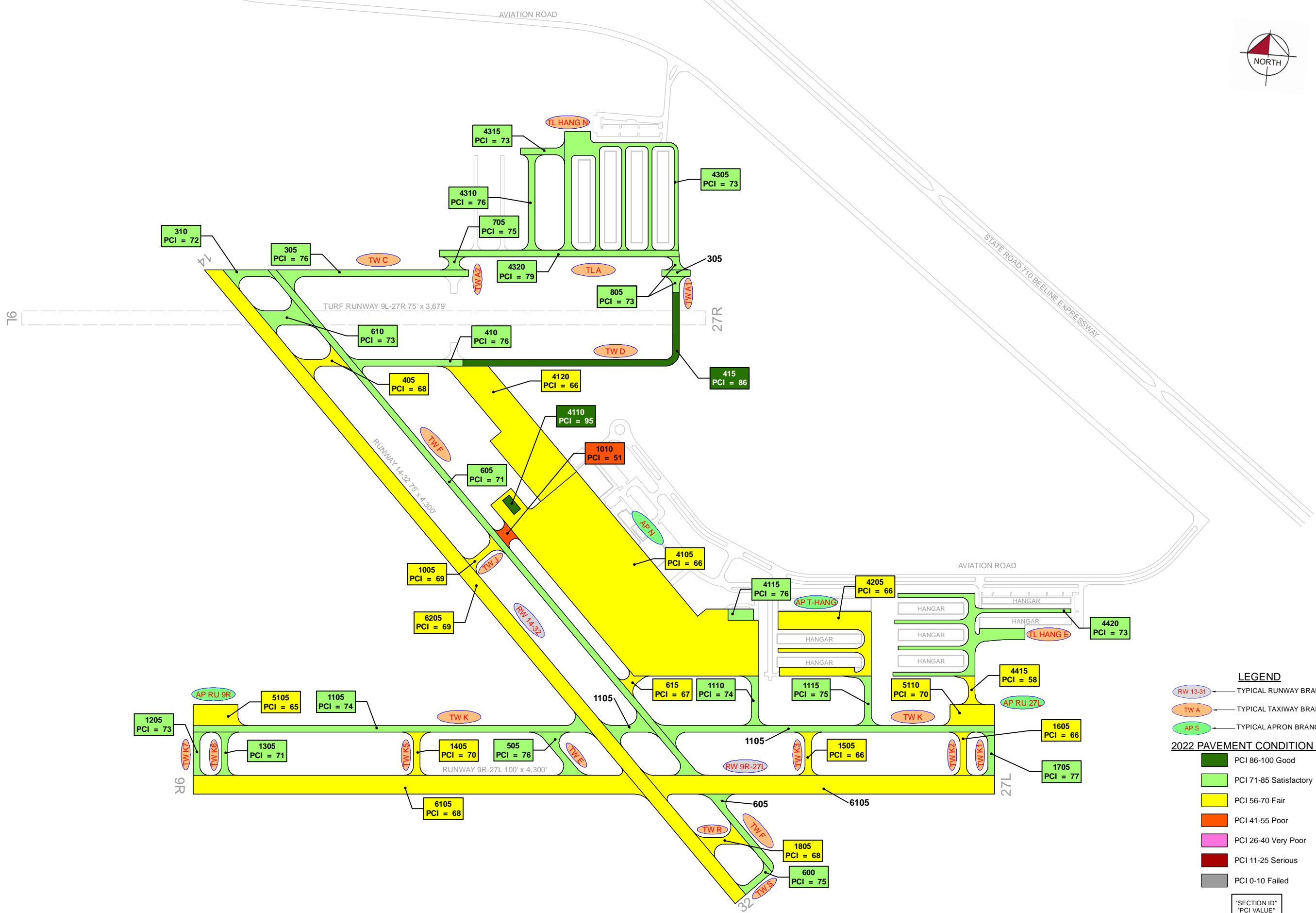
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- AP S — TYPICAL APRON BRANCH ID

AGE AT INSPECTION

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

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





LEGEND

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

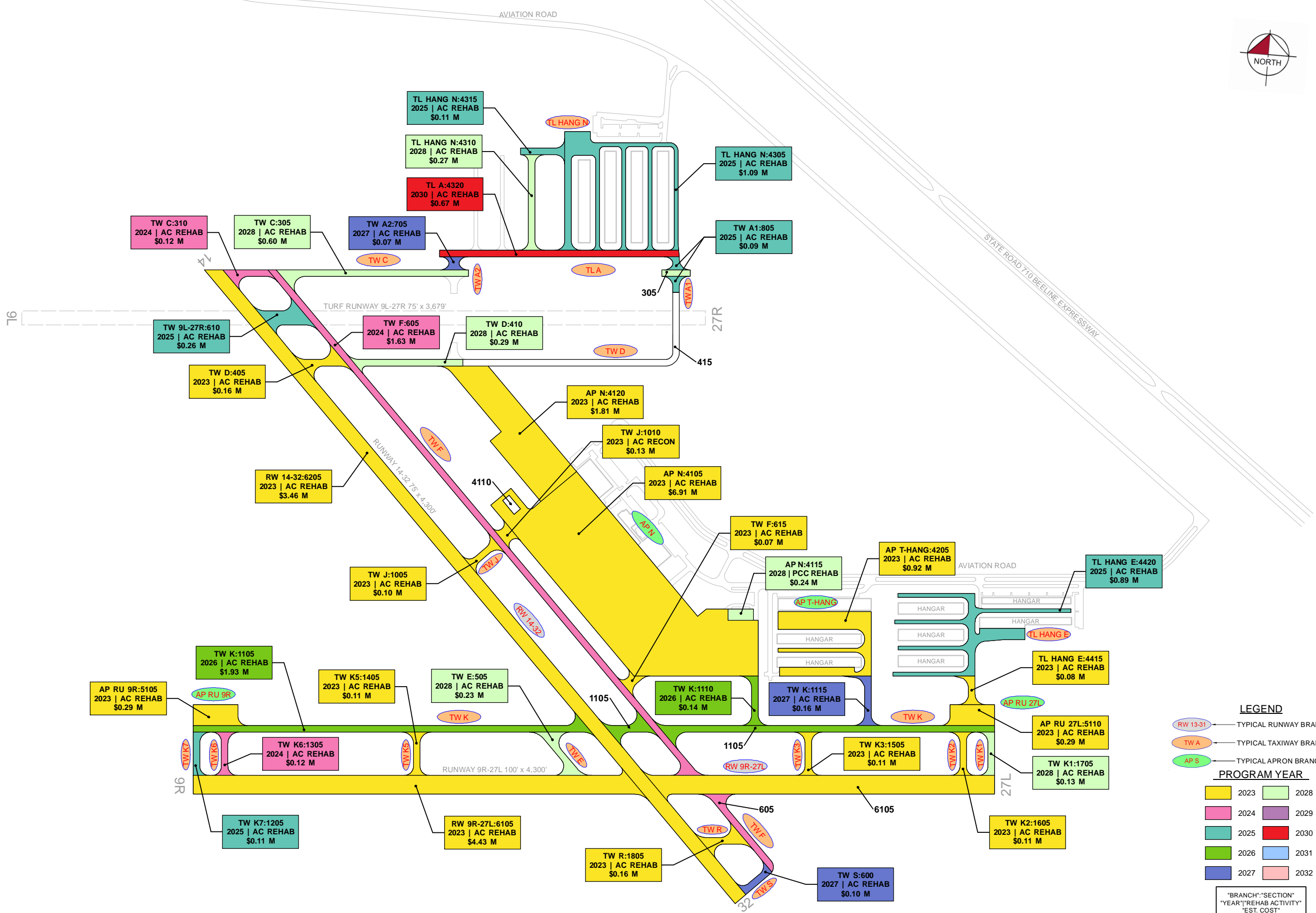
2022 PAVEMENT CONDITION INDEX

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

SECTION ID
PCI VALUE

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





LEGEND

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

PROGRAM YEAR

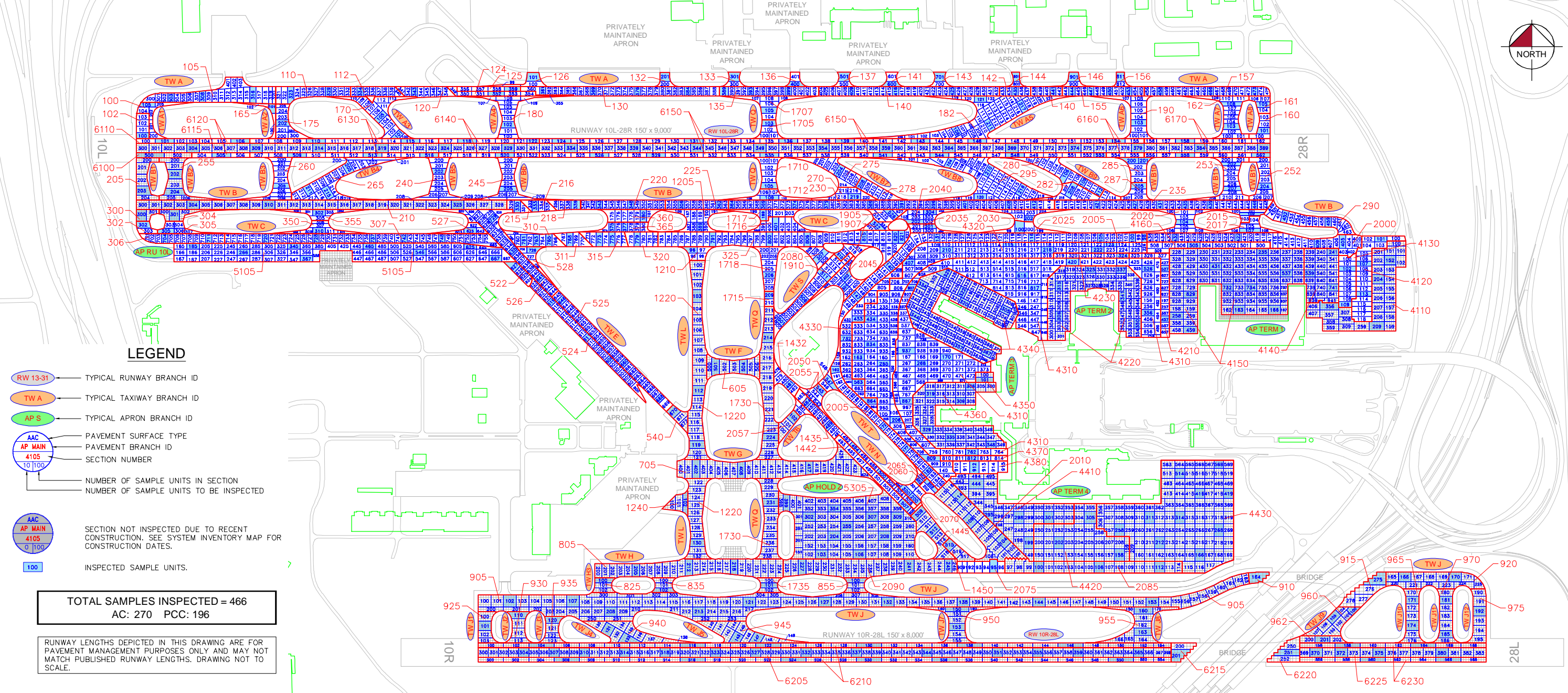
	2023		2028
	2024		2029
	2025		2030
	2026		2031
	2027		2032

"BRANCH," "SECTION"
"YEAR," "REHAB ACTIVITY"
"EST. COST"

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



PCC RW 10L-28R 6100 1 2	AAC RW 10L-28R 6110 1 4	PCC RW 10L-28R 6115 18 90	AAC RW 10L-28R 6120 2 6	AAC RW 10L-28R 6130 5 20	AAC RW 10L-28R 6140 3 12	AAC RW 10L-28R 6150 13 62	AAC RW 10L-28R 6160 1 4	AAC RW 10L-28R 6170 3 14	PCC RW 10R-28L 6205 14 69	PCC RW 10R-28L 6210 12 56	PCC RW 10R-28L 6215 1 2	PCC RW 10R-28L 6220 1 3	PCC RW 10R-28L 6225 4 15	PCC RW 10R-28L 6230 4 14	TW A 105 3 24	TW A 110 2 12	TW A 112 1 8	TW A 120 1 8	TW A 124 1 7	TW A 125 1 4	TW A 126 1 3	TW A 130 4 29	TW A 132 1 2	TW A 133 1 2	TW A 135 3 15	TW A 136 1 2	TW A 137 1 2	TW A 140 4 34	
AC TW A 141 1 2	AAC TW A 142 1 5	TW A 143 1 2	AC TW A 144 1 2	AC TW A 146 1 2	AAC TW A 155 4 13	AC TW A 156 1 2	AAC TW A1 100 3 20	AAC TW A1 102 1 6	AAC TW A1 102 1 4	AAC TW A2 165 1 3	AAC TW A2 175 1 8	AAC TW A3 170 2 14	AC TW A4 180 1 10	AC TW A5 182 4 37	AAC TW A6 190 1 9	AAC TW A7 162 2 12	AAC TW AB 150 1 4	AAC TW AB 161 1 4	AAC TW AB 161 1 4	PCC TW B 210 3 29	AAC TW B 215 1 3	AAC TW B 216 1 4	AAC TW B 218 1 4	AAC TW B 220 2 14	AAC TW B 225 2 10	AAC TW B 230 10 51	AAC TW B 235 6 34	AAC TW B 290 2 15	PCC TW B1 205 1 5
PCC TW B2 255 2 7	AAC TW B3 260 1 10	AAC TW B4 265 3 20	AAC TW B5 240 1 10	AC TW B6 245 1 10	AAC TW B7 270 1 6	AAC TW B7 275 1 9	AAC TW B7 278 1 6	AC TW B8 295 4 35	AAC TW B9 280 3 13	AAC TW B9 282 1 9	AAC TW B10 285 2 5	AAC TW B10 287 1 4	AAC TW B11 253 2 12	AAC TW B12 252 1 8	AAC TW C 306 2 13	AC TW C 307 5 43	AAC TW C 310 3 9	AAC TW C 311 1 4	AAC TW C 311 1 4	AAC TW C 315 2 7	AAC TW C 320 1 5	AC TW C 325 6 44	PCC TW C1 300 1 2	AAC TW C1 302 1 2	PCC TW C2 304 1 3	AAC TW C2 305 1 5	AC TW C3 350 1 7	AC TW C3 355 1 6	AAC TW C4 360 1 7
AAC TW C4 365 2 7	AAC TW E 522 1 4	APC TW E 524 3 24	AAC TW E 525 3 25	AC TW E 526 3 26	AC TW E 527 1 4	AAC TW E 528 1 4	PCC TW E 540 1 3	PCC TW F 605 2 7	PCC TW G 705 3 26	PCC TW H 805 3 25	PCC TW H3 825 1 3	PCC TW H4 835 1 3	PCC TW H5 855 1 3	PCC TW J 905 10 95	PCC TW J 910 1 1	PCC TW J 920 2 13	PCC TW J1 925 1 4	PCC TW J2 930 1 4	PCC TW J3 935 1 4	PCC TW J4 940 2 9	PCC TW J5 945 2 10	PCC TW J7 950 2 8	PCC TW J8 955 1 4	PCC TW J9 915 1 4	PCC TW J9 960 2 8	PCC TW J9 962 1 3	PCC TW J10 965 2 7	PCC TW J11 970 2 7	
PCC TW J12 975 1 6	AC TW L 1205 1 10	AC TW L 1210 1 4	PCC TW L 1220 4 33	PCC TW L1 1240 1 3	AAC TW N 1432 1 5	AAC TW N 1435 4 17	AAC TW N 1442 1 9	PCC TW N 1445 2 7	PCC TW N 1450 1 3	AAC TW Q 1705 1 4	AAC TW Q 1707 1 6	AAC TW Q 1710 1 6	AAC TW Q 1712 1 5	AAC TW Q 1715 1 2	AAC TW Q 1716 1 8	AAC TW Q 1717 1 5	AAC TW Q 1718 1 9	PCC TW Q 1730 3 28	PCC TW Q 1735 1 3	AAC TW S 1905 1 4	AAC TW S 1907 2 7	AAC TW S 1910 3 17	AC TW T 2000 4 37	AAC TW T 2005 11 81	PCC TW T 2010 3 18	AAC TW T1 2015 1 4	AAC TW T1 2017 1 5	AC TW T2 2020 1 9	
AC TW T3 2025 1 4	AAC TW T3 2030 1 6	AC TW T4 2035 1 5	AAC TW T4 2040 2 8	AAC TW T5 2045 2 10	AAC TW T5 2080 1 4	AAC TW T6 2050 1 3	PCC TW T6 2055 1 6	PCC TW T7 2057 1 3	AC TW T7 2060 1 2	AC TW T7 2065 2 1	AAC TW T7 2070 1 3	AC TW T8 2075 1 7	PCC TW T8 2085 3 18	PCC TW T8 2090 3 22	AP TERM 1 4110 4 31	AP TERM 1 4120 3 19	AP TERM 1 4130 2 10	AP TERM 1 4140 3 23	AP TERM 1 4150 10 93	AP TERM 1 4160 1 10	AP TERM 2 4210 2 15	AP TERM 2 4220 6 55	AP TERM 2 4230 1 6	AAC AP TERM 3 4310 11 150	AP TERM 3 4320 12 125	AP TERM 3 4330 4 25	AP TERM 3 4340 8 69	AP TERM 3 4350 1 2	



LEGEND

- RW 13-31 TYPICAL RUNWAY BRANCH ID
- TW A TYPICAL TAXIWAY BRANCH ID
- AP S TYPICAL APRON BRANCH ID
- AAC PAVEMENT SURFACE TYPE
- AP MAIN PAVEMENT BRANCH ID
- 10100 SECTION NUMBER
- 100 NUMBER OF SAMPLE UNITS IN SECTION
- 100 NUMBER OF SAMPLE UNITS TO BE INSPECTED
- AAC
AP MAIN
4105
0 100 SECTION NOT INSPECTED DUE TO RECENT CONSTRUCTION. SEE SYSTEM INVENTORY MAP FOR CONSTRUCTION DATES.
- 100 INSPECTED SAMPLE UNITS.

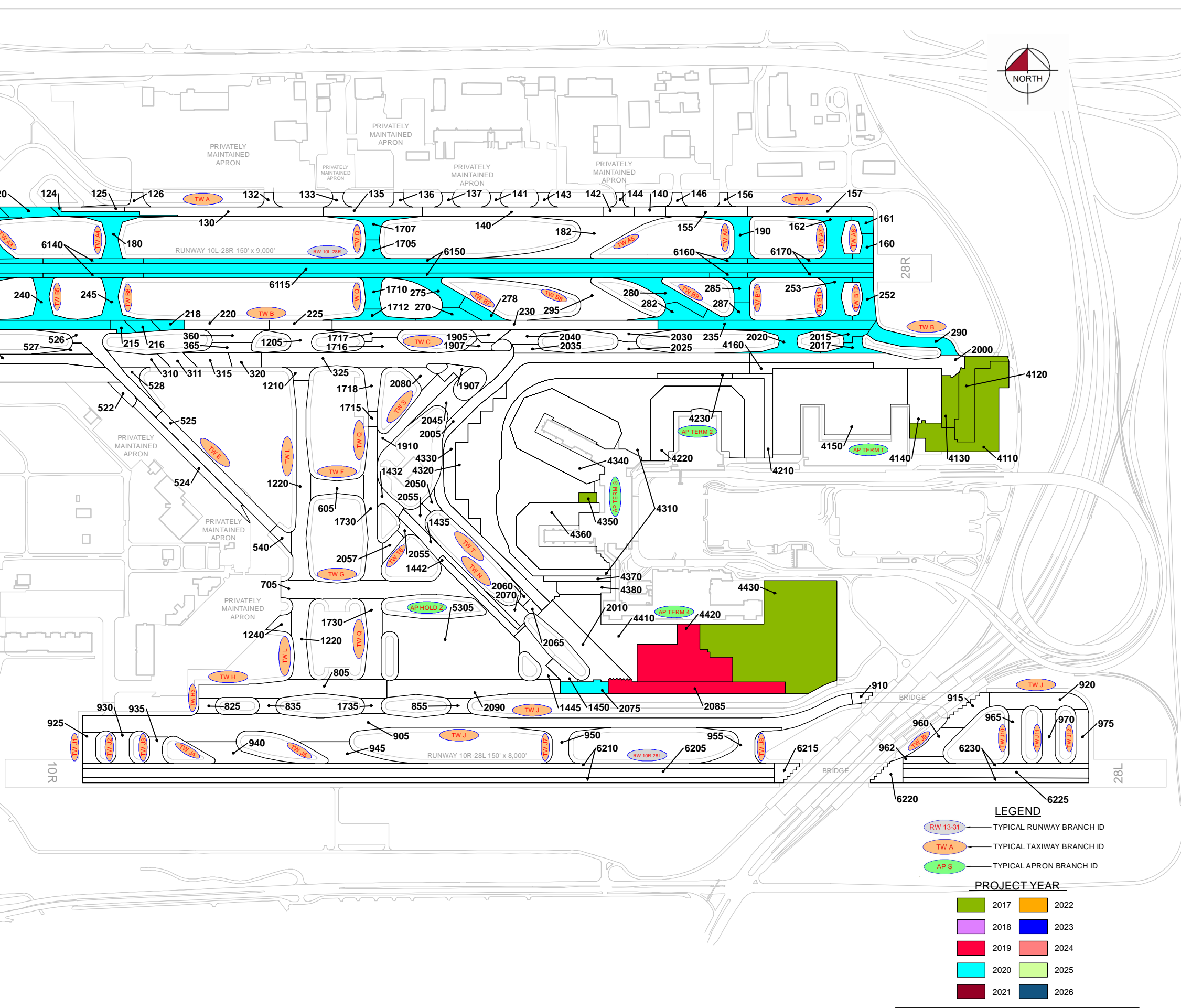
TOTAL SAMPLES INSPECTED = 466
AC: 270 PCC: 196

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



RECENT & ANTICIPATED CONSTRUCTION ACTIVITY

CONSTRUCTION YEAR	LOCATION	WORK TYPE / PAVEMENT SECTION
2017	AP TERM 3	Complete Reconstruction - PCC
	AP TERM 4	New Construction - PCC 15.5" P-501, 6" P-306, 24" P-152
	AP TERM 1	New Construction - PCC
	AP TERM 1	New Construction - AC
2019	AP TERM 1	Mill and Overlay
	TW T8, AP TERM 4	New Construction - PCC 15.5" P-501, 6" P-306, 24" P-152
2020	RW 10L-28R, TW B, TW B1, TW B2, TW C1, TW C2	Complete Reconstruction - PCC 17" P-501 (21" thickened edge), 6" P-306, 6" P-154, 12" P152
	RW 10L-28R, TW A, TW A1, TW A2, TW A3, TW A6, TW A7, TW A8, TW B, TW B3, TW B4, TW B5, TW B7, TW B9, TW B10, TW B11, TW B12, TW C, TW C1, TW C2, TW Q, TW T1	Mill and Overlay 1" Mill, Variable depth P-401 Overlay
	TW A4	New Construction - AC 5" P-401, 5" P-405, 12" P-211, 32" P-152
	TW B6, TW T2	New Construction - AC
	TW T8	Complete Reconstruction - AC



LEGEND

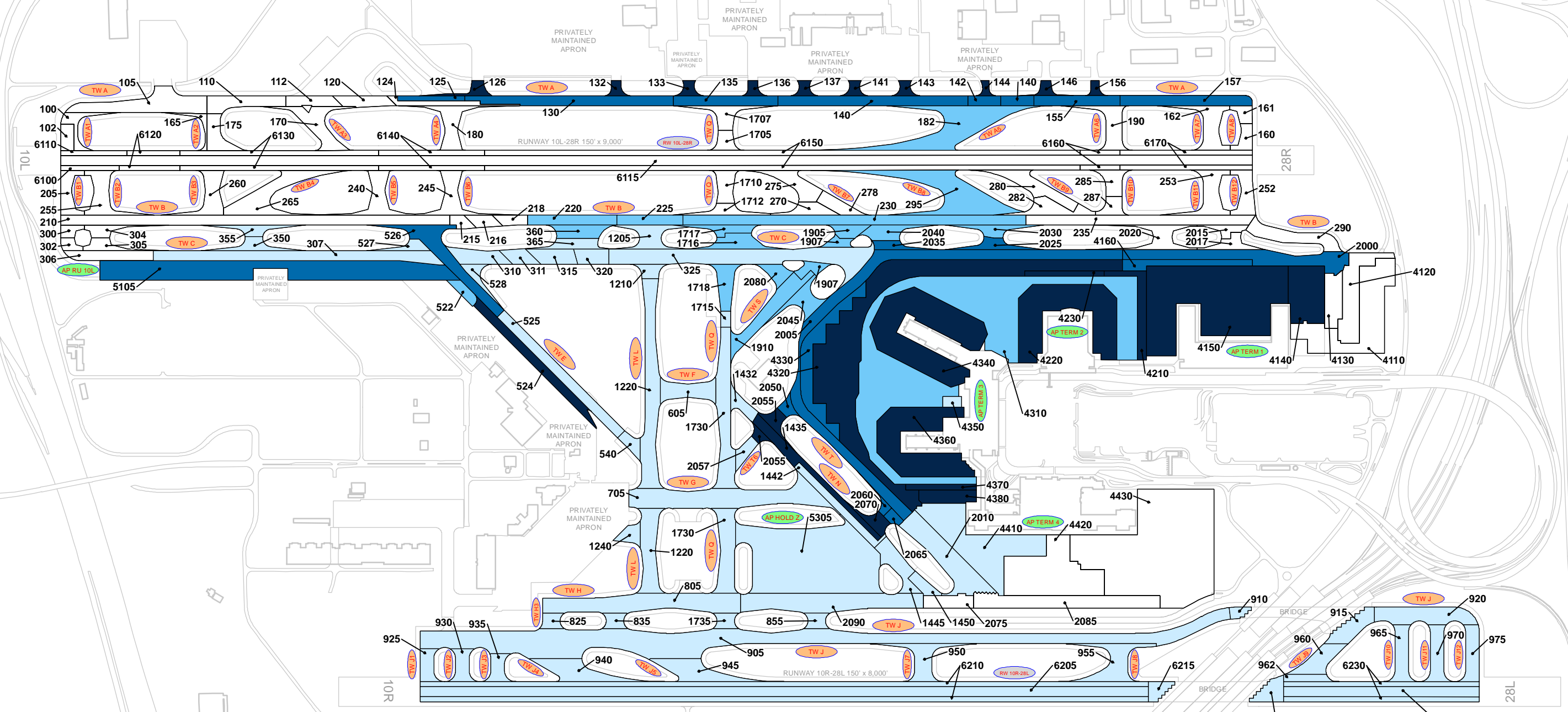
- TYPICAL RUNWAY BRANCH ID
- TYPICAL TAXIWAY BRANCH ID
- TYPICAL APRON BRANCH ID

PROJECT YEAR

2017	2022
2018	2023
2019	2024
2020	2025
2021	2026

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





LEGEND

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

AGE AT INSPECTION

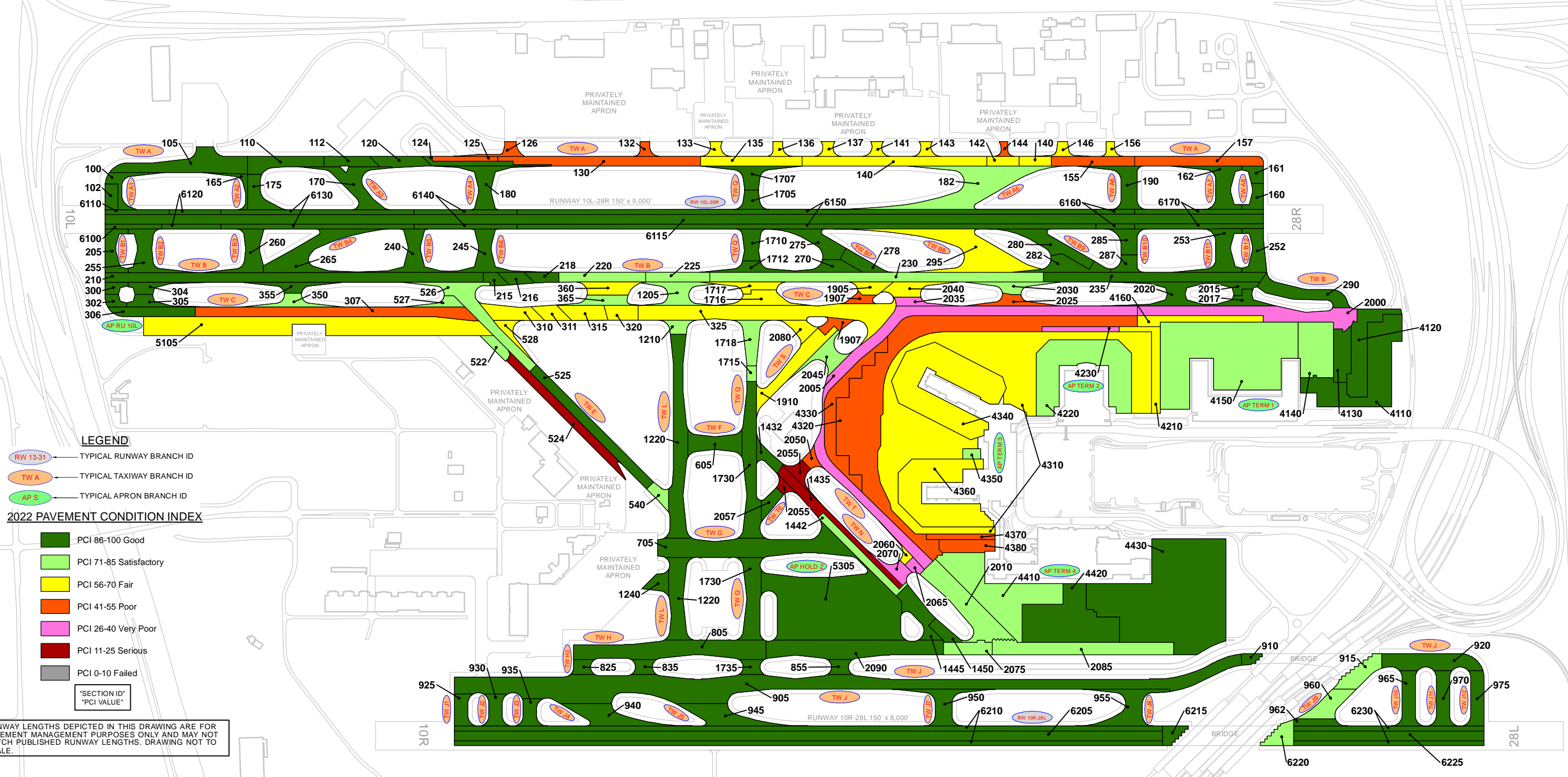
- 0-5 Years
- 6-10 Years
- 11-15 Years
- 16-20 Years
- > 20 Years

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





100 PCI = 94	102 PCI = 94	105 PCI = 92	110 PCI = 94	112 PCI = 94	120 PCI = 94	124 PCI = 86	125 PCI = 48	126 PCI = 42	130 PCI = 48	132 PCI = 53	133 PCI = 62	135 PCI = 58	136 PCI = 69	137 PCI = 63	140 PCI = 57	141 PCI = 57	142 PCI = 56	143 PCI = 57	144 PCI = 48	146 PCI = 61	155 PCI = 42	156 PCI = 60	157 PCI = 50	160 PCI = 90
161 PCI = 90	162 PCI = 94	165 PCI = 91	170 PCI = 94	175 PCI = 94	180 PCI = 94	182 PCI = 72	190 PCI = 94	205 PCI = 100	210 PCI = 100	215 PCI = 94	216 PCI = 94	218 PCI = 94	220 PCI = 72	225 PCI = 74	230 PCI = 72	235 PCI = 91	240 PCI = 92	245 PCI = 94	252 PCI = 94	253 PCI = 89	255 PCI = 100	260 PCI = 90	265 PCI = 92	270 PCI = 90
275 PCI = 94	278 PCI = 89	280 PCI = 91	282 PCI = 90	285 PCI = 89	287 PCI = 90	290 PCI = 94	295 PCI = 70	300 PCI = 98	302 PCI = 94	304 PCI = 100	305 PCI = 94	306 PCI = 92	307 PCI = 55	310 PCI = 63	311 PCI = 63	315 PCI = 58	320 PCI = 60	325 PCI = 62	350 PCI = 82	355 PCI = 90	360 PCI = 63	365 PCI = 77	522 PCI = 79	524 PCI = 16
525 PCI = 87	526 PCI = 71	527 PCI = 81	528 PCI = 68	540 PCI = 85	605 PCI = 93	705 PCI = 90	805 PCI = 94	825 PCI = 95	835 PCI = 93	855 PCI = 97	905 PCI = 87	910 PCI = 90	915 PCI = 82	920 PCI = 96	925 PCI = 86	930 PCI = 88	935 PCI = 92	940 PCI = 93	945 PCI = 92	950 PCI = 86	955 PCI = 89	960 PCI = 80	962 PCI = 93	965 PCI = 95
970 PCI = 95	975 PCI = 94	1205 PCI = 77	1210 PCI = 79	1220 PCI = 95	1240 PCI = 88	1432 PCI = 88	1435 PCI = 25	1442 PCI = 72	1445 PCI = 92	1450 PCI = 98	1705 PCI = 94	1707 PCI = 94	1710 PCI = 94	1712 PCI = 89	1715 PCI = 82	1716 PCI = 65	1717 PCI = 65	1718 PCI = 77	1730 PCI = 88	1735 PCI = 90	1905 PCI = 56	1907 PCI = 55	1910 PCI = 59	2000 PCI = 30
2005 PCI = 35	2010 PCI = 80	2015 PCI = 94	2017 PCI = 92	2020 PCI = 94	2025 PCI = 46	2030 PCI = 80	2035 PCI = 26	2040 PCI = 67	2045 PCI = 71	2050 PCI = 45	2055 PCI = 17	2057 PCI = 90	2060 PCI = 58	2065 PCI = 27	2070 PCI = 26	2075 PCI = 74	2080 PCI = 70	2085 PCI = 79	2090 PCI = 97	4110 PCI = 86	4120 PCI = 89	4130 PCI = 87	4140 PCI = 82	4150 PCI = 77
4160 PCI = 65	4210 PCI = 58	4220 PCI = 73	4230 PCI = 40	4310 PCI = 70	4320 PCI = 50	4330 PCI = 51	4340 PCI = 68	4350 PCI = 72	4360 PCI = 67	4370 PCI = 45	4380 PCI = 53	4410 PCI = 76	4420 PCI = 87	4430 PCI = 90	5105 PCI = 70	5305 PCI = 92	6100 PCI = 100	6110 PCI = 95	6115 PCI = 98	6120 PCI = 94	6130 PCI = 94	6140 PCI = 91	6150 PCI = 94	6160 PCI = 94
6170 PCI = 93	6205 PCI = 93	6210 PCI = 95	6215 PCI = 95	6220 PCI = 83	6225 PCI = 96	6230 PCI = 95																		



LEGEND

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

2022 PAVEMENT CONDITION INDEX

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

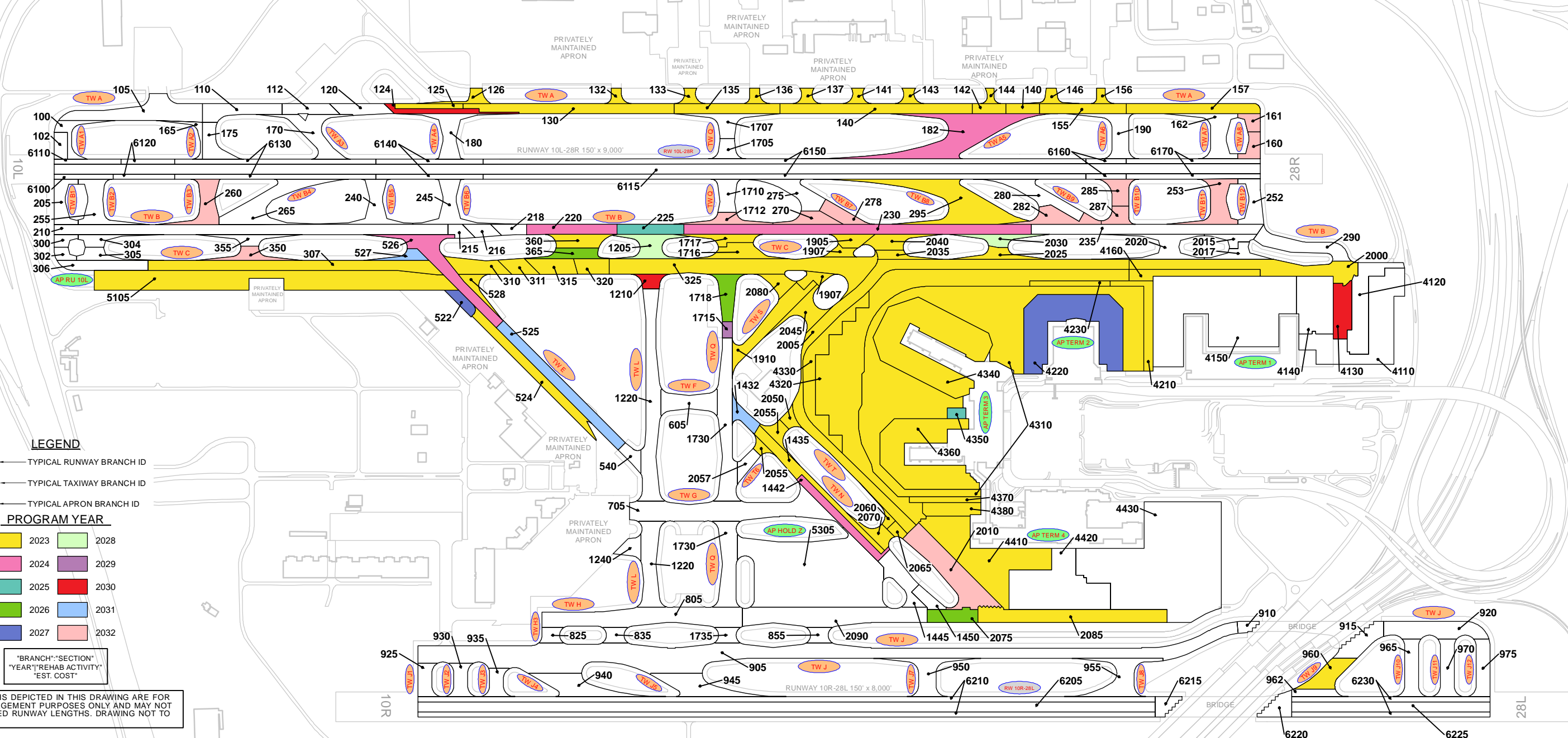
"SECTION ID"
"PCI VALUE"

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





TW A:125 2023 AC RECON \$0.58 M	TW A:126 2023 AC RECON \$0.54 M	TW A:130 2023 AC RECON \$3.38 M	TW A:132 2023 AC RECON \$0.31 M	TW A:133 2023 AC REHAB \$0.17 M	TW A:135 2023 AC REHAB \$0.83 M	TW A:136 2023 AC REHAB \$0.15 M	TW A:137 2023 AC REHAB \$0.16 M	TW A:140 2023 AC REHAB \$1.77 M	TW A:141 2023 AC REHAB \$0.15 M	TW A:142 2023 AC REHAB \$0.26 M	TW A:143 2023 AC REHAB \$0.16 M	TW A:144 2023 AC RECON \$0.22 M	TW A:146 2023 AC REHAB \$0.17 M
TW A:155 2023 AC RECON \$1.49 M	TW A:156 2023 AC REHAB \$0.12 M	TW A:157 2023 AC RECON \$2.27 M	TW B:295 2023 AC REHAB \$2.24 M	TW C:307 2023 AC REHAB \$4.32 M	TW C:310 2023 AC REHAB \$0.62 M	TW C:311 2023 AC REHAB \$0.33 M	TW C:315 2023 AC REHAB \$0.53 M	TW C:320 2023 AC REHAB \$0.41 M	TW C:325 2023 AC REHAB \$3.41 M	TW C:360 2023 AC REHAB \$0.52 M	TW E:524 2023 AC RECON \$2.45 M	TW E:528 2023 AC REHAB \$0.26 M	TW J9:960 2023 PCC REHAB \$1.44 M
TW N:1435 2023 AC RECON \$2.10 M	TW Q:1716 2023 AC REHAB \$0.56 M	TW Q:1717 2023 AC REHAB \$0.36 M	TW S:1905 2023 AC REHAB \$0.31 M	TW S:1907 2023 AC REHAB \$0.81 M	TW S:1910 2023 AC REHAB \$1.10 M	TW T:2000 2023 AC RECON \$4.69 M	TW T:2005 2023 AC RECON \$9.67 M	TW T3:2025 2023 AC RECON \$0.80 M	TW T4:2035 2023 AC RECON \$0.56 M	TW T4:2040 2023 AC REHAB \$0.48 M	TW T5:2045 2023 AC REHAB \$0.58 M	TW T6:2050 2023 AC RECON \$0.39 M	TW T6:2055 2023 AC RECON \$0.90 M
TW T7:2060 2023 AC REHAB \$0.11 M	TW T7:2065 2023 AC RECON \$0.31 M	TW T7:2070 2023 AC RECON \$0.70 M	TW T5:2080 2023 AC REHAB \$0.33 M	TW T8:2085 2023 PCC REHAB \$4.22 M	AP TERM 1:4160 2023 AC REHAB \$0.78 M	AP TERM 2:4210 2023 AC REHAB \$0.80 M	AP TERM 2:4230 2023 AC RECON \$0.73 M	AP TERM 3:4310 2023 AC REHAB \$11.17 M	AP TERM 3:4320 2023 AC RECON \$17.69 M	AP TERM 3:4330 2023 AC RECON \$3.57 M	AP TERM 3:4340 2023 PCC REHAB \$10.14 M	AP TERM 3:4360 2023 PCC REHAB \$7.12 M	AP TERM 3:4370 2023 AC RECON \$0.69 M
AP TERM 3:4380 2023 AC RECON \$1.32 M	AP TERM 4:4410 2023 PCC REHAB \$7.31 M	AP RU 10L:5105 2023 AC REHAB \$5.07 M	TW A5:182 2024 AC REHAB \$2.48 M	TW B:220 2024 AC REHAB \$0.74 M	TW B:230 2024 AC REHAB \$2.86 M	TW E:526 2024 AC REHAB \$1.49 M	TW N:1442 2024 AC REHAB \$0.72 M	TW B:225 2025 AC REHAB \$0.58 M	AP TERM 3:4350 2025 PCC REHAB \$0.38 M	TW C4:365 2026 AC REHAB \$0.47 M	TW Q:1718 2026 AC REHAB \$0.67 M	TW T8:2075 2026 AC REHAB \$0.59 M	TW E:522 2027 AC REHAB \$0.30 M
AP TERM 2:4220 2027 PCC REHAB \$9.87 M	TW L:1205 2028 AC REHAB \$0.81 M	TW T3:2030 2028 AC REHAB \$0.48 M	TW Q:1715 2029 AC REHAB \$0.17 M	TW A:124 2030 AC REHAB \$0.59 M	TW L:1210 2030 AC REHAB \$0.34 M	AP TERM 1:4130 2030 AC REHAB \$1.08 M	TW E:525 2031 AC REHAB \$2.00 M	TW E:527 2031 AC REHAB \$0.35 M	TW N:1432 2031 AC REHAB \$0.47 M	TW A8:160 2032 AC REHAB \$0.46 M	TW A8:161 2032 AC REHAB \$0.37 M	TW B11:253 2032 AC REHAB \$1.26 M	TW B3:260 2032 AC REHAB \$1.12 M
TW B7:270 2032 AC REHAB \$0.62 M	TW B7:278 2032 AC REHAB \$0.62 M	TW B9:282 2032 AC REHAB \$0.96 M	TW B10:285 2032 AC REHAB \$0.64 M	TW B10:287 2032 AC REHAB \$0.46 M	TW C3:350 2032 AC REHAB \$0.59 M	TW Q:1712 2032 AC REHAB \$0.56 M	TW T:2010 2032 PCC REHAB \$6.53 M						



LEGEND

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

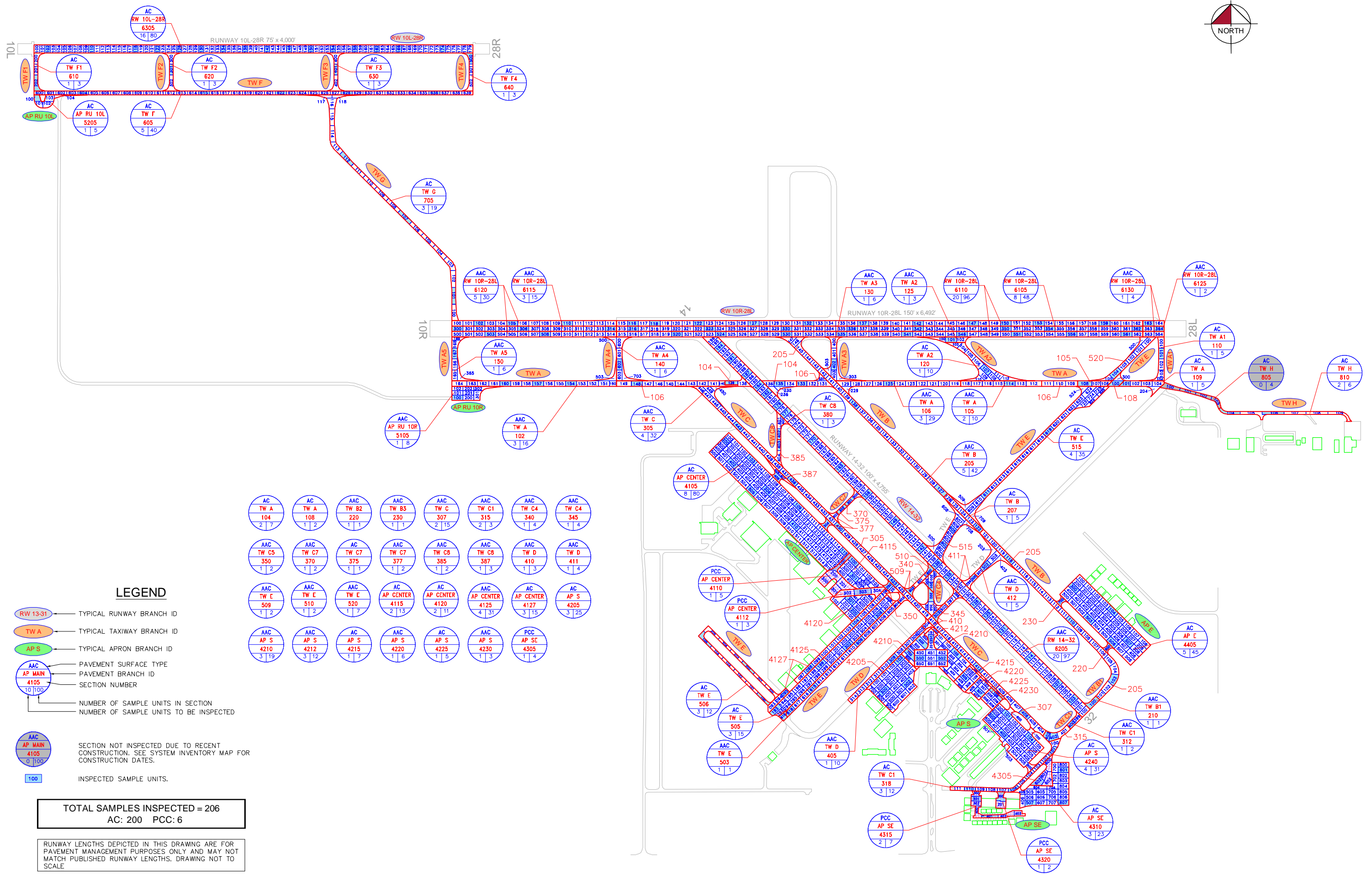
PROGRAM YEAR

 2023	 2028
 2024	 2029
 2025	 2030
 2026	 2031
 2027	 2032

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

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



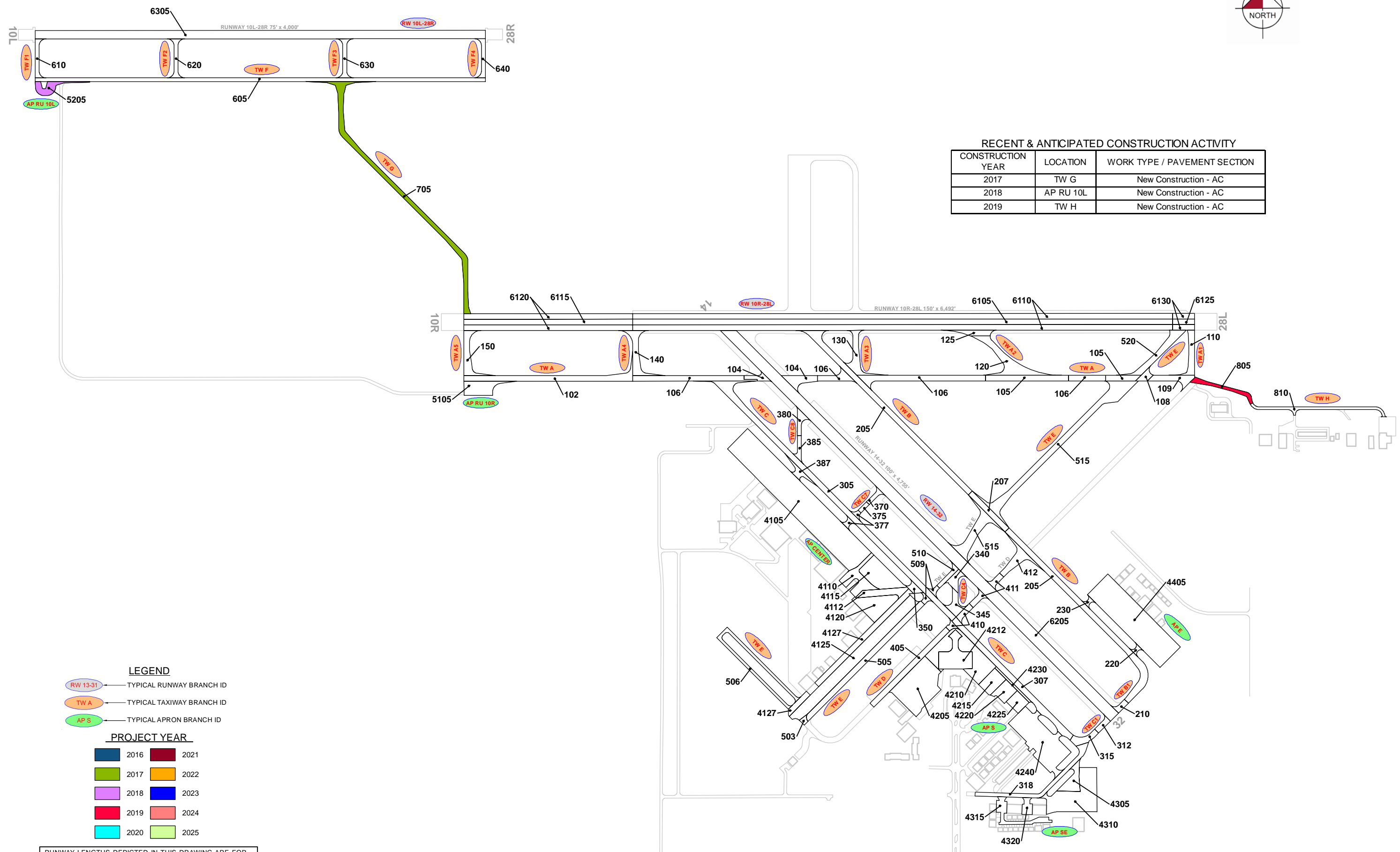


LEGEND

- TYPICAL RUNWAY BRANCH ID
- TYPICAL TAXIWAY BRANCH ID
- TYPICAL APRON BRANCH ID
- PAVEMENT SURFACE TYPE
- PAVEMENT BRANCH ID
- SECTION NUMBER
- NUMBER OF SAMPLE UNITS IN SECTION
- NUMBER OF SAMPLE UNITS TO BE INSPECTED
- SECTION NOT INSPECTED DUE TO RECENT CONSTRUCTION. SEE SYSTEM INVENTORY MAP FOR CONSTRUCTION DATES.
- INSPECTED SAMPLE UNITS.

TOTAL SAMPLES INSPECTED = 206
 AC: 200 PCC: 6

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



RECENT & ANTICIPATED CONSTRUCTION ACTIVITY

CONSTRUCTION YEAR	LOCATION	WORK TYPE / PAVEMENT SECTION
2017	TW G	New Construction - AC
2018	AP RU 10L	New Construction - AC
2019	TW H	New Construction - AC

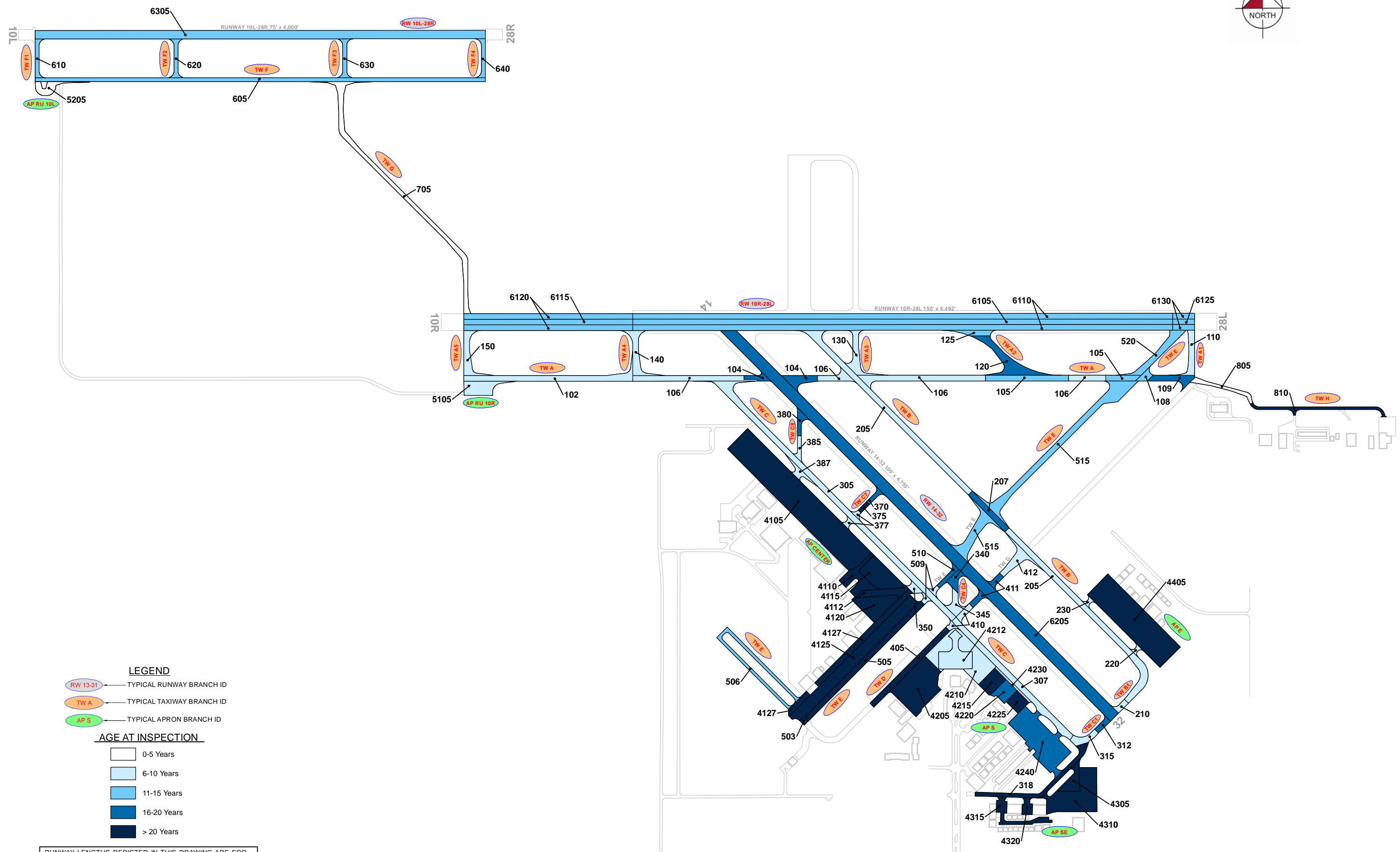
LEGEND

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

PROJECT YEAR

	2016		2021
	2017		2022
	2018		2023
	2019		2024
	2020		2025

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



LEGEND

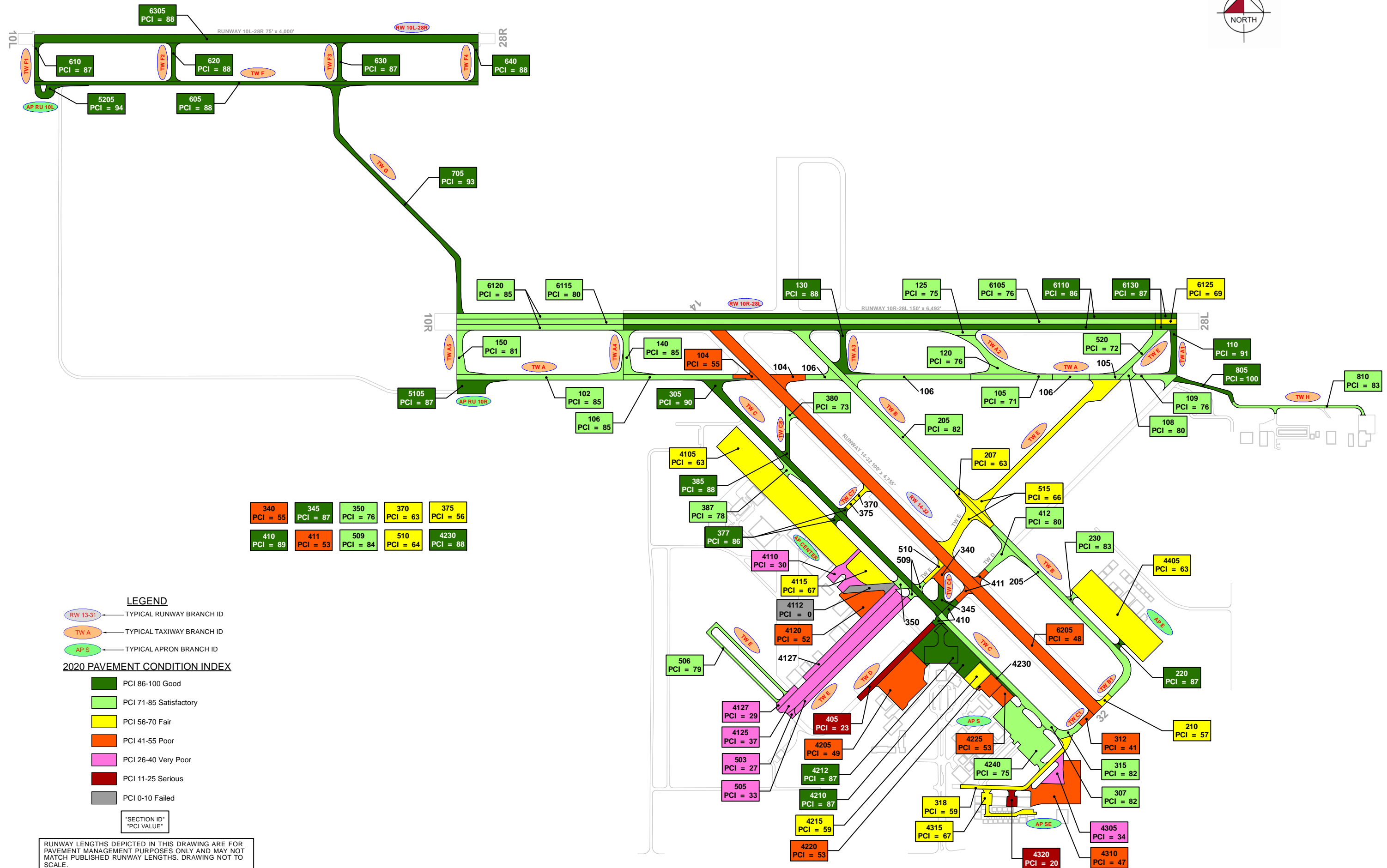
- TYPICAL RUNWAY BRANCH ID
- TYPICAL TAXIWAY BRANCH ID
- TYPICAL APRON BRANCH ID

AGE AT INSPECTION

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

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





340 PCI = 55	345 PCI = 87	350 PCI = 76	370 PCI = 63	375 PCI = 56
410 PCI = 89	411 PCI = 53	509 PCI = 84	510 PCI = 64	4230 PCI = 88

LEGEND

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

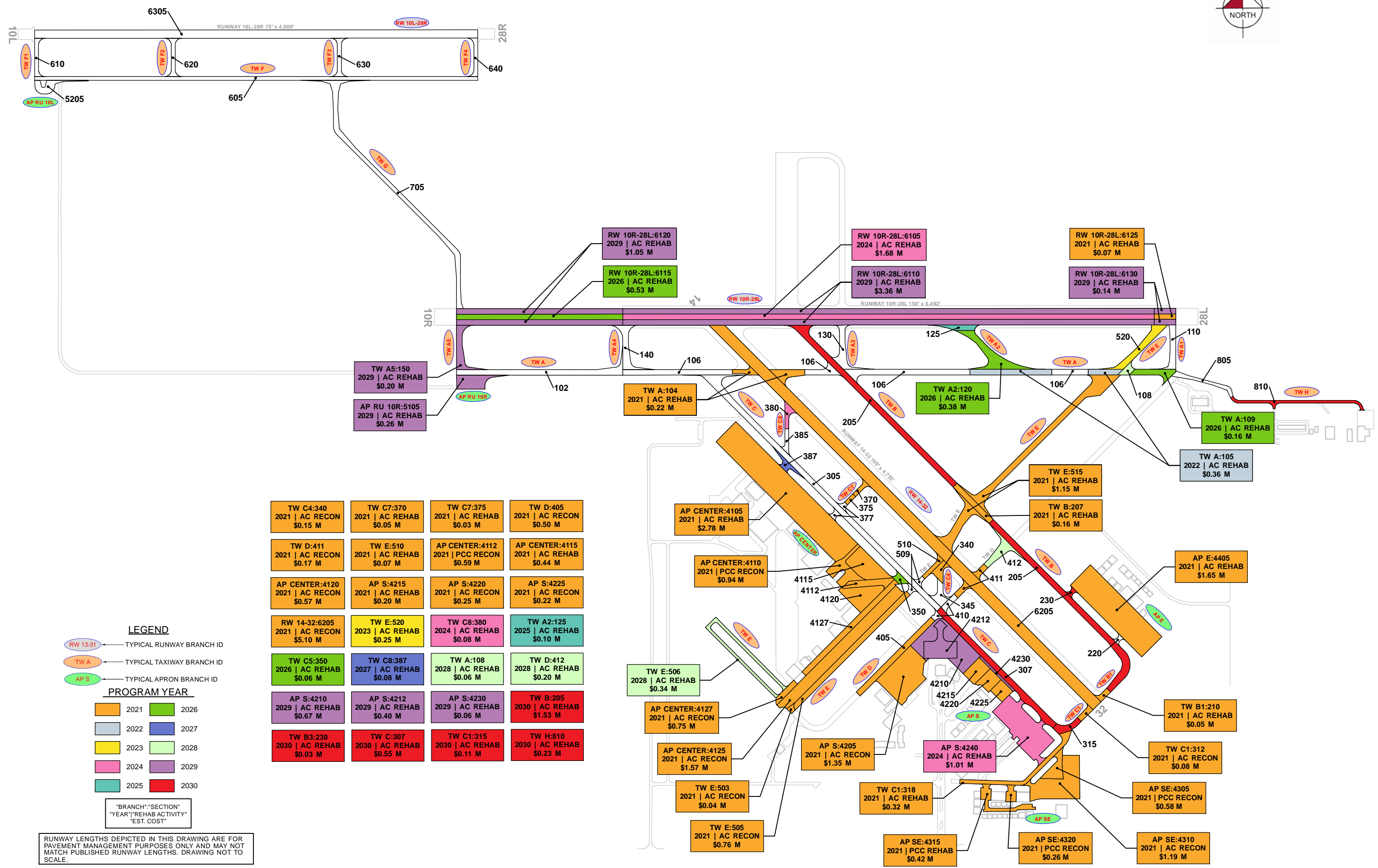
2020 PAVEMENT CONDITION INDEX

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

"SECTION ID"
"PCI VALUE"

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





LEGEND

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

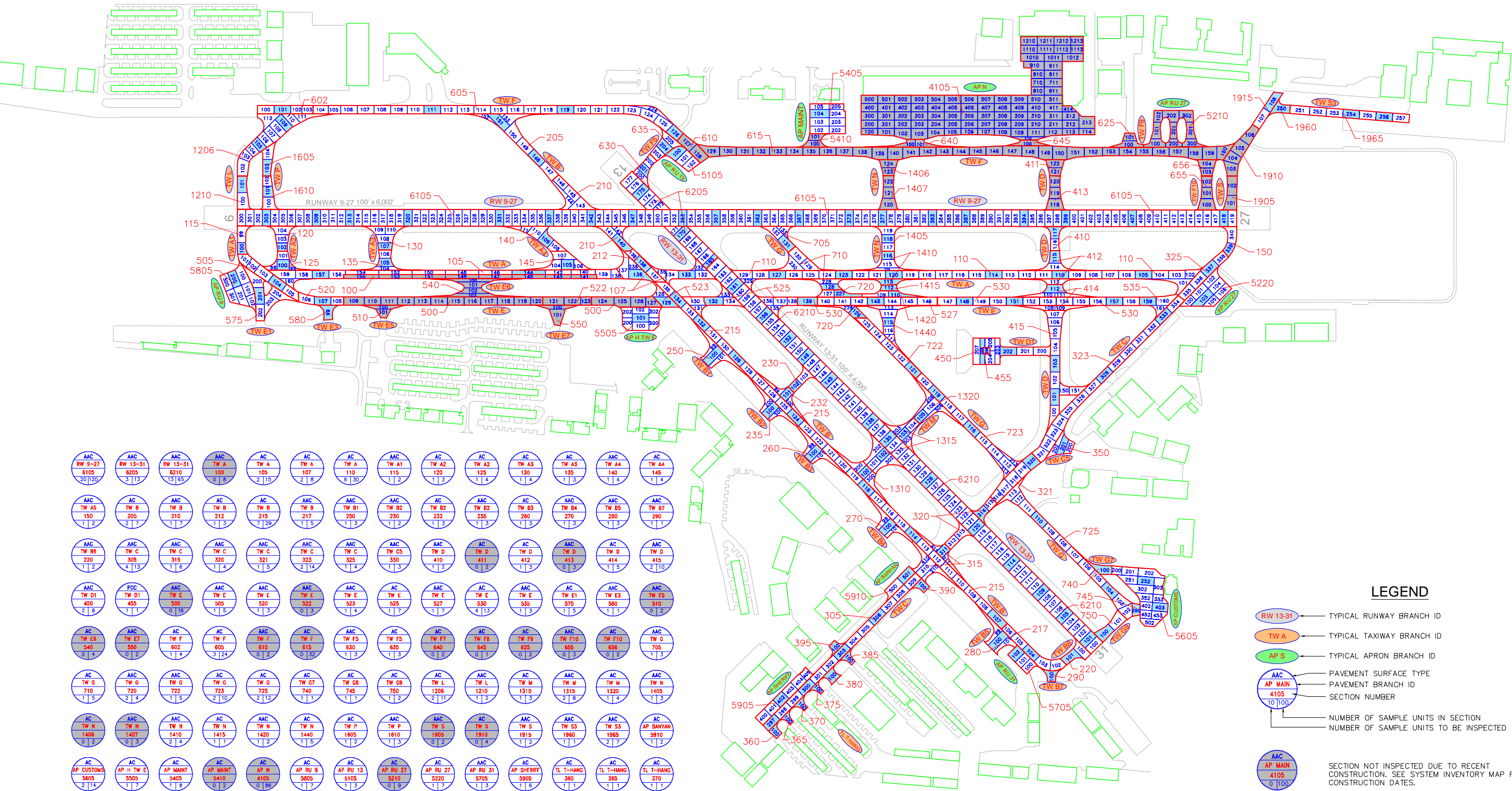
PROGRAM YEAR

- | | |
|------|------|
| 2021 | 2026 |
| 2022 | 2027 |
| 2023 | 2028 |
| 2024 | 2029 |
| 2025 | 2030 |

"BRANCH"/"SECTION"
"YEAR"/"REHAB ACTIVITY"
"EST. COST"

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





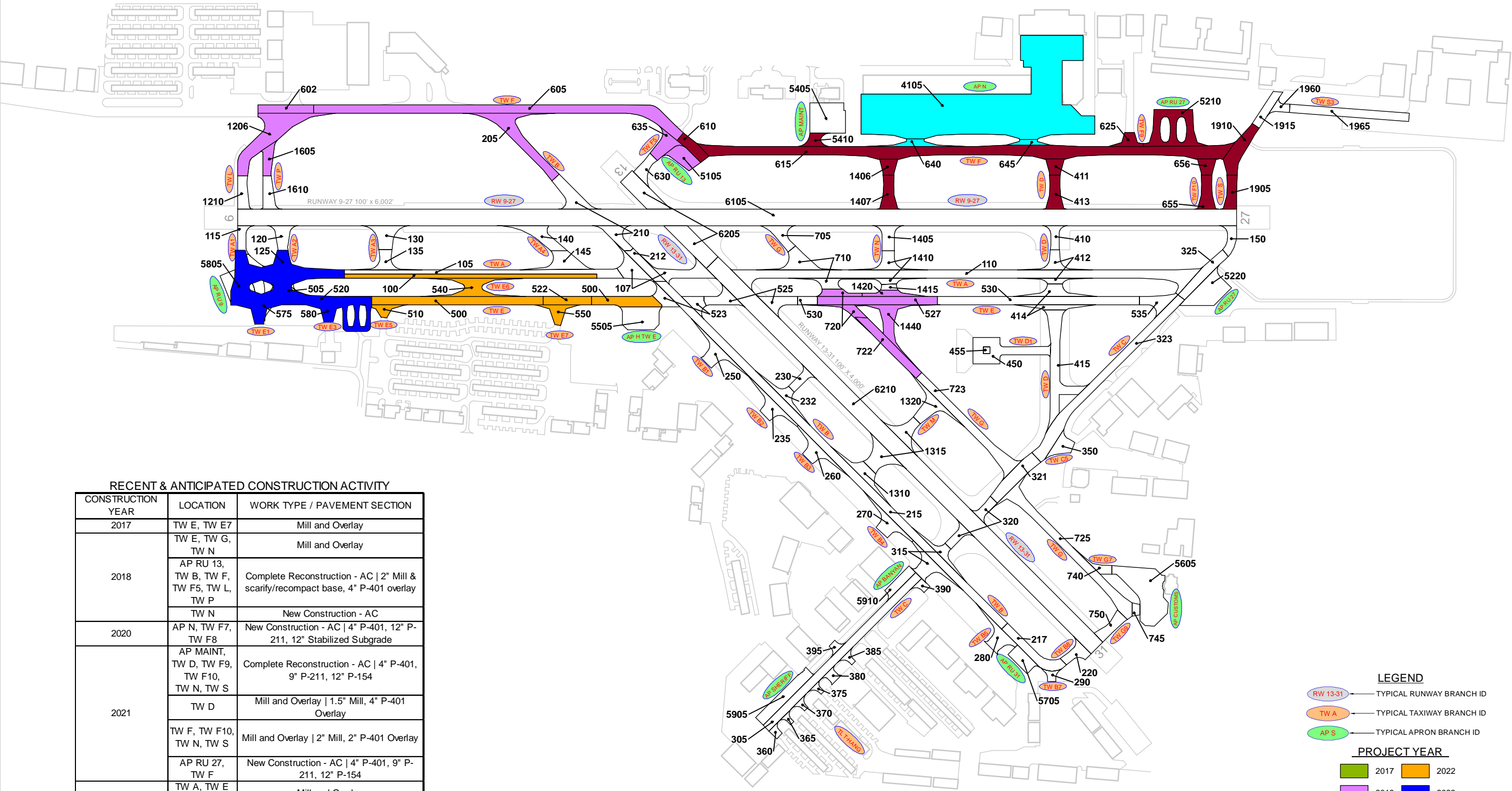
AAC RW 9-27 6105 20 120	AAC RW 13-31 6205 3 13	AAC RW 13-31 13 65	AC TW A 100 0 8	AC TW A 105 2 8	AC TW A 107 2 8	AC TW A 110 6 30	AAC TW A1 115 1 2	AC TW A2 120 1 3	AC TW A2 125 1 4	AC TW A3 130 1 3	AAC TW A4 140 1 4	AAC TW A4 145 1 4
AC TW A5 150 1 2	AC TW B 210 2 7	AAC TW B 215 1 7	AC TW B 217 1 3	AC TW B 219 7 29	AC TW B 220 1 5	AAC TW B1 230 1 3	AAC TW B2 232 1 3	AC TW B2 235 1 3	AC TW B3 240 1 3	AAC TW B4 250 1 3	AAC TW B5 260 1 3	AAC TW B7 280 1 1
AAC TW B8 220 1 2	AAC TW C 305 4 13	AAC TW C 315 1 6	AAC TW C 320 1 4	AAC TW C 321 1 5	AAC TW C 323 2 14	AAC TW C5 325 1 4	AAC TW D 350 1 3	AC TW D 410 0 2	AAC TW D 411 1 3	AC TW D 412 1 3	AAC TW D 413 1 3	AAC TW D 414 2 10
AAC TW D1 450 2 8	POC TW D1 455 1 1	AAC TW E 500 0 16	AAC TW E 505 1 5	AAC TW E 520 1 3	AAC TW E 522 0 3	AAC TW E 523 1 4	AC TW E 525 1 7	AC TW E 527 4 13	AC TW E 530 1 3	AAC TW E1 535 1 5	AC TW E1 575 1 1	AAC TW E3 580 0 2
AC TW E6 540 0 4	AAC TW E7 550 0 2	AC TW F 602 1 4	AC TW F 605 3 24	AC TW F 610 0 2	AC TW F 615 0 2	AC TW F5 630 1 3	AC TW F5 635 1 3	AC TW F7 640 0 2	AC TW F8 645 0 2	AC TW F9 625 0 2	AAC TW F10 655 0 3	AAC TW G 705 0 2
AC TW G 720 1 5	AAC TW G 722 2 4	AAC TW G 723 1 5	AC TW G 725 2 10	AC TW G7 740 1 1	AC TW G8 745 1 1	AC TW G9 750 1 2	AAC TW L 1206 2 11	AC TW L 1210 1 2	AAC TW M 1310 1 3	AC TW M 1320 2 8	AAC TW M 1405 1 4	AAC TW N 1405 1 3
AC TW N 1406 0 2	AAC TW N 1407 2 4	AAC TW N 1410 2 1	AC TW N 1415 1 1	AC TW N 1420 1 1	AC TW N 1440 1 5	AAC TW P 1605 1 2	AAC TW P 1610 1 3	AAC TW S 1805 0 1	AAC TW S 1810 0 1	AAC TW S 1915 1 1	AAC TW S3 1960 2 7	AAC AP BANYAN 5910 1 2
AC AP CUSTOMS 5605 2 14	AC AP H TW E 5505 1 7	AC AP MAINT 5405 1 8	AC AP MAINT 5410 0 2	AC AP N 4105 0 86	AC AP RU 9 5805 1 7	AC AP RU 13 5105 1 3	AC AP RU 27 5210 0 9	AC AP RU 31 5705 1 3	AC AP SHERIFF 5905 1 6	AC TL T-HANG 360 1 1	AC TL T-HANG 370 1 1	AC TL T-HANG 375 1 1
AC TL T-HANG 380 1 1	AC TL T-HANG 385 1 1	AC TL T-HANG 390 1 1	AC TL T-HANG 395 1 1									

LEGEND

- TYPICAL RUNWAY BRANCH ID
- TYPICAL TAXIWAY BRANCH ID
- TYPICAL APRON BRANCH ID
- PAVEMENT SURFACE TYPE
- PAVEMENT BRANCH ID
- SECTION NUMBER
- NUMBER OF SAMPLE UNITS IN SECTION
- NUMBER OF SAMPLE UNITS TO BE INSPECTED
- SECTION NOT INSPECTED DUE TO RECENT CONSTRUCTION. SEE SYSTEM INVENTORY MAP FOR CONSTRUCTION DATES.
- INSPECTED SAMPLE UNITS.

TOTAL SAMPLES INSPECTED = 161
AC: 160 PCC: 1

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



RECENT & ANTICIPATED CONSTRUCTION ACTIVITY

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

LEGEND

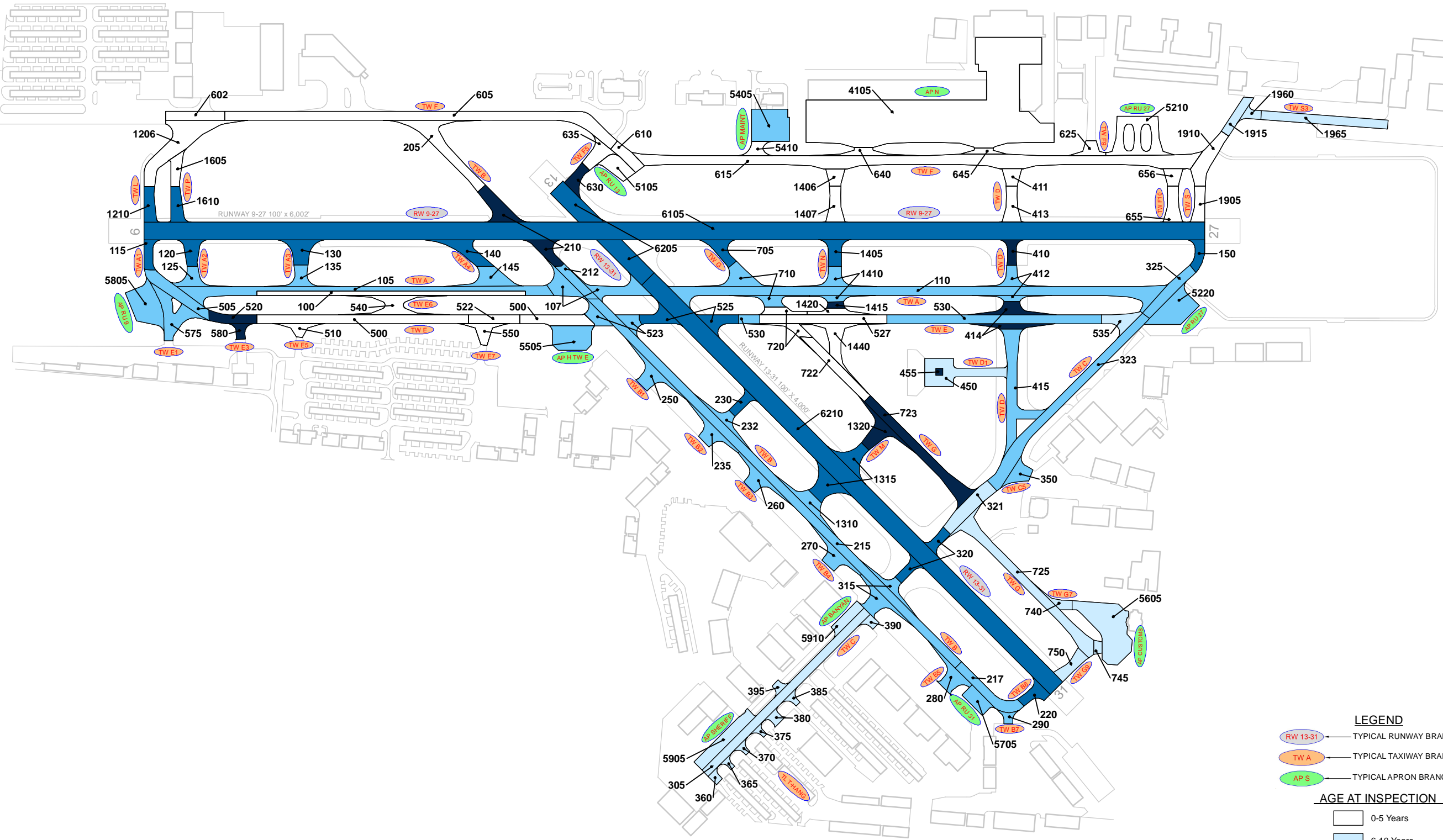
- TYPICAL RUNWAY BRANCH ID
- TYPICAL TAXIWAY BRANCH ID
- TYPICAL APRON BRANCH ID

PROJECT YEAR

- 2017
- 2018
- 2019
- 2020
- 2021
- 2022
- 2023
- 2024
- 2025
- 2026

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





LEGEND

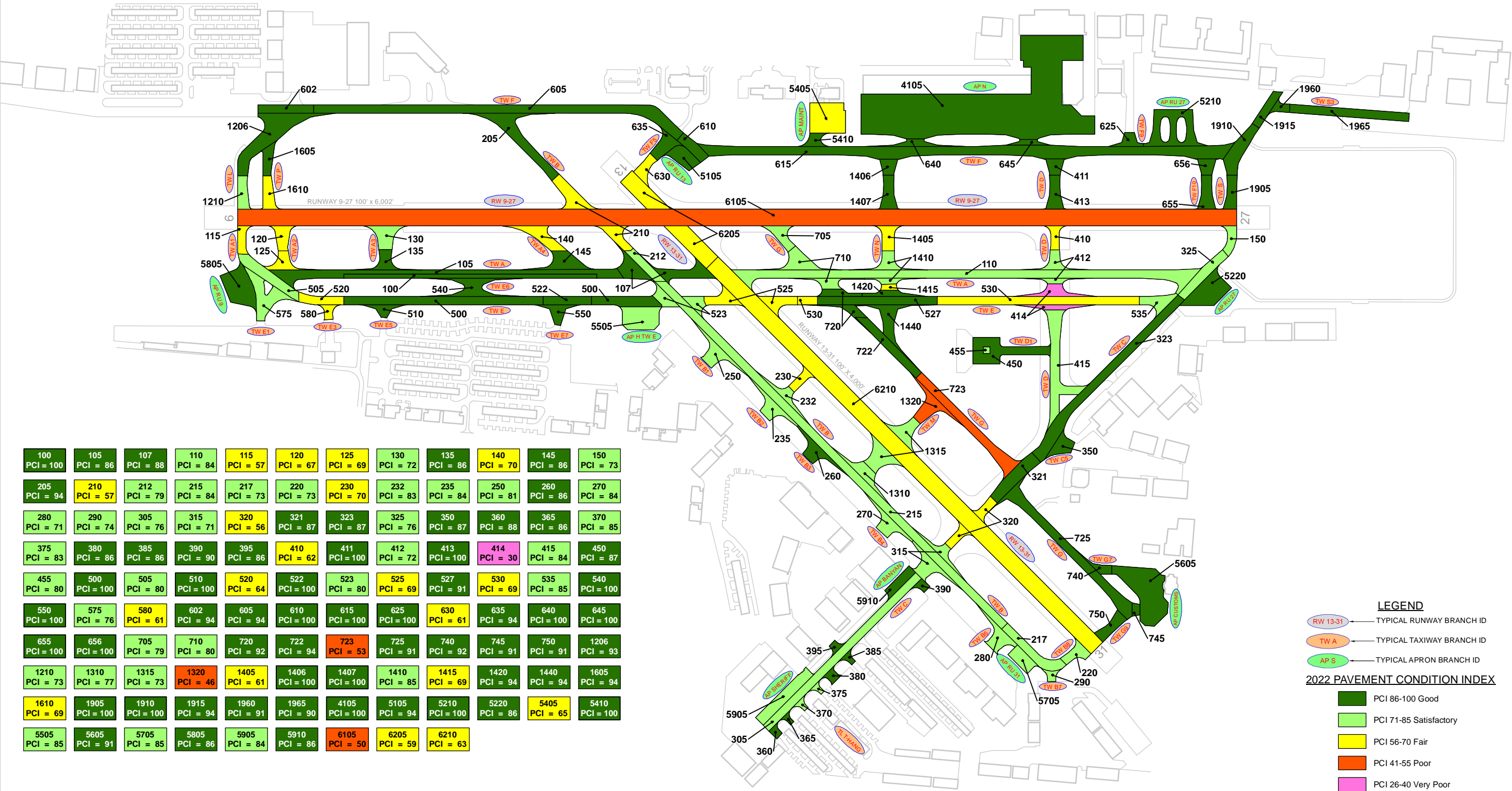
- RW 13-31 — TYPICAL RUNWAY BRANCH ID
- TW A — TYPICAL TAXIWAY BRANCH ID
- AP S — TYPICAL APRON BRANCH ID

AGE AT INSPECTION

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

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





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

LEGEND

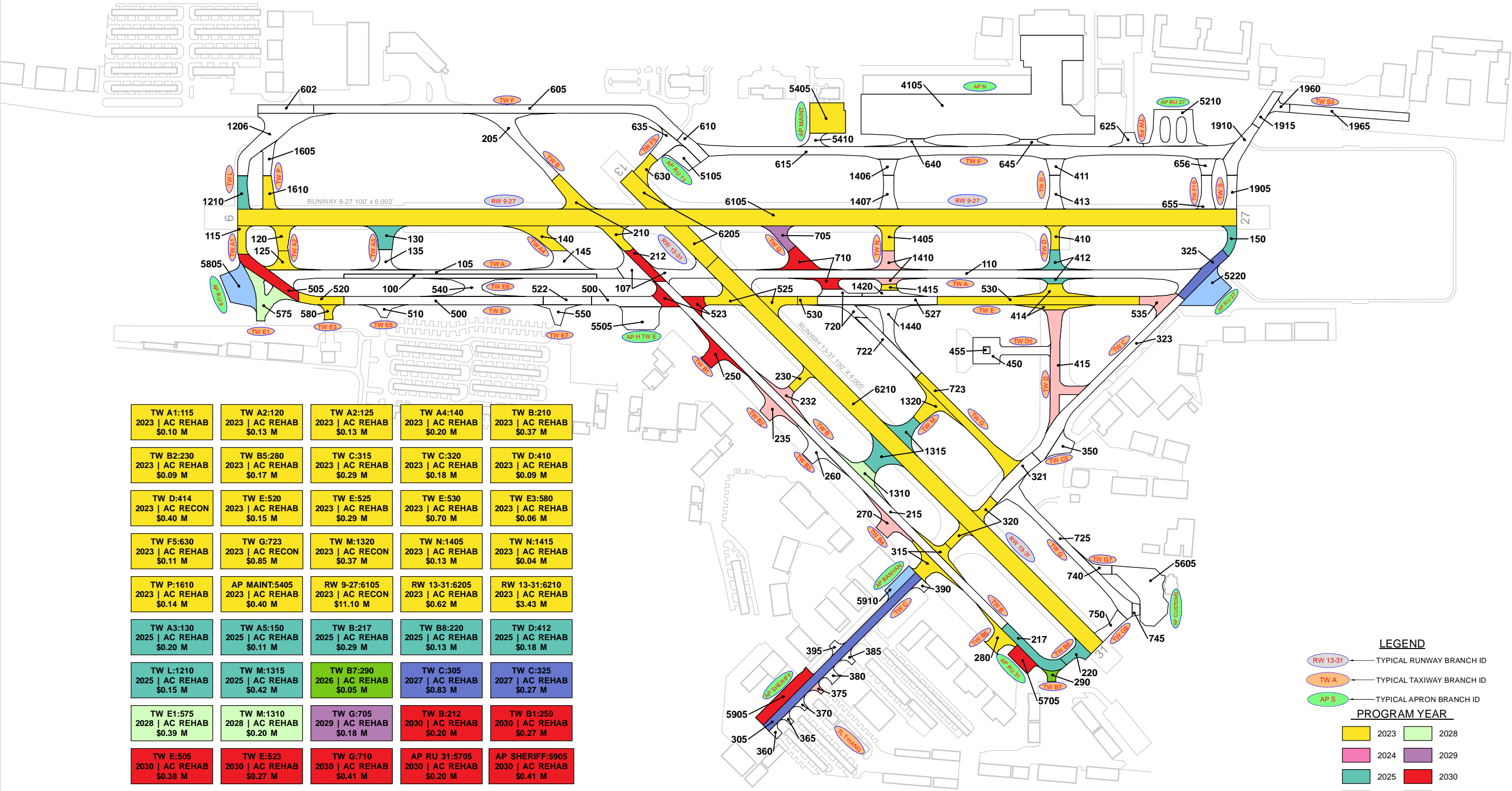
- TYPICAL RUNWAY BRANCH ID
- TYPICAL TAXIWAY BRANCH ID
- TYPICAL APRON BRANCH ID

2022 PAVEMENT CONDITION INDEX

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

SECTION ID
PCI VALUE

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



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

LEGEND

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

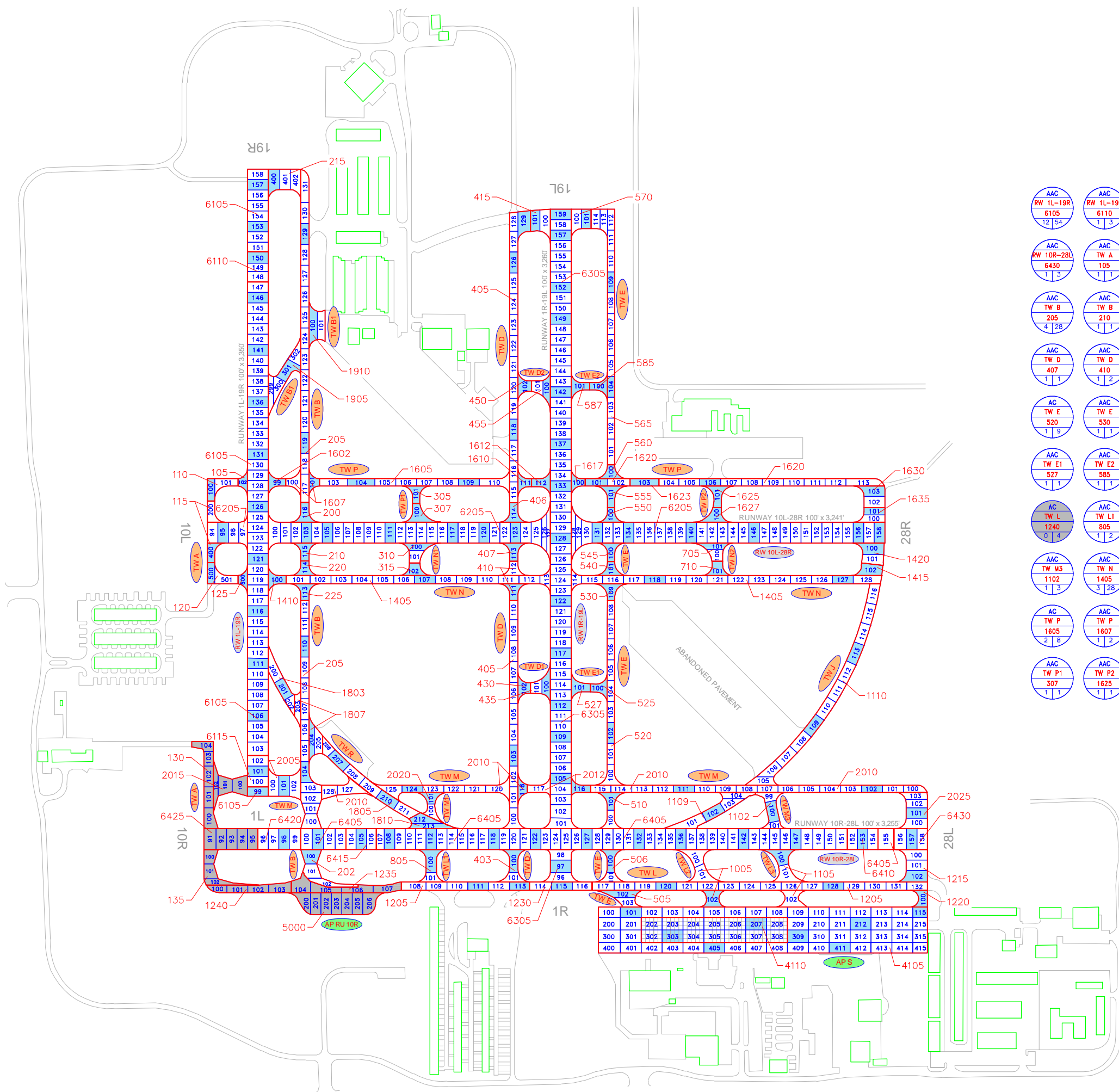
PROGRAM YEAR

2023	2028
2024	2029
2025	2030
2026	2031
2027	2032

"BRANCH," "SECTION"
"YEAR," "REHAB ACTIVITY"
"EST. COST"

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





AAC RW 1L-19R 6105 12 54	AAC RW 1L-19R 6110 1 3	AAC RW 1L-19R 6115 1 3	AAC RW 1R-19L 6305 14 62	AAC RW 10L-28R 6205 13 63	AAC RW 10R-28L 6405 10 50	AAC RW 10R-28L 6410 1 3	AAC RW 10R-28L 6415 1 3	AAC RW 10R-28L 6420 1 4	AC RW 10R-28L 6425 0 5
AAC RW 10R-28L 6430 1 3	AAC TW A 105 1 1	AAC TW A 110 1 2	AAC TW A 115 1 2	AAC TW A 120 1 2	AAC TW A 125 1 1	AC TW A 130 0 5	AC TW A 135 0 3	AAC TW B 200 1 1	AAC TW B 202 1 3
AAC TW B 205 4 28	AAC TW B 210 1 1	AAC TW B 215 1 3	AAC TW B 220 1 1	AAC TW B 225 1 1	AAC TW B1 1905 1 4	AC TW B1 1910 1 2	AC TW D 403 1 2	AAC TW D 405 4 26	AAC TW D 406 1 1
AAC TW D 407 1 1	AAC TW D 410 1 2	AAC TW D 415 1 2	AAC TW D1 435 1 1	AAC TW D1 450 1 2	AAC TW D2 420 1 1	AAC TW D2 455 1 2	AAC TW E 505 1 2	AAC TW E 506 1 2	AC TW E 510 1 2
AC TW E 520 1 9	AAC TW E 530 1 1	AAC TW E 540 1 1	AAC TW E 545 1 1	AAC TW E 555 1 1	AAC TW E 560 1 1	AAC TW E 565 2 14	AAC TW E 570 1 2	AAC TW E 575 1 1	AAC TW E1 525 1 1
AAC TW E1 527 1 1	AAC TW E2 585 1 1	AAC TW E2 587 1 1	AAC TW J 1109 1 4	AAC TW J 1110 2 12	AAC TW L 1205 4 22	AAC TW L 1215 1 3	AAC TW L 1220 1 1	AAC TW L 1230 1 3	AAC TW L 1235 0 4
AC TW L 1240 0 4	AAC TW LI 805 1 2	AAC TW L2 1005 1 3	AAC TW L3 1105 1 3	AAC TW M 2005 1 3	AC TW M 2010 4 25	AAC TW M 2012 1 2	AC TW M 2015 0 3	AC TW M 2025 1 4	AC TW M1 2020 1 2
AAC TW M3 1102 1 3	AAC TW N 1405 3 28	AAC TW N 1410 1 1	AAC TW N 1415 1 1	AAC TW N 1420 1 2	AAC TW N1 310 1 2	AAC TW N1 315 1 1	AAC TW N2 705 1 2	AAC TW N2 710 1 1	AAC TW P 1602 1 1
AAC TW P 1605 2 8	AAC TW P 1607 1 2	AAC TW P 1610 1 1	AAC TW P 1612 1 1	AAC TW P 1617 1 1	AAC TW P 1620 2 12	AC TW P 1623 1 1	AAC TW P 1630 1 2	AAC TW P 1635 1 2	AC TW P1 305 1 1
AAC TW P1 307 1 1	AAC TW P2 1625 1 1	AAC TW P2 1627 1 1	AAC TW R 1803 1 3	AAC TW R 1805 2 6	AAC TW R 1807 1 3	AC AP RU 10R 5000 0 7	AC AP S 4105 6 50	AC AP S 4110 2 14	PCC AP S 4110 2 14

LEGEND

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

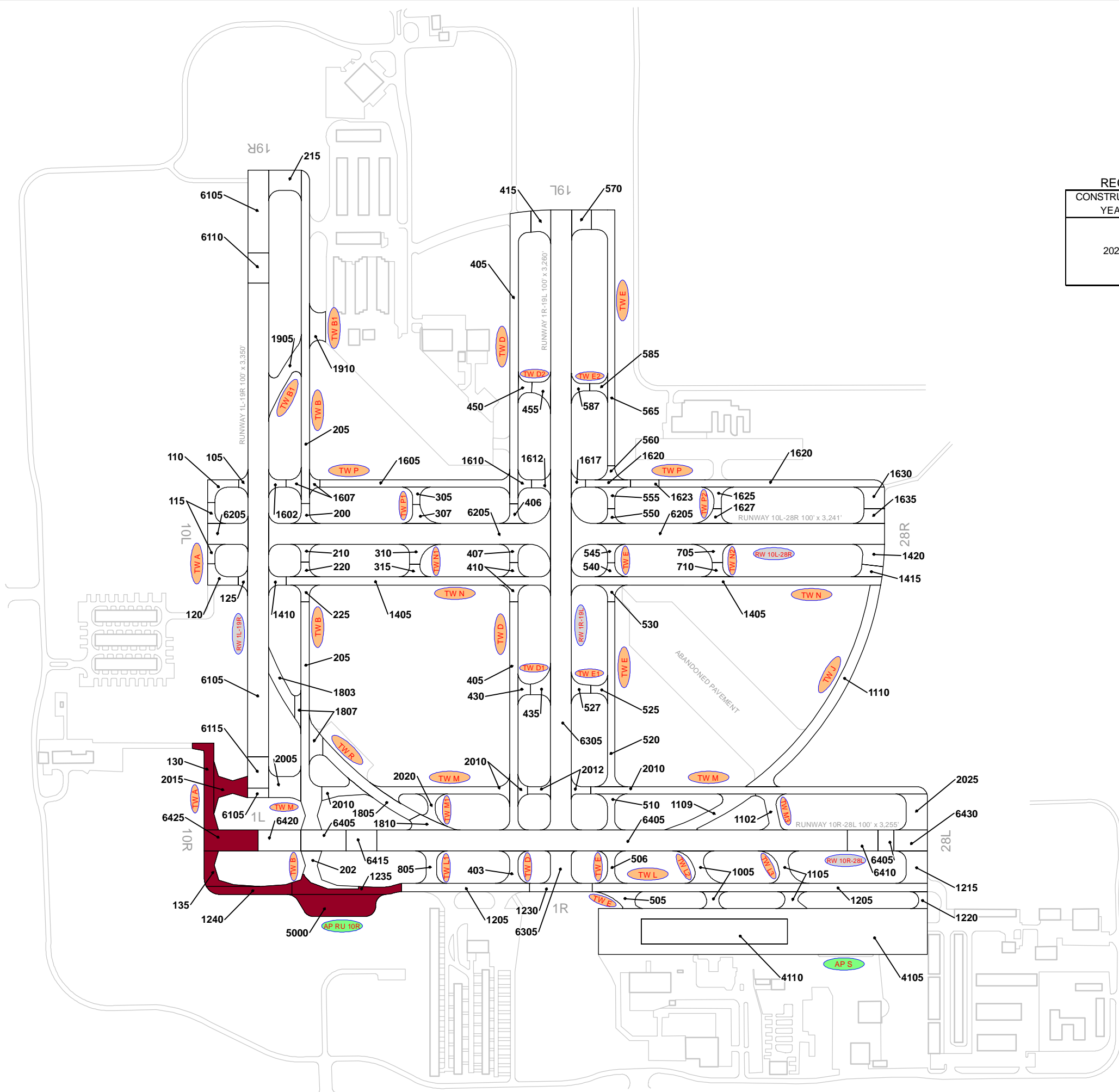
TOTAL SAMPLES INSPECTED = 164
AC: 162 PCC: 2

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



RECENT & ANTICIPATED CONSTRUCTION ACTIVITY

CONSTRUCTION YEAR	LOCATION	WORK TYPE / PAVEMENT SECTION
2021	AP RU 10R, RW 10R-28L, TW A, TW L, TW M	New Construction - AC
	TW L	Mill and Overlay



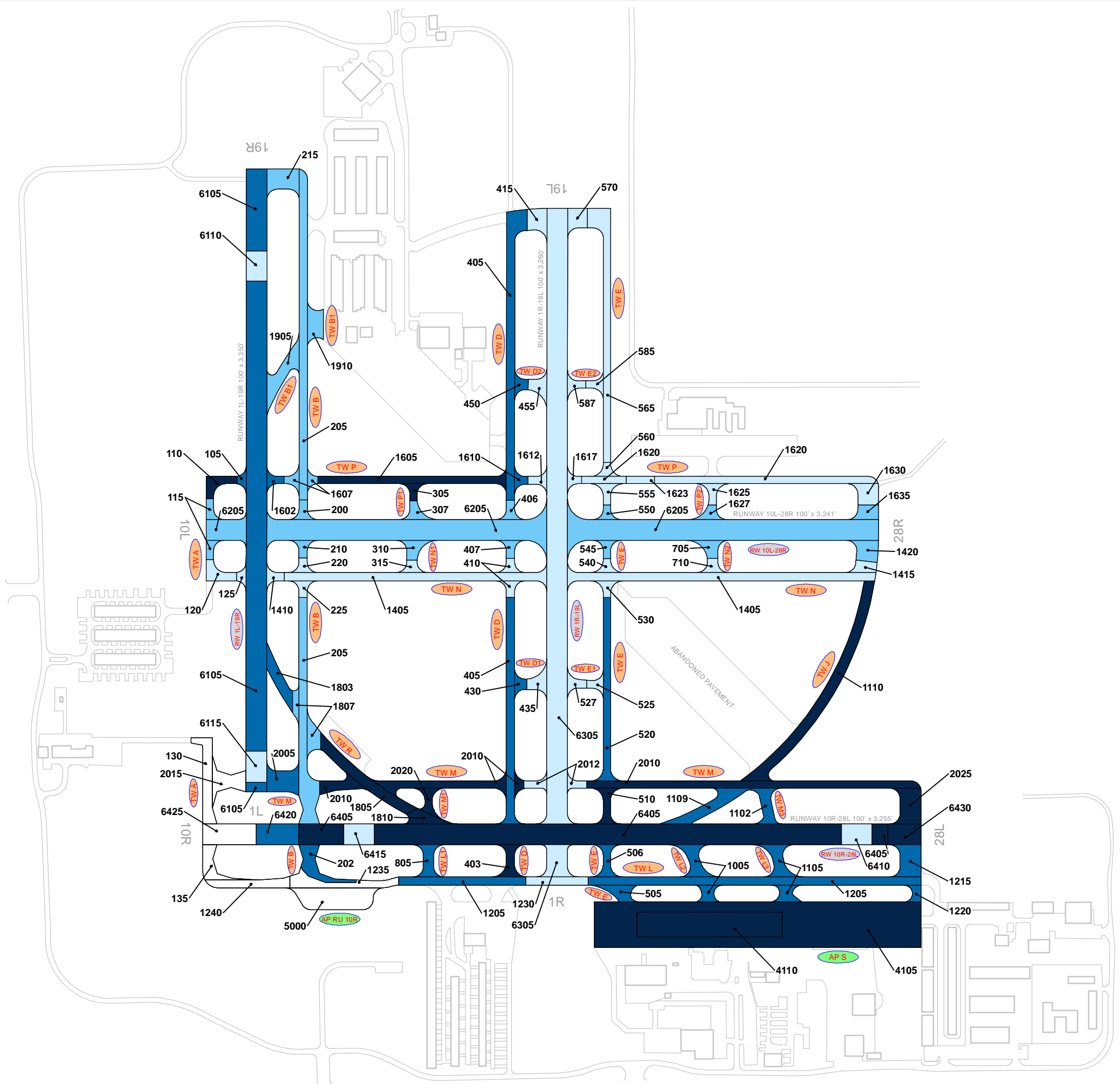
LEGEND

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

PROJECT YEAR

2017	2022
2018	2023
2019	2024
2020	2025
2021	2026

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



LEGEND

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

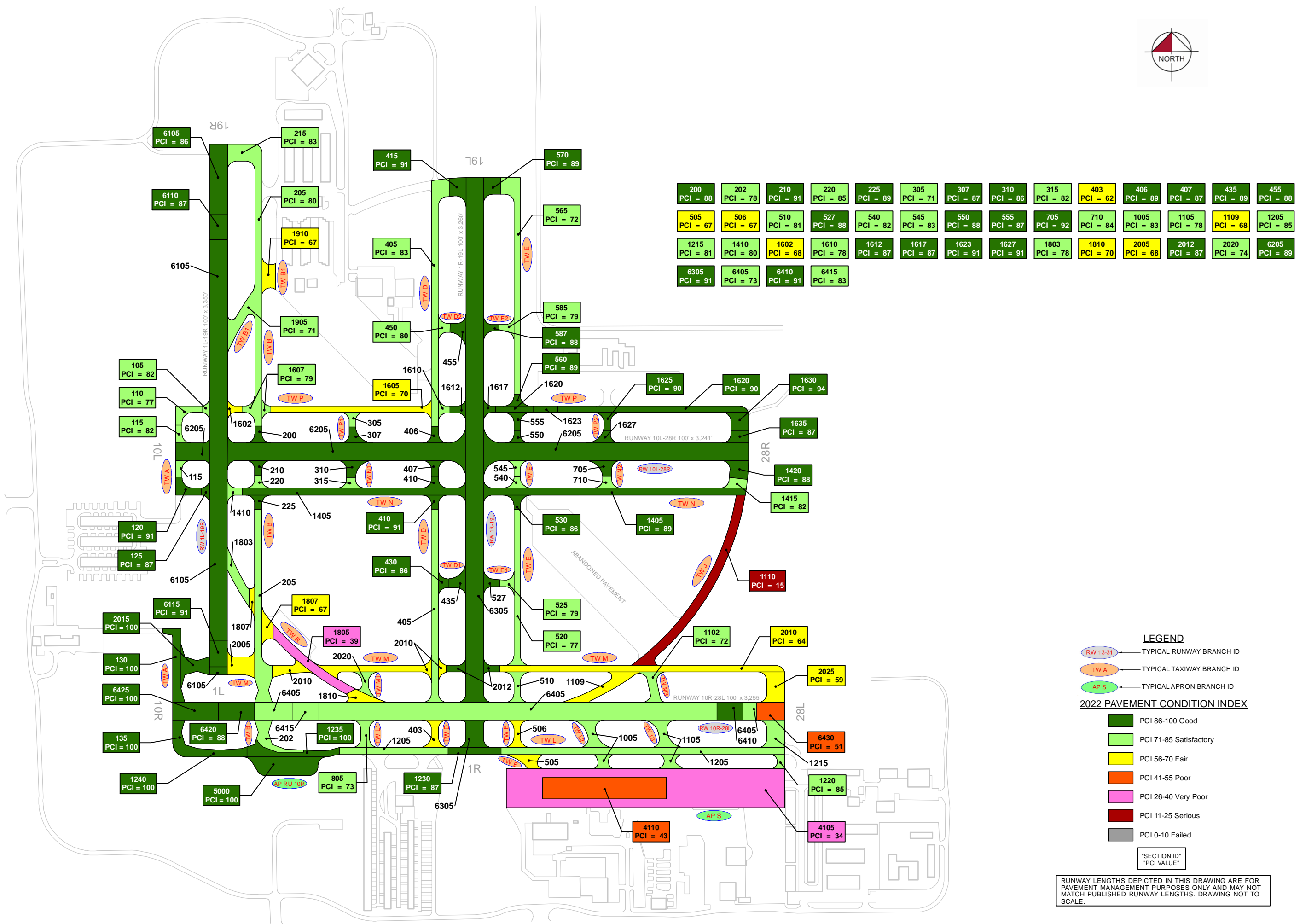
AGE AT INSPECTION

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

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

AIRFIELD PAVEMENT ESTIMATED AGE EXHIBIT





LEGEND

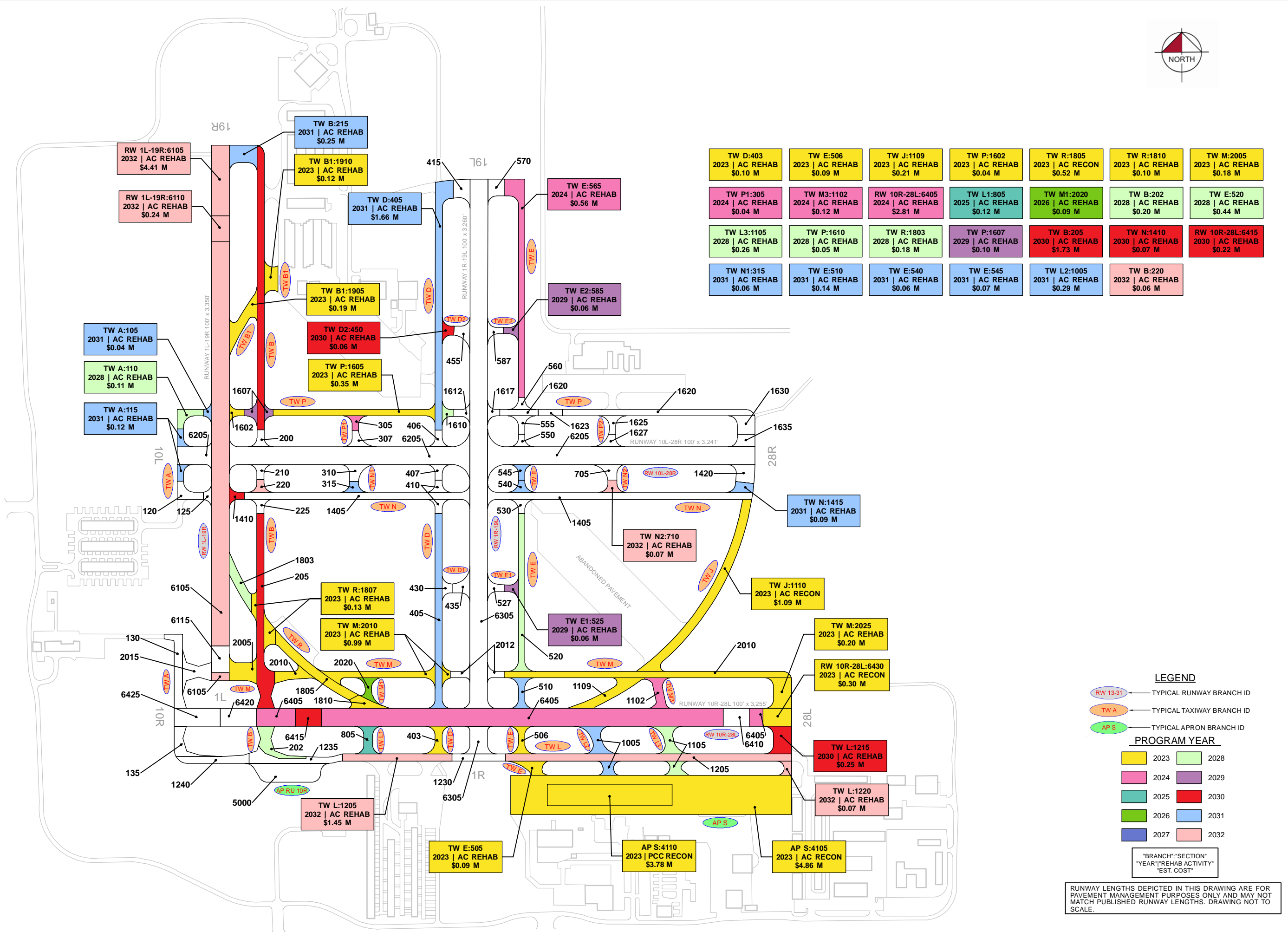
- RW 13-31 TYPICAL RUNWAY BRANCH ID
- TW A TYPICAL TAXIWAY BRANCH ID
- AP S TYPICAL APRON BRANCH ID

2022 PAVEMENT CONDITION INDEX

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

SECTION ID
PCI VALUE

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



TW D:403 2023 AC REHAB \$0.10 M	TW E:506 2023 AC REHAB \$0.09 M	TW J:1109 2023 AC REHAB \$0.21 M	TW P:1602 2023 AC REHAB \$0.04 M	TW R:1805 2023 AC RECON \$0.52 M	TW R:1810 2023 AC REHAB \$0.10 M	TW M:2005 2023 AC REHAB \$0.18 M
TW P1:305 2024 AC REHAB \$0.04 M	TW M3:1102 2024 AC REHAB \$0.12 M	RW 10R-28L:6405 2024 AC REHAB \$2.81 M	TW L1:805 2025 AC REHAB \$0.12 M	TW M1:2020 2026 AC REHAB \$0.09 M	TW B:202 2028 AC REHAB \$0.20 M	TW E:520 2028 AC REHAB \$0.44 M
TW L3:1105 2028 AC REHAB \$0.26 M	TW P:1610 2028 AC REHAB \$0.05 M	TW R:1803 2028 AC REHAB \$0.18 M	TW P:1607 2029 AC REHAB \$0.10 M	TW B:205 2030 AC REHAB \$1.73 M	TW N:1410 2030 AC REHAB \$0.07 M	RW 10R-28L:6415 2030 AC REHAB \$0.22 M
TW N1:315 2031 AC REHAB \$0.06 M	TW E:510 2031 AC REHAB \$0.14 M	TW E:540 2031 AC REHAB \$0.06 M	TW E:545 2031 AC REHAB \$0.07 M	TW L2:1005 2031 AC REHAB \$0.29 M	TW B:220 2032 AC REHAB \$0.06 M	

LEGEND

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

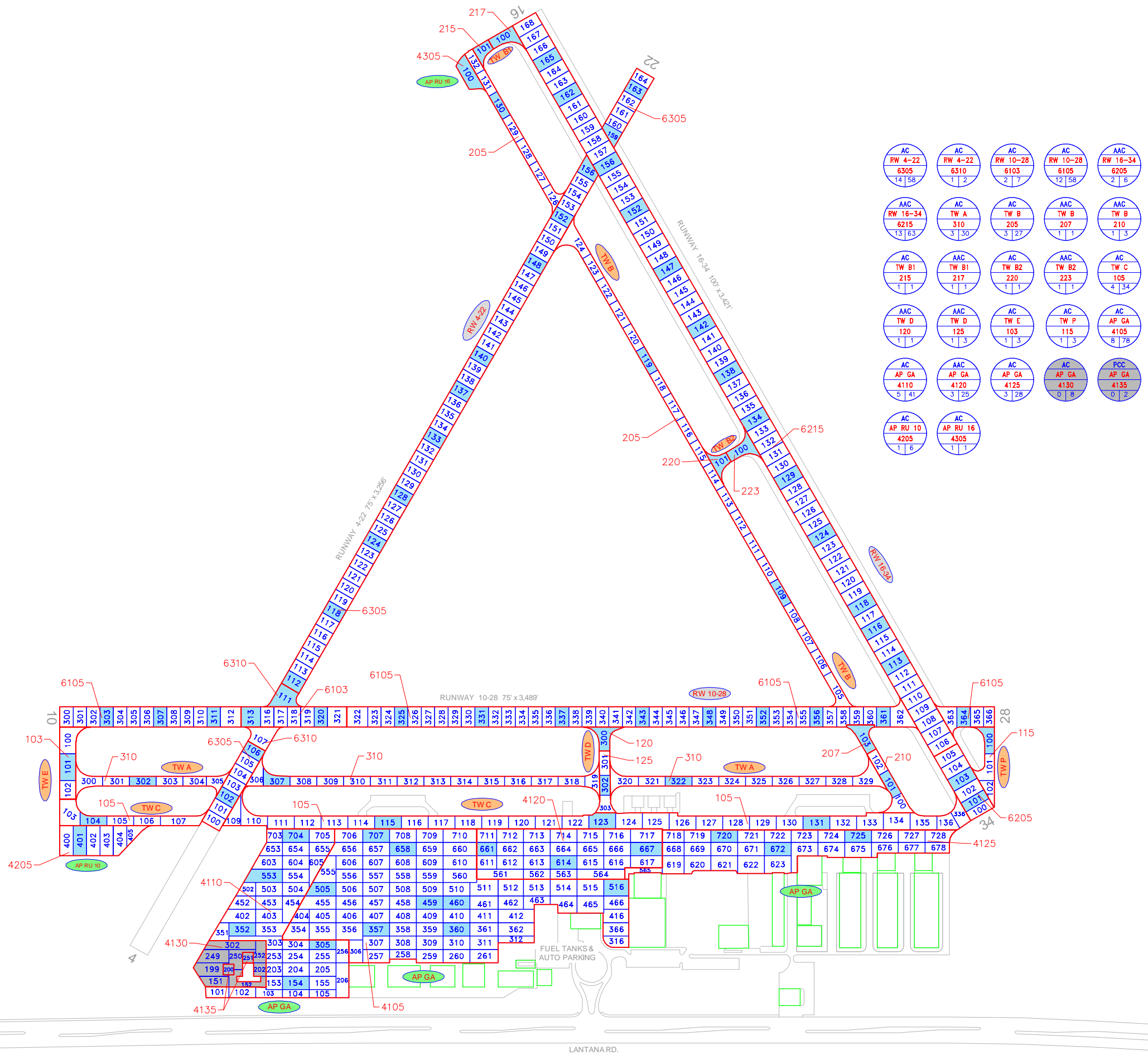
PROGRAM YEAR

2023	2028
2024	2029
2025	2030
2026	2031
2027	2032

"BRANCH," "SECTION"
"YEAR," "REHAB ACTIVITY"
"EST. COST"

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





AC RW 4-22 6305 14 58	AC RW 4-22 6310 1 2	AC RW 10-28 6103 2 7	AC RW 10-28 6105 12 58	AAC RW 16-34 6205 2 6
AAC RW 16-34 6215 13 63	AC TW A 310 3 30	AC TW B 205 3 27	AAC TW B 207 1 1	AAC TW B 210 1 3
AC TW B1 215 1 1	AAC TW B1 217 1 1	AC TW B2 220 1 1	AAC TW B2 223 1 1	AC TW C 105 4 34
AAC TW D 120 1 1	AAC TW D 125 1 3	AC TW E 103 1 3	AC TW P 115 1 3	AC AP GA 4105 8 78
AC AP GA 4110 5 41	AAC AP GA 4120 3 25	AC AP GA 4125 3 28	AC AP GA 4130 0 8	PCC AP GA 4135 0 2
AC AP RU 10 4205 1 6	AC AP RU 16 4305 1 1			

LEGEND

- TYPICAL RUNWAY BRANCH ID
- TYPICAL TAXIWAY BRANCH ID
- TYPICAL APRON BRANCH ID
- PAVEMENT SURFACE TYPE
- PAVEMENT BRANCH ID
- SECTION NUMBER
- NUMBER OF SAMPLE UNITS IN SECTION
NUMBER OF SAMPLE UNITS TO BE INSPECTED
- SECTION NOT INSPECTED DUE TO RECENT CONSTRUCTION. SEE SYSTEM INVENTORY MAP FOR CONSTRUCTION DATES.
- INSPECTED SAMPLE UNITS.

TOTAL SAMPLES INSPECTED = 85
AC: 85 PCC: 0

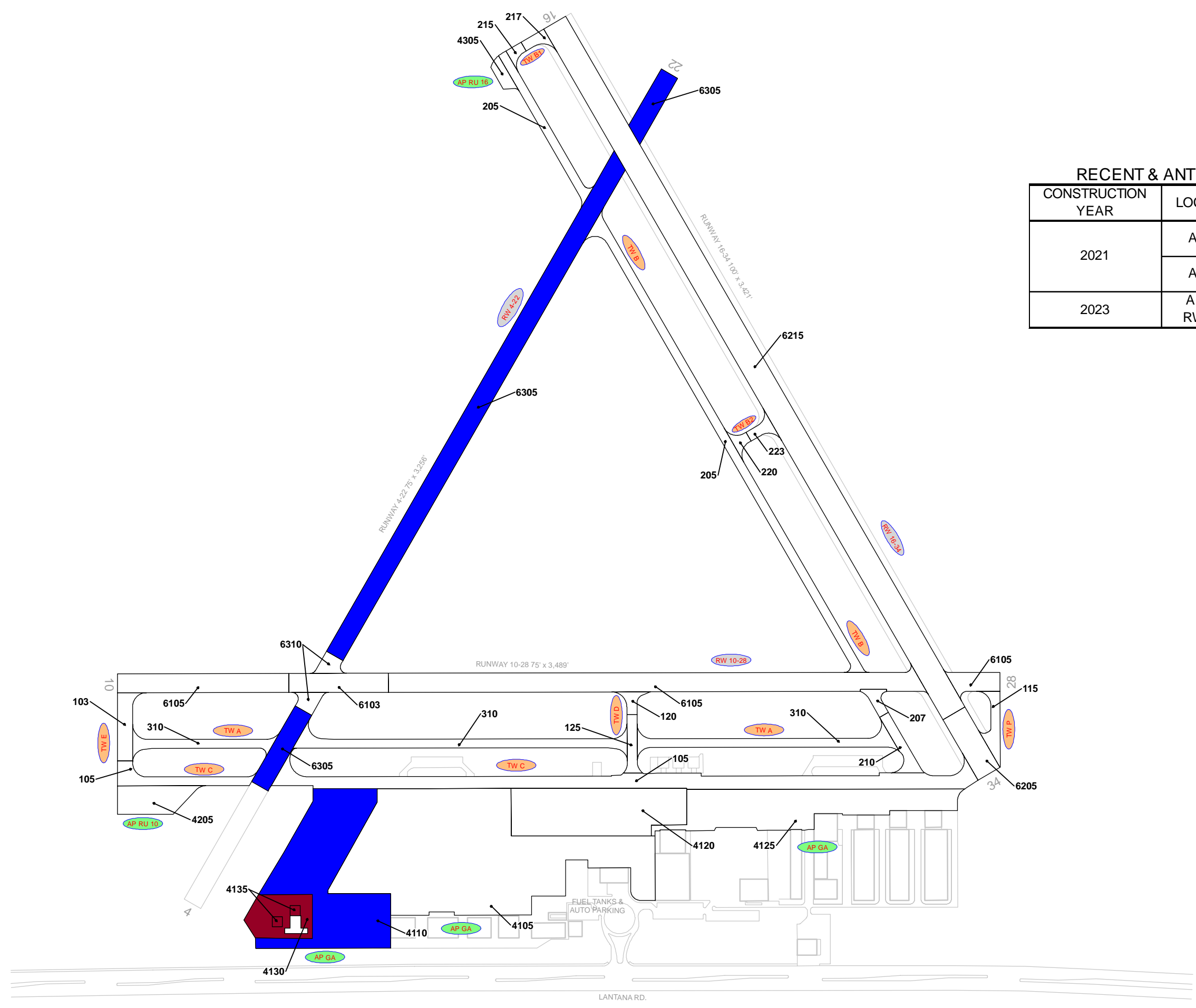
RUNWAY LENGTHS DEPICTED IN THIS DRAWING ARE FOR PAVEMENT MANAGEMENT PURPOSES ONLY AND MAY NOT MATCH PUBLISHED RUNWAY LENGTHS. DRAWING NOT TO SCALE.

LANTANARD.



RECENT & ANTICIPATED CONSTRUCTION ACTIVITY

CONSTRUCTION YEAR	LOCATION	WORK TYPE / PAVEMENT SECTION
2021	AP GA	Complete Reconstruction - AC 2" P-403, 6" P-211, 4" P-154, P-152
	AP GA	Complete Reconstruction - PCC 5" P-610, 12" COMPACTED SUBGRADE
2023	AP GA, RW 4-22	Mill and Overlay



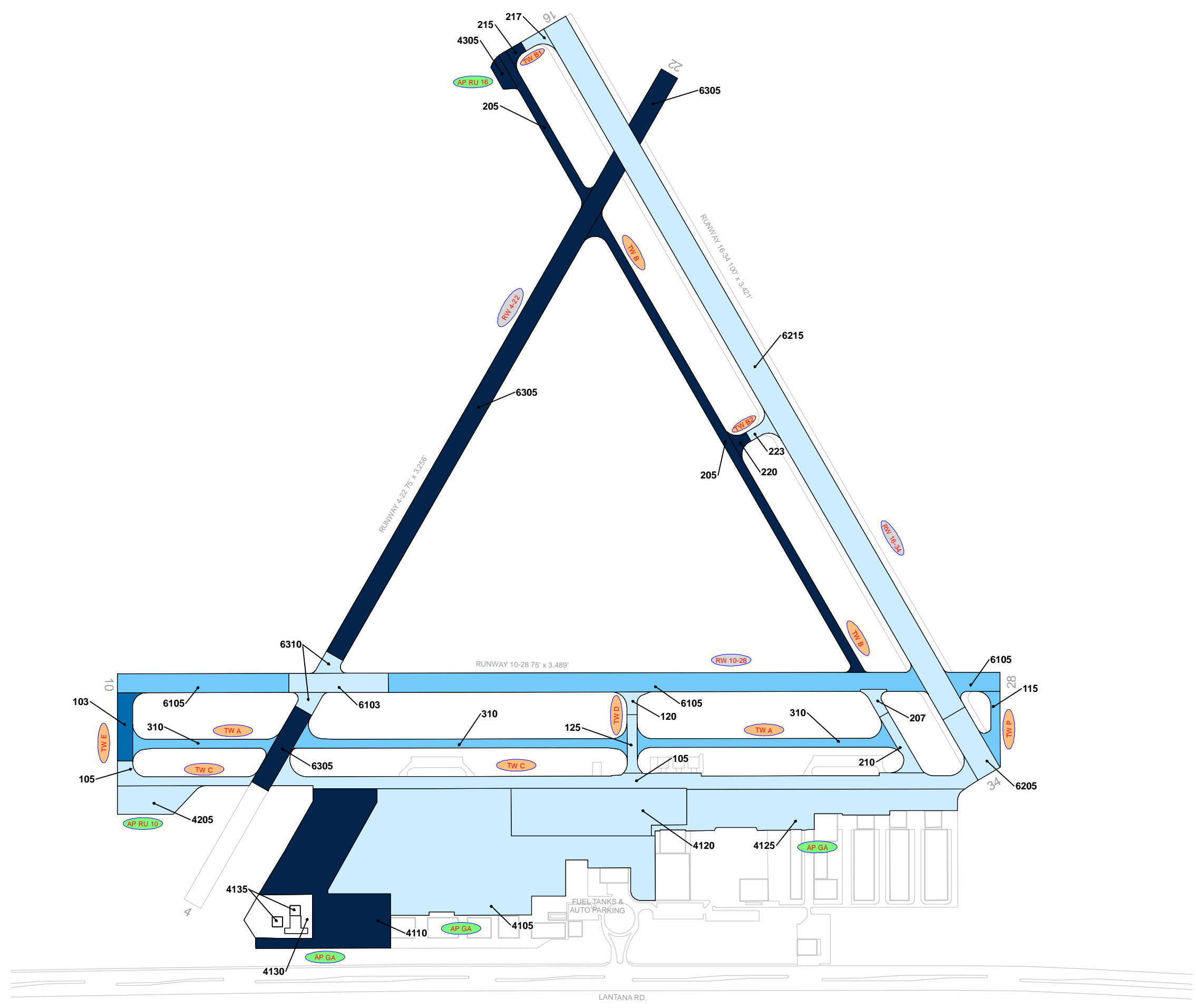
LEGEND

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

PROJECT YEAR

 2017	 2022
 2018	 2023
 2019	 2024
 2020	 2025
 2021	 2026

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



LEGEND

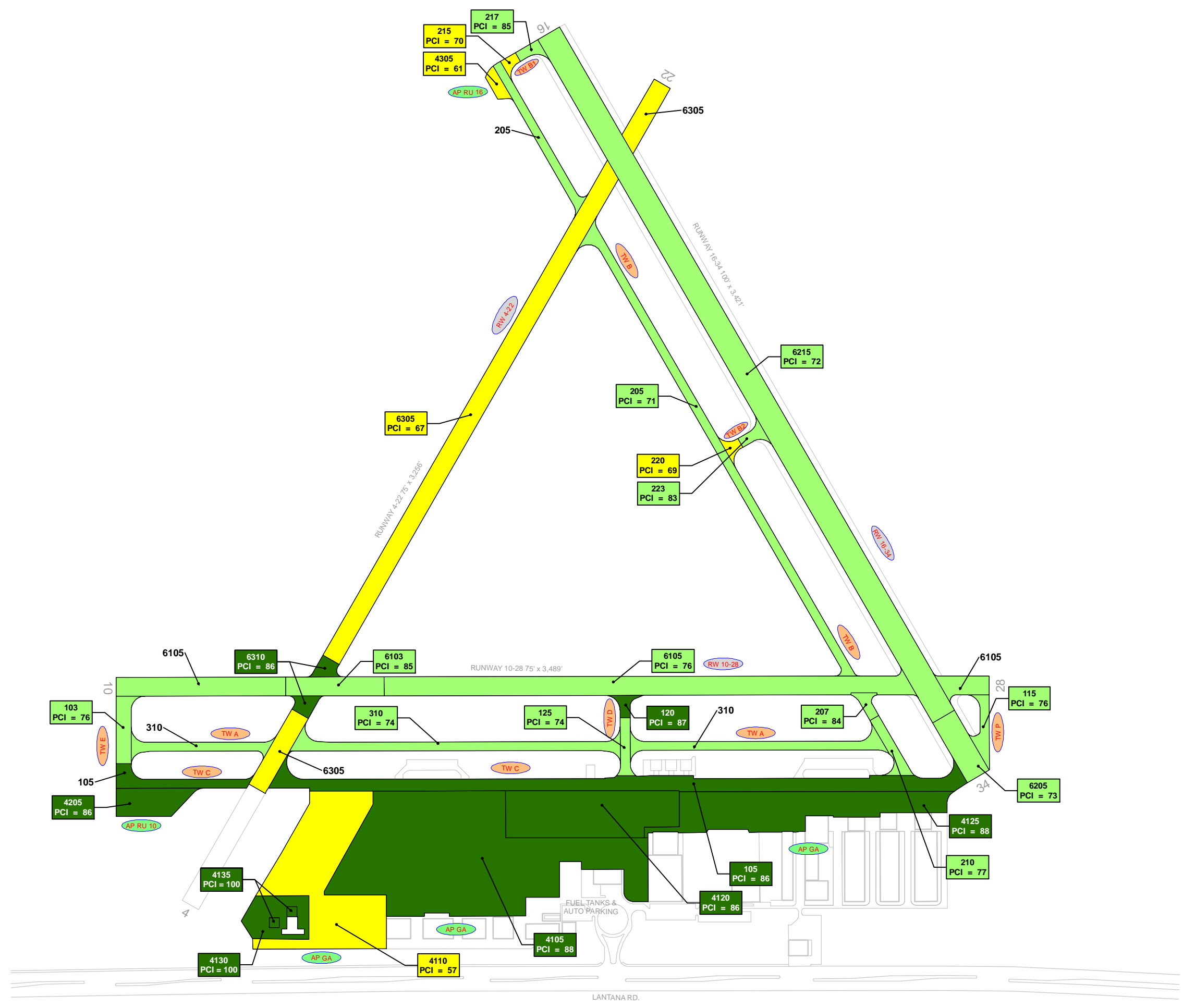
- RW 13-31 — TYPICAL RUNWAY BRANCH ID
- TW A — TYPICAL TAXIWAY BRANCH ID
- AP S — TYPICAL APRON BRANCH ID

AGE AT INSPECTION

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

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





LEGEND

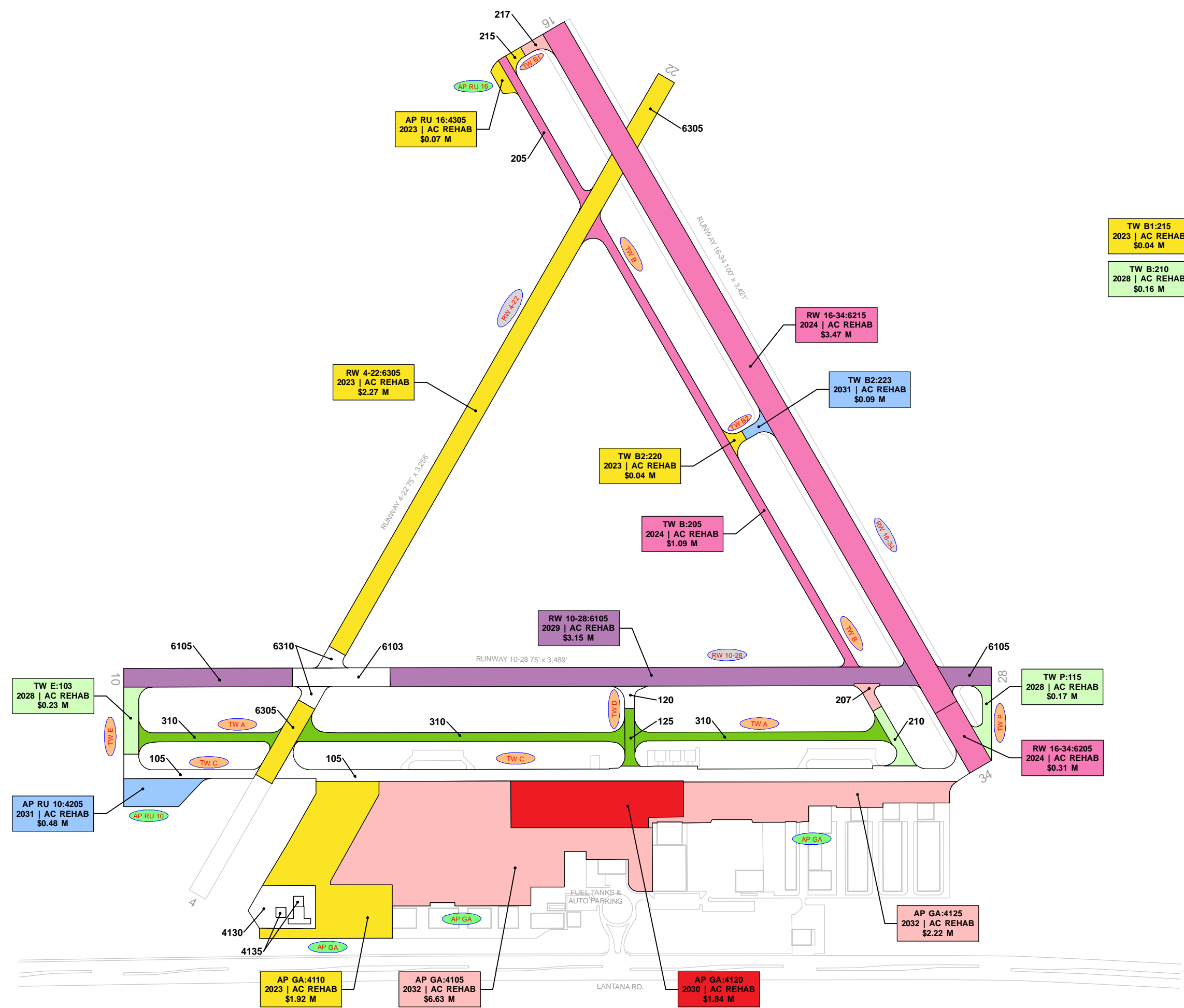
- TYPICAL RUNWAY BRANCH ID
- TYPICAL TAXIWAY BRANCH ID
- TYPICAL APRON BRANCH ID

2022 PAVEMENT CONDITION INDEX

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

SECTION ID
PCI VALUE

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



TW B1:215 2023 AC REHAB \$0.04 M	TW D:125 2026 AC REHAB \$0.12 M	TW A:310 2026 AC REHAB \$1.35 M
TW B:210 2028 AC REHAB \$0.16 M	TW B:207 2032 AC REHAB \$0.09 M	TW B1:217 2032 AC REHAB \$0.08 M

RW 4-22:6305
2023 | AC REHAB
\$2.27 M

TW B2:220
2023 | AC REHAB
\$0.04 M

TW B:205
2024 | AC REHAB
\$1.09 M

RW 16-34:6215
2024 | AC REHAB
\$3.47 M

TW B2:223
2031 | AC REHAB
\$0.09 M

RW 10-28:6105
2029 | AC REHAB
\$3.15 M

TW E:103
2028 | AC REHAB
\$0.23 M

TW P:115
2028 | AC REHAB
\$0.17 M

RW 16-34:6205
2024 | AC REHAB
\$0.31 M

AP RU 10:4205
2031 | AC REHAB
\$0.48 M

AP GA:4125
2032 | AC REHAB
\$2.22 M

AP GA:4110
2023 | AC REHAB
\$1.92 M

AP GA:4105
2032 | AC REHAB
\$6.63 M

AP GA:4120
2030 | AC REHAB
\$1.84 M

LEGEND

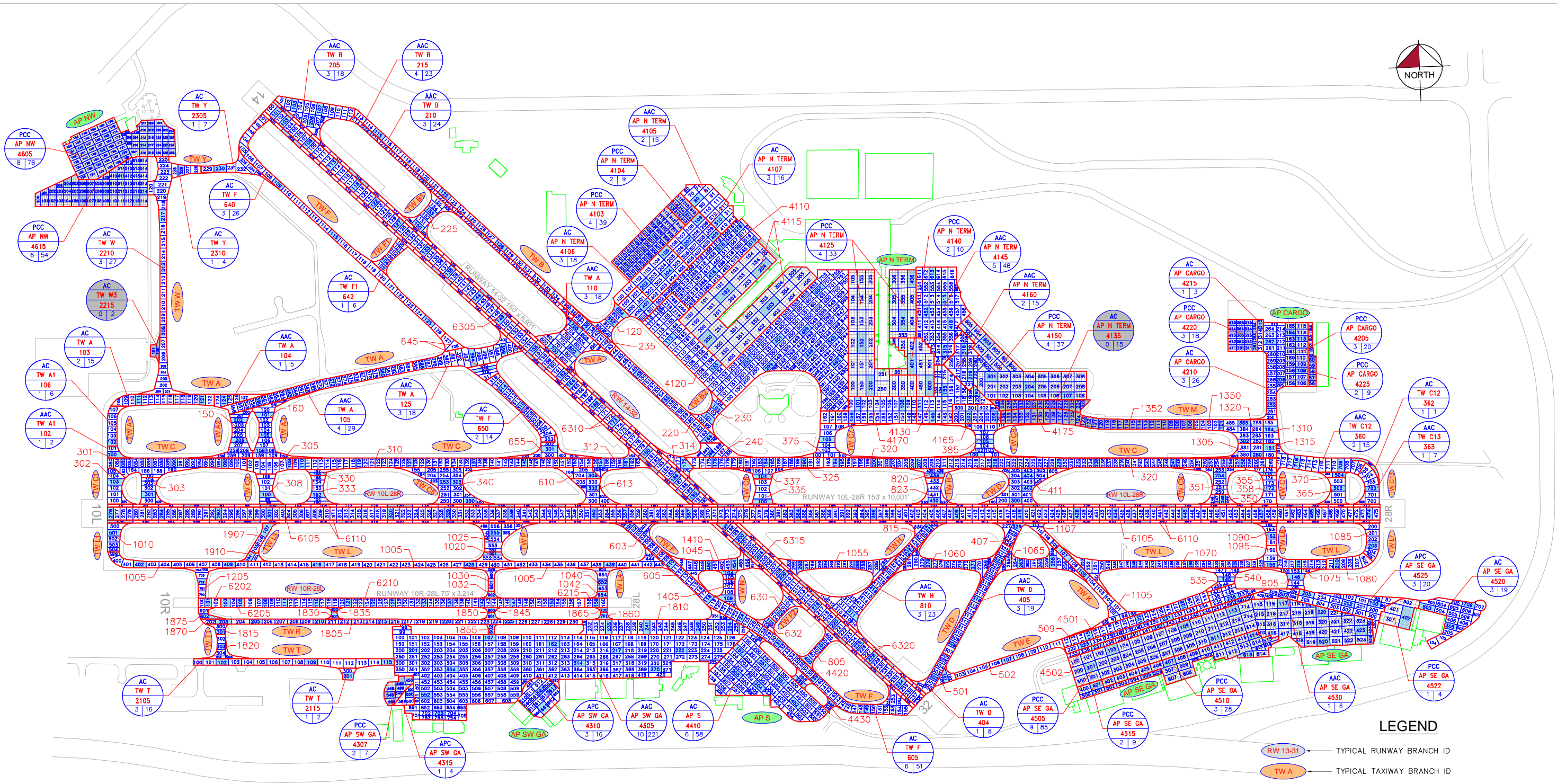
- RW 13-31 — TYPICAL RUNWAY BRANCH ID
- TW A — TYPICAL TAXIWAY BRANCH ID
- AP S — TYPICAL APRON BRANCH ID

PROGRAM YEAR

2023	2028
2024	2029
2025	2030
2026	2031
2027	2032

"BRANCH," "SECTION"
"YEAR," "REHAB ACTIVITY"
"EST. COST"

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



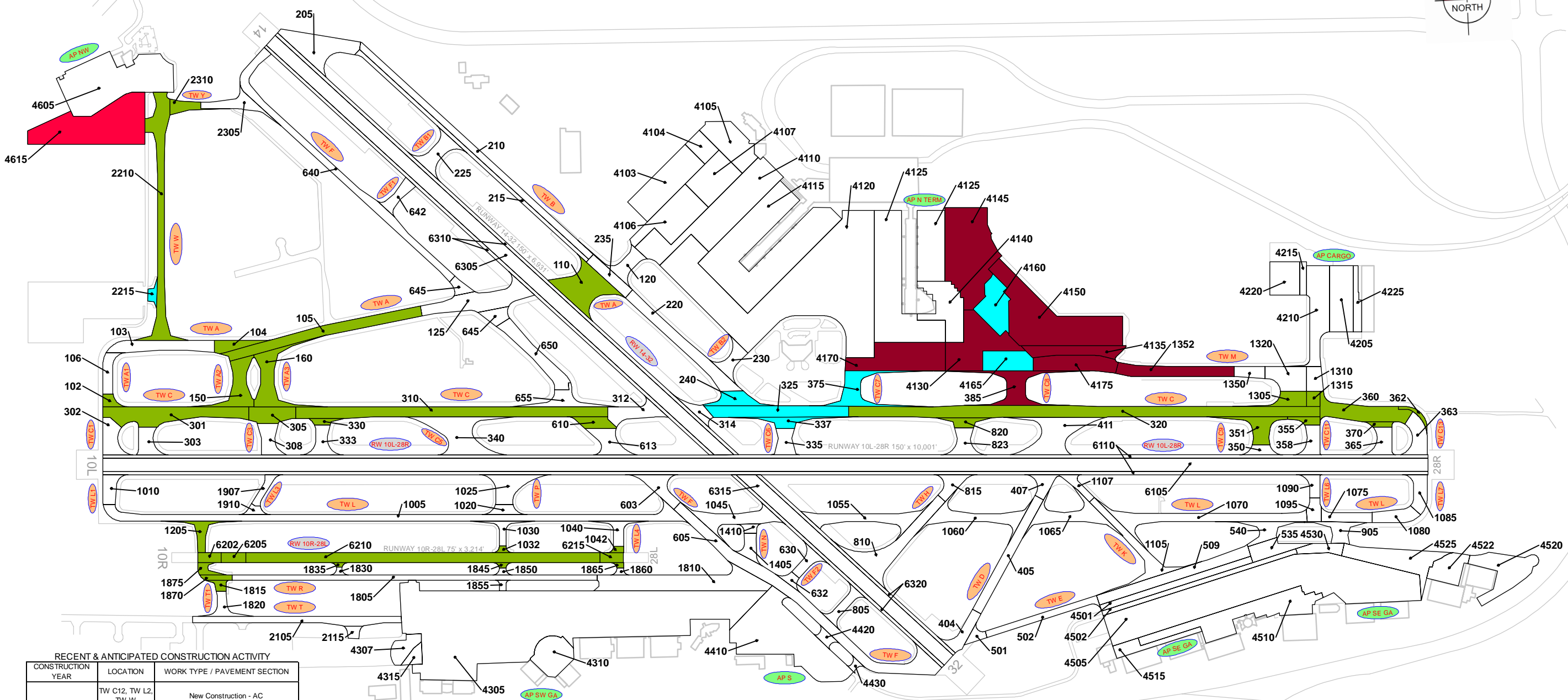
LEGEND

- TYPICAL RUNWAY BRANCH ID
- TYPICAL TAXIWAY BRANCH ID
- TYPICAL APRON BRANCH ID
- PAVEMENT SURFACE TYPE
- PAVEMENT BRANCH ID
- SECTION NUMBER
- NUMBER OF SAMPLE UNITS IN SECTION
- NUMBER OF SAMPLE UNITS TO BE INSPECTED
- SECTION NOT INSPECTED DUE TO RECENT CONSTRUCTION. SEE SYSTEM INVENTORY MAP FOR CONSTRUCTION DATES.
- INSPECTED SAMPLE UNITS.

AAC RW 10L-28R 6105 20 200	AAC RW 10L-28R 6202 20 100	AAC RW 10R-28L 6205 1 3	AAC RW 10R-28L 6205 2 3	AAC RW 10R-28L 6205 11 52	AAC RW 14-32 6305 19 93	AAC RW 14-32 6310 10 47	AAC RW 14-32 6315 9 42	AAC RW 14-32 6320 5 21	AAC RW 14-32 6325 2 6	AAC RW 14-32 6330 2 13	AC TW A 120 3 22	AAC TW A2 150 1 8	AAC TW A3 160 1 6	AC TW B 220 2 9	AAC TW B1 230 2 6	AAC TW B2 240 3 28	AAC TW C 301 1 7	AAC TW C 305 5 47	AAC TW C 310 2 11	AAC TW C 312 1 4	AAC TW C 314 1 4	
AAC TW C 320 8 70	AAC TW C 325 3 20	AAC TW C1 303 1 7	AAC TW C2 303 1 6	AAC TW C3 330 1 6	AAC TW C4 333 1 2	AAC TW C5 340 3 21	AAC TW C6 335 1 4	AAC TW C6 337 1 5	AC TW C7 375 1 10	AC TW C8 385 2 12	AAC TW C9 350 1 4	AAC TW C9 351 1 8	AAC TW C11 355 1 3	AAC TW C11 358 1 5	AAC TW C12 365 1 5	AAC TW C12 370 1 2	AAC TW D 407 1 5	AC TW D 411 3 20	AC TW E 501 1 3	AC TW E 502 1 9	AC TW E 509 3 20	
AC TW E 535 1 8	AC TW E 540 1 6	AAC TW F 603 1 10	AAC TW F 610 1 4	AC TW F 613 1 8	AC TW F 645 1 6	AC TW F 655 1 7	AC TW F 630 1 2	AC TW F 632 1 2	AC TW H 805 2 6	AAC TW H 815 1 6	AC TW H 820 1 3	AAC TW H 823 1 6	AC TW J 905 1 6	AAC TW K 1105 2 12	AAC TW K 1107 1 4	AC TW L 1005 5 47	AC TW L 1045 2 13	AC TW L 1055 3 17	AC TW L 1060 3 16	AC TW L 1065 2 14	AC TW L 1070 3 30	AAC TW L 1075 1 8
AC TW L 1080 1 6	AAC TW L1 1010 1 5	AC TW L2 1205 1 6	AAC TW L3 1907 1 3	AC TW L3 1910 1 2	AC TW L4 1040 1 4	AAC TW L4 1042 1 1	AAC TW L6 1090 1 4	AC TW L6 1095 1 3	AAC TW L7 1085 1 6	AC TW M 1350 1 5	AAC TW M 1352 0 18	AAC TW M1 1305 1 5	AC TW M1 1320 2 10	AC TW M2 1310 1 4	AAC TW M2 1315 1 2	AC TW N 1405 1 5	AAC TW N 1410 1 2	AC TW P 1020 1 3	AAC TW P 1025 1 10	AC TW P 1030 1 3	AAC TW P 1032 1 1	AC TW R 1805 5 27
AC TW R 1810 4 28	AAC TW R 1870 1 2	AAC TW R1 1875 1 2	AAC TW R2 1830 1 1	AAC TW R2 1835 1 1	AAC TW R3 1845 1 1	AAC TW R3 1850 1 1	AAC TW R3 1855 1 1	AAC TW R4 1860 1 1	AAC TW R4 1865 1 1	AAC TW T1 1815 1 2	AC TW T1 1820 1 5	AC AP N TERM 4110 6 51	PCC AP N TERM 4115 4 36	AC AP N TERM 4120 10 54	AAC AP N TERM 4130 4 29	AAC AP N TERM 4165 2 12	AAC AP N TERM 4170 3 26	AC AP S 4420 1 2	AC AP S 4430 1 2	AC AP SE GA 4501 2 13	APC AP SE GA 4502 3 16	

TOTAL SAMPLES INSPECTED = 438
 AC: 379 PCC: 59

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



RECENT & ANTICIPATED CONSTRUCTION ACTIVITY

CONSTRUCTION YEAR	LOCATION	WORK TYPE / PAVEMENT SECTION
2017	TW C12, TW L2, TW W	New Construction - AC
	TW Y	Complete Reconstruction - AC
	TW A	Mill and Overlay 1.5" Mill, 3" P-401 Overlay
	TW A2, TW A3	Mill and Overlay 2.5" Mill and 3" P-401 Overlay
	RW 10R-28L, TW A, TW L4, TW P, TW R, TW R1, TW R2, TW R3, TW R4, TW T1	Mill and Overlay
	TW A1, TW C, TW C12	Mill and Overlay 1" Mill, 4" P-401 Overlay
	TW C, TW C4, TW C9, TW H, TW M1, TW M2	Mill and Overlay 2.5" Mill, 2.5" P-401 Overlay
2019	TW C11, TW F	Mill and Overlay 8" Mill, 8" P-401 Overlay
2020	AP NW	New Construction - PCC
2020	TW B, TW C, TW C6, AP N TERM	Mill and Overlay Variable depth mill, 2" P-401 Overlay
	TW C7	Complete Reconstruction - AC 4" P-401, 5" P-401 Base, 8.5" P-211, P-152
	TW W3	New Construction - AC
2021	TW C8	New Construction - AC 4" P-401, 5" P-401 Base, 8.5" P-211, P-152
	TW M, AP N TERM	Mill and Overlay Variable depth mill, 2" P-401 Overlay
	AP N TERM	Complete Reconstruction - AC 4" P-401, 5" P-401 Base, 8.5" P-211, P-152
	AP N TERM	Complete Reconstruction - PCC 17" P-501, 6" P-306, P-152

LEGEND

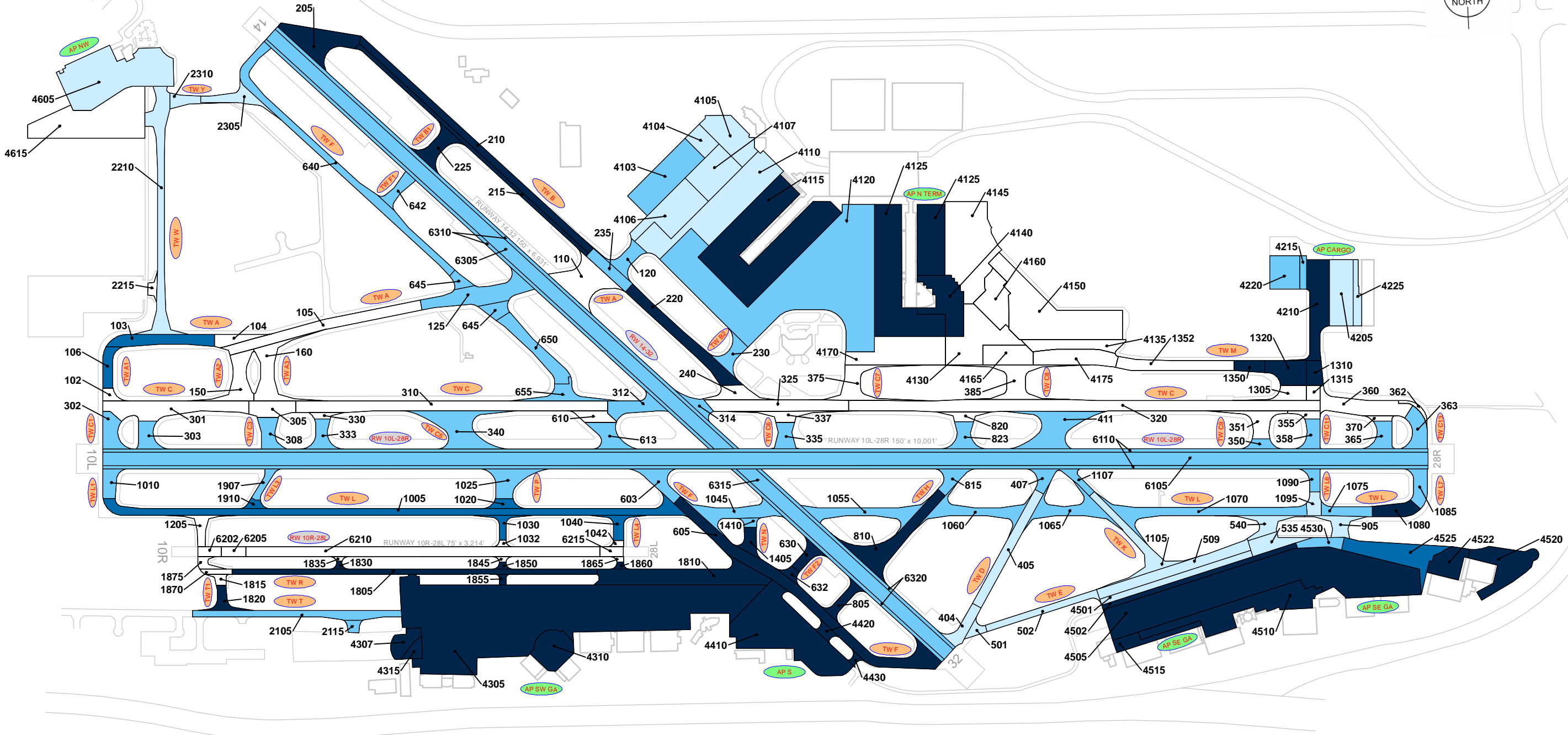
- RW 13-31 TYPICAL RUNWAY BRANCH ID
- TW A TYPICAL TAXIWAY BRANCH ID
- AP S TYPICAL APRON BRANCH ID

PROJECT YEAR

2017	2022
2018	2023
2019	2024
2020	2025
2021	2026

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





LEGEND

- TYPICAL RUNWAY BRANCH ID
- TYPICAL TAXIWAY BRANCH ID
- TYPICAL APRON BRANCH ID

AGE AT INSPECTION

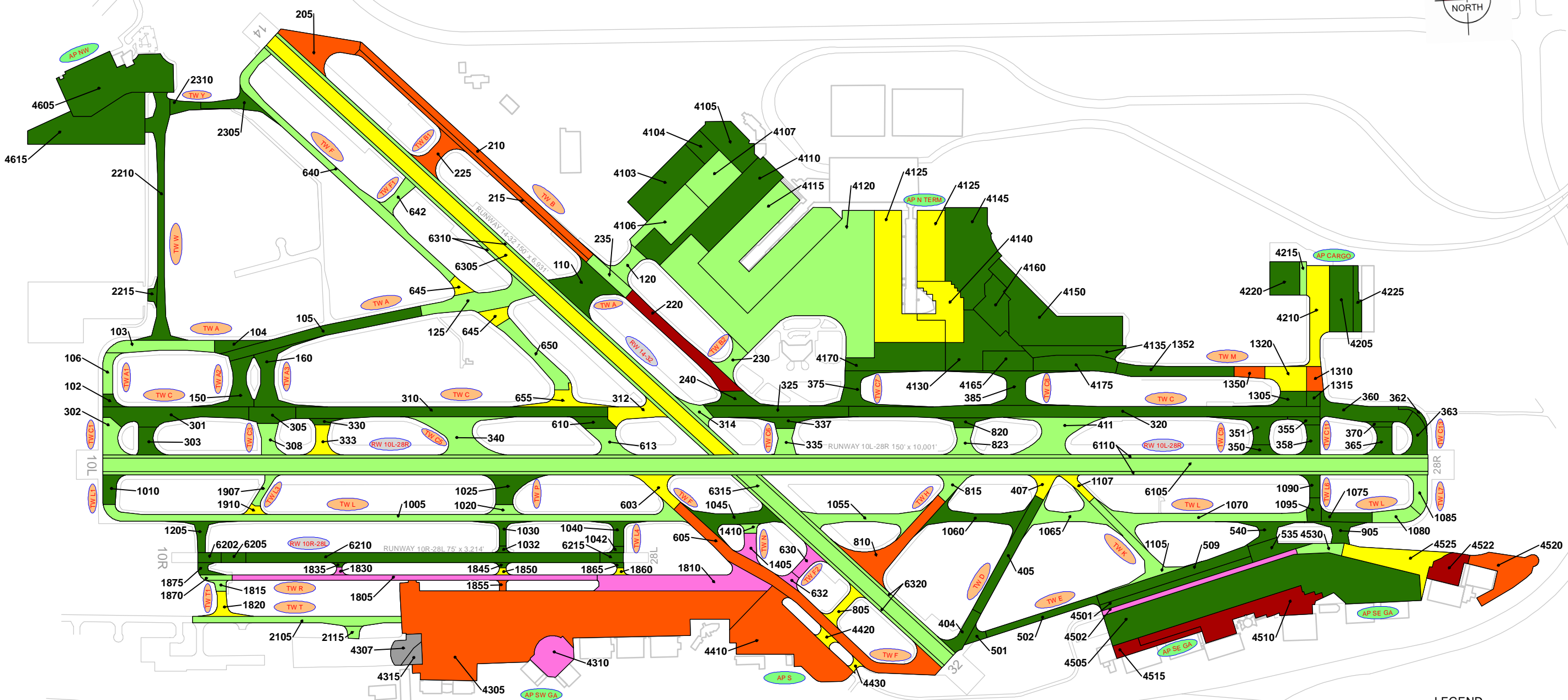
- 0-5 Years
- 6-10 Years
- 11-15 Years
- 16-20 Years
- > 20 Years

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

AIRFIELD PAVEMENT ESTIMATED AGE EXHIBIT

Statewide Airfield Pavement Management Program
PALM BEACH INTERNATIONAL AIRPORT





102 PCI = 94	103 PCI = 80	104 PCI = 91	105 PCI = 91	106 PCI = 79	110 PCI = 92	120 PCI = 74	125 PCI = 82	150 PCI = 93	160 PCI = 94	205 PCI = 41	210 PCI = 44	215 PCI = 52	220 PCI = 25	225 PCI = 48	230 PCI = 77	235 PCI = 81	240 PCI = 89	301 PCI = 90	302 PCI = 85	303 PCI = 86	305 PCI = 90	308 PCI = 78	310 PCI = 89
312 PCI = 70	314 PCI = 71	320 PCI = 89	325 PCI = 94	330 PCI = 89	333 PCI = 66	335 PCI = 73	337 PCI = 89	340 PCI = 82	350 PCI = 86	351 PCI = 91	355 PCI = 90	358 PCI = 88	360 PCI = 89	362 PCI = 89	363 PCI = 89	365 PCI = 88	370 PCI = 89	375 PCI = 94	385 PCI = 93	404 PCI = 92	405 PCI = 92	407 PCI = 63	411 PCI = 72
501 PCI = 90	502 PCI = 88	509 PCI = 89	535 PCI = 90	540 PCI = 91	603 PCI = 70	605 PCI = 41	610 PCI = 88	613 PCI = 83	630 PCI = 36	632 PCI = 33	640 PCI = 79	642 PCI = 83	645 PCI = 67	650 PCI = 80	655 PCI = 70	805 PCI = 67	810 PCI = 53	815 PCI = 82	820 PCI = 90	823 PCI = 82	905 PCI = 90	1005 PCI = 81	1010 PCI = 88
1020 PCI = 83	1025 PCI = 86	1030 PCI = 86	1032 PCI = 92	1040 PCI = 86	1042 PCI = 90	1045 PCI = 86	1055 PCI = 84	1060 PCI = 86	1065 PCI = 85	1070 PCI = 72	1075 PCI = 86	1080 PCI = 74	1085 PCI = 80	1090 PCI = 87	1095 PCI = 90	1105 PCI = 85	1107 PCI = 62	1205 PCI = 92	1305 PCI = 89	1310 PCI = 42	1315 PCI = 89	1320 PCI = 57	1350 PCI = 55
1352 PCI = 100	1405 PCI = 39	1410 PCI = 82	1805 PCI = 35	1810 PCI = 26	1815 PCI = 82	1820 PCI = 60	1830 PCI = 35	1835 PCI = 89	1845 PCI = 89	1850 PCI = 61	1855 PCI = 49	1860 PCI = 61	1865 PCI = 90	1870 PCI = 82	1875 PCI = 92	1907 PCI = 78	1910 PCI = 58	2105 PCI = 79	2115 PCI = 83	2210 PCI = 90	2215 PCI = 100	2305 PCI = 87	2310 PCI = 94
4103 PCI = 88	4104 PCI = 97	4105 PCI = 89	4106 PCI = 80	4107 PCI = 85	4110 PCI = 91	4115 PCI = 82	4120 PCI = 80	4125 PCI = 68	4130 PCI = 93	4135 PCI = 100	4140 PCI = 61	4145 PCI = 92	4150 PCI = 97	4160 PCI = 93	4165 PCI = 95	4170 PCI = 97	4175 PCI = 100	4205 PCI = 98	4210 PCI = 61	4215 PCI = 81	4220 PCI = 95	4225 PCI = 99	4305 PCI = 50
4307 PCI = 0	4310 PCI = 32	4315 PCI = 5	4410 PCI = 51	4420 PCI = 65	4430 PCI = 65	4501 PCI = 89	4502 PCI = 34	4505 PCI = 88	4510 PCI = 23	4515 PCI = 11	4520 PCI = 49	4522 PCI = 20	4525 PCI = 66	4530 PCI = 78	4605 PCI = 99	4615 PCI = 100	6105 PCI = 71	6110 PCI = 77	6202 PCI = 91	6205 PCI = 91	6210 PCI = 90	6215 PCI = 90	6305 PCI = 69
6310 PCI = 79	6315 PCI = 76	6320 PCI = 81																					

LEGEND

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

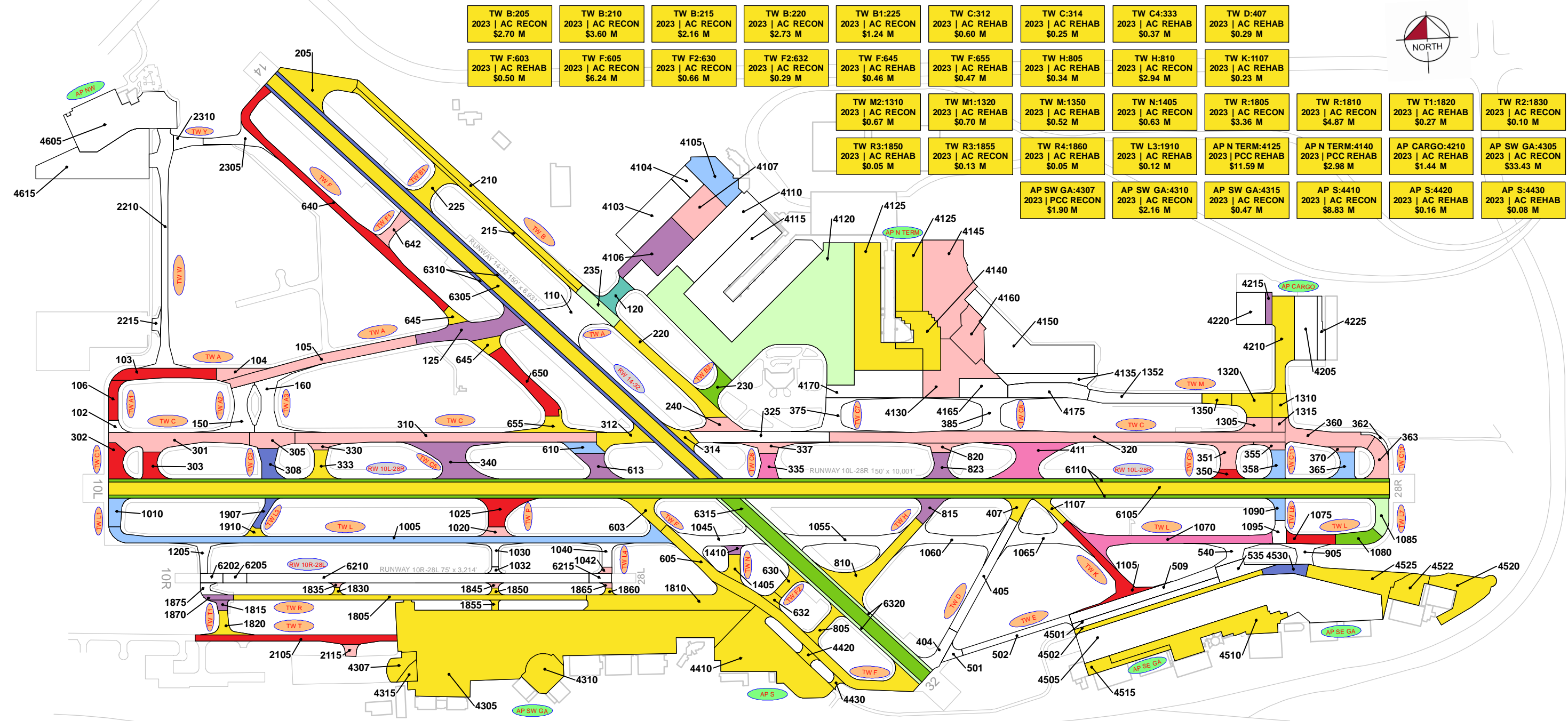
2022 PAVEMENT CONDITION INDEX

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

SECTION ID
PCI VALUE

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AP SE GA:4502 2023 AC RECON \$1.69 M	AP SE GA:4510 2023 PCC RECON \$10.31 M	AP SE GA:4515 2023 PCC RECON \$2.27 M	AP SE GA:4520 2023 AC RECON \$2.95 M	AP SE GA:4522 2023 PCC RECON \$3.07 M	AP SE GA:4525 2023 AC REHAB \$1.46 M	RW 10L-28R:6105 2023 AC REHAB \$14.01 M	RW 14-32:6305 2023 AC REHAB \$6.49 M	TW C6:335 2024 AC REHAB \$0.38 M	TW D:411 2024 AC REHAB \$1.34 M	TW L:1070 2024 AC REHAB \$1.56 M	TW A:120 2025 AC REHAB \$0.49 M	TW B2:230 2026 AC REHAB \$0.46 M
TW L:1080 2026 AC REHAB \$0.51 M	RW 10L-28R:6110 2026 AC REHAB \$8.11 M	RW 14-32:6315 2026 AC REHAB \$3.36 M	TW C3:308 2027 AC REHAB \$0.51 M	TW L3:1907 2027 AC REHAB \$0.26 M	AP SE GA:4530 2027 AC REHAB \$0.43 M	RW 14-32:6310 2027 AC REHAB \$3.94 M	TW B:235 2028 AC REHAB \$0.58 M	TW L7:1085 2028 AC REHAB \$0.54 M	AP N TERM:4120 2028 AC REHAB \$13.83 M	RW 14-32:6320 2028 AC REHAB \$1.85 M	TW A:125 2029 AC REHAB \$1.84 M	TW C5:340 2029 AC REHAB \$1.79 M
TW F:613 2029 AC REHAB \$0.69 M	TW H:815 2029 AC REHAB \$0.47 M	TW H:823 2029 AC REHAB \$0.55 M	TW N:1410 2029 AC REHAB \$0.14 M	TW T1:1815 2029 AC REHAB \$0.15 M	TW R:1870 2029 AC REHAB \$0.17 M	AP N TERM:4106 2029 AC REHAB \$2.13 M	AP CARGO:4215 2029 AC REHAB \$0.23 M	TW A:103 2030 AC REHAB \$1.25 M	TW A1:106 2030 AC REHAB \$0.49 M	TW C1:302 2030 AC REHAB \$0.69 M	TW C2:303 2030 AC REHAB \$0.55 M	TW C9:350 2030 AC REHAB \$0.27 M
TW F:640 2030 AC REHAB \$2.73 M	TW F:650 2030 AC REHAB \$1.25 M	TW P:1025 2030 AC REHAB \$0.94 M	TW L:1075 2030 AC REHAB \$0.57 M	TW K:1105 2030 AC REHAB \$1.22 M	TW T:2105 2030 AC REHAB \$1.70 M	TW C11:358 2031 AC REHAB \$0.52 M	TW C12:365 2031 AC REHAB \$0.58 M	TW F:610 2031 AC REHAB \$0.46 M	TW L:1005 2031 AC REHAB \$4.80 M	TW L1:1010 2031 AC REHAB \$0.50 M	TW L6:1090 2031 AC REHAB \$0.33 M	AP N TERM:4105 2031 AC REHAB \$1.83 M
TW A:104 2032 AC REHAB \$0.50 M	TW A:105 2032 AC REHAB \$2.44 M	TW B:240 2032 AC REHAB \$0.69 M	TW C:301 2032 AC REHAB \$2.49 M	TW C:305 2032 AC REHAB \$0.88 M	TW C:310 2032 AC REHAB \$3.99 M	TW C:320 2032 AC REHAB \$6.19 M	TW C4:330 2032 AC REHAB \$0.17 M	TW C6:337 2032 AC REHAB \$0.51 M	TW C9:351 2032 AC REHAB \$0.84 M	TW C11:355 2032 AC REHAB \$0.24 M	TW C12:360 2032 AC REHAB \$1.73 M	TW C13:363 2032 AC REHAB \$0.81 M
TW C12:370 2032 AC REHAB \$0.16 M	TW F1:642 2032 AC REHAB \$0.51 M	TW H:820 2032 AC REHAB \$0.35 M	TW P:1020 2032 AC REHAB \$0.30 M	TW L4:1042 2032 AC REHAB \$0.09 M	TW M1:1305 2032 AC REHAB \$0.59 M	TW M2:1315 2032 AC REHAB \$0.25 M	TW R2:1835 2032 AC REHAB \$0.05 M	TW R3:1845 2032 AC REHAB \$0.06 M	TW R4:1865 2032 AC REHAB \$0.05 M	TW T:2115 2032 AC REHAB \$0.20 M	AP N TERM:4107 2032 AC REHAB \$1.96 M	AP N TERM:4130 2032 AC REHAB \$2.89 M
AP N TERM:4145 2032 AC REHAB \$5.05 M	AP N TERM:4160 2032 AC REHAB \$1.59 M											

LEGEND

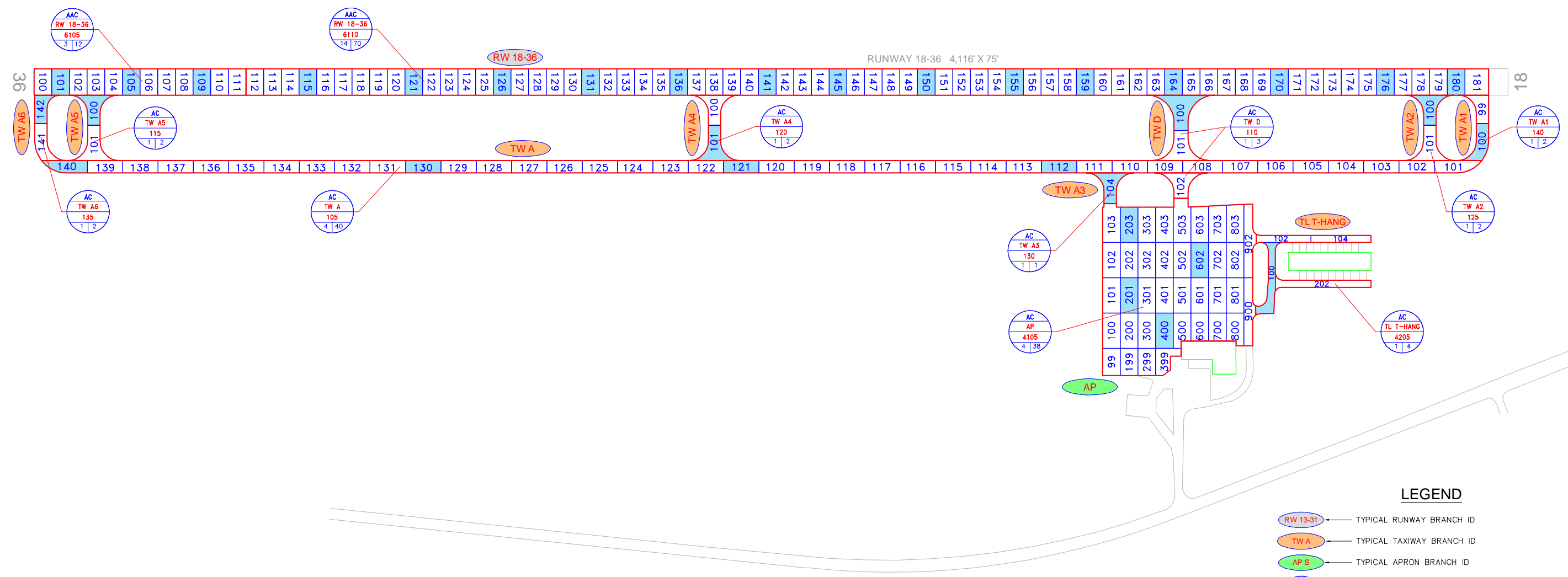
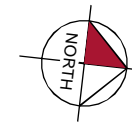
- TYPICAL RUNWAY BRANCH ID
- TYPICAL TAXIWAY BRANCH ID
- TYPICAL APRON BRANCH ID

PROGRAM YEAR

- 2023
- 2024
- 2025
- 2026
- 2027
- 2028
- 2029
- 2030
- 2031
- 2032










"BRANCH", "SECTION"
"YEAR", "REHAB ACTIVITY"
"EST. COST"

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



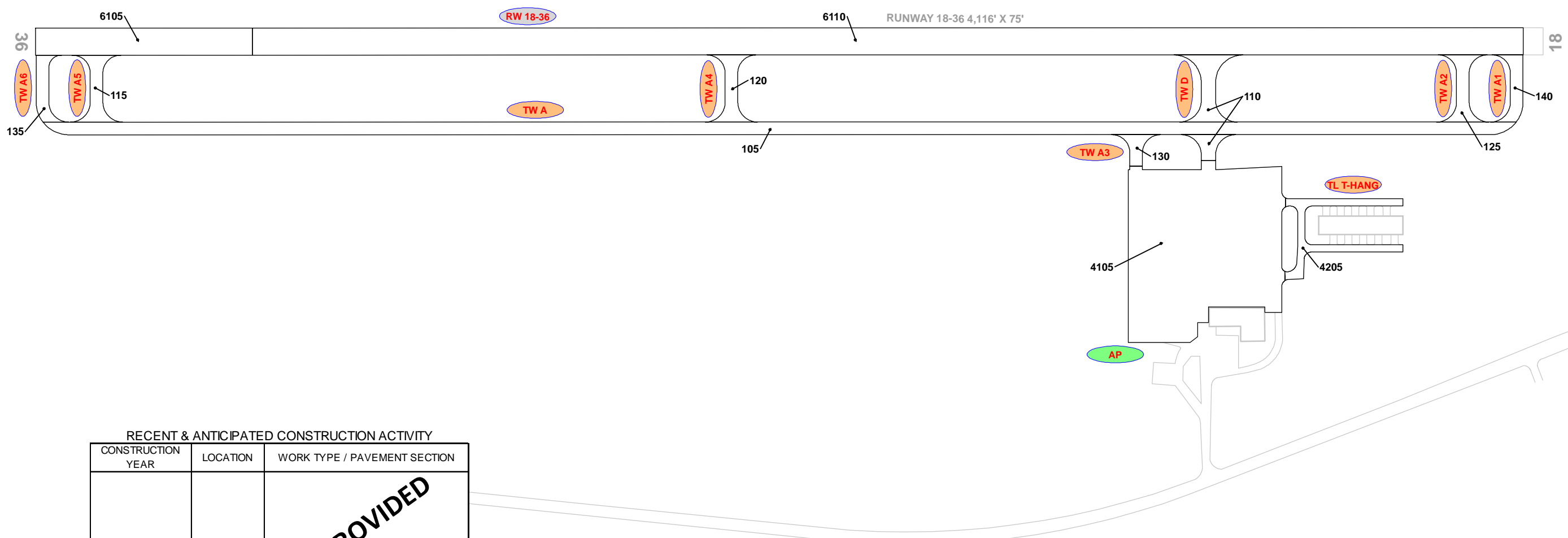
RUNWAY 18-36 4,116' X 75'

LEGEND

-  TYPICAL RUNWAY BRANCH ID
-  TYPICAL TAXIWAY BRANCH ID
-  TYPICAL APRON BRANCH ID
-  PAVEMENT SURFACE TYPE
-  PAVEMENT BRANCH ID
-  SECTION NUMBER
-  NUMBER OF SAMPLE UNITS IN SECTION
NUMBER OF SAMPLE UNITS TO BE INSPECTED
-  SECTION NOT INSPECTED DUE TO RECENT CONSTRUCTION. SEE SYSTEM INVENTORY MAP FOR CONSTRUCTION DATES.
-  INSPECTED SAMPLE UNITS.

TOTAL SAMPLES INSPECTED = 33
AC: 33 PCC: 0

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



RECENT & ANTICIPATED CONSTRUCTION ACTIVITY

CONSTRUCTION YEAR	LOCATION	WORK TYPE / PAVEMENT SECTION
NO INFORMATION PROVIDED		

LEGEND

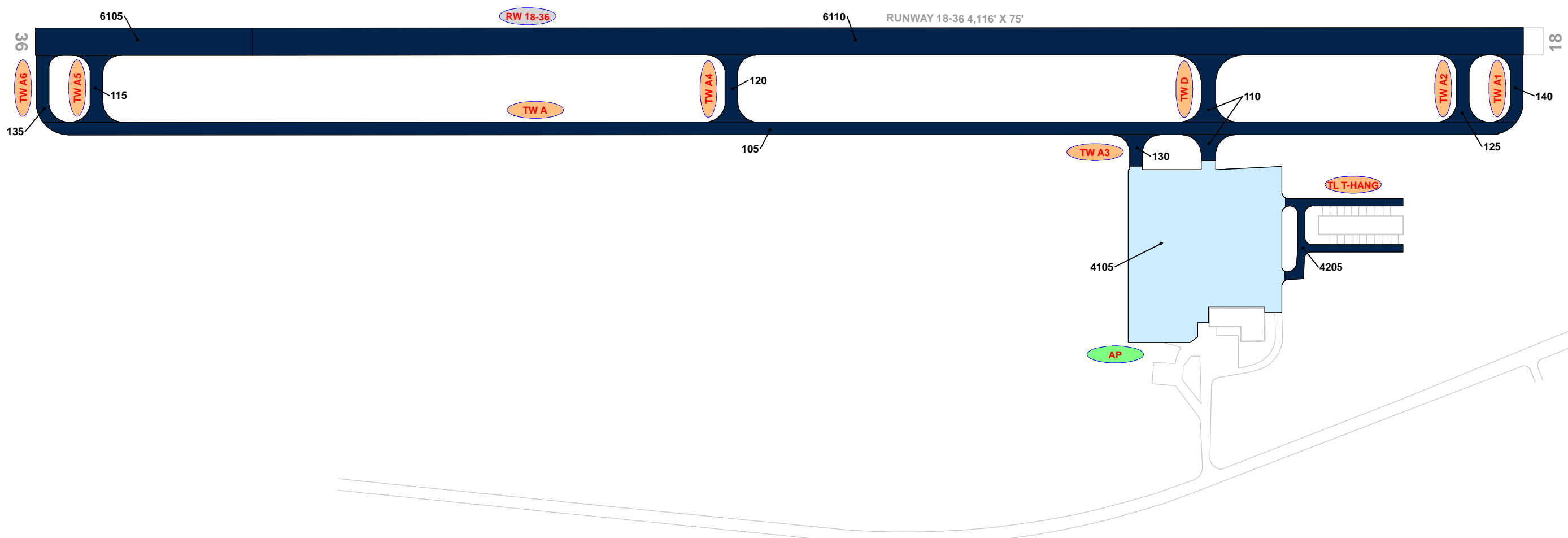
- RW 13-31 — TYPICAL RUNWAY BRANCH ID
- TW A — TYPICAL TAXIWAY BRANCH ID
- AP S — TYPICAL APRON BRANCH ID

PROJECT YEAR

2016	2021
2017	2022
2018	2023
2019	2024
2020	2025

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





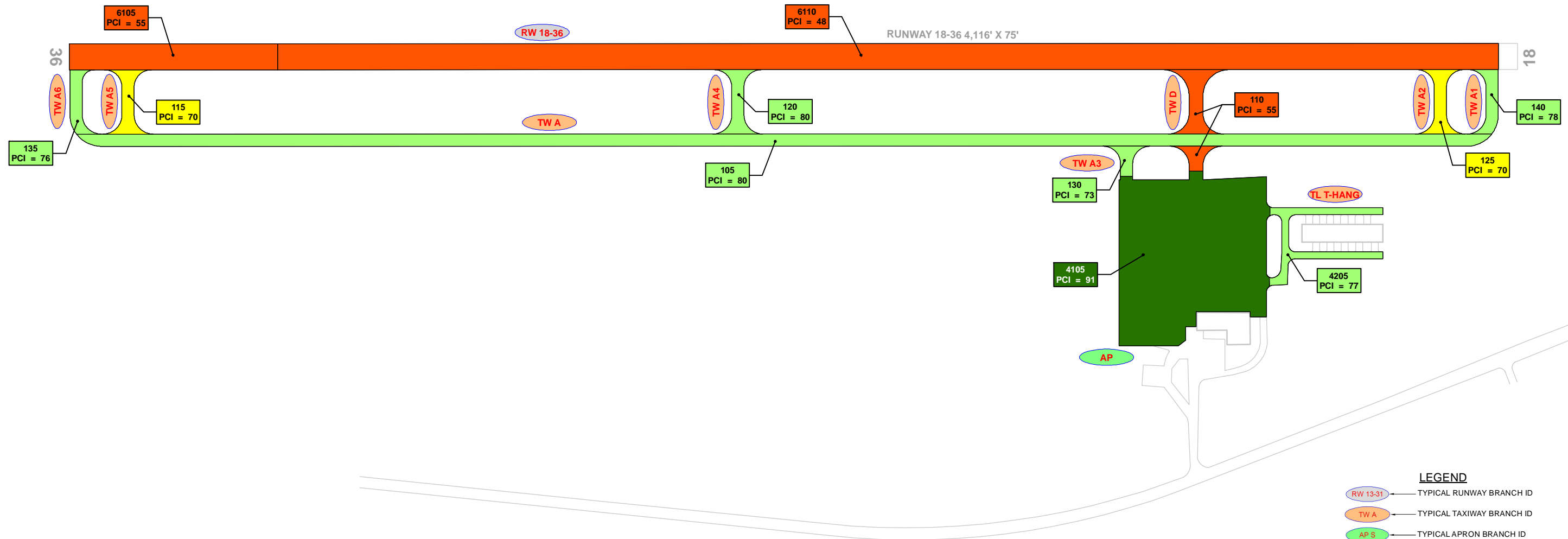
LEGEND

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

AGE AT INSPECTION

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

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



LEGEND

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

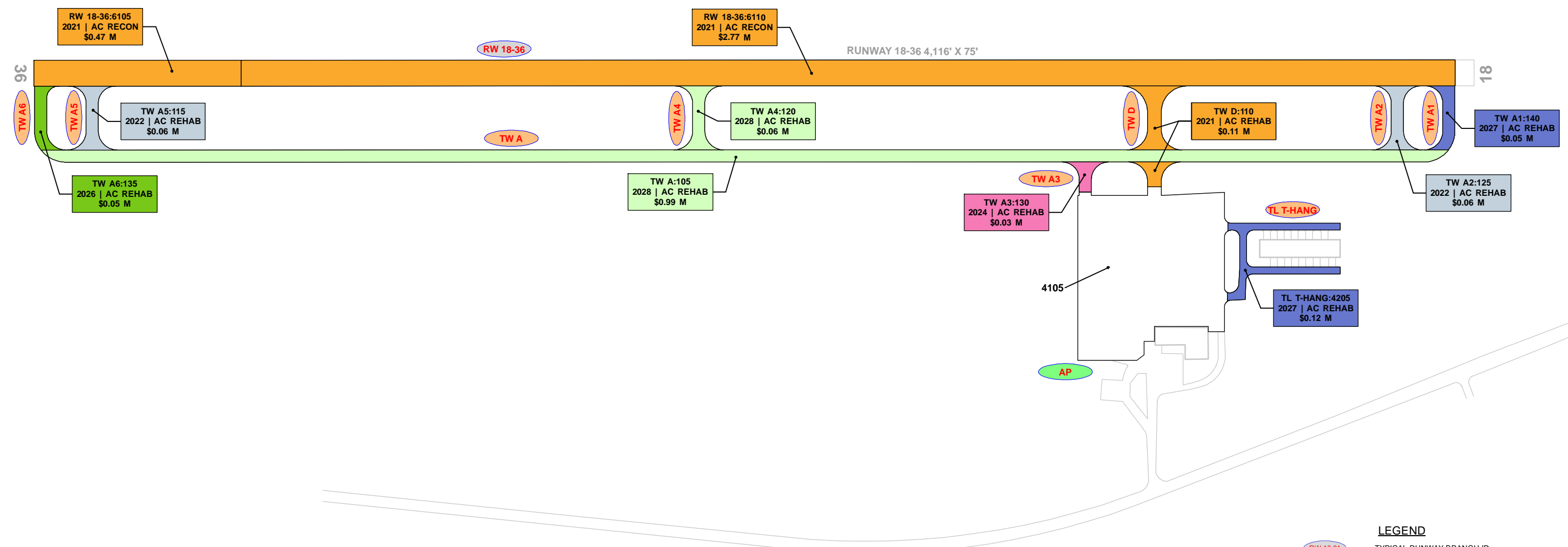
2020 PAVEMENT CONDITION INDEX

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

SECTION ID
PCI VALUE

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





LEGEND

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

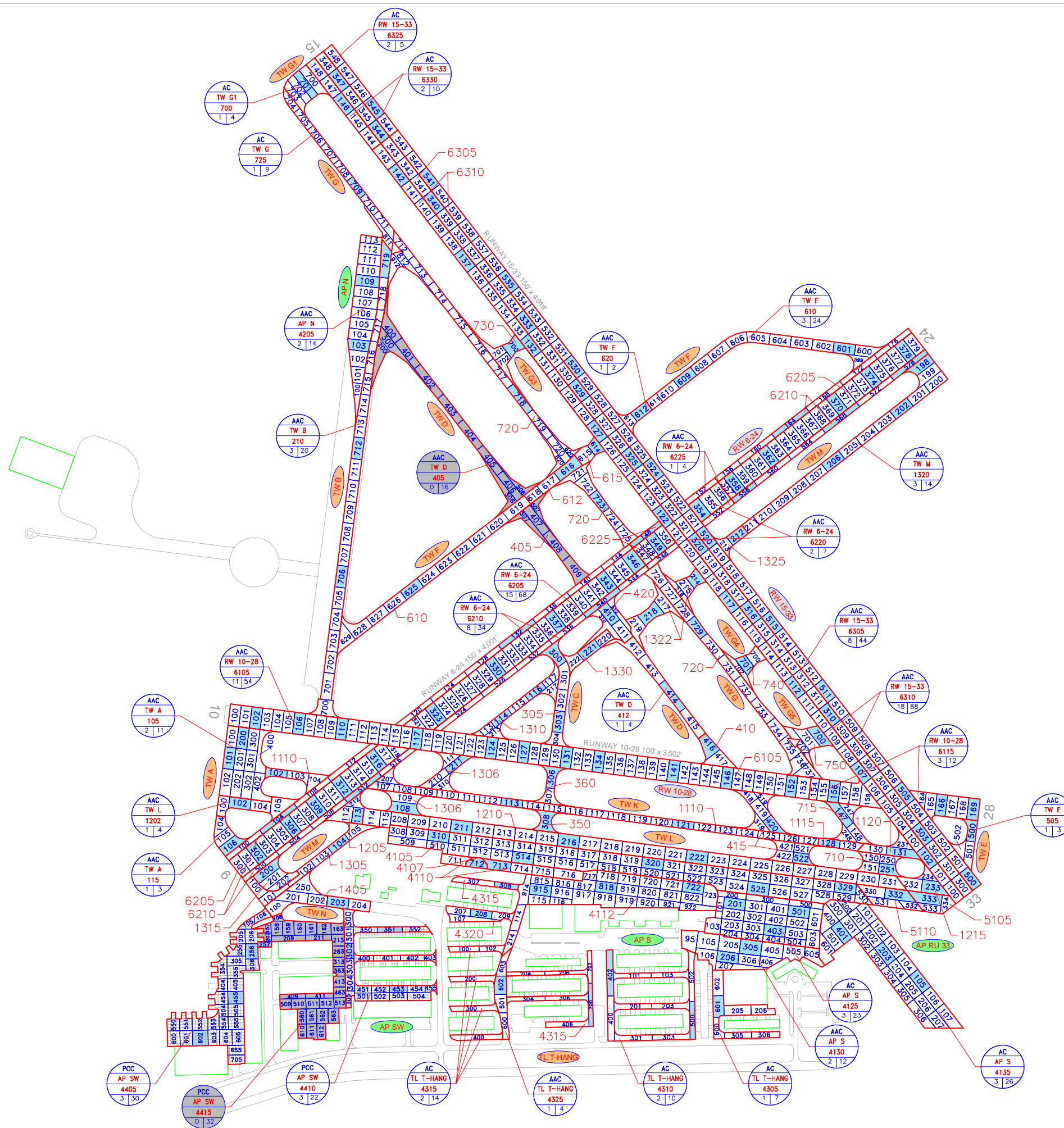
PROGRAM YEAR

	2021		2026
	2022		2027
	2023		2028
	2024		2029
	2025		2030

"BRANCH"; "SECTION"
"YEAR"; "REHAB ACTIVITY"
"EST. COST"

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





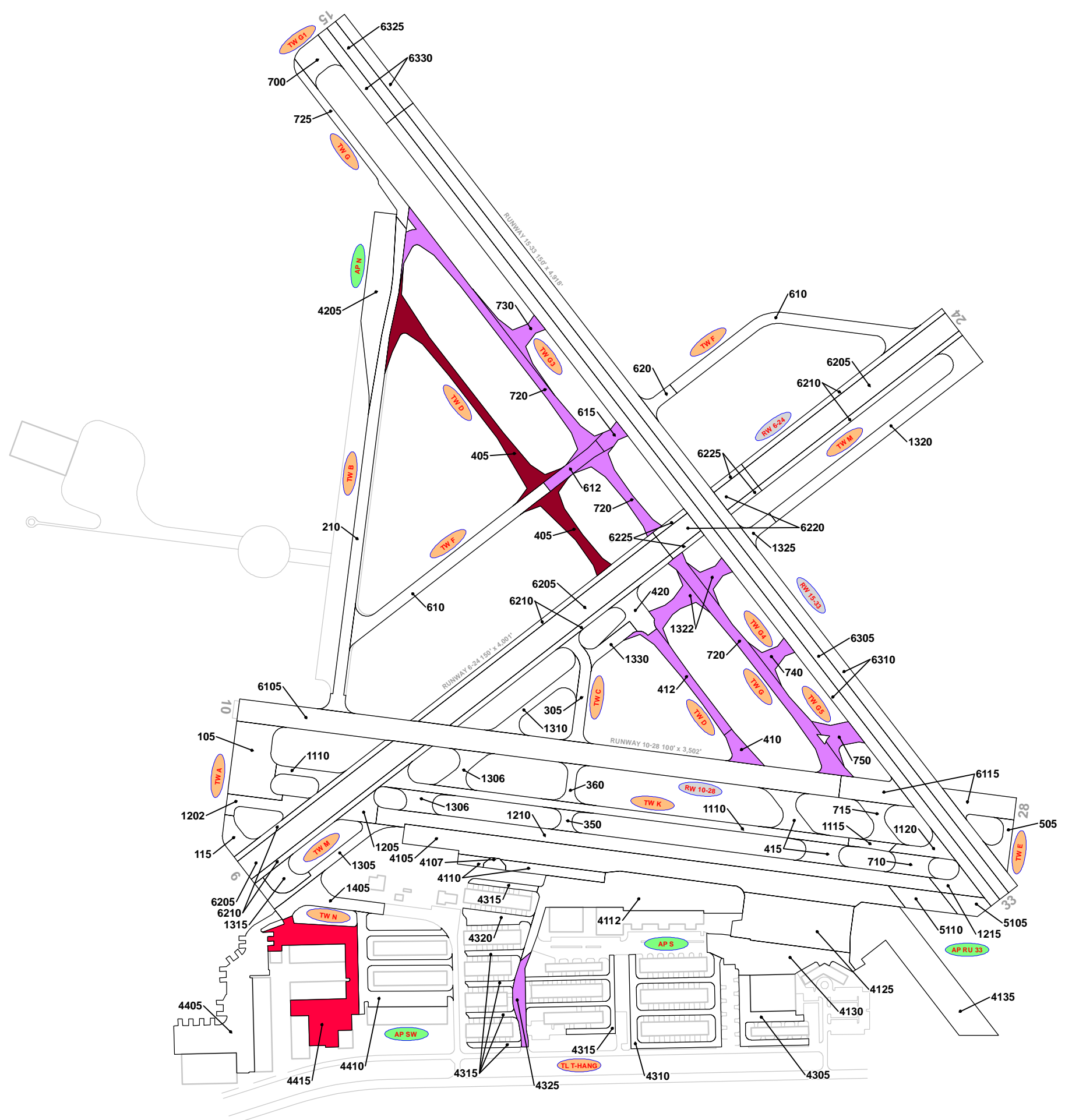
AC TW C 305 2 5	AAC TW C 350 1 1	AAC TW C 360 1 2	AAC TW D 410 1 2	AAC TW D 415 2 9	AAC TW D 420 1 4	AAC TW F 612 1 3
AAC TW F 615 1 2	AC TW G 710 1 4	AC TW G 715 1 4	AC TW G 720 3 30	AC TW G3 730 1 3	AC TW G4 740 1 3	AC TW G5 750 1 3
AC TW K 1110 3 25	AC TW K 1115 1 2	AC TW K 1120 1 3	AC TW L 1205 1 3	AAC TW L 1210 3 26	AAC TW L 1215 1 3	AC TW M 1305 1 6
AC TW M 1306 2 6	AC TW M 1310 2 7	AC TW M 1315 1 3	AC TW M 1322 2 6	AAC TW M 1325 1 2	AAC TW M 1330 1 3	AC TW N 1405 1 6
AAC AP S 4105 5 44	PCC AP S 4107 1 1	AC AP S 4110 1 5	AC AP S 4112 3 28	APC TL T-HANG 4320 1 4	AAC AP RU 33 5105 1 3	AAC AP RU 33 5110 1 4

LEGEND

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

TOTAL SAMPLES INSPECTED = 162
AC: 155 PCC: 7

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



RECENT & ANTICIPATED CONSTRUCTION ACTIVITY

CONSTRUCTION YEAR	LOCATION	WORK TYPE / PAVEMENT SECTION
2018	TW D	Mill and Overlay Variable Mill, 2.5" P-401
	TL T-HANG, TW F	Mill and Overlay
	TW G, TW G3, TW G4, TW G5	New Construction - AC
	TW M	Complete Reconstruction - AC 2" P-401, 8" P-211, 12" P-154-5.1
2019	AP SW	New Construction - PCC
2021	TW D	Mill and Overlay 1" Mill, 2.5" P-401

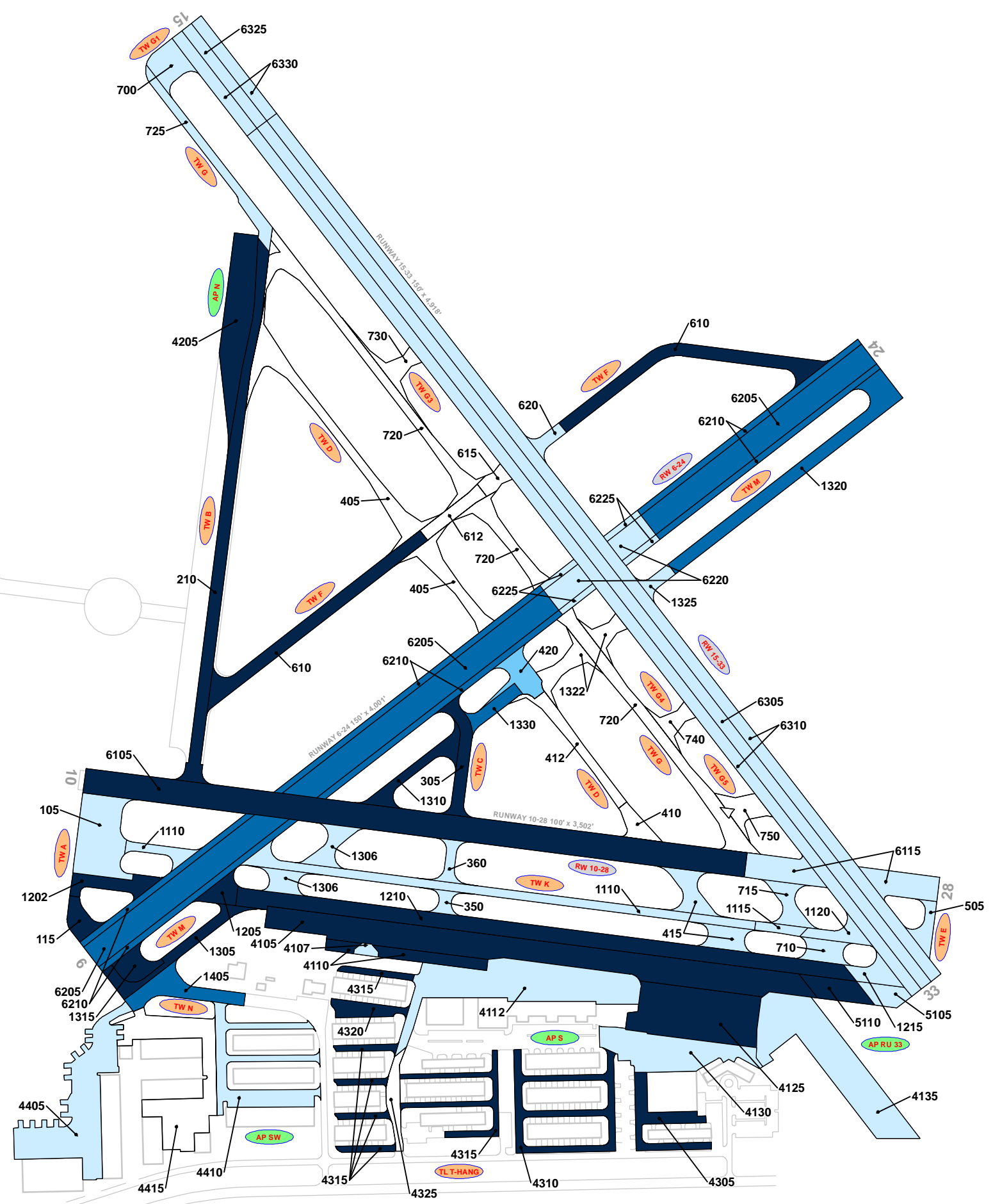
LEGEND

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

PROJECT YEAR

 2016	 2021
 2017	 2022
 2018	 2023
 2019	 2024
 2020	 2025

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



LEGEND

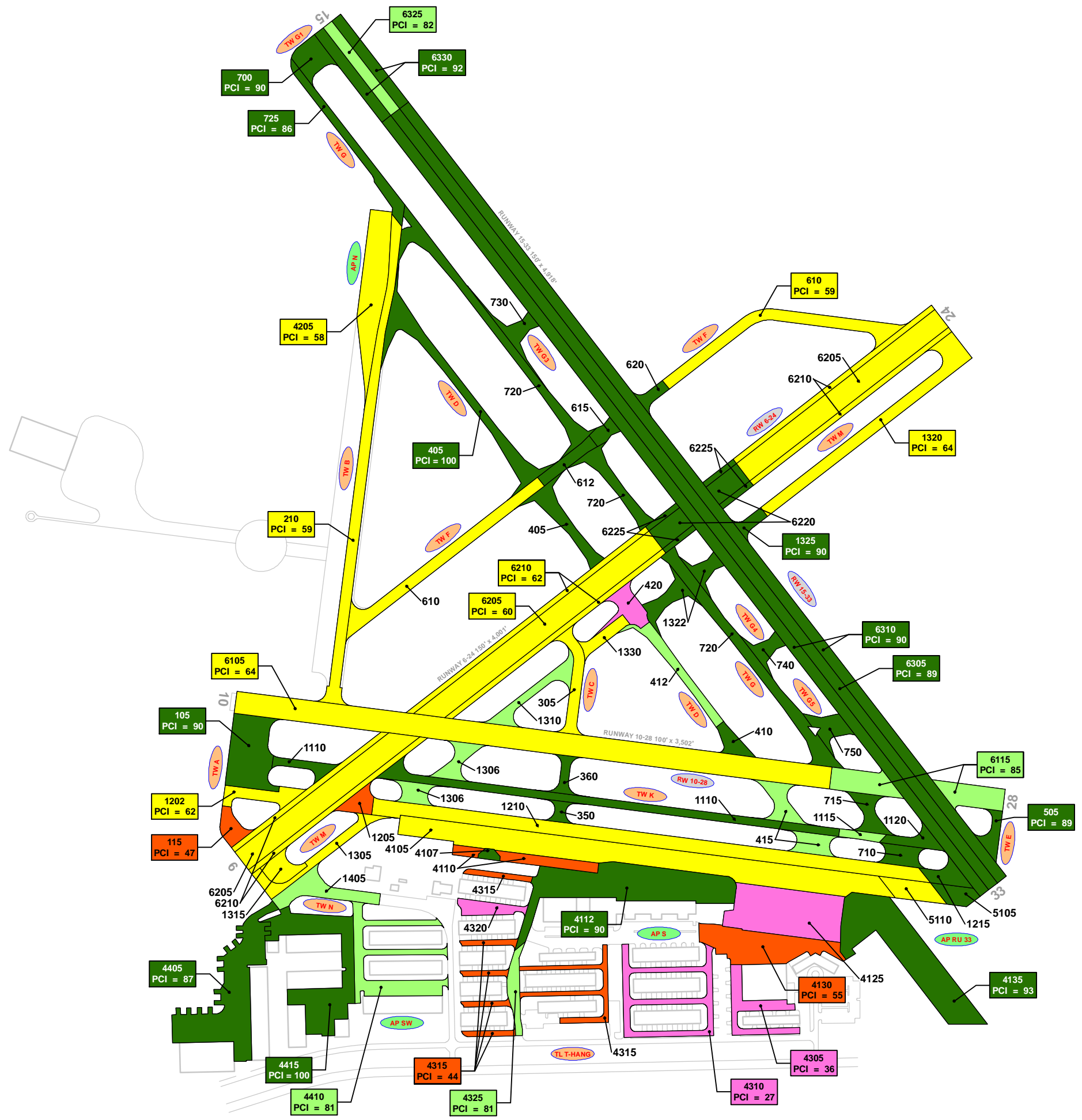
- RW 13-31 TYPICAL RUNWAY BRANCH ID
- TW A TYPICAL TAXIWAY BRANCH ID
- AP S TYPICAL APRON BRANCH ID

AGE AT INSPECTION

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

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





305 PCI = 64	350 PCI = 92	360 PCI = 92	410 PCI = 92	412 PCI = 83	415 PCI = 82	420 PCI = 40
612 PCI = 93	615 PCI = 95	620 PCI = 89	710 PCI = 89	715 PCI = 90	720 PCI = 92	730 PCI = 93
740 PCI = 92	750 PCI = 91	1110 PCI = 92	1115 PCI = 83	1120 PCI = 90	1205 PCI = 51	1210 PCI = 60
1215 PCI = 87	1305 PCI = 68	1306 PCI = 81	1310 PCI = 82	1315 PCI = 69	1322 PCI = 93	1330 PCI = 64
1405 PCI = 79	4105 PCI = 62	4107 PCI = 86	4110 PCI = 47	4125 PCI = 37	4320 PCI = 34	5105 PCI = 86
5110 PCI = 57	6220 PCI = 91	6225 PCI = 91				

LEGEND

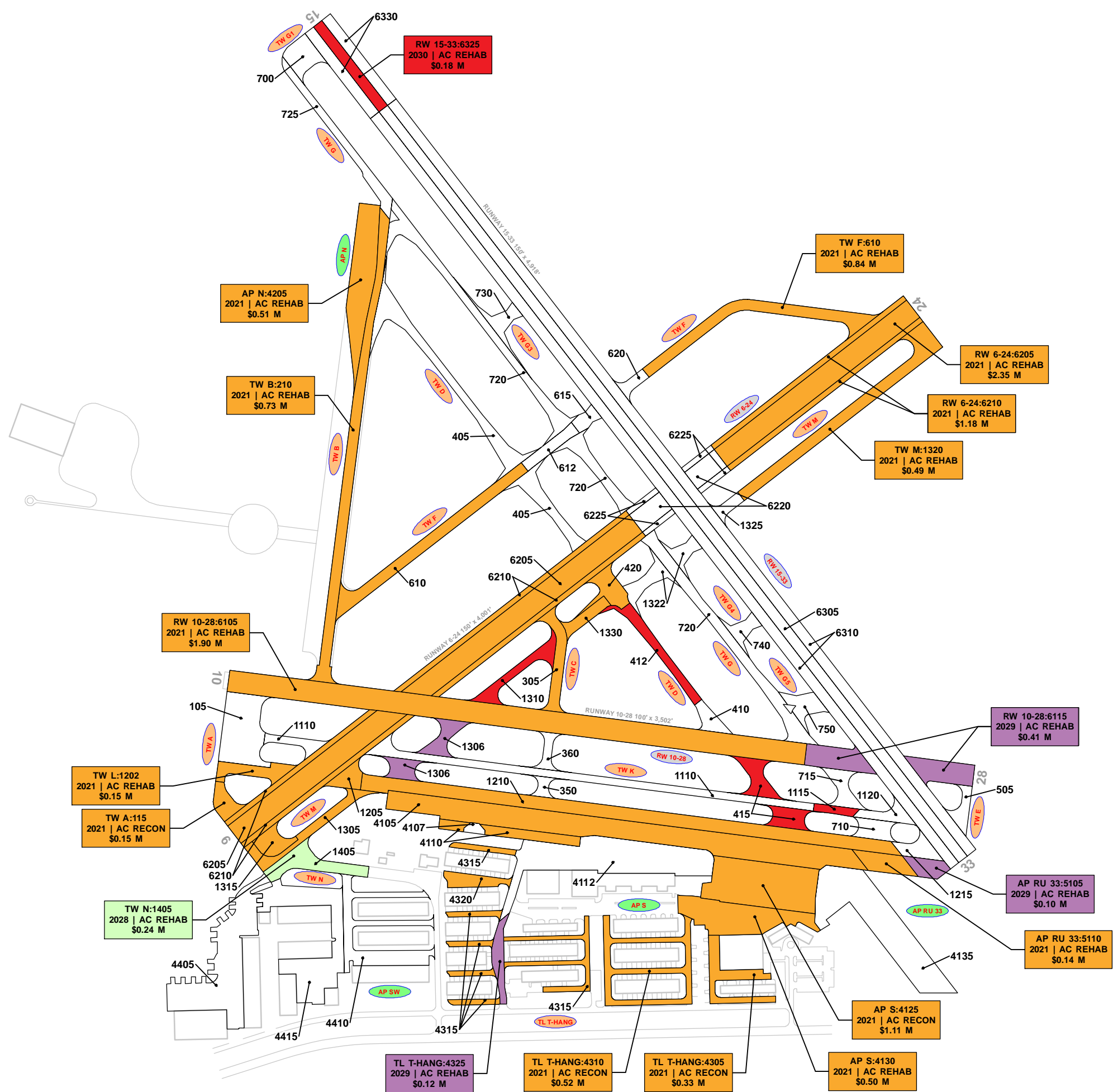
- RW 13-31 — TYPICAL RUNWAY BRANCH ID
- TW A — TYPICAL TAXIWAY BRANCH ID
- AP S — TYPICAL APRON BRANCH ID

2020 PAVEMENT CONDITION INDEX

- PCI 86-100 Good
 - PCI 71-85 Satisfactory
 - PCI 56-70 Fair
 - PCI 41-55 Poor
 - PCI 26-40 Very Poor
 - PCI 11-25 Serious
 - PCI 0-10 Failed
- “SECTION ID”
“PCI VALUE”

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





TW C:305 2021 AC REHAB \$0.19 M	TW D:420 2021 AC RECON \$0.22 M	TW L:1205 2021 AC RECON \$0.14 M	TW L:1210 2021 AC REHAB \$1.07 M
TW M:1305 2021 AC REHAB \$0.20 M	TW M:1315 2021 AC REHAB \$0.12 M	TW M:1330 2021 AC REHAB \$0.09 M	AP S:4105 2021 AC REHAB \$1.51 M
AP S:4110 2021 AC RECON \$0.27 M	TL T-HANG:4315 2021 AC RECON \$0.61 M	TL T-HANG:4320 2021 AC RECON \$0.17 M	TW M:1306 2029 AC REHAB \$0.21 M
TW D:412 2030 AC REHAB \$0.17 M	TW D:415 2030 AC REHAB \$0.25 M	TW K:1115 2030 AC REHAB \$0.05 M	TW M:1310 2030 AC REHAB \$0.17 M

LEGEND

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

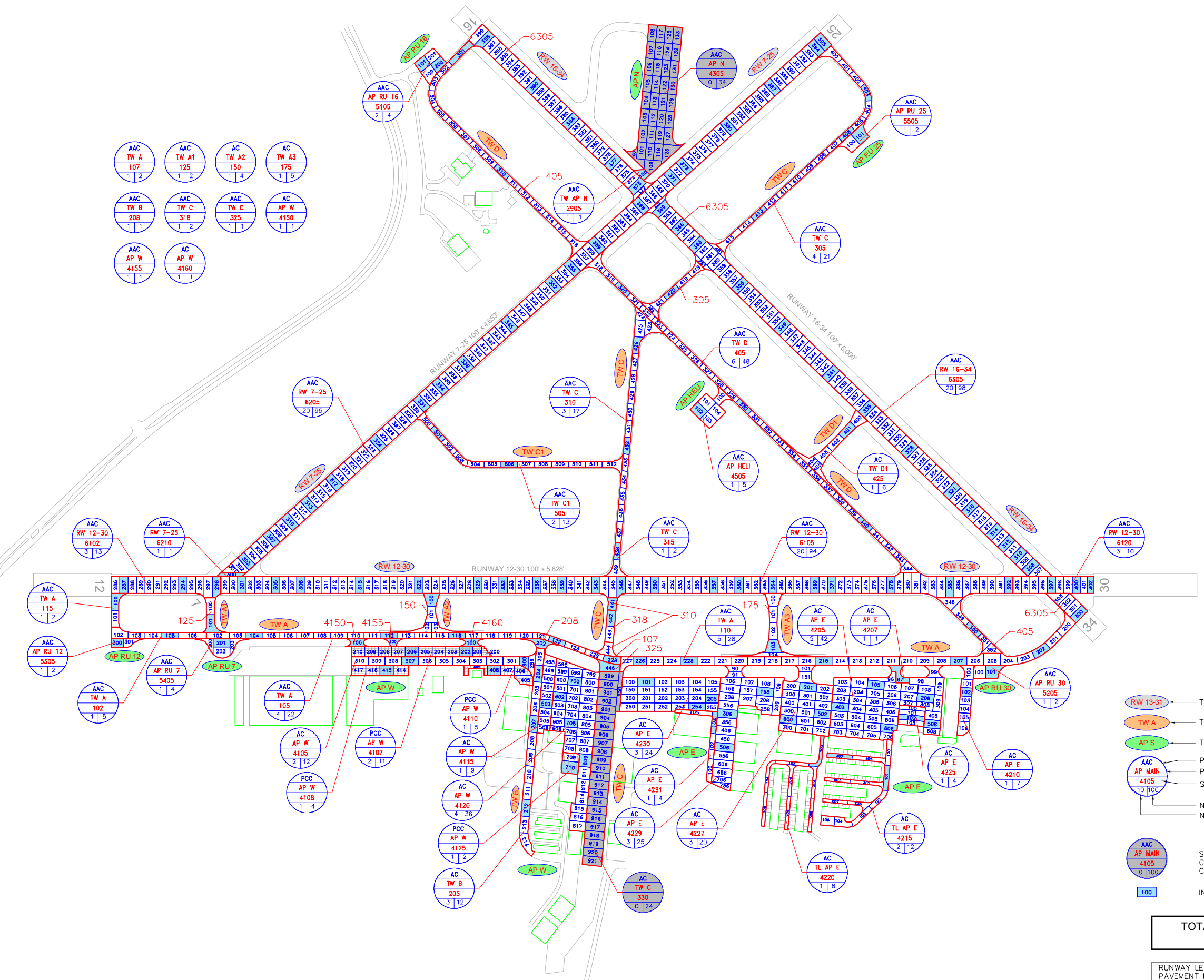
PROGRAM YEAR

 2021	 2026
 2022	 2027
 2023	 2028
 2024	 2029
 2025	 2030

"BRANCH"/"SECTION"
"YEAR"/"REHAB ACTIVITY"
"EST. COST"

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





AAC TW A 107 1 2	AAC TW A1 125 1 2	AC TW A2 150 1 4	AC TW A3 175 1 5
AAC TW B 208 1 1	AAC TW C 318 1 2	AAC TW C 325 1 1	AC AP W 4150 1 1
AAC AP W 4155 1 1	AC AP W 4160 1 1		

LEGEND

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

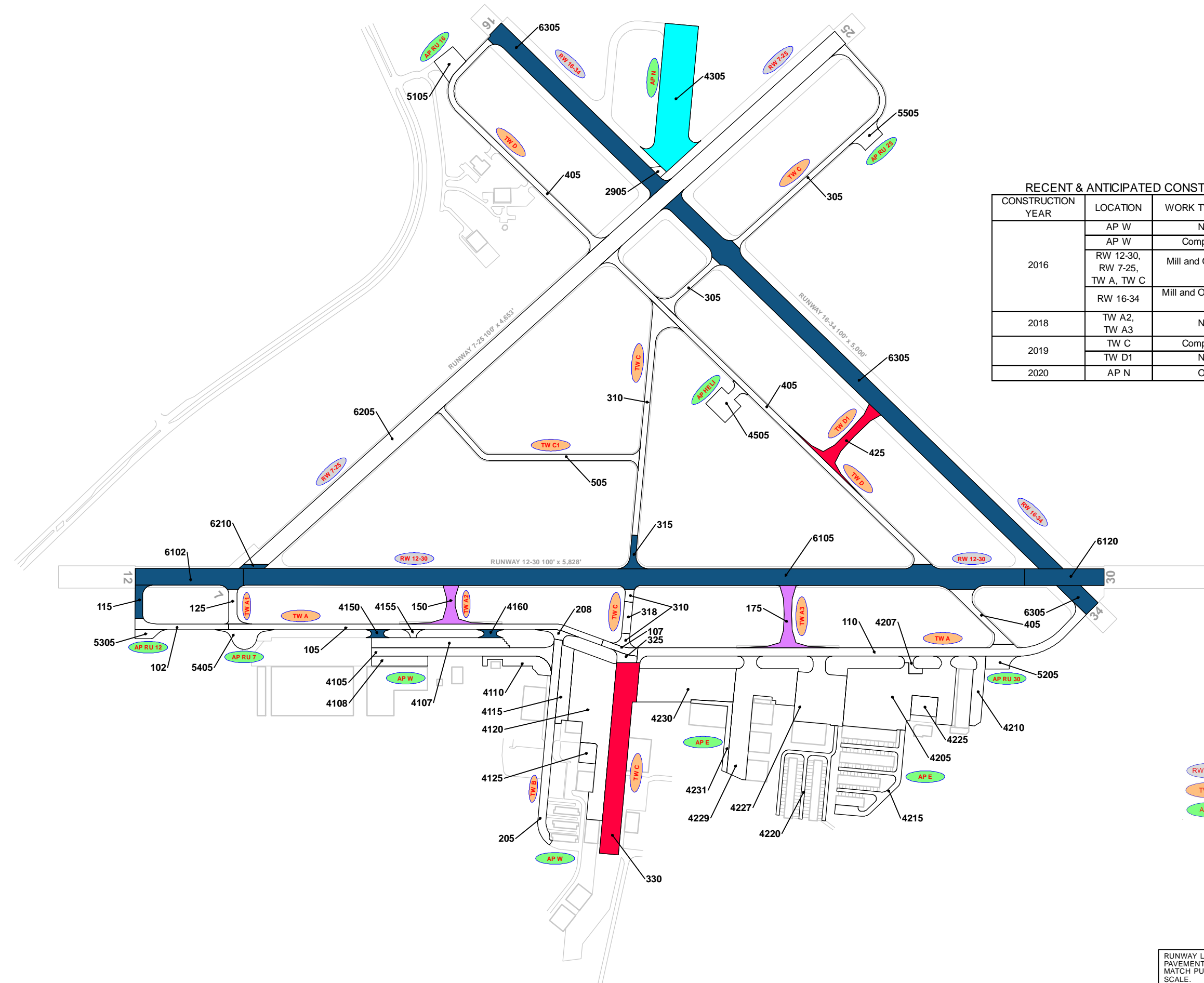
TOTAL SAMPLES INSPECTED = 149
AC: 144 PCC: 5

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



RECENT & ANTICIPATED CONSTRUCTION ACTIVITY

CONSTRUCTION YEAR	LOCATION	WORK TYPE / PAVEMENT SECTION
2016	AP W	New Construction - AC
	AP W	Complete Reconstruction - AC
	RW 12-30, RW 7-25, TW A, TW C	Mill and Overlay 1" P-101 Milling and 2" P-401 Overlay
	RW 16-34	Mill and Overlay 1/4" P-101 Milling and 2" P-401 Overlay
2018	TW A2, TW A3	New Construction - AC
2019	TW C	Complete Reconstruction - AC
	TW D1	New Construction - AC
2020	AP N	Overlay - AC Structural



LEGEND

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

PROJECT YEAR

- 2016
- 2017
- 2018
- 2019
- 2020
- 2021
- 2022
- 2023
- 2024
- 2025

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



LEGEND

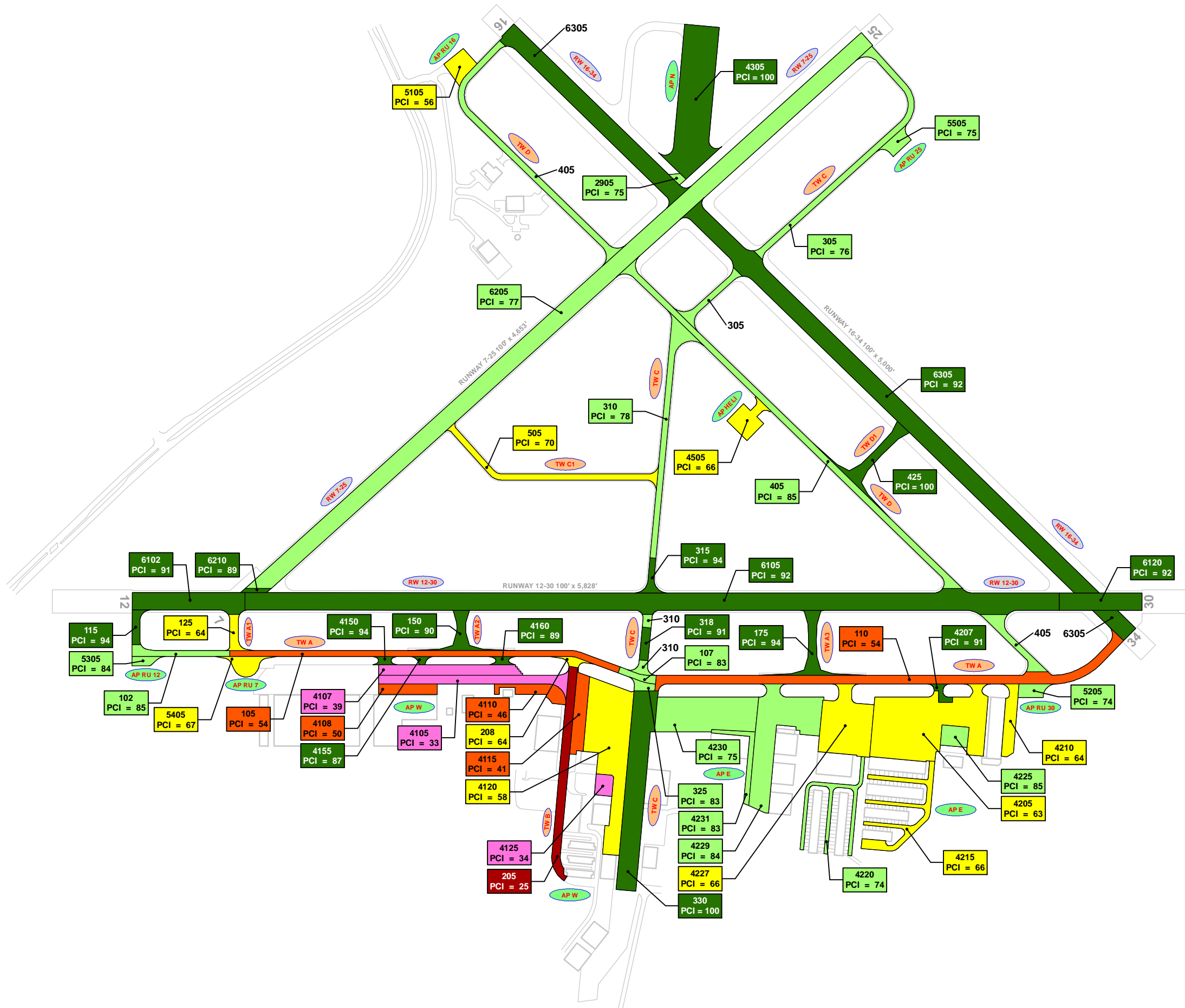
- RW 13-31 — TYPICAL RUNWAY BRANCH ID
- TW A — TYPICAL TAXIWAY BRANCH ID
- AP S — TYPICAL APRON BRANCH ID

AGE AT INSPECTION

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

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





LEGEND

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

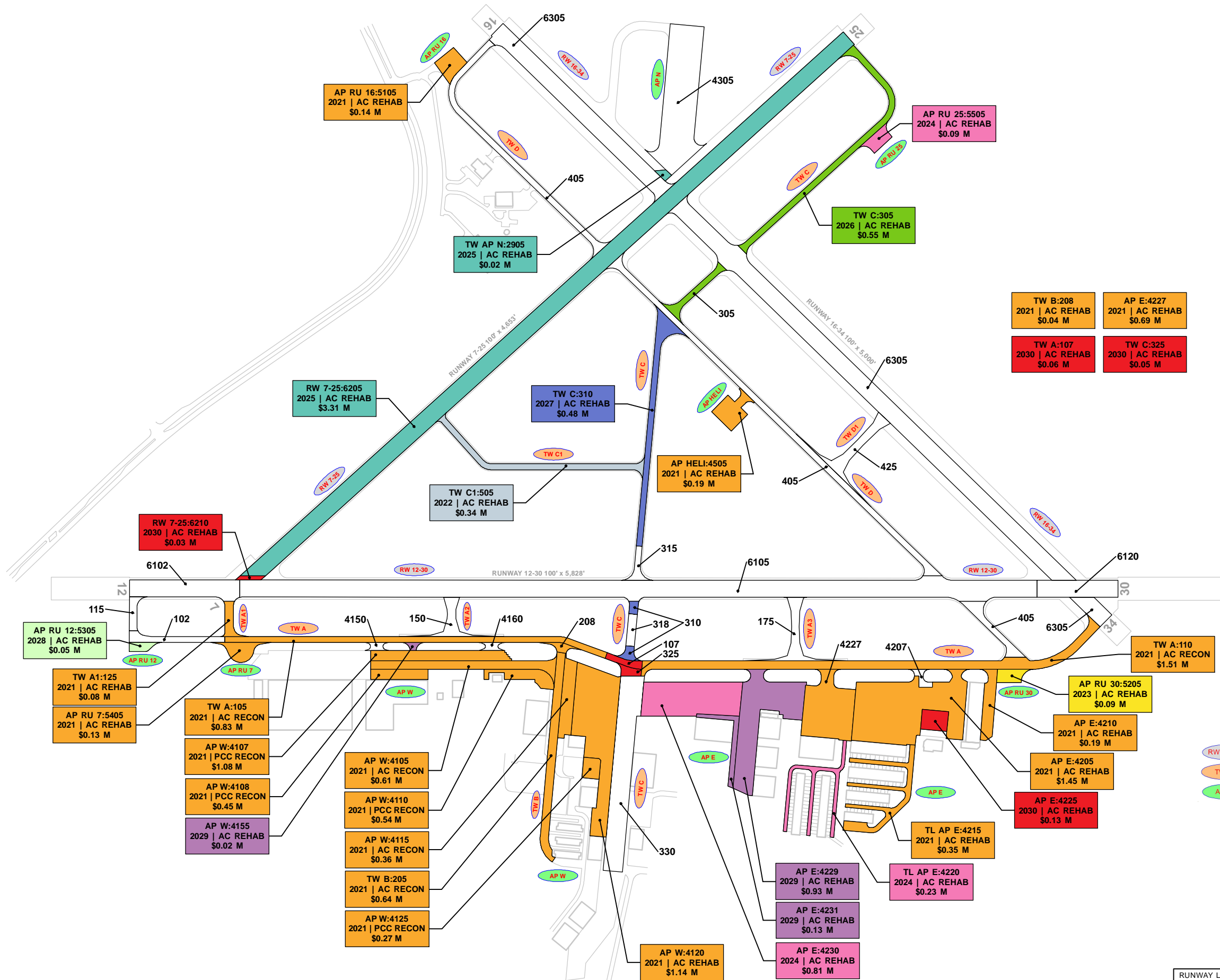
2020 PAVEMENT CONDITION INDEX

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

“SECTION ID”
“PCI VALUE”

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





LEGEND

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

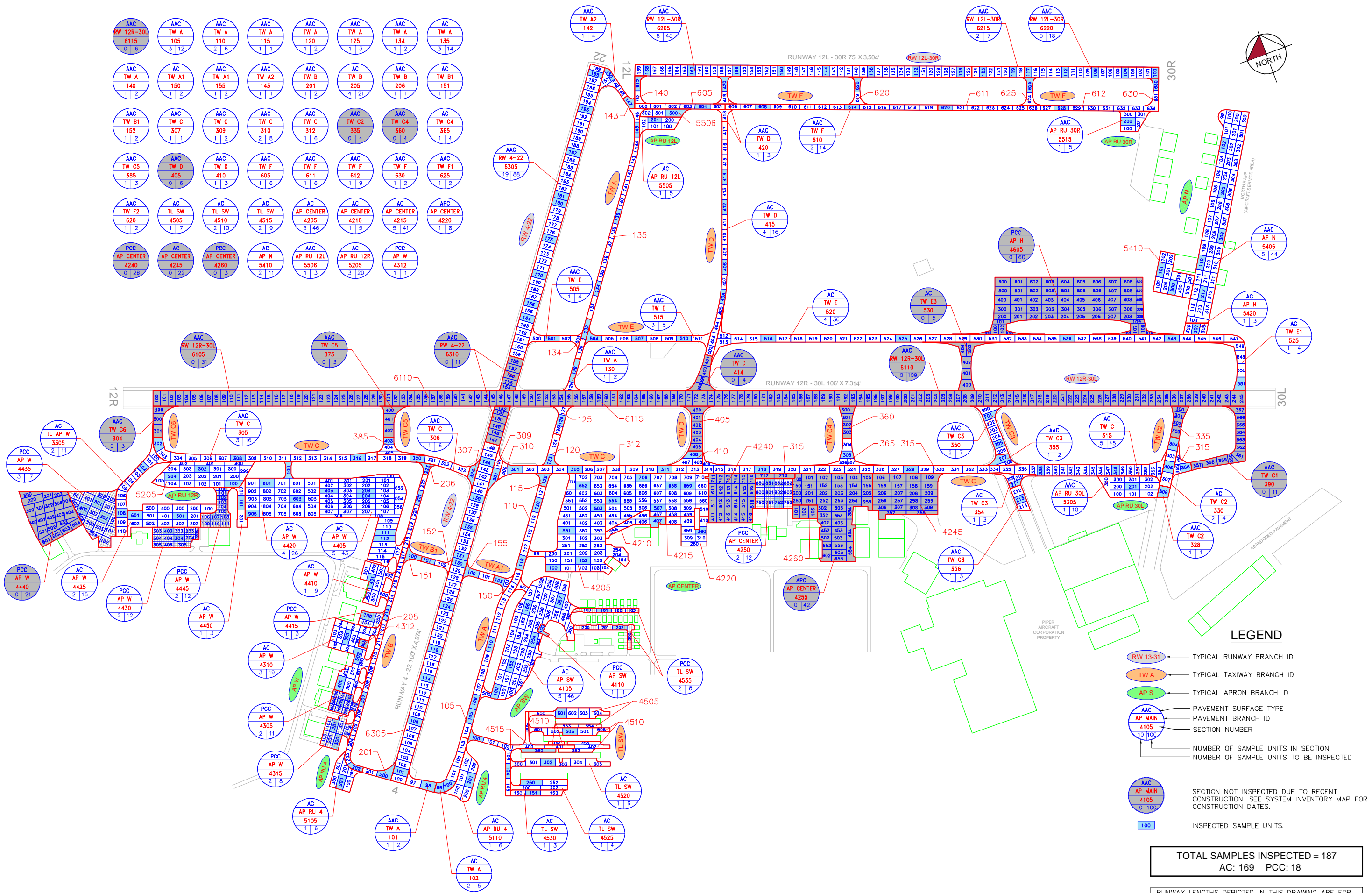
PROGRAM YEAR

	2021		2026
	2022		2027
	2023		2028
	2024		2029
	2025		2030

“BRANCH” “SECTION”
“YEAR” “REHAB ACTIVITY”
“EST. COST”

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

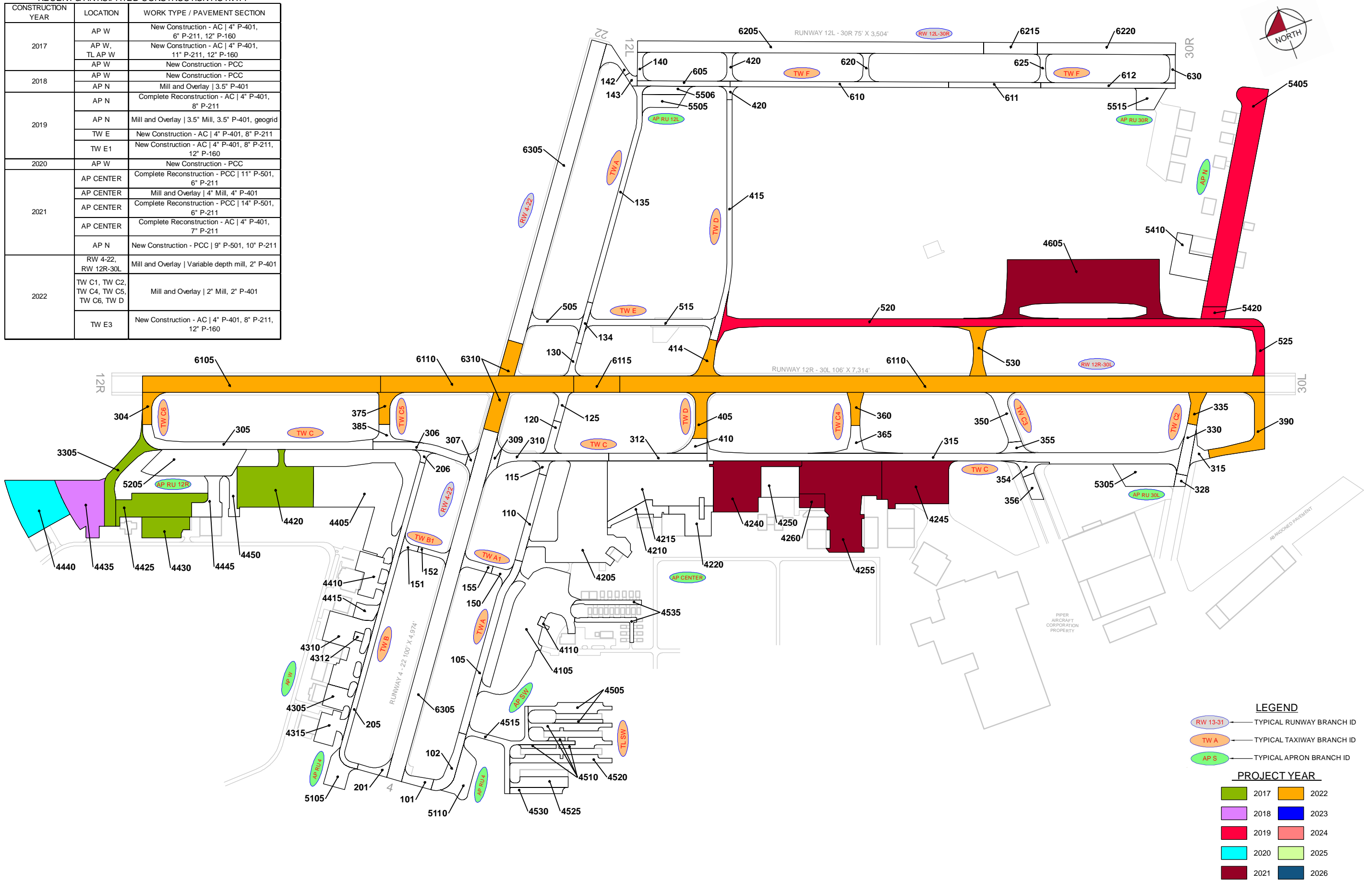






RECENT & ANTICIPATED CONSTRUCTION ACTIVITY

CONSTRUCTION YEAR	LOCATION	WORK TYPE / PAVEMENT SECTION
2017	AP W	New Construction - AC 4" P-401, 6" P-211, 12" P-160
	AP W, TL AP W	New Construction - AC 4" P-401, 11" P-211, 12" P-160
	AP W	New Construction - PCC
2018	AP W	New Construction - PCC
	AP N	Mill and Overlay 3.5" P-401
2019	AP N	Complete Reconstruction - AC 4" P-401, 8" P-211
	AP N	Mill and Overlay 3.5" Mill, 3.5" P-401, geogrid
	TW E	New Construction - AC 4" P-401, 8" P-211
2020	TW E1	New Construction - AC 4" P-401, 8" P-211, 12" P-160
	AP W	New Construction - PCC
2021	AP CENTER	Complete Reconstruction - PCC 11" P-501, 6" P-211
	AP CENTER	Mill and Overlay 4" Mill, 4" P-401
	AP CENTER	Complete Reconstruction - PCC 14" P-501, 6" P-211
	AP CENTER	Complete Reconstruction - AC 4" P-401, 7" P-211
2022	AP N	New Construction - PCC 9" P-501, 10" P-211
	RW 4-22, RW 12R-30L	Mill and Overlay Variable depth mill, 2" P-401
	TW C1, TW C2, TW C4, TW C5, TW C6, TW D	Mill and Overlay 2" Mill, 2" P-401
	TW E3	New Construction - AC 4" P-401, 8" P-211, 12" P-160



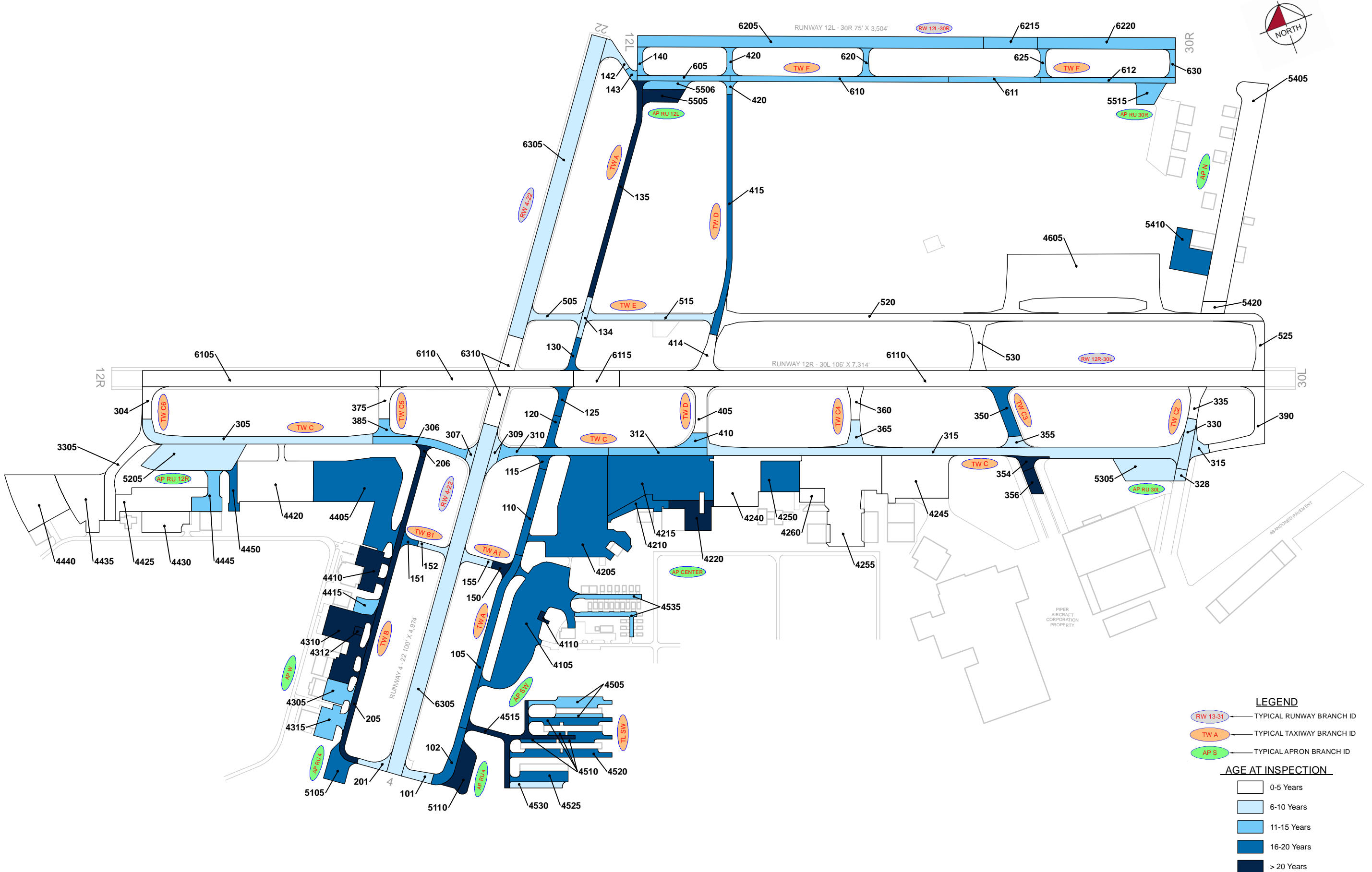
LEGEND

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

PROJECT YEAR

- 2017 (Green)
- 2018 (Purple)
- 2019 (Red)
- 2020 (Cyan)
- 2021 (Maroon)
- 2022 (Yellow)
- 2023 (Blue)
- 2024 (Light Red)
- 2025 (Light Green)
- 2026 (Dark Blue)

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



LEGEND

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

AGE AT INSPECTION

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

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



102 PCI = 77	105 PCI = 64	110 PCI = 67	115 PCI = 57	120 PCI = 66	125 PCI = 61
130 PCI = 68	134 PCI = 82	140 PCI = 86	142 PCI = 84	143 PCI = 84	150 PCI = 64
151 PCI = 68	152 PCI = 88	155 PCI = 86	205 PCI = 59	206 PCI = 51	306 PCI = 83
307 PCI = 86	309 PCI = 84	335 PCI = 100	375 PCI = 100	385 PCI = 86	505 PCI = 80
605 PCI = 88	612 PCI = 82	620 PCI = 83	625 PCI = 82	3305 PCI = 94	4110 PCI = 66
4205 PCI = 42	4210 PCI = 50	4215 PCI = 48	4240 PCI = 100	4250 PCI = 98	4312 PCI = 70
4445 PCI = 40	4450 PCI = 74	4515 PCI = 67	5205 PCI = 94	5505 PCI = 59	5506 PCI = 81



LEGEND

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

2022 PAVEMENT CONDITION INDEX

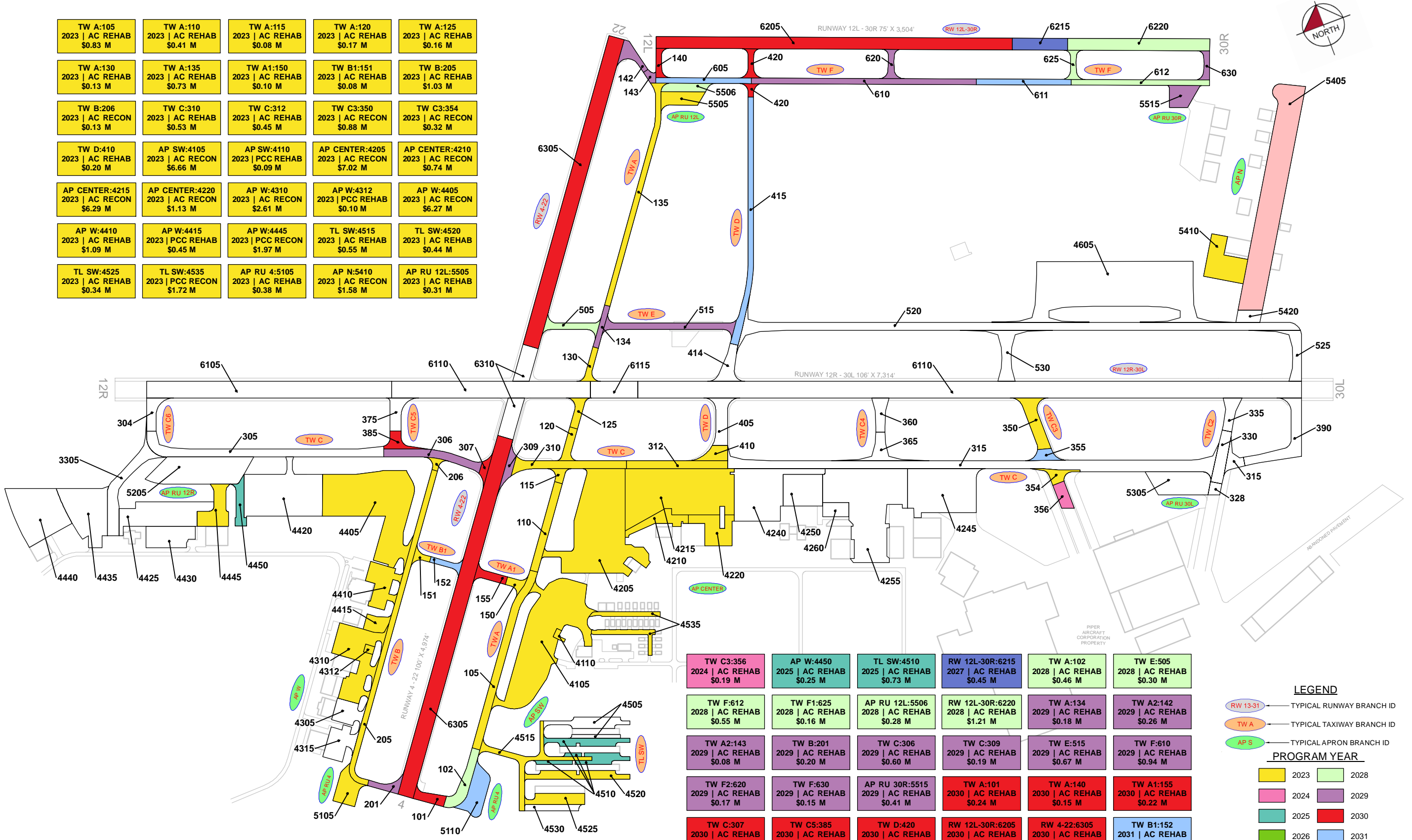
- PCI 86-100 Good
- PCI 71-85 Satisfactory
- PCI 56-70 Fair
- PCI 41-55 Poor
- PCI 26-40 Very Poor
- PCI 11-25 Serious
- PCI 0-10 Failed

SECTION ID
PCI VALUE

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



TW A:105 2023 AC REHAB \$0.83 M	TW A:110 2023 AC REHAB \$0.41 M	TW A:115 2023 AC REHAB \$0.08 M	TW A:120 2023 AC REHAB \$0.17 M	TW A:125 2023 AC REHAB \$0.16 M
TW A:130 2023 AC REHAB \$0.13 M	TW A:135 2023 AC REHAB \$0.73 M	TW A1:150 2023 AC REHAB \$0.10 M	TW B1:151 2023 AC REHAB \$0.08 M	TW B:205 2023 AC REHAB \$1.03 M
TW B:206 2023 AC RECON \$0.13 M	TW C:310 2023 AC REHAB \$0.53 M	TW C:312 2023 AC REHAB \$0.45 M	TW C3:350 2023 AC RECON \$0.88 M	TW C3:354 2023 AC RECON \$0.32 M
TW D:410 2023 AC REHAB \$0.20 M	AP SW:4105 2023 AC RECON \$6.66 M	AP SW:4110 2023 PCC REHAB \$0.09 M	AP CENTER:4205 2023 AC RECON \$7.02 M	AP CENTER:4210 2023 AC RECON \$0.74 M
AP CENTER:4215 2023 AC RECON \$6.29 M	AP CENTER:4220 2023 AC RECON \$1.13 M	AP W:4310 2023 AC RECON \$2.61 M	AP W:4312 2023 PCC REHAB \$0.10 M	AP W:4405 2023 AC RECON \$6.27 M
AP W:4410 2023 AC REHAB \$1.09 M	AP W:4415 2023 PCC REHAB \$0.45 M	AP W:4445 2023 PCC RECON \$1.97 M	TL SW:4515 2023 AC REHAB \$0.55 M	TL SW:4520 2023 AC REHAB \$0.44 M
TL SW:4525 2023 AC REHAB \$0.34 M	TL SW:4535 2023 PCC RECON \$1.72 M	AP RU 4:5105 2023 AC REHAB \$0.38 M	AP N:5410 2023 AC RECON \$1.58 M	AP RU 12L:5505 2023 AC REHAB \$0.31 M



TW C3:356 2024 AC REHAB \$0.19 M	AP W:4450 2025 AC REHAB \$0.25 M	TL SW:4510 2025 AC REHAB \$0.73 M	RW 12L-30R:6215 2027 AC REHAB \$0.45 M	TW A:102 2028 AC REHAB \$0.46 M	TW E:505 2028 AC REHAB \$0.30 M
TW F:612 2028 AC REHAB \$0.55 M	TW F1:625 2028 AC REHAB \$0.16 M	AP RU 12L:5506 2028 AC REHAB \$0.28 M	RW 12L-30R:6220 2028 AC REHAB \$1.21 M	TW A:134 2029 AC REHAB \$0.18 M	TW A2:142 2029 AC REHAB \$0.26 M
TW A2:143 2029 AC REHAB \$0.08 M	TW B:201 2029 AC REHAB \$0.20 M	TW C:306 2029 AC REHAB \$0.60 M	TW C:309 2029 AC REHAB \$0.19 M	TW E:515 2029 AC REHAB \$0.67 M	TW F:610 2029 AC REHAB \$0.94 M
TW F2:620 2029 AC REHAB \$0.17 M	TW F:630 2029 AC REHAB \$0.15 M	AP RU 30R:5515 2029 AC REHAB \$0.41 M	TW A:101 2030 AC REHAB \$0.24 M	TW A:140 2030 AC REHAB \$0.15 M	TW A1:155 2030 AC REHAB \$0.22 M
TW C:307 2030 AC REHAB \$0.13 M	TW C5:385 2030 AC REHAB \$0.24 M	TW D:420 2030 AC REHAB \$0.26 M	RW 12L-30R:6205 2030 AC REHAB \$3.33 M	RW 4-22:6305 2030 AC REHAB \$8.62 M	TW B1:152 2031 AC REHAB \$0.17 M
TW C3:355 2031 AC REHAB \$0.20 M	TW D:415 2031 AC REHAB \$1.20 M	TW F:605 2031 AC REHAB \$0.44 M	TW F:611 2031 AC REHAB \$0.44 M	AP RU 4:5110 2031 AC REHAB \$0.74 M	AP N:5405 2032 AC REHAB \$4.80 M

LEGEND

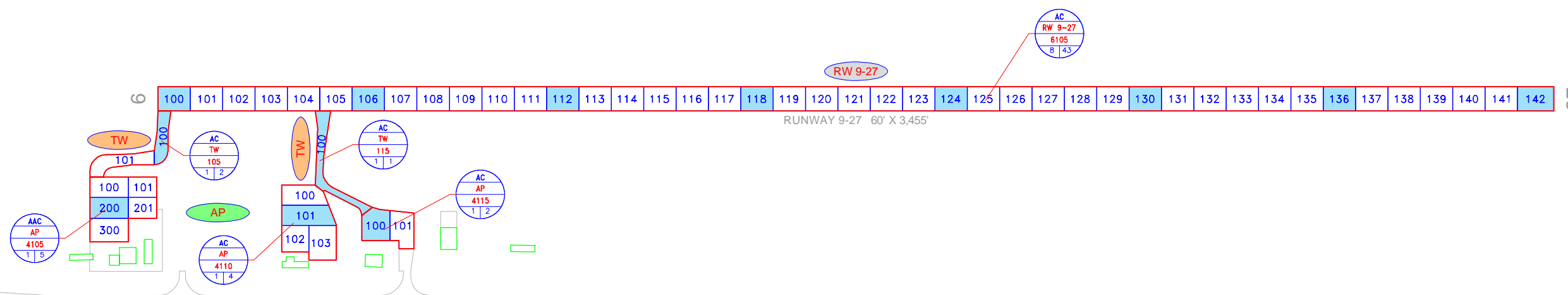
- RW 13-31 — TYPICAL RUNWAY BRANCH ID
- TW A — TYPICAL TAXIWAY BRANCH ID
- AP S — TYPICAL APRON BRANCH ID

PROGRAM YEAR

2023	2028
2024	2029
2025	2030
2026	2031
2027	2032

"BRANCH," "SECTION"
"YEAR," "REHAB ACTIVITY"
"EST. COST"

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



27

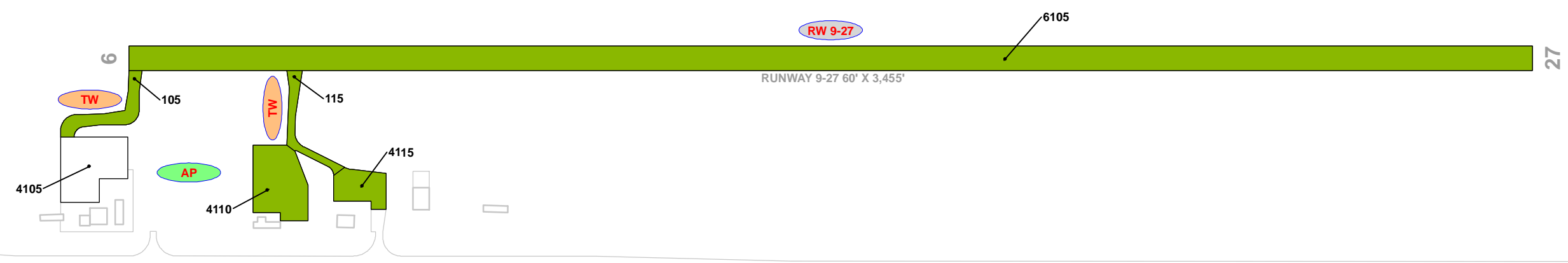
LEGEND

- TYPICAL RUNWAY BRANCH ID
- TYPICAL TAXIWAY BRANCH ID
- TYPICAL APRON BRANCH ID
- PAVEMENT SURFACE TYPE
PAVEMENT BRANCH ID
SECTION NUMBER
NUMBER OF SAMPLE UNITS IN SECTION
NUMBER OF SAMPLE UNITS TO BE INSPECTED
- SECTION NOT INSPECTED DUE TO RECENT CONSTRUCTION. SEE SYSTEM INVENTORY MAP FOR CONSTRUCTION DATES.
- INSPECTED SAMPLE UNITS.

TOTAL SAMPLES INSPECTED = 13
AC: 13 PCC: 0

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





RECENT & ANTICIPATED CONSTRUCTION ACTIVITY

CONSTRUCTION YEAR	LOCATION	WORK TYPE / PAVEMENT SECTION
2017	AP, RW 9-27, TW	Complete Reconstruction - AC

LEGEND

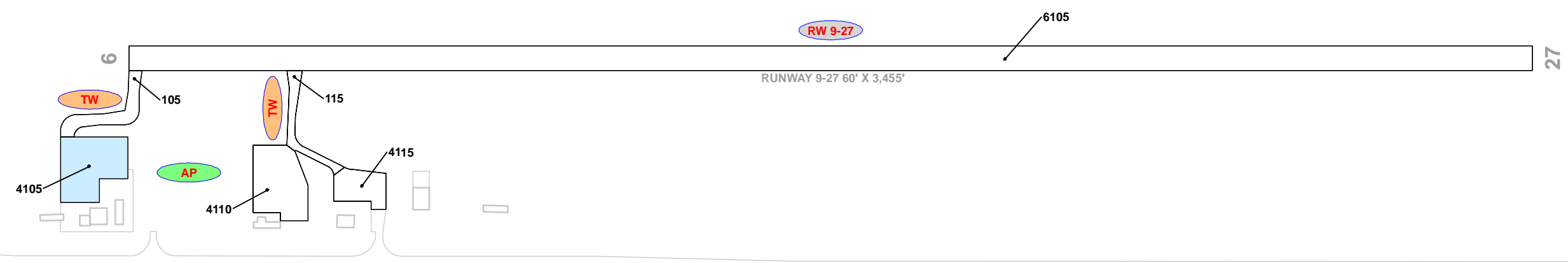
- RW 13-31 — TYPICAL RUNWAY BRANCH ID
- TW A — TYPICAL TAXIWAY BRANCH ID
- AP S — TYPICAL APRON BRANCH ID

PROJECT YEAR

 2016	 2021
 2017	 2022
 2018	 2023
 2019	 2024
 2020	 2025

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





LEGEND

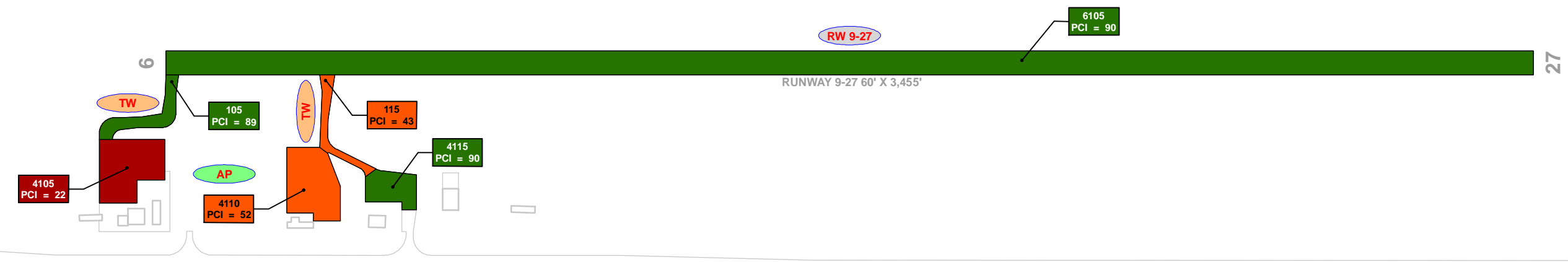
- TYPICAL RUNWAY BRANCH ID
- TYPICAL TAXIWAY BRANCH ID
- TYPICAL APRON BRANCH ID

AGE AT INSPECTION

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

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





LEGEND

- TYPICAL RUNWAY BRANCH ID
- TYPICAL TAXIWAY BRANCH ID
- TYPICAL APRON BRANCH ID

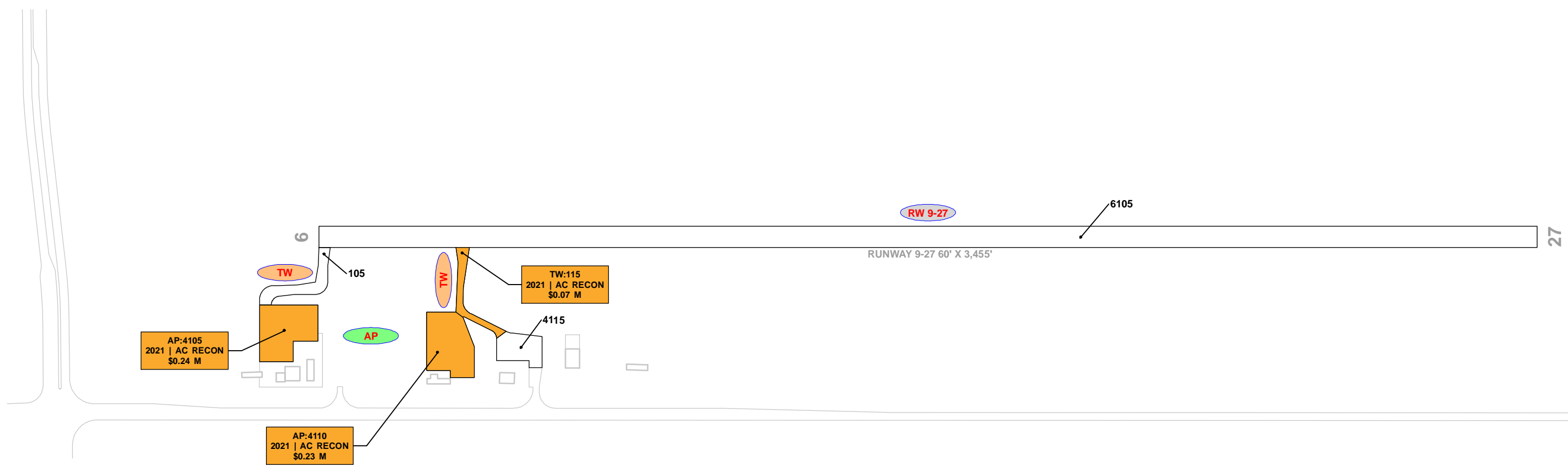
2020 PAVEMENT CONDITION INDEX

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

"SECTION ID"
"PCI VALUE"

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





LEGEND

RW 13-31 — TYPICAL RUNWAY BRANCH ID

TW A — TYPICAL TAXIWAY BRANCH ID

AP S — TYPICAL APRON BRANCH ID

PROGRAM YEAR

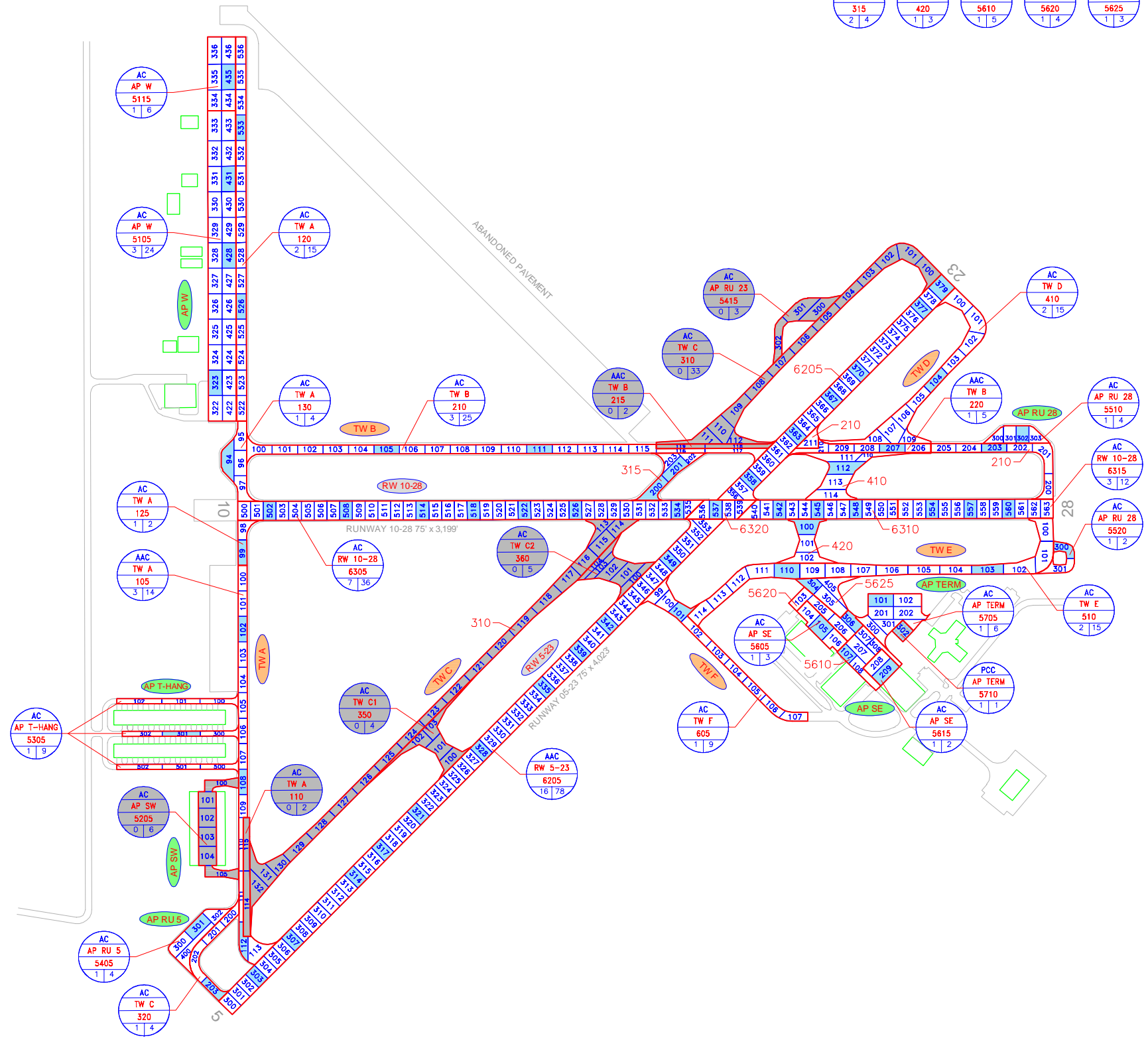
2021	2026
2022	2027
2023	2028
2024	2029
2025	2030

"BRANCH"; "SECTION"
"YEAR"; "REHAB ACTIVITY"
"EST. COST"

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



AC TW C 315 2 4	AC TW D 420 1 3	AC AP SE 5610 1 5	AAC AP SE 5620 1 4	AC AP SE 5625 1 3	AC RW 10-28 6310 3 12	AC RW 10-28 6320 1 4
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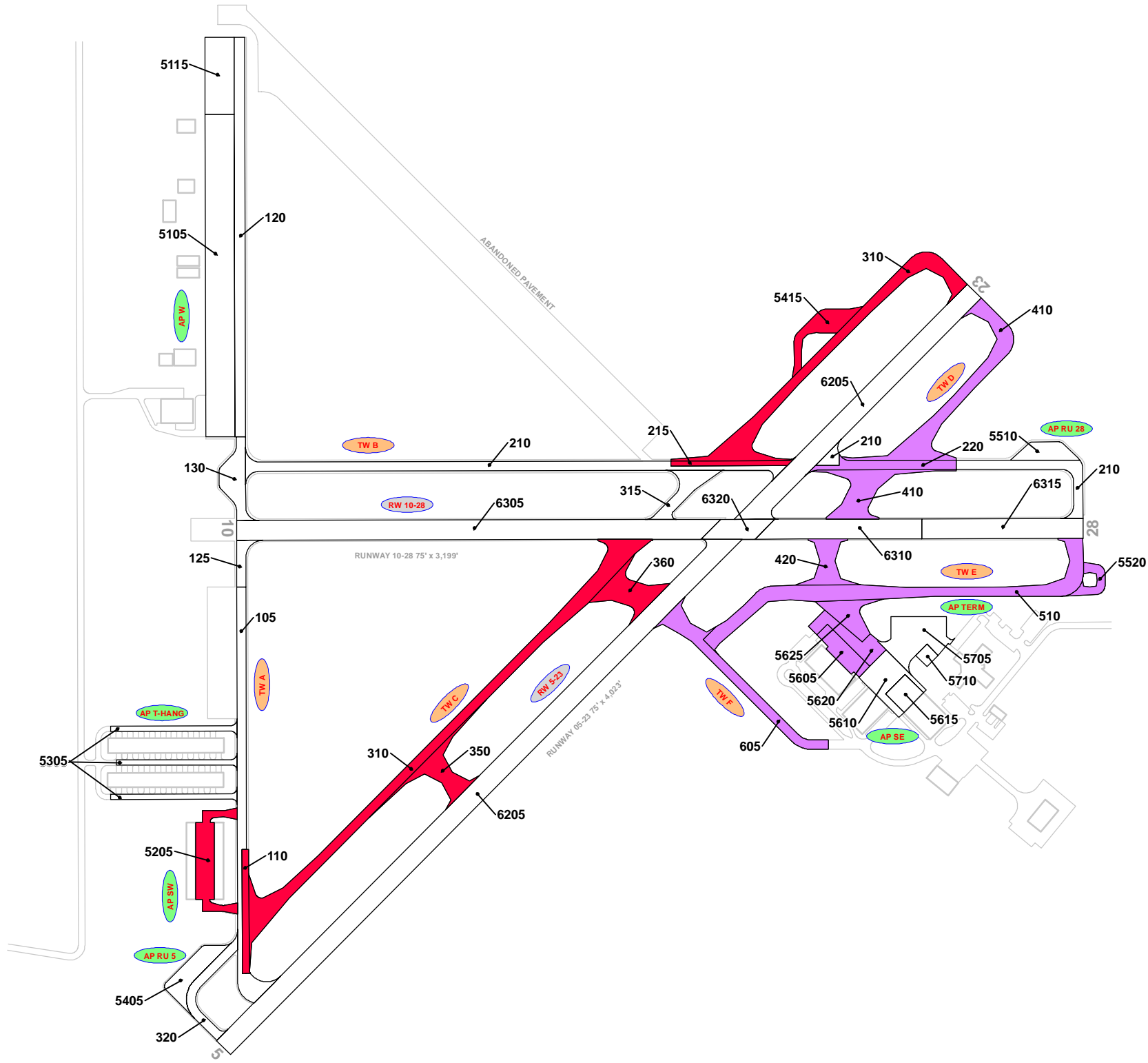


LEGEND

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

TOTAL SAMPLES INSPECTED = 65
AC: 64 PCC: 1

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



RECENT & ANTICIPATED CONSTRUCTION ACTIVITY

CONSTRUCTION YEAR	LOCATION	WORK TYPE / PAVEMENT SECTION
2018	AP SE, TW B	Mill and Overlay
	AP RU 28, TW D, TW E	New Construction - AC
	TW F	Widening - AC
	AP SE	Complete Reconstruction - AC
2019	AP RU 23, AP SW, TW C, TW C1, TW C2	New Construction - AC
	TW A	Complete Reconstruction - AC
	TW B	Mill and Overlay

LEGEND

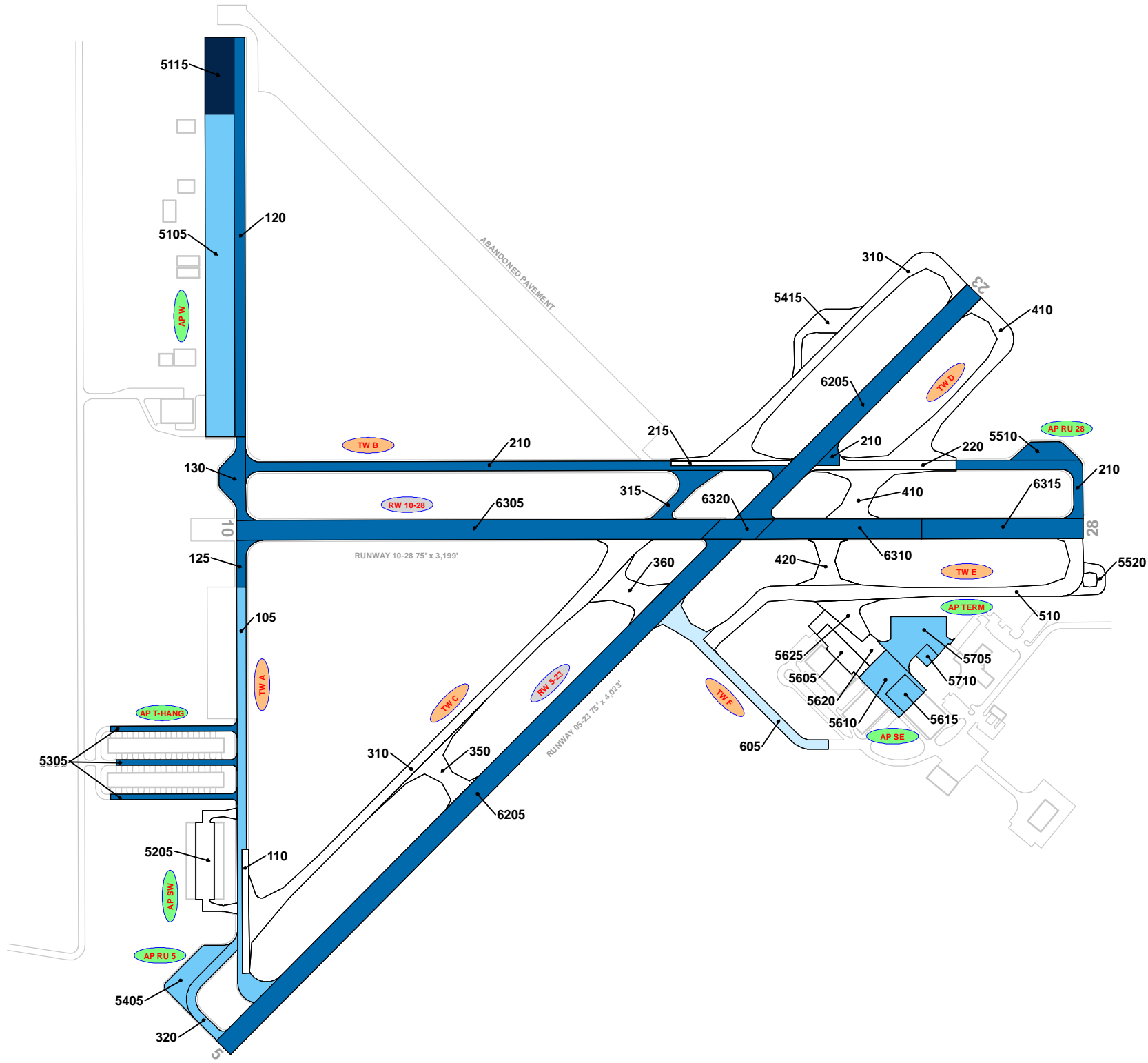
RW 13-31 TYPICAL RUNWAY BRANCH ID
TW A TYPICAL TAXIWAY BRANCH ID
AP S TYPICAL APRON BRANCH ID

PROJECT YEAR

2016	2021
2017	2022
2018	2023
2019	2024
2020	2025

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





LEGEND

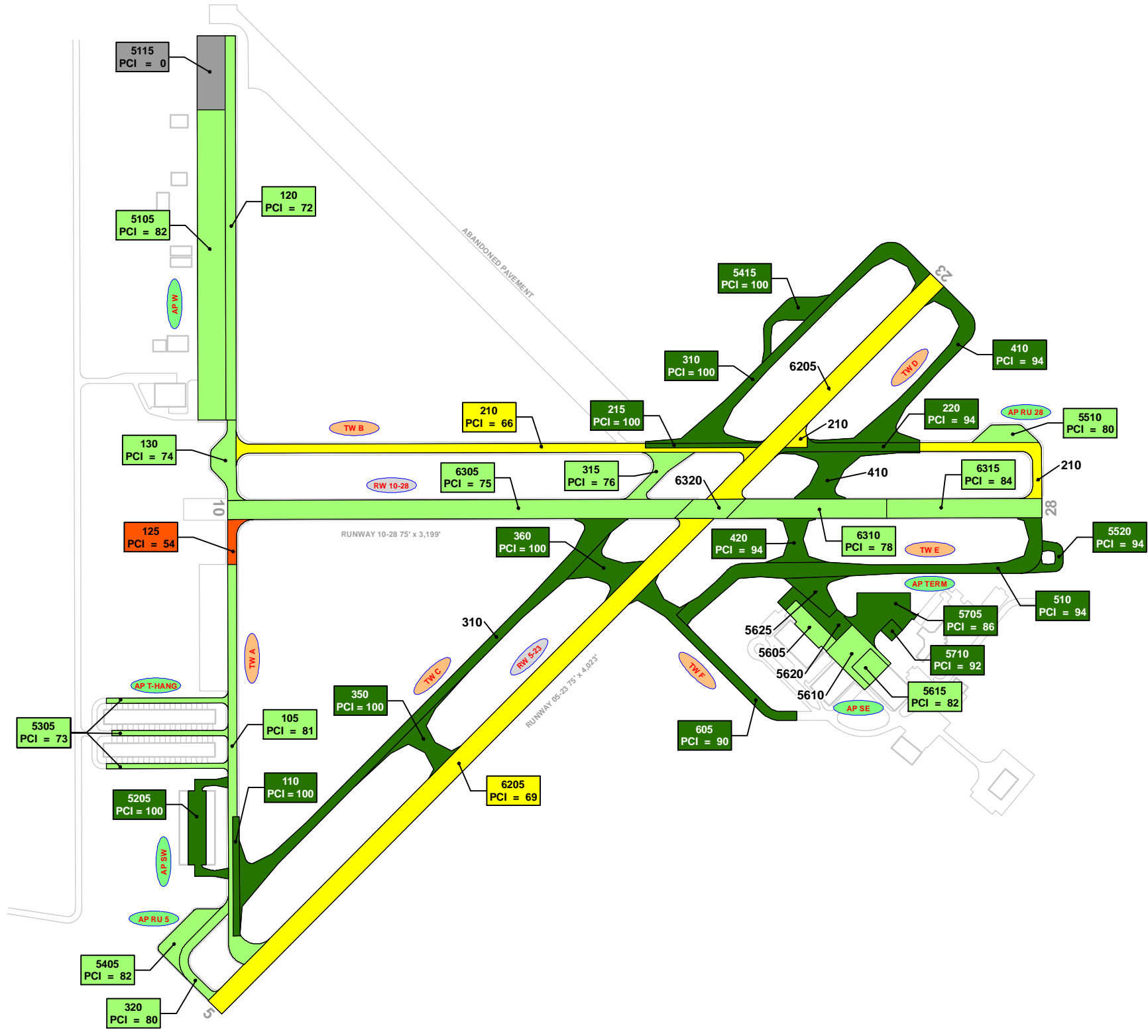
RW 13-31 — TYPICAL RUNWAY BRANCH ID
TW A — TYPICAL TAXIWAY BRANCH ID
AP S — TYPICAL APRON BRANCH ID

AGE AT INSPECTION

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

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





5605 PCI = 83	5610 PCI = 81	5620 PCI = 94	5625 PCI = 94	6320 PCI = 72
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LEGEND

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

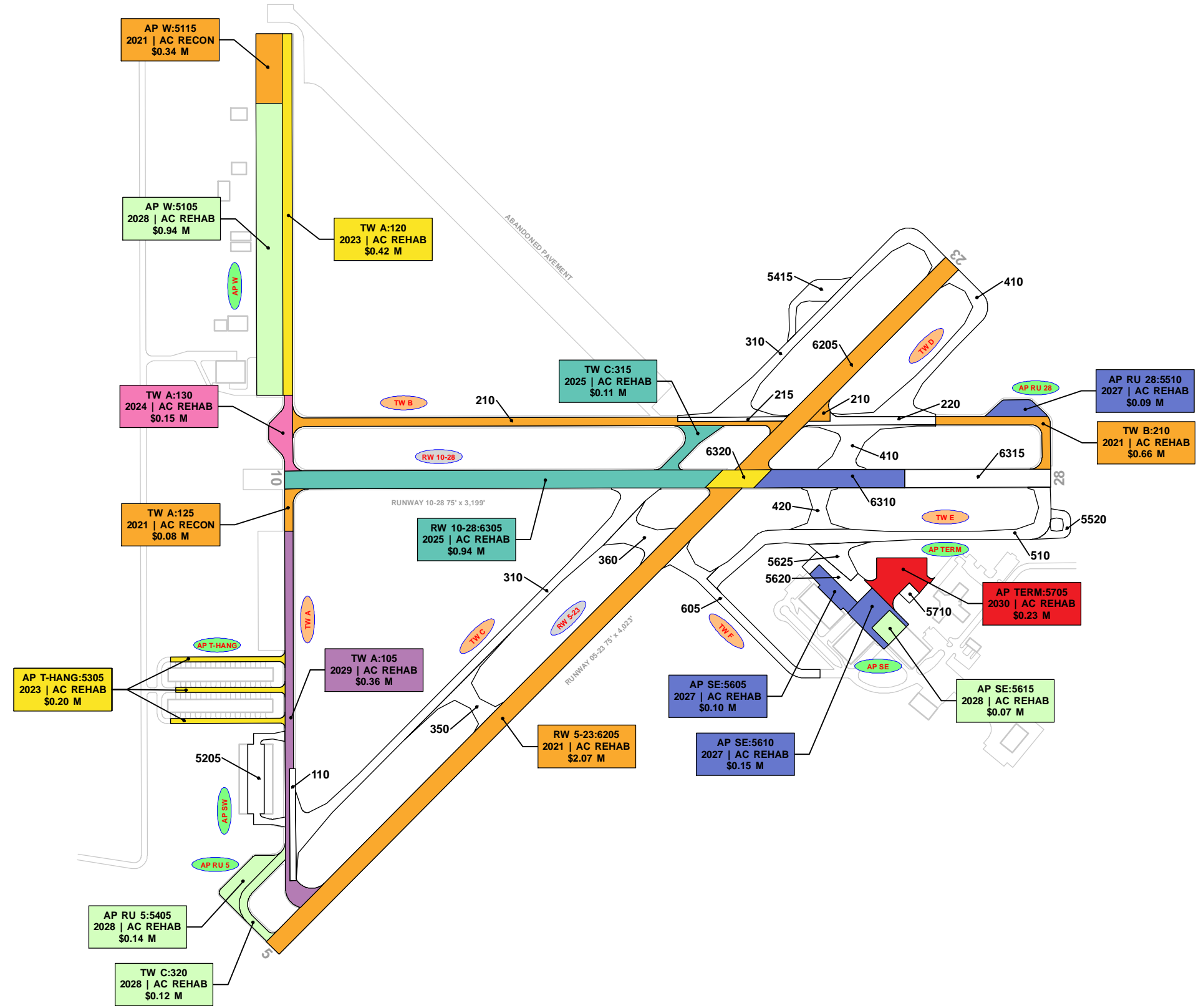
2020 PAVEMENT CONDITION INDEX

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

**"SECTION ID"
"PCI VALUE"**

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





RW 10-28:6320
2023 | AC REHAB
\$0.11 M

RW 10-28:6310
2027 | AC REHAB
\$0.31 M

LEGEND

RW 13-31 — TYPICAL RUNWAY BRANCH ID

TW A — TYPICAL TAXIWAY BRANCH ID

AP S — TYPICAL APRON BRANCH ID

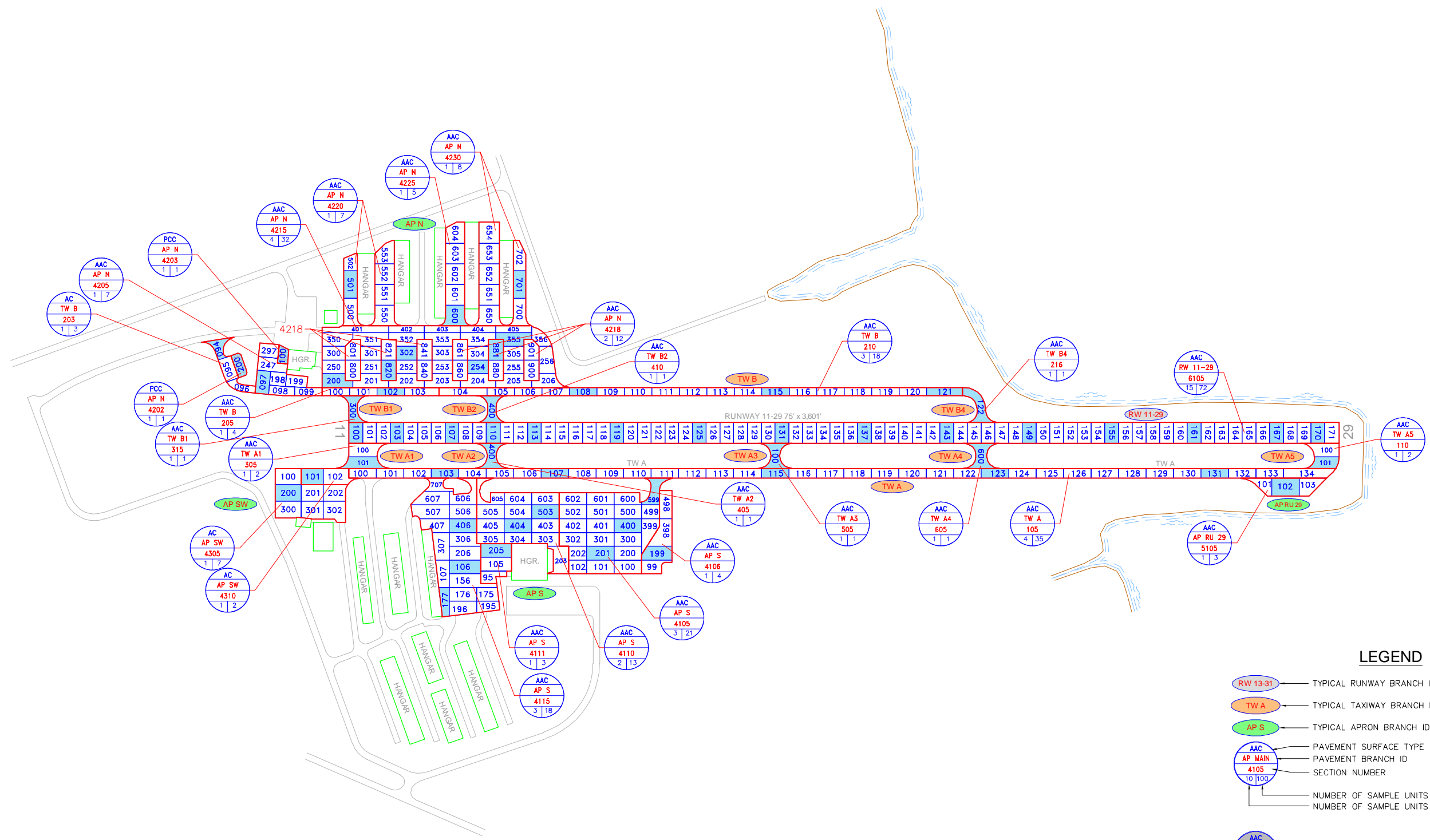
PROGRAM YEAR

2021	2026
2022	2027
2023	2028
2024	2029
2025	2030

"BRANCH"/"SECTION"
"YEAR"/"REHAB ACTIVITY"
"EST. COST"

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



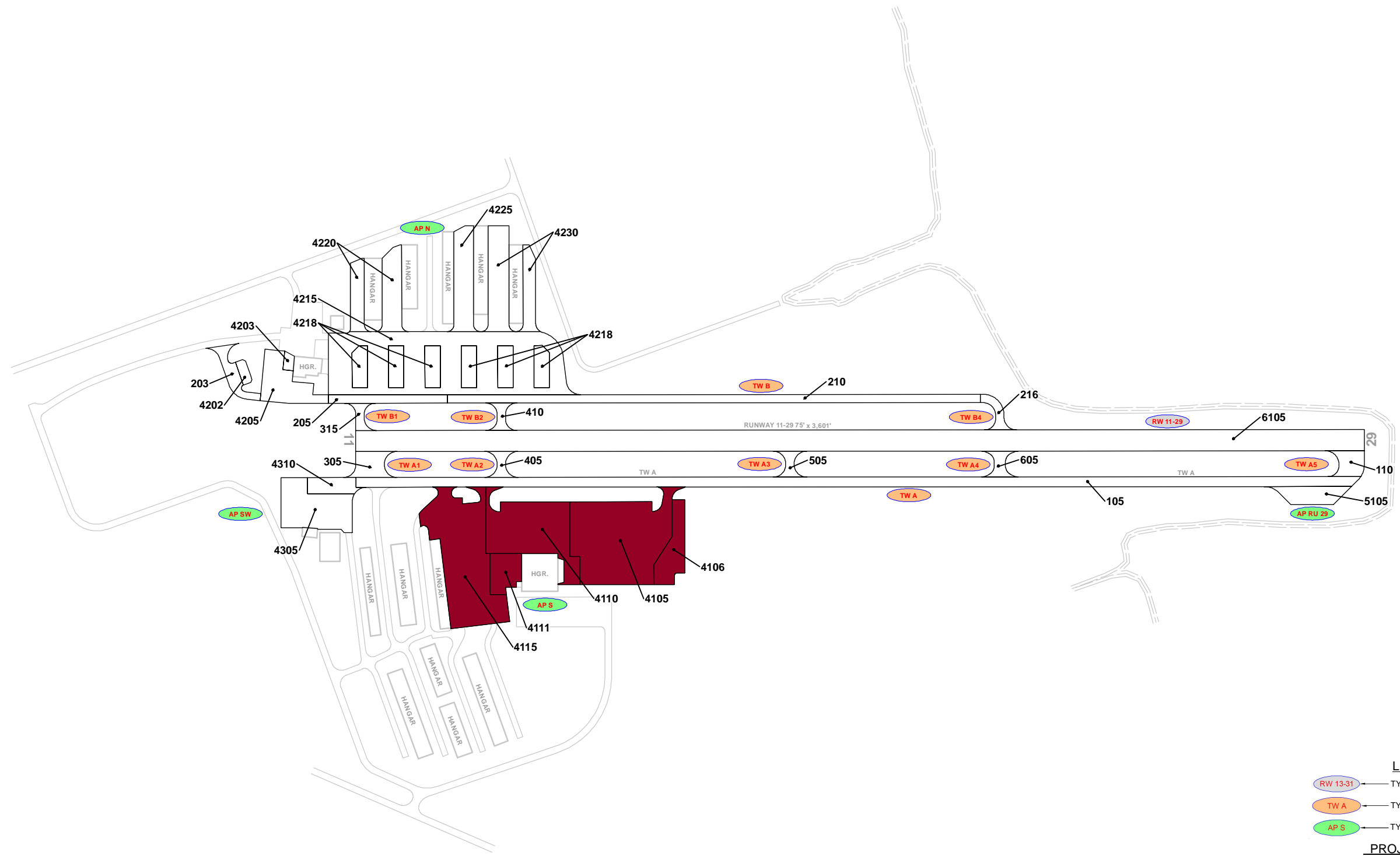


LEGEND

- TYPICAL RUNWAY BRANCH ID
- TYPICAL TAXIWAY BRANCH ID
- TYPICAL APRON BRANCH ID
- PAVEMENT SURFACE TYPE
- PAVEMENT BRANCH ID
- SECTION NUMBER
- NUMBER OF SAMPLE UNITS IN SECTION
- NUMBER OF SAMPLE UNITS TO BE INSPECTED
- SECTION NOT INSPECTED DUE TO RECENT CONSTRUCTION. SEE SYSTEM INVENTORY MAP FOR CONSTRUCTION DATES.
- INSPECTED SAMPLE UNITS.

TOTAL SAMPLES INSPECTED = 58
 AC: 56 PCC: 2

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



RECENT & ANTICIPATED CONSTRUCTION ACTIVITY

CONSTRUCTION YEAR	LOCATION	WORK TYPE / PAVEMENT SECTION
2021	AP S	AC Rehabilitation

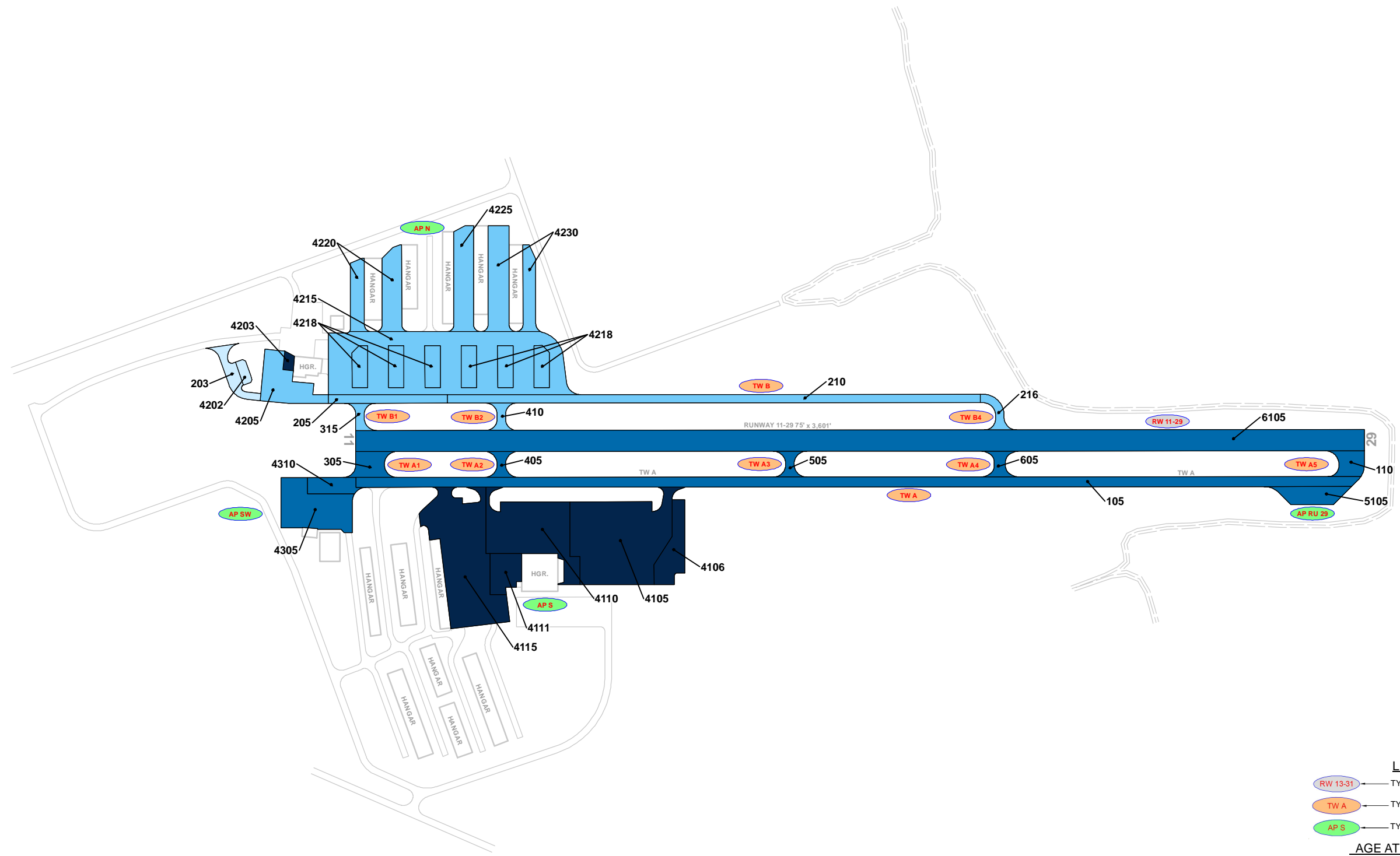
LEGEND

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

PROJECT YEAR

	2016		2021
	2017		2022
	2018		2023
	2019		2024
	2020		2025

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



LEGEND

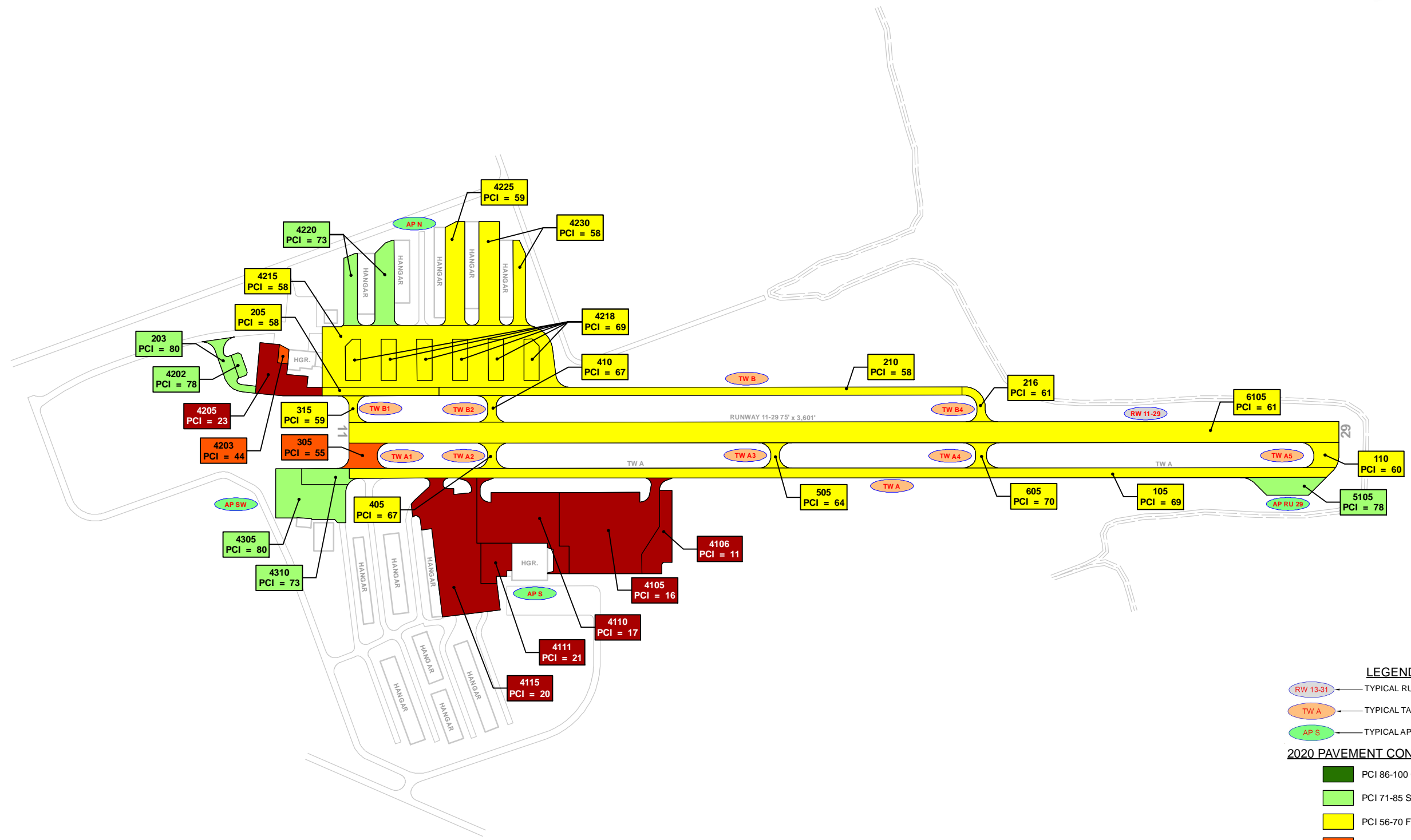
- RW 13-31 — TYPICAL RUNWAY BRANCH ID
- TW A — TYPICAL TAXIWAY BRANCH ID
- AP S — TYPICAL APRON BRANCH ID

AGE AT INSPECTION

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

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





LEGEND

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

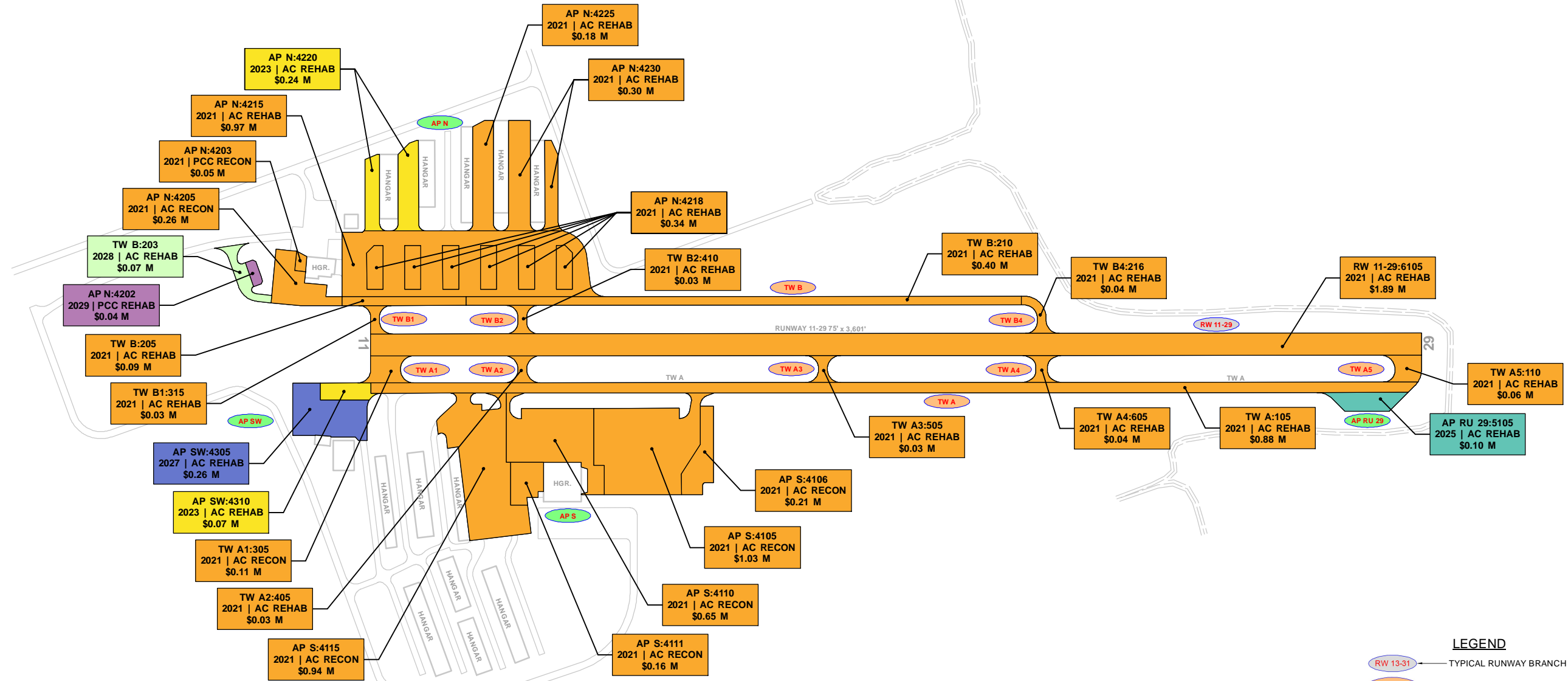
2020 PAVEMENT CONDITION INDEX

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

SECTION ID
PCI VALUE

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





LEGEND

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

PROGRAM YEAR

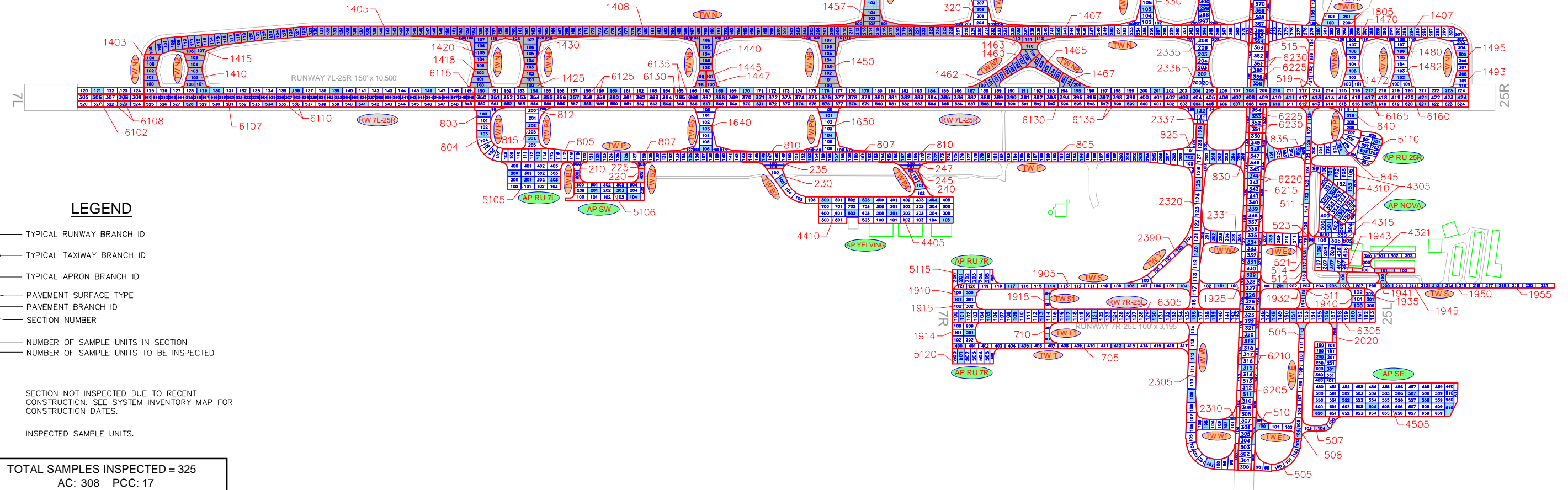
	2021		2026
	2022		2027
	2023		2028
	2024		2029
	2025		2030

"BRANCH," "SECTION"
"YEAR," "REHAB ACTIVITY"
"EST. COST"

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



AAC RW 7L-25R 6102 2 5	PCC RW 7L-25R 6107 8 40	AAC RW 7L-25R 6108 2 10	AAC RW 7L-25R 6110 8 50	AAC RW 7L-25R 6115 4 15	AAC RW 7L-25R 6125 6 30	AAC RW 7L-25R 6130 9 41	AAC RW 7L-25R 6135 18 82	AAC RW 7L-25R 6160 7 19	AAC RW 7L-25R 6165 8 38	AAC RW 7R-25L 6305 13 62	AC RW 16-34 6205 5 30	AC RW 16-34 6210 6 16	AAC RW 16-34 6215 15 67	AAC RW 16-34 6220 7 36	AAC RW 16-34 6225 2 10	AC RW 16-34 6230 2 6	AC RW 16-34 6240 2 10	AC RW 16-34 6245 2 6	TW A 106 4 40	TW B1 210 1 2
AC TW B2 220 1 1	AAC TW B2 225 1 1	AC TW B3 230 1 5	AAC TW B3 235 1 2	AC TW B4 240 1 3	AC TW B4 245 1 1	AC TW B4 247 1 2	AAC TW C1 1457 0 5	PCC TW C1 1459 2 6	AC TW C2 1460 2 15	AC TW C3 1465 2 14	AC TW E 1470 2 13	AC TW E 1475 1 2	AC TW E 1480 3 10	AC TW E 1485 1 2	AC TW E 1490 4 22	AAC TW E 1495 1 3	AC TW E 1500 2 10	AC TW E1 1505 1 3	AC TW E1 1510 1 4	
AC TW E2 1515 1 6	AC TW E3 1520 1 3	AC TW E4 1525 1 4	AAC TW M2 1935 1 1	AAC TW M3 1940 1 1	AAC TW M4 1945 1 1	AAC TW N 1405 0 53	AAC TW N 1410 8 75	AAC TW N 1415 0 69	AAC TW N1 1420 0 5	AAC TW N2 1425 0 6	AAC TW N3 1430 0 2	AAC TW N4 1435 0 4	AAC TW N5 1440 0 7	AAC TW N6 1445 0 3	AAC TW N7 1450 0 8	AC TW N8 1455 0 9	AC TW N9 1460 0 2	AC TW N10 1465 0 2	AC TW N11 1470 0 12	AAC TW N12 1475 0 7
AAC TW N7 1482 0 4	AAC TW N7 1487 0 3	AAC TW N8 1492 0 5	AAC TW N8 1497 0 3	AAC TW N9 1502 1 7	AAC TW N9 1507 1 4	AAC TW N10 1512 1 5	AAC TW N10 1517 1 6	AAC TW N11 1522 1 3	AAC TW N11 1527 1 6	AC TW P 805 6 55	AAC TW P 810 3 30	AAC TW P 815 3 17	AC TW P 820 1 5	AC TW P 825 2 9	AC TW P 830 2 7	AAC TW P3 835 1 3	AC TW P3 840 1 6	AAC TW P4 845 1 4	AAC TW P4 850 1 3	AC TW P5 1640 2 11
AC TW P6 1650 2 11	AC TW P9 840 1 5	AC TW P9 845 1 8	AAC TW R1 1805 1 2	AC TW R1 1810 1 2	AC TW R2 530 1 1	AC TW R3 535 1 1	AC TW R4 536 1 1	AC TW S 1905 4 18	AC TW S 1910 1 3	AC TW S 1915 1 3	AAC TW S 1920 1 3	AC TW S 1925 2 9	AC TW S 1930 1 3	AC TW S 1935 2 1	AC TW S 1940 1 3	AC TW S 1945 1 4	AC TW S 1950 1 3	AC TW S 1955 1 6	AC TW T 1918 1 2	AC TW T 1923 3 18
AC TW T1 710 1 2	AC TW T2 2020 1 1	AC TW W 2305 3 17	AAC TW W 2320 3 14	AAC TW W 2335 1 7	AAC TW W 2350 1 3	AAC TW W 2365 1 5	AAC TW W 2380 2 11	AC TW W 2395 3 14	AC TW W 2410 3 11	AC TW W1 2345 2 9	AC TW W2 2360 1 7	AAC TW W3 2375 1 3	AAC TW W4 2390 1 6	AC TW Y 2395 1 5	AP GA 4205 1 2	AP GA 4210 1 9	AP GA 4215 3 15	AP GA 4220 1 6		
APC AP GA 4225 1 9	APC AP GA 4230 3 15	APC AP GA 4235 1 9	APC AP GA 4240 1 4	APC AP GA 4245 7 64	APC AP GA 4250 3 23	AAC AP GA 4255 3 15	AAC AP GA 4260 1 7	APC AP GA 4265 1 5	AC AP N 4605 1 7	AAC AP NOVA 4305 3 18	AC AP NOVA 4310 2 12	AAC AP NOVA 4315 2 13	AC AP NOVA 4320 1 8	AC AP RU 7L 5105 3 16	AC AP RU 7R 5115 1 7					
AC AP RU 7R 5120 1 7	AC AP RU 25R 5110 2 10	AC AP SE 4505 8 68	AC AP SW 5106 3 16	PCC AP YELVING 4105 7 62	AC AP YELVING 4405 3 24	AC AP YELVING 4410 3 15														



LEGEND

- TYPICAL RUNWAY BRANCH ID
- TYPICAL TAXIWAY BRANCH ID
- TYPICAL APRON BRANCH ID
- PAVEMENT SURFACE TYPE
- PAVEMENT BRANCH ID
- SECTION NUMBER
- NUMBER OF SAMPLE UNITS IN SECTION
- NUMBER OF SAMPLE UNITS TO BE INSPECTED
- SECTION NOT INSPECTED DUE TO RECENT CONSTRUCTION. SEE SYSTEM INVENTORY MAP FOR CONSTRUCTION DATES.
- INSPECTED SAMPLE UNITS.

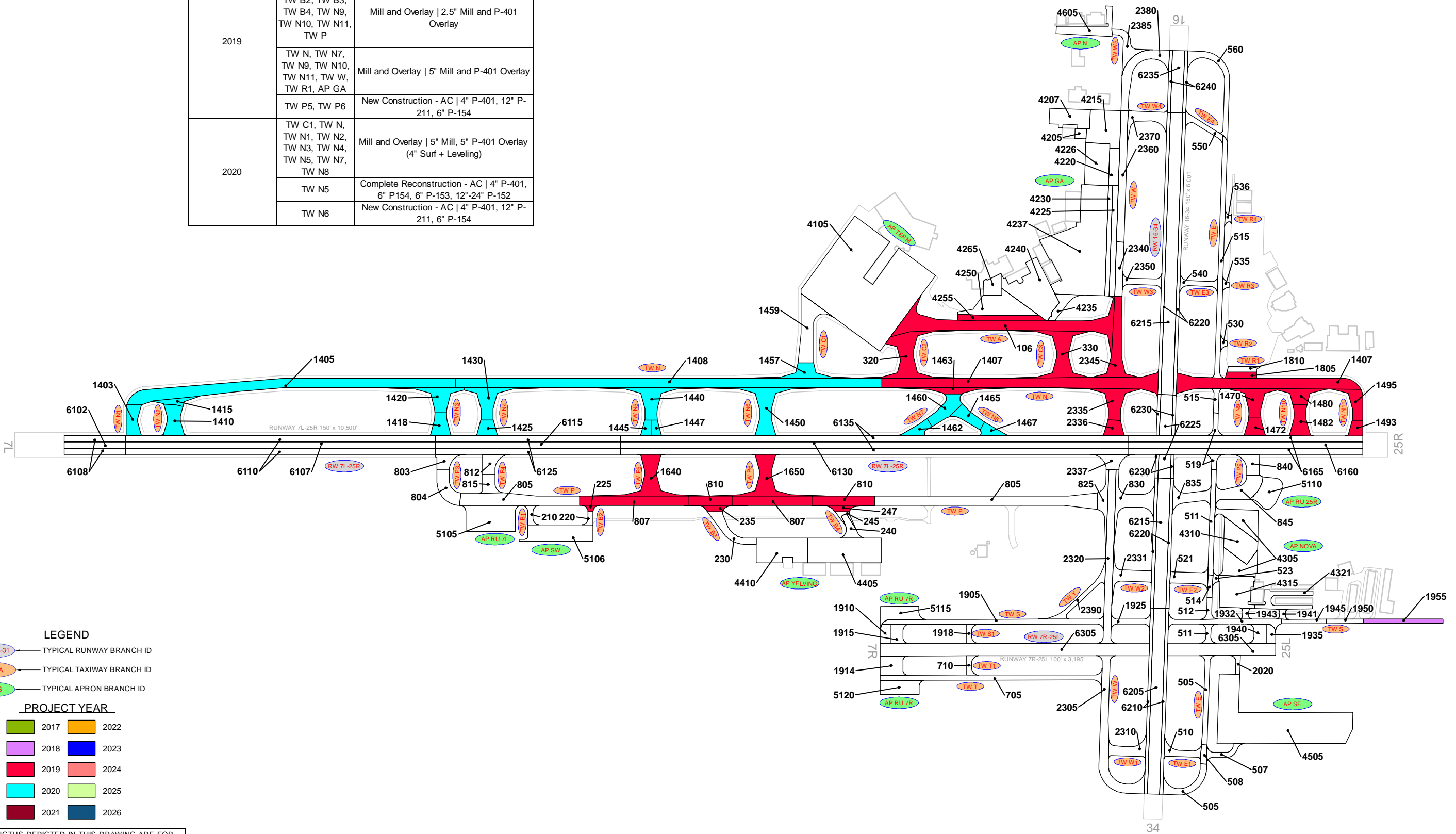
TOTAL SAMPLES INSPECTED = 325
 AC: 308 PCC: 17

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



RECENT & ANTICIPATED CONSTRUCTION ACTIVITY

CONSTRUCTION YEAR	LOCATION	WORK TYPE / PAVEMENT SECTION
2018	TW S	New Construction - AC
2019	TW A, TW C2, TW C3	New Construction - AC
	TW B2, TW B3, TW B4, TW N9, TW N10, TW N11, TW P	Mill and Overlay 2.5" Mill and P-401 Overlay
	TW N, TW N7, TW N9, TW N10, TW N11, TW W, TW R1, AP GA	Mill and Overlay 5" Mill and P-401 Overlay
	TW P5, TW P6	New Construction - AC 4" P-401, 12" P-211, 6" P-154
2020	TW C1, TW N, TW N1, TW N2, TW N3, TW N4, TW N5, TW N7, TW N8	Mill and Overlay 5" Mill, 5" P-401 Overlay (4" Surf + Leveling)
	TW N5	Complete Reconstruction - AC 4" P-401, 6" P-154, 6" P-153, 12"-24" P-152
	TW N6	New Construction - AC 4" P-401, 12" P-211, 6" P-154



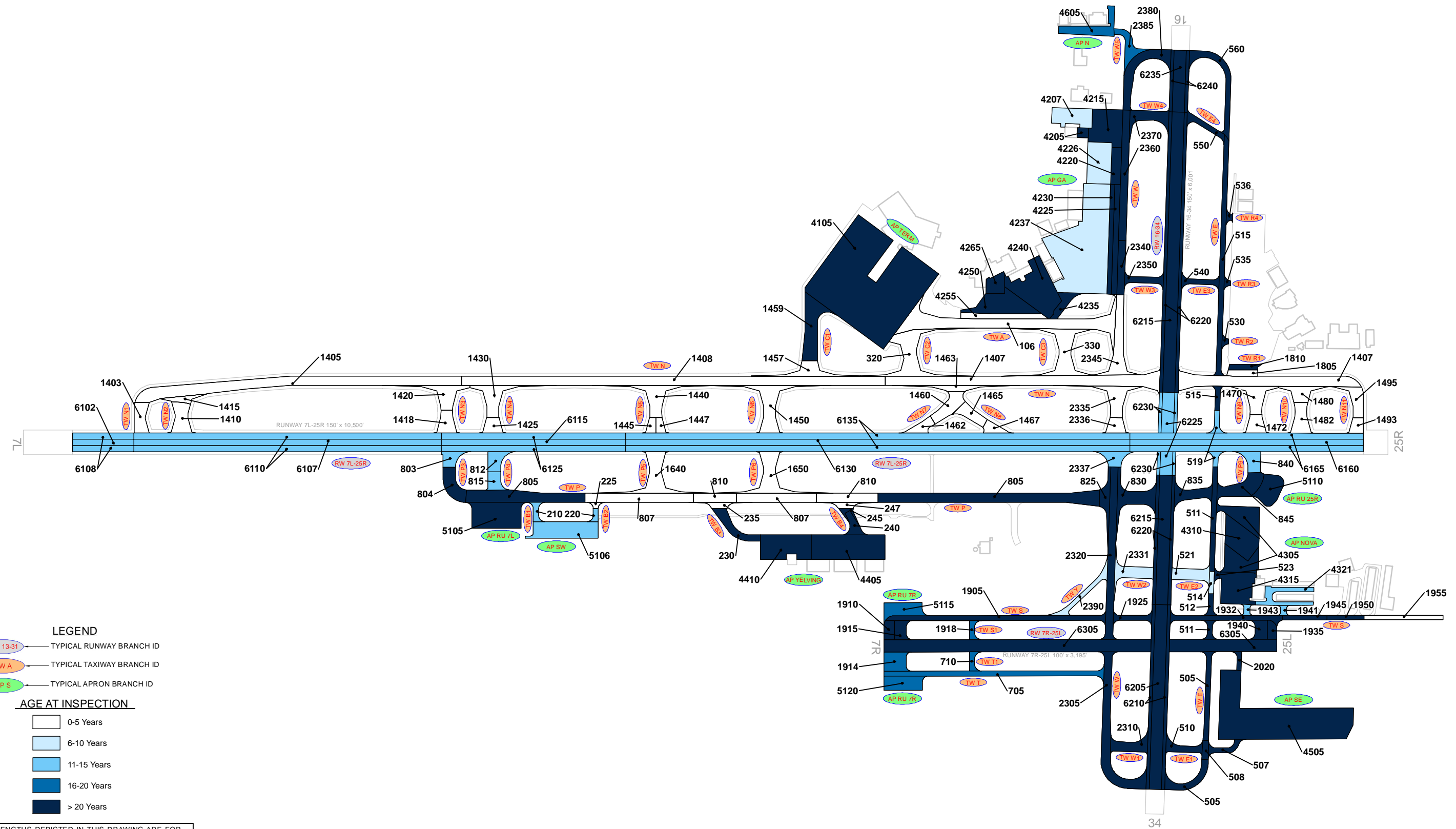
LEGEND

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

PROJECT YEAR

2017	2022
2018	2023
2019	2024
2020	2025
2021	2026

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



LEGEND

- TYPICAL RUNWAY BRANCH ID
- TYPICAL TAXIWAY BRANCH ID
- TYPICAL APRON BRANCH ID

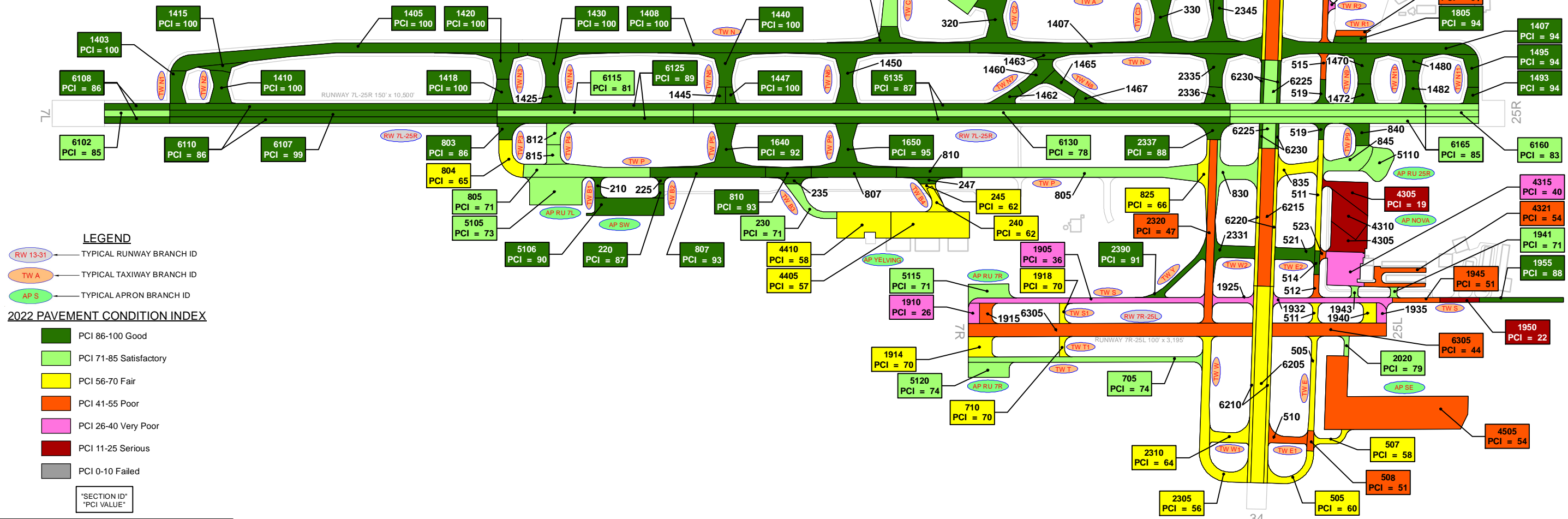
AGE AT INSPECTION

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

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



210 PCI = 89	225 PCI = 94	235 PCI = 94	247 PCI = 94	320 PCI = 94	330 PCI = 94	510 PCI = 46	511 PCI = 65	512 PCI = 51	514 PCI = 94	519 PCI = 86	521 PCI = 87	523 PCI = 50	540 PCI = 54
812 PCI = 84	815 PCI = 74	830 PCI = 72	835 PCI = 62	840 PCI = 92	845 PCI = 79	1425 PCI = 100	1445 PCI = 100	1450 PCI = 100	1460 PCI = 100	1462 PCI = 100	1463 PCI = 100	1465 PCI = 100	1467 PCI = 100
1470 PCI = 94	1472 PCI = 94	1480 PCI = 94	1482 PCI = 91	1915 PCI = 43	1925 PCI = 35	1932 PCI = 35	1935 PCI = 37	1940 PCI = 57	1943 PCI = 71	2331 PCI = 86	2335 PCI = 94	2336 PCI = 94	2340 PCI = 42
2345 PCI = 94	2350 PCI = 48	2360 PCI = 50	2370 PCI = 53	4230 PCI = 25	4235 PCI = 29	4255 PCI = 94	4305 PCI = 19	4310 PCI = 20	5110 PCI = 71	6205 PCI = 59	6210 PCI = 63	6215 PCI = 51	6220 PCI = 59
6225 PCI = 85	6230 PCI = 88	6235 PCI = 60	6240 PCI = 68										



LEGEND

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

2022 PAVEMENT CONDITION INDEX

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

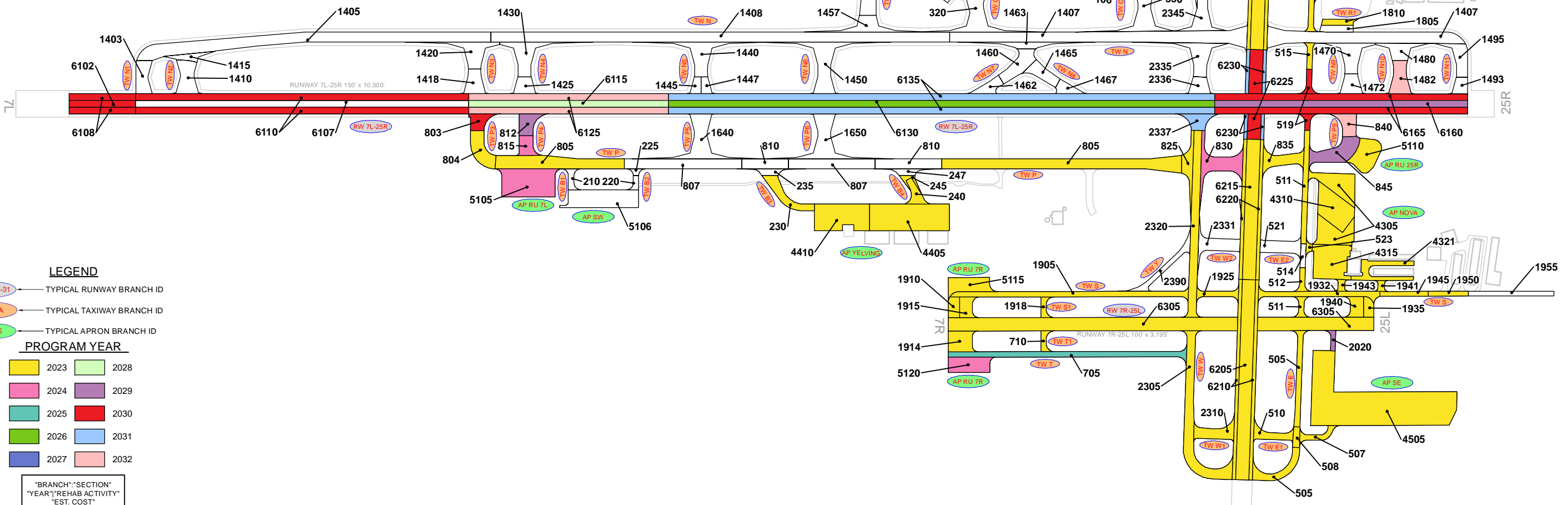
"SECTION ID"
"PCI VALUE"

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





TW B3:230 2023 AC REHAB \$0.40 M	TW B4:240 2023 AC REHAB \$0.21 M	TW B4:245 2023 AC REHAB \$0.07 M	TW E:505 2023 AC REHAB \$0.81 M	TW E1:507 2023 AC REHAB \$0.19 M	TW E:508 2023 AC RECON \$0.23 M	TW E1:510 2023 AC RECON \$0.59 M	TW E:511 2023 AC REHAB \$0.59 M	TW E:512 2023 AC RECON \$0.25 M	TW E:515 2023 AC RECON \$2.65 M	TW M2:523 2023 AC RECON \$0.10 M	TW R2:530 2023 AC RECON \$0.11 M
TW R3:535 2023 AC RECON \$0.10 M	TW R4:536 2023 AC REHAB \$0.05 M	TW E3:540 2023 AC RECON \$0.47 M	TW E4:550 2023 AC REHAB \$0.30 M	TW E:560 2023 AC RECON \$1.33 M	TW T1:710 2023 AC REHAB \$0.11 M	TW P3:804 2023 AC REHAB \$0.45 M	TW P:805 2023 AC REHAB \$3.18 M	TW P:825 2023 AC REHAB \$0.31 M	TW P:835 2023 AC REHAB \$0.41 M	TW R1:1810 2023 AC RECON \$0.33 M	TW S:1905 2023 AC RECON \$2.20 M
TW S:1910 2023 AC RECON \$0.40 M	TW T:1914 2023 AC REHAB \$0.40 M	TW S:1915 2023 AC RECON \$0.48 M	TW S1:1918 2023 AC REHAB \$0.11 M	TW S:1925 2023 AC RECON \$0.45 M	TW S:1932 2023 AC RECON \$1.18 M	TW S:1935 2023 AC RECON \$0.33 M	TW S:1940 2023 AC REHAB \$0.23 M	TW M4:1941 2023 AC REHAB \$0.06 M	TW M3:1943 2023 AC REHAB \$0.07 M	TW S:1945 2023 AC RECON \$0.39 M	TW S:1950 2023 AC RECON \$0.32 M
TW W:2305 2023 AC REHAB \$1.77 M	TW W1:2310 2023 AC REHAB \$0.38 M	TW W:2320 2023 AC RECON \$2.60 M	TW W:2340 2023 AC RECON \$0.81 M	TW W3:2350 2023 AC RECON \$0.55 M	TW W:2360 2023 AC RECON \$1.94 M	TW W4:2370 2023 AC RECON \$0.95 M	TW W:2380 2023 AC RECON \$1.63 M	AP GA:4205 2023 AC RECON \$0.23 M	AP GA:4215 2023 AC RECON \$2.22 M	AP GA:4220 2023 AC RECON \$0.73 M	AP GA:4225 2023 AC REHAB \$0.56 M
AP GA:4226 2023 AC RECON \$2.01 M	AP GA:4230 2023 AC RECON \$0.95 M	AP GA:4235 2023 AC RECON \$0.57 M	AP GA:4237 2023 AC REHAB \$4.38 M	AP GA:4240 2023 AC RECON \$3.34 M	AP GA:4250 2023 AC RECON \$2.15 M	AP GA:4265 2023 AC RECON \$0.67 M	AP NOVA:4305 2023 AC RECON \$2.78 M	AP NOVA:4310 2023 AC RECON \$1.82 M	AP NOVA:4315 2023 AC RECON \$2.06 M	AP NOVA:4321 2023 AC RECON \$1.00 M	AP YELVING:4405 2023 AC REHAB \$2.57 M
AP YELVING:4410 2023 AC REHAB \$1.11 M	AP SE:4505 2023 AC RECON \$9.78 M	AP N:4605 2023 AC REHAB \$0.56 M	AP RU 25R:5110 2023 AC REHAB \$0.58 M	AP RU 7R:5115 2023 AC REHAB \$0.49 M	RW 16-34:6205 2023 AC REHAB \$2.10 M	RW 16-34:6210 2023 AC REHAB \$1.05 M	RW 16-34:6215 2023 AC RECON \$10.15 M	RW 16-34:6220 2023 AC REHAB \$2.33 M	RW 16-34:6235 2023 AC REHAB \$0.70 M	RW 16-34:6240 2023 AC REHAB \$0.35 M	RW 7R-25L:6305 2023 AC RECON \$9.29 M
TW P4:815 2024 AC REHAB \$0.24 M	TW P:830 2024 AC REHAB \$0.71 M	TW W5:2385 2024 AC REHAB \$0.37 M	AP RU 7L:5105 2024 AC REHAB \$1.25 M	AP RU 7R:5120 2024 AC REHAB \$0.54 M	TW T:705 2025 AC REHAB \$1.13 M	RW 7L-25R:6130 2026 AC REHAB \$3.32 M	RW 7L-25R:6115 2028 AC REHAB \$1.34 M	TW P4:812 2029 AC REHAB \$0.38 M	TW P9:845 2029 AC REHAB \$0.83 M	TW T2:2020 2029 AC REHAB \$0.11 M	AP GA:4207 2029 AC REHAB \$0.84 M
RW 7L-25R:6160 2029 AC REHAB \$1.78 M	TW E:519 2030 AC REHAB \$0.31 M	TW P3:803 2030 AC REHAB \$0.32 M	RW 7L-25R:6102 2030 AC REHAB \$0.49 M	RW 7L-25R:6108 2030 AC REHAB \$0.99 M	RW 7L-25R:6110 2030 AC REHAB \$4.93 M	RW 7L-25R:6165 2030 AC REHAB \$3.74 M	RW 16-34:6225 2030 AC REHAB \$1.03 M	TW W:2337 2031 AC REHAB \$0.41 M	RW 7L-25R:6135 2031 AC REHAB \$8.48 M	RW 16-34:6230 2031 AC REHAB \$0.54 M	TW P9:840 2032 AC REHAB \$0.45 M
TW N10:1482 2032 AC REHAB \$0.64 M	AP GA:4255 2032 AC REHAB \$0.67 M	RW 7L-25R:6125 2032 AC REHAB \$3.26 M									



LEGEND

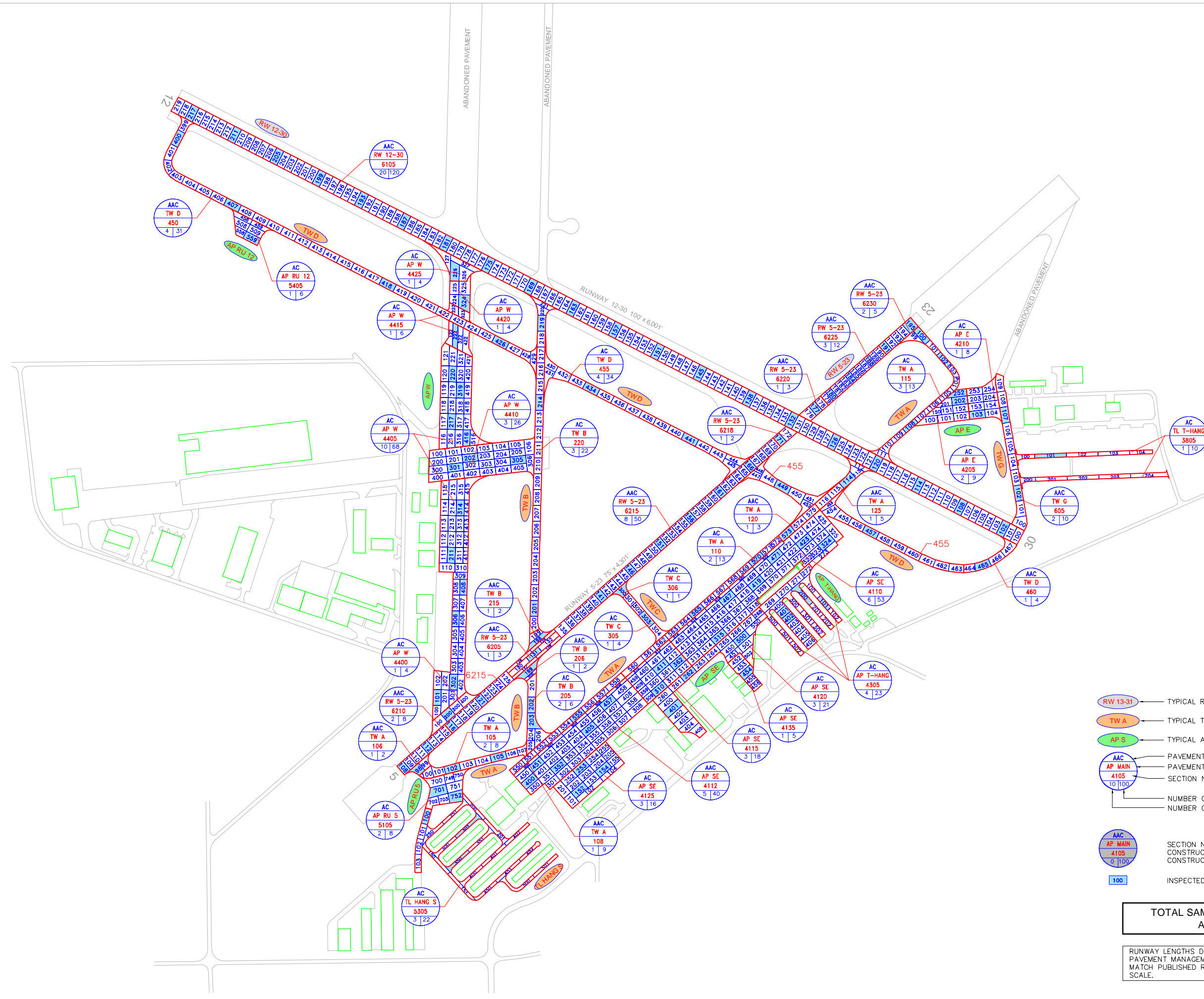
- TYPICAL RUNWAY BRANCH ID
- TYPICAL TAXIWAY BRANCH ID
- TYPICAL APRON BRANCH ID

PROGRAM YEAR

- 2023
- 2024
- 2025
- 2026
- 2027
- 2028
- 2029
- 2030
- 2031
- 2032

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

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



LEGEND

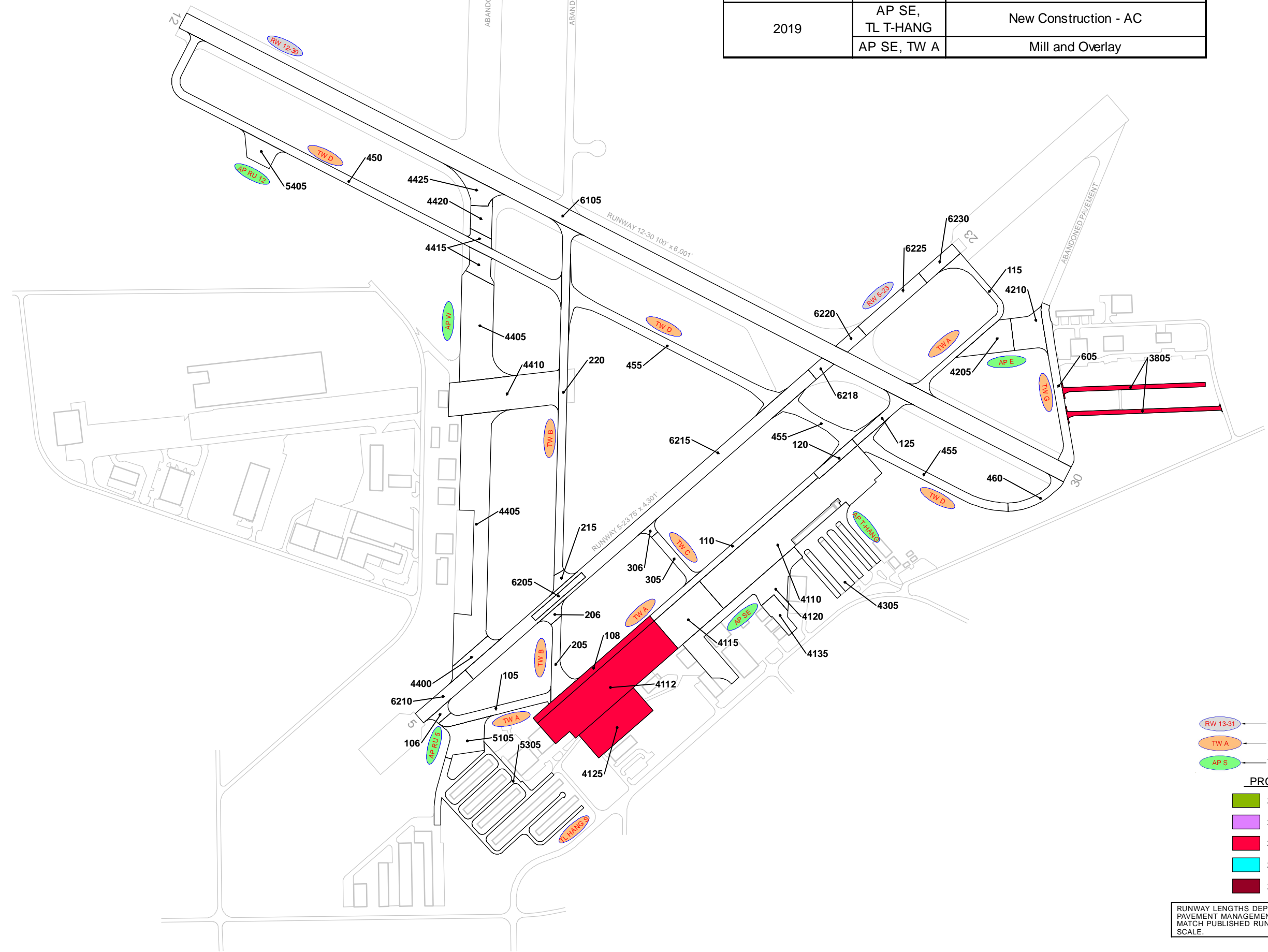
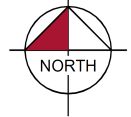
- RW 13-31 — TYPICAL RUNWAY BRANCH ID
- TW A — TYPICAL TAXIWAY BRANCH ID
- AP S — TYPICAL APRON BRANCH ID
- AAC — PAVEMENT SURFACE TYPE
- AP MAIN — PAVEMENT BRANCH ID
- 4105 — SECTION NUMBER
- 10 | 100 — NUMBER OF SAMPLE UNITS IN SECTION
NUMBER OF SAMPLE UNITS TO BE INSPECTED
- AAC AP MAIN 4105 0 | 100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

TOTAL SAMPLES INSPECTED = 121
AC: 121 PCC: 0

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

RECENT & ANTICIPATED CONSTRUCTION ACTIVITY

CONSTRUCTION YEAR	LOCATION	WORK TYPE / PAVEMENT SECTION
2019	AP SE, TL T-HANG	New Construction - AC
	AP SE, TW A	Mill and Overlay



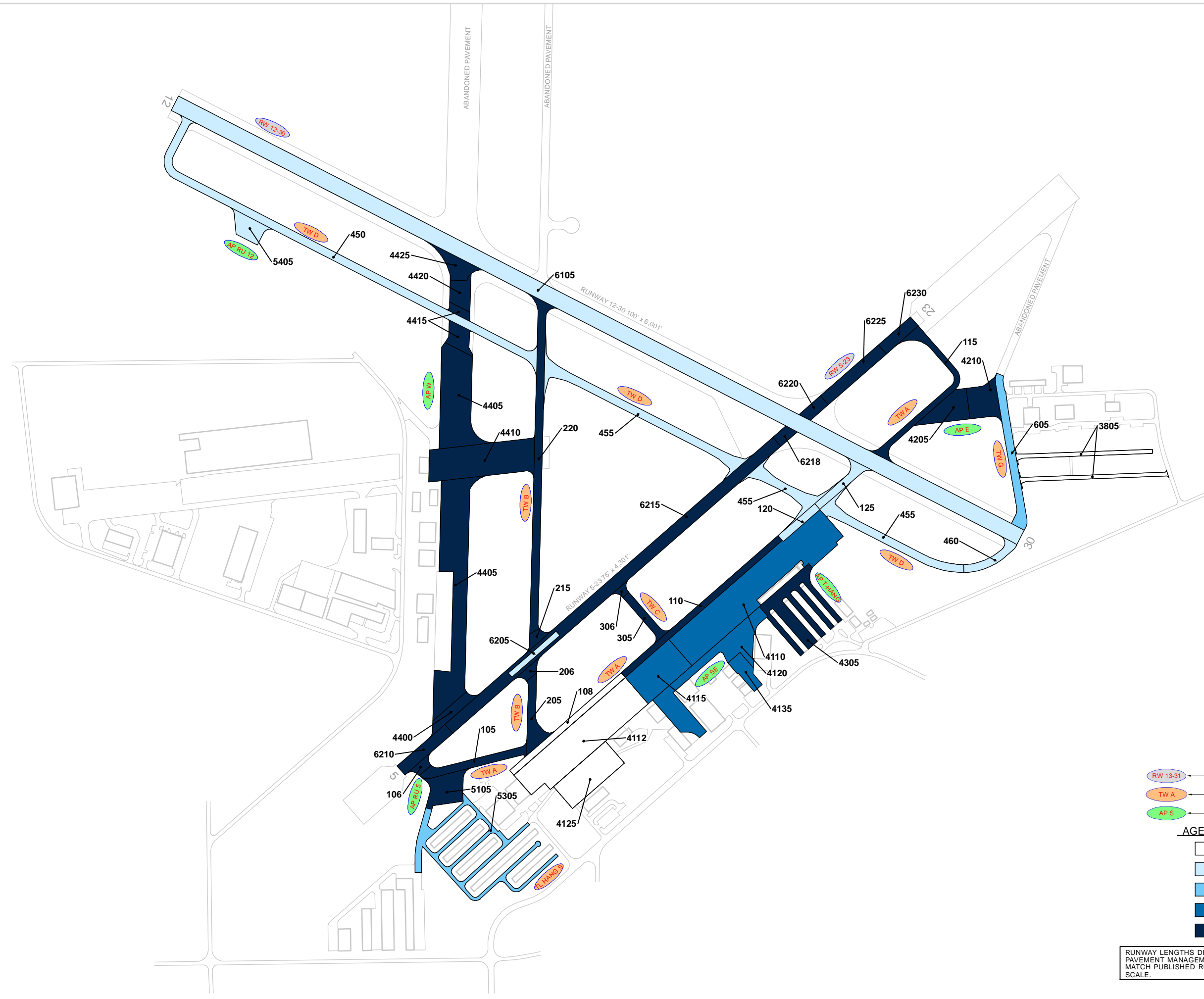
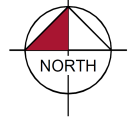
LEGEND

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

PROJECT YEAR

2017	2022
2018	2023
2019	2024
2020	2025
2021	2026

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



LEGEND

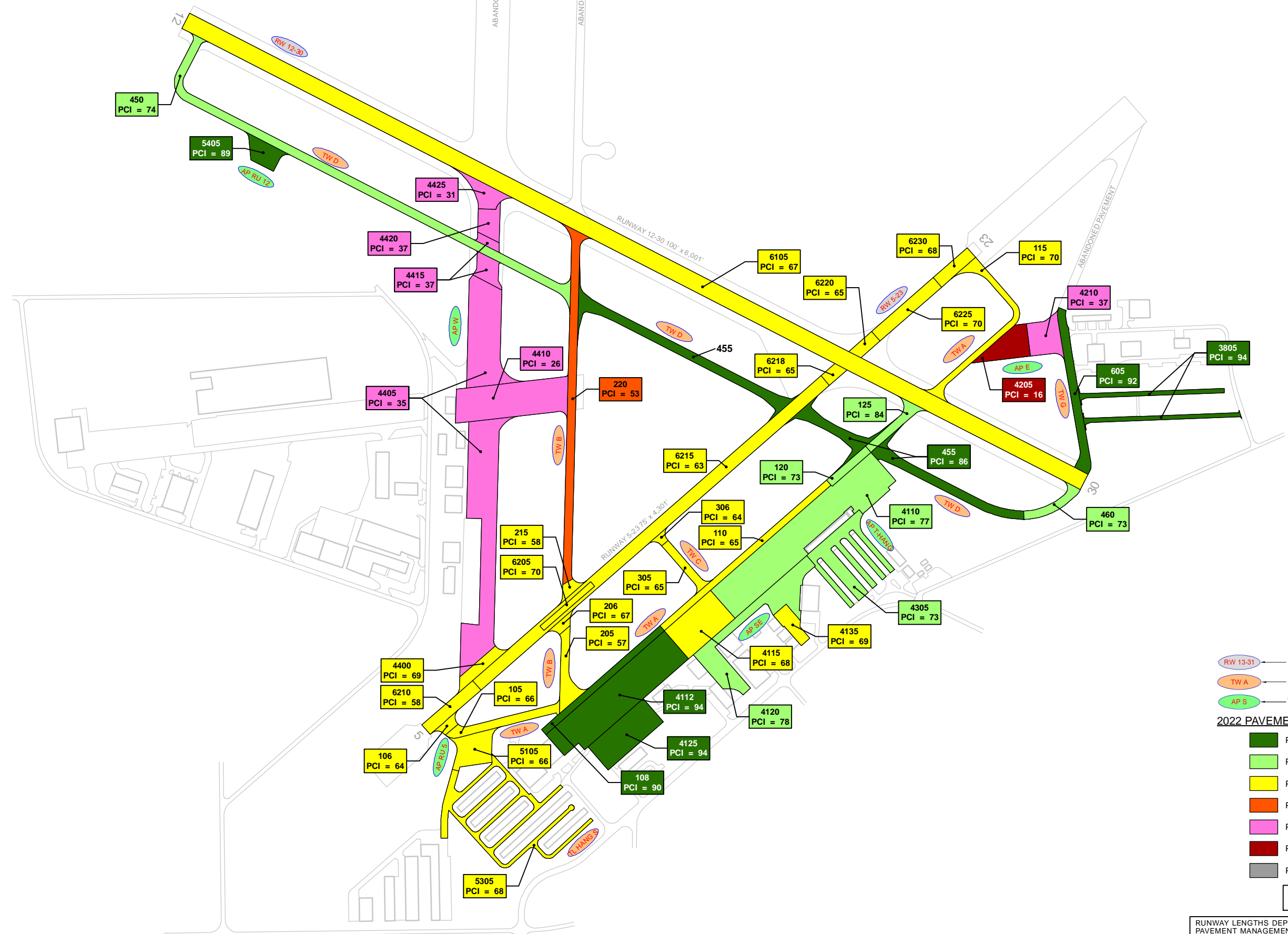
- TYPICAL RUNWAY BRANCH ID
- TYPICAL TAXIWAY BRANCH ID
- TYPICAL APRON BRANCH ID

AGE AT INSPECTION

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

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





LEGEND

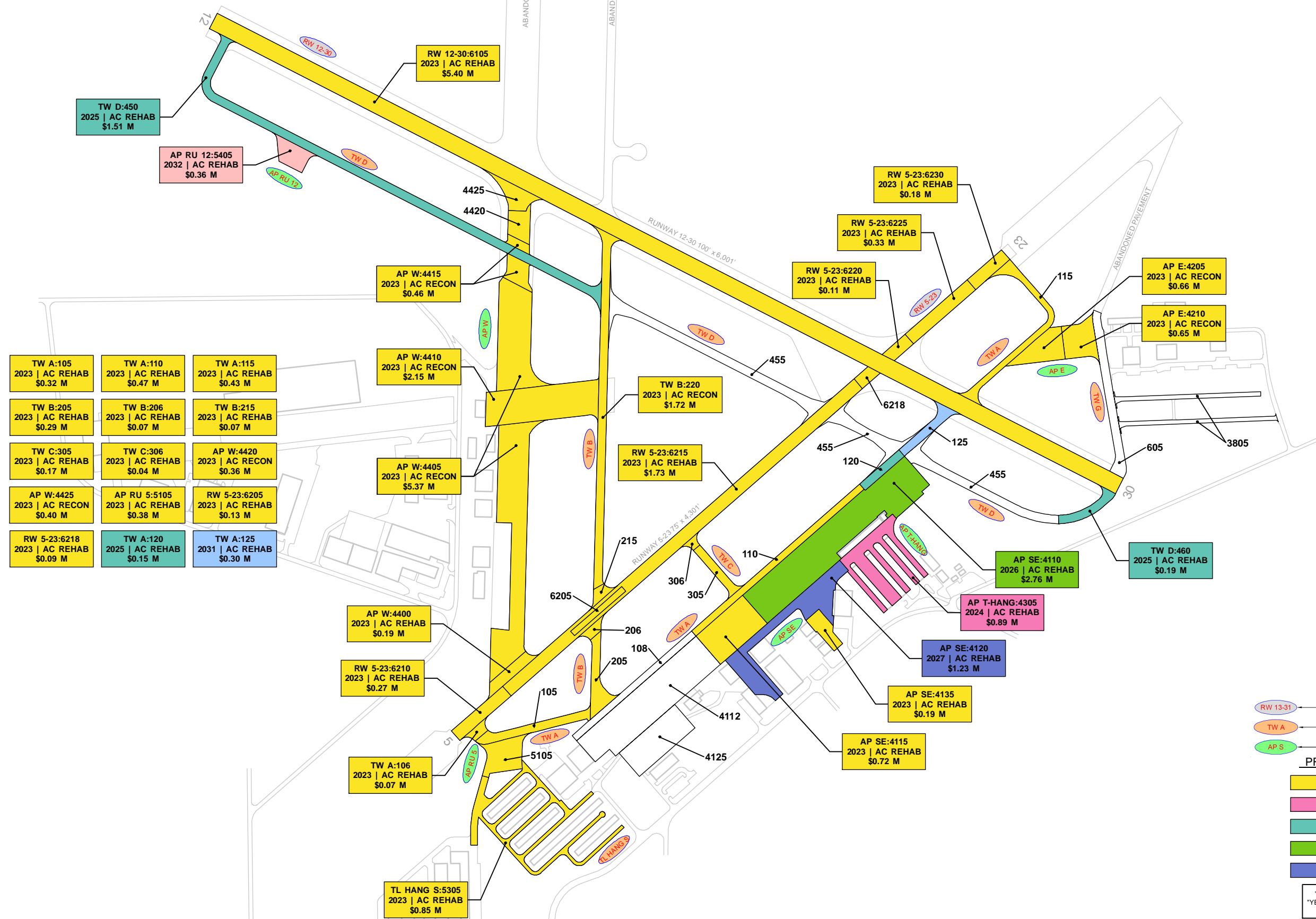
- RW 13-31 — TYPICAL RUNWAY BRANCH ID
- TW A — TYPICAL TAXIWAY BRANCH ID
- AP S — TYPICAL APRON BRANCH ID

2022 PAVEMENT CONDITION INDEX

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

SECTION ID
PCI VALUE

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



TW A:105 2023 AC REHAB \$0.32 M	TW A:110 2023 AC REHAB \$0.47 M	TW A:115 2023 AC REHAB \$0.43 M
TW B:205 2023 AC REHAB \$0.29 M	TW B:206 2023 AC REHAB \$0.07 M	TW B:215 2023 AC REHAB \$0.07 M
TW C:305 2023 AC REHAB \$0.17 M	TW C:306 2023 AC REHAB \$0.04 M	AP W:4420 2023 AC RECON \$0.36 M
AP W:4425 2023 AC RECON \$0.40 M	AP RU 5:5105 2023 AC REHAB \$0.38 M	RW 5-23:6205 2023 AC REHAB \$0.13 M
RW 5-23:6218 2023 AC REHAB \$0.09 M	TW A:120 2025 AC REHAB \$0.15 M	TW A:125 2031 AC REHAB \$0.30 M

LEGEND

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

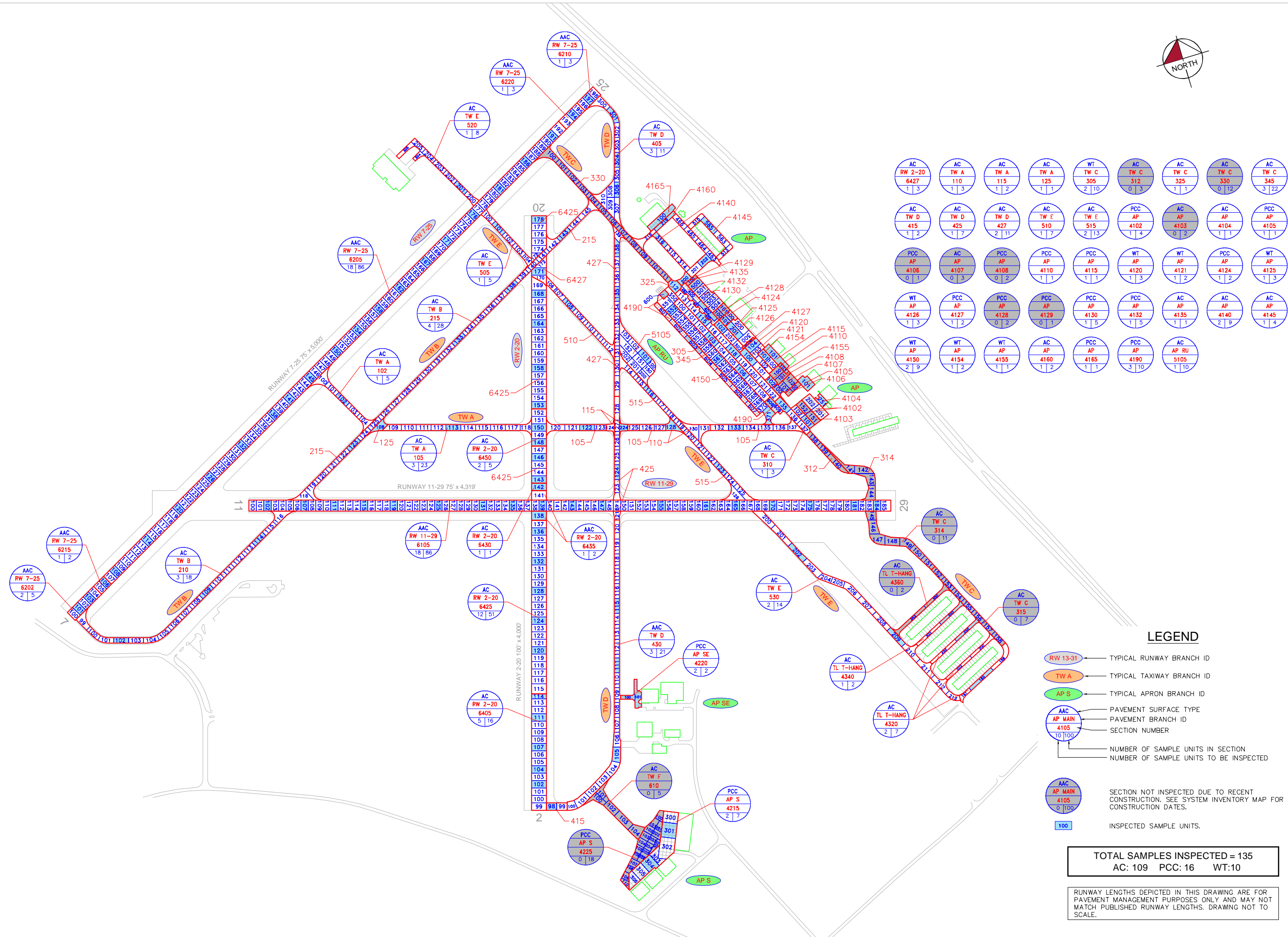
PROGRAM YEAR

 2023	 2028
 2024	 2029
 2025	 2030
 2026	 2031
 2027	 2032

“BRANCH” “SECTION”
“YEAR” “REHAB ACTIVITY”
“EST. COST”

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





AC RW 2-20 6427 1 3	AC TW A 110 1 3	AC TW A 115 1 2	AC TW A 125 1 1	WT TW C 305 2 10	AC TW C 325 0 3	AC TW C 330 1 1	AC TW C 345 0 12	AC TW C 345 3 22
AC TW D 415 1 2	AC TW D 425 1 7	AC TW D 427 2 11	AC TW E 510 1 7	AC TW E 515 2 13	PCC AP 4102 1 4	AC AP 4103 0 2	AC AP 4104 1 1	PCC AP 4105 1 1
PCC AP 4106 0 1	AC AP 4107 0 3	PCC AP 4108 0 2	PCC AP 4110 1 1	PCC AP 4115 1 1	WT AP 4120 1 3	WT AP 4121 1 2	PCC AP 4124 1 2	WT AP 4125 1 3
WT AP 4126 1 3	PCC AP 4127 1 2	PCC AP 4128 0 2	PCC AP 4129 0 1	PCC AP 4130 1 5	PCC AP 4132 1 5	AC AP 4135 1 1	AC AP 4140 2 9	AC AP 4145 1 4
WT AP 4150 2 9	WT AP 4154 1 2	WT AP 4155 1 1	AC AP 4160 1 2	PCC AP 4165 1 1	PCC AP 4190 3 10	AC AP 5105 1 10		

LEGEND

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

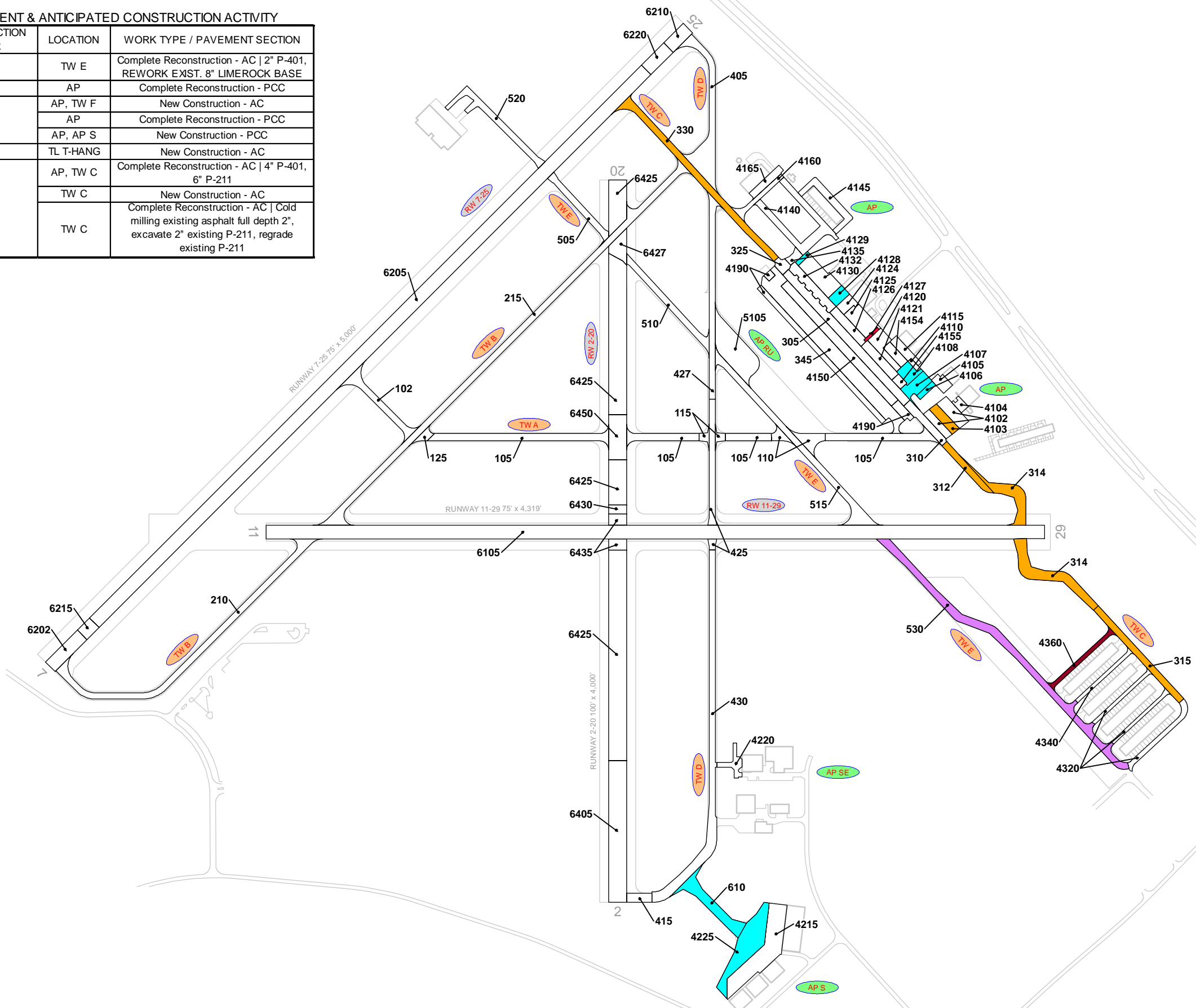
TOTAL SAMPLES INSPECTED = 135
 AC: 109 PCC: 16 WT: 10

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



RECENT & ANTICIPATED CONSTRUCTION ACTIVITY

CONSTRUCTION YEAR	LOCATION	WORK TYPE / PAVEMENT SECTION
2018	TW E	Complete Reconstruction - AC 2" P-401, REWORK EXIST. 8" LIMEROCK BASE
2019	AP	Complete Reconstruction - PCC
2020	AP, TW F	New Construction - AC
	AP	Complete Reconstruction - PCC
2021	AP, AP S	New Construction - PCC
2021	TL T-HANG	New Construction - AC
2022	AP, TW C	Complete Reconstruction - AC 4" P-401, 6" P-211
	TW C	New Construction - AC
	TW C	Complete Reconstruction - AC Cold milling existing asphalt full depth 2", excavate 2" existing P-211, regrade existing P-211



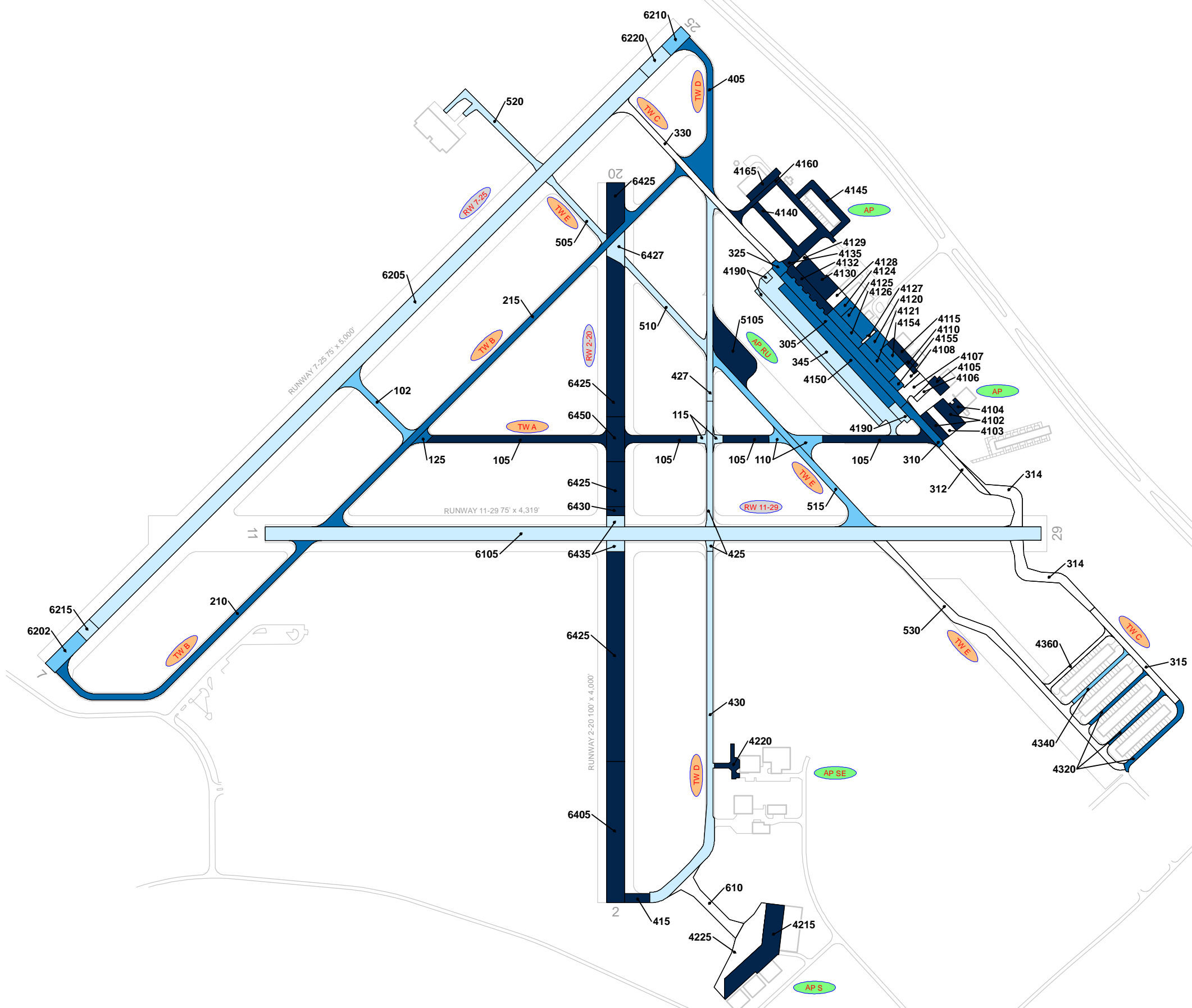
LEGEND

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

PROJECT YEAR

 2017	 2022
 2018	 2023
 2019	 2024
 2020	 2025
 2021	 2026

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



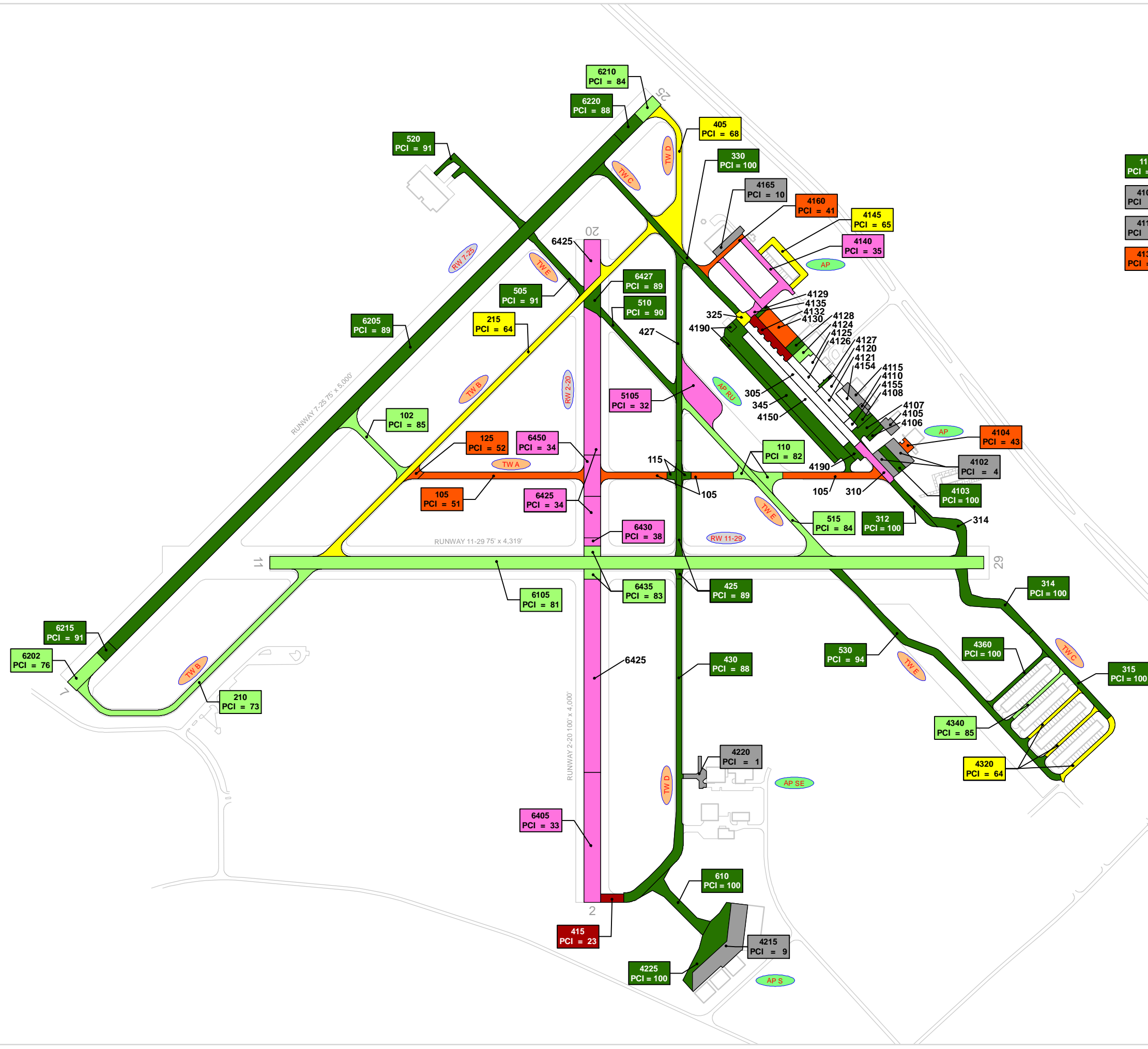
LEGEND

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

AGE AT INSPECTION

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

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



115 PCI = 86	310 PCI = 33	325 PCI = 59	345 PCI = 86	427 PCI = 90
4105 PCI = 9	4106 PCI = 100	4107 PCI = 100	4108 PCI = 100	4110 PCI = 7
4115 PCI = 1	4124 PCI = 73	4127 PCI = 87	4128 PCI = 100	4129 PCI = 100
4130 PCI = 47	4132 PCI = 23	4135 PCI = 33	4190 PCI = 90	

LEGEND

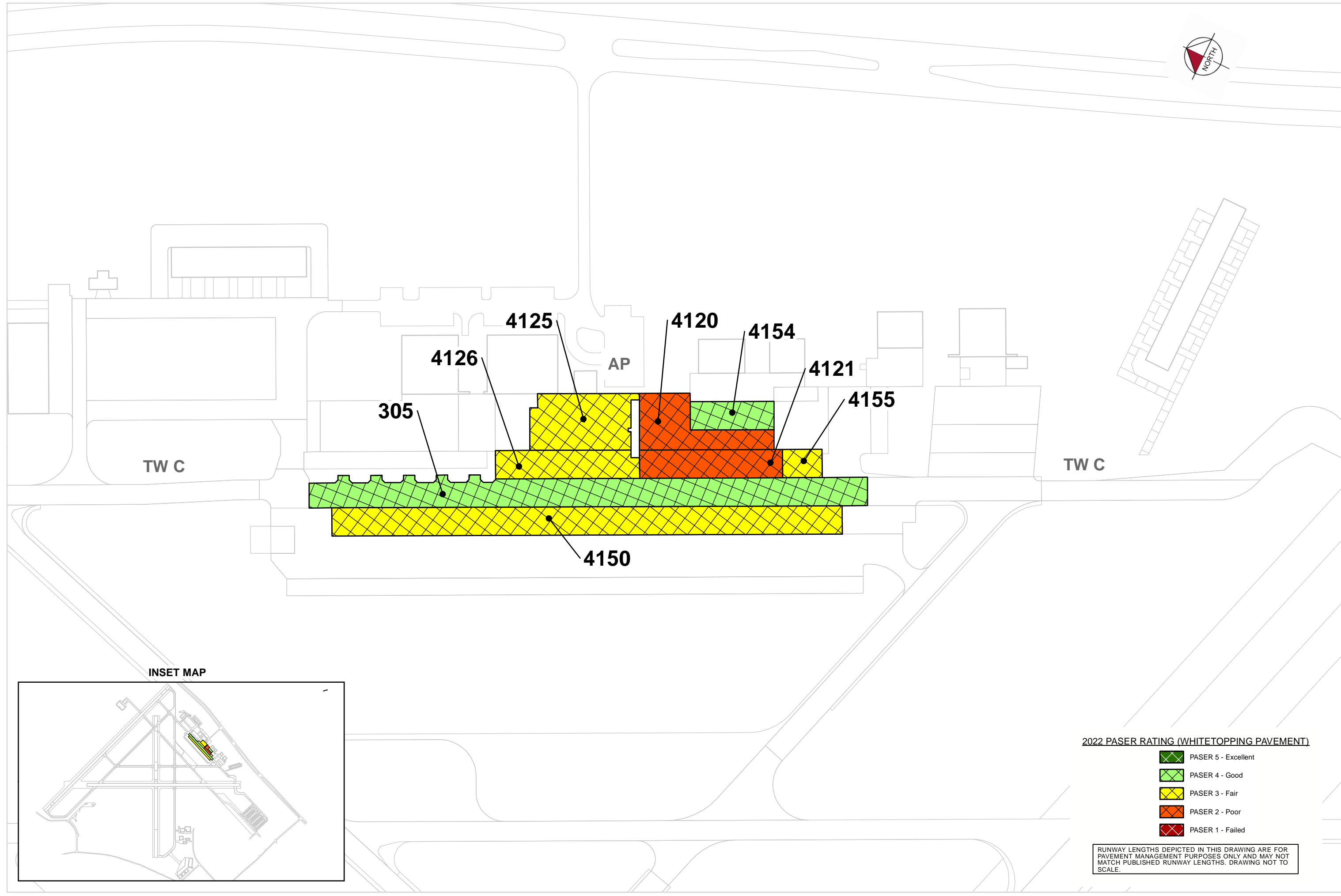
- RW 13-31 TYPICAL RUNWAY BRANCH ID
- TW A TYPICAL TAXIWAY BRANCH ID
- AP S TYPICAL APRON BRANCH ID

2022 PAVEMENT CONDITION INDEX

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

SECTION ID
PCI VALUE

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

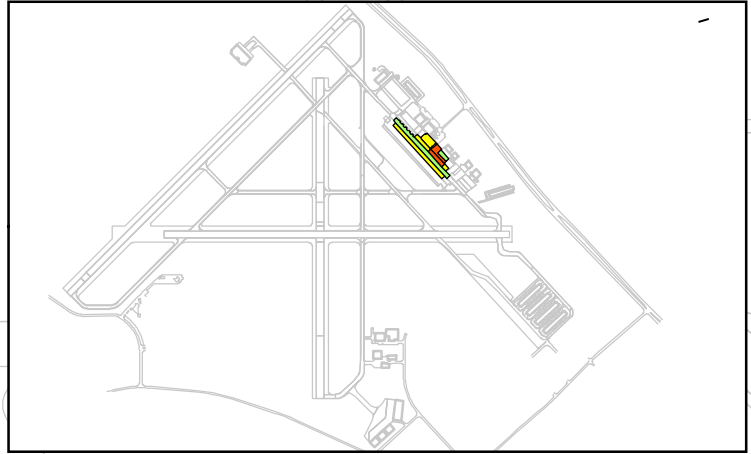


TW C






AP

TW C

INSET MAP

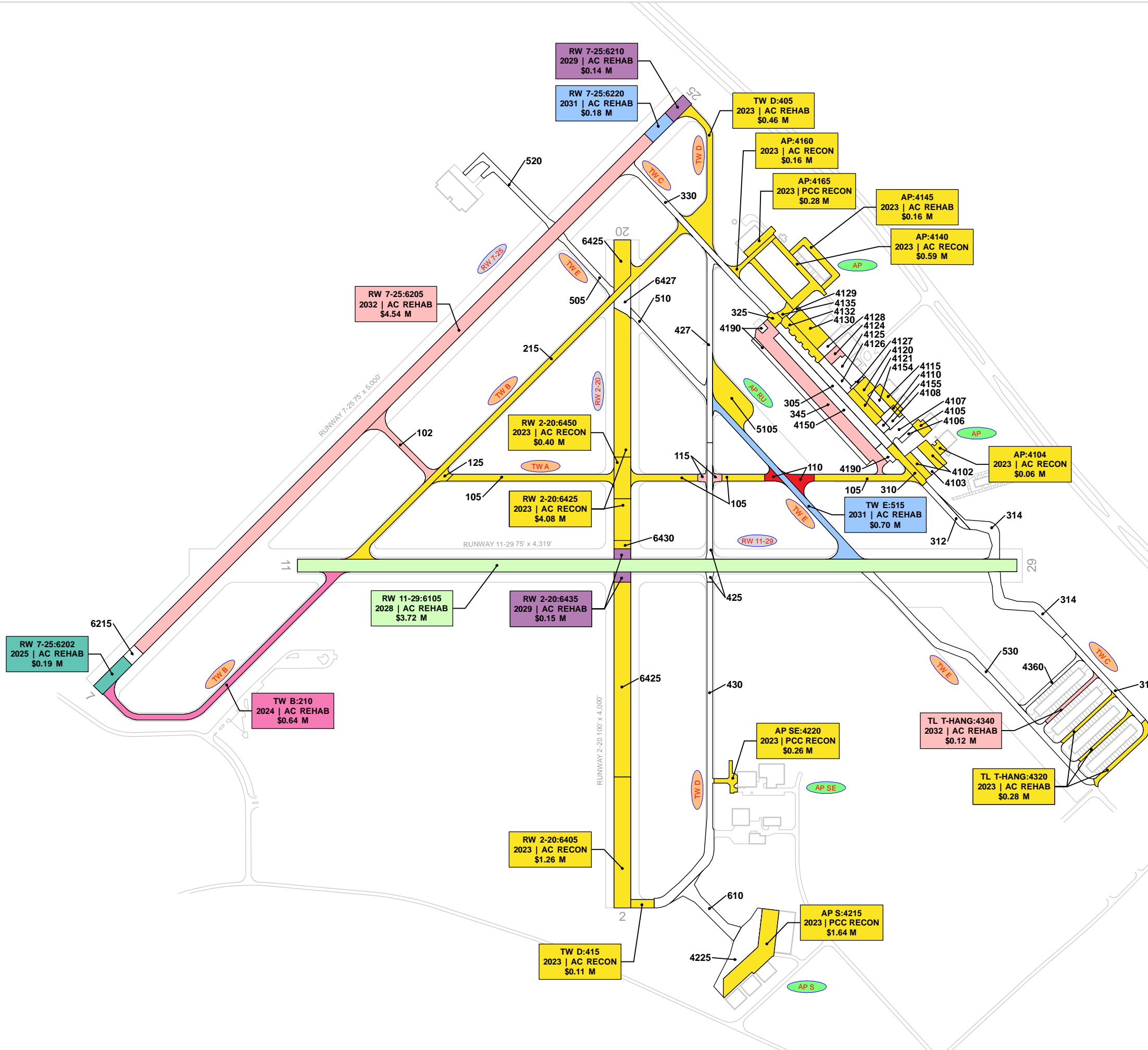
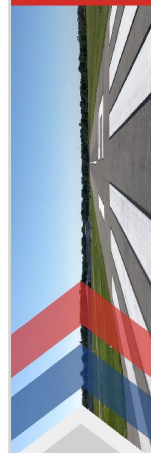


2022 PASER RATING (WHITETOPPING PAVEMENT)

-  PASER 5 - Excellent
-  PASER 4 - Good
-  PASER 3 - Fair
-  PASER 2 - Poor
-  PASER 1 - Failed

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





TW A:105 2023 AC RECON \$1.49 M	TW A:125 2023 AC RECON \$0.07 M	TW B:215 2023 AC REHAB \$0.95 M
TW C:310 2023 AC RECON \$0.22 M	TW C:325 2023 AC REHAB \$0.05 M	AP:4102 2023 PCC RECON \$0.60 M
AP:4105 2023 PCC RECON \$0.19 M	AP:4110 2023 PCC RECON \$0.06 M	AP:4115 2023 PCC RECON \$0.26 M
AP:4120 (WT) 2023 PCC REHAB \$0.21 M	AP:4121 (WT) 2023 PCC REHAB \$0.19 M	AP:4130 2023 PCC RECON \$0.67 M
AP:4132 2023 PCC RECON \$0.50 M	AP:4135 2023 AC RECON \$0.07 M	AP RU:5105 2023 AC RECON \$0.74 M
RW 2-20:6430 2023 AC RECON \$0.08 M	TW A:110 2030 AC REHAB \$0.21 M	TW A:102 2032 AC REHAB \$0.31 M
TW A:115 2032 AC REHAB \$0.08 M	TW C:345 2032 AC REHAB \$1.22 M	AP:4124 2032 PCC REHAB \$0.15 M

LEGEND

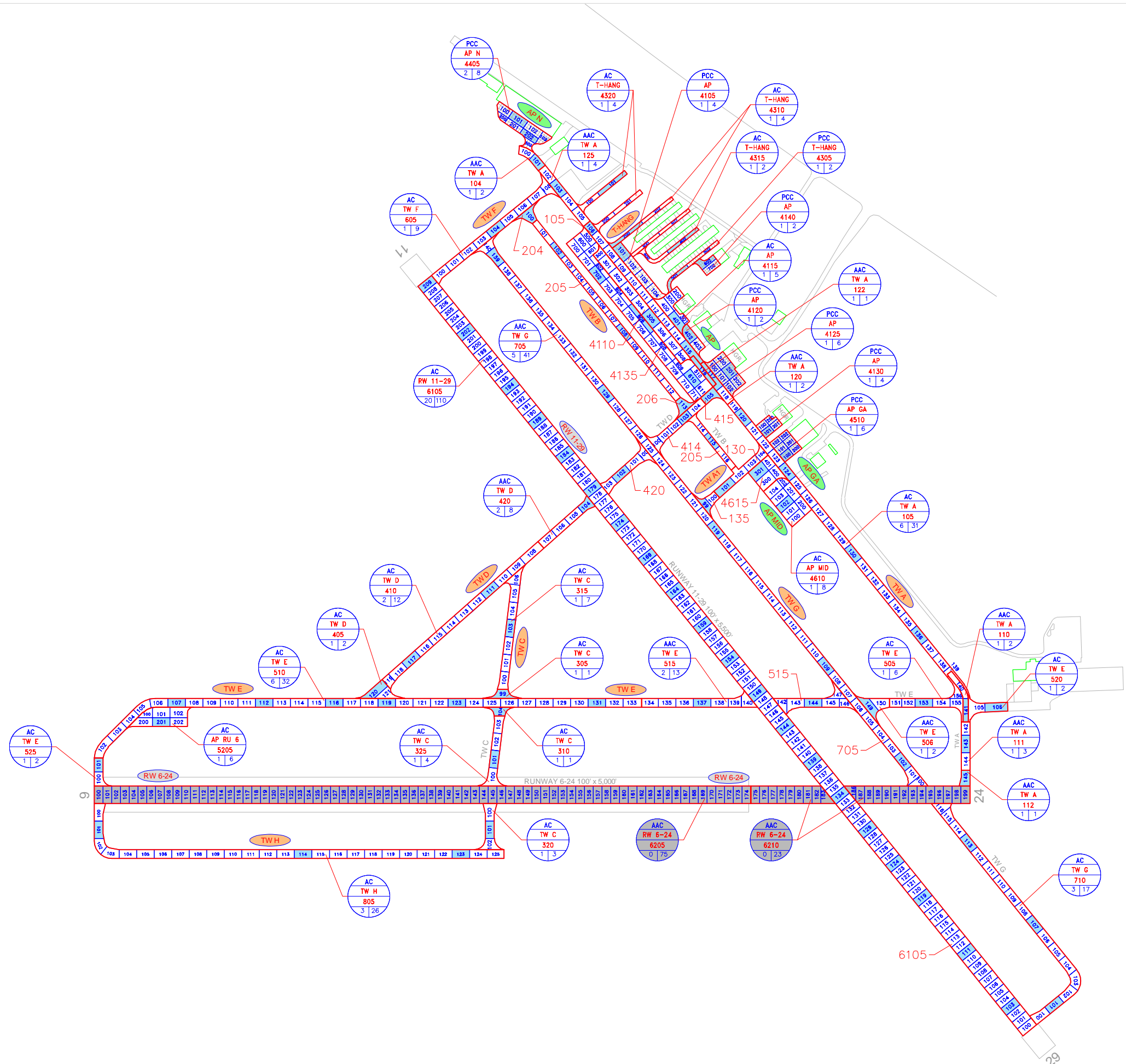
- RW 13-31 — TYPICAL RUNWAY BRANCH ID
- TW A — TYPICAL TAXIWAY BRANCH ID
- AP S — TYPICAL APRON BRANCH ID

PROGRAM YEAR

2023	2028
2024	2029
2025	2030
2026	2031
2027	2032

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

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



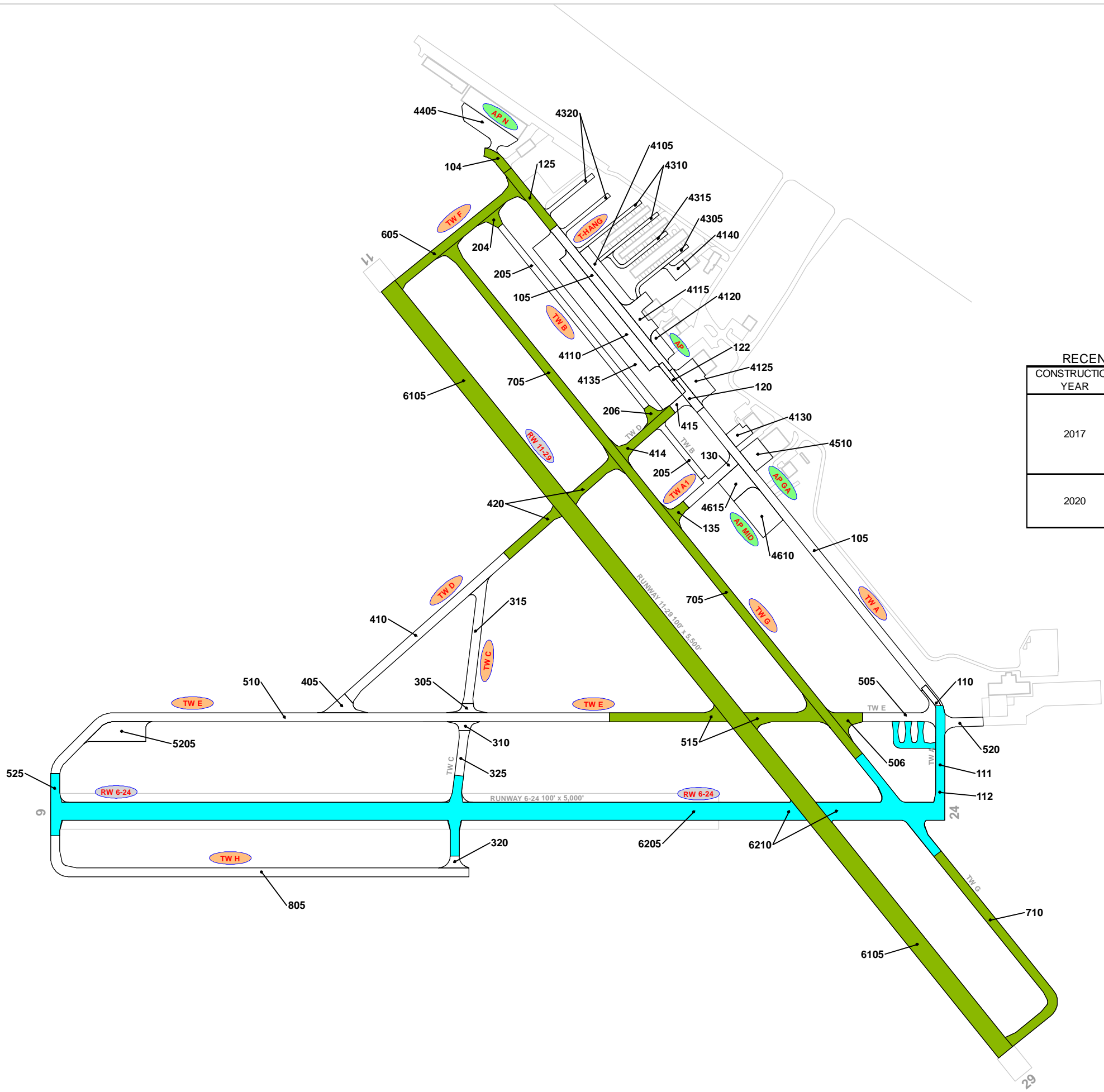
AC AP 4110 1 9	AAC AP 4135 3 23	AAC AP MID 4615 1 4	AAC TW A1 130 1 4	AAC TW A1 135 1 2
AAC TW B 204 1 1	TW B 205 3 15	AAC TW B 206 1 1	AAC TW D 414 1 5	AAC TW D 415 1 1

LEGEND

- TYPICAL RUNWAY BRANCH ID
- TYPICAL TAXIWAY BRANCH ID
- TYPICAL APRON BRANCH ID
- PAVEMENT SURFACE TYPE
- PAVEMENT BRANCH ID
- SECTION NUMBER
- NUMBER OF SAMPLE UNITS IN SECTION
- NUMBER OF SAMPLE UNITS TO BE INSPECTED
- SECTION NOT INSPECTED DUE TO RECENT CONSTRUCTION. SEE SYSTEM INVENTORY MAP FOR CONSTRUCTION DATES.
- INSPECTED SAMPLE UNITS.

TOTAL SAMPLES INSPECTED = 96
 AC: 87 PCC: 9

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



RECENT & ANTICIPATED CONSTRUCTION ACTIVITY

CONSTRUCTION YEAR	LOCATION	WORK TYPE / PAVEMENT SECTION
2017	RW 11-29, TW F, TW G	New Construction - AC
	RW 6-24, TW A, TW A1, TW B, TW D, TW E, TW G	Mill and Overlay 1.5"-5" Mill, Variable Overlay
2020	RW 6-24, TW A, TW C, TW E, TW G, TW H	Mill and Overlay

LEGEND

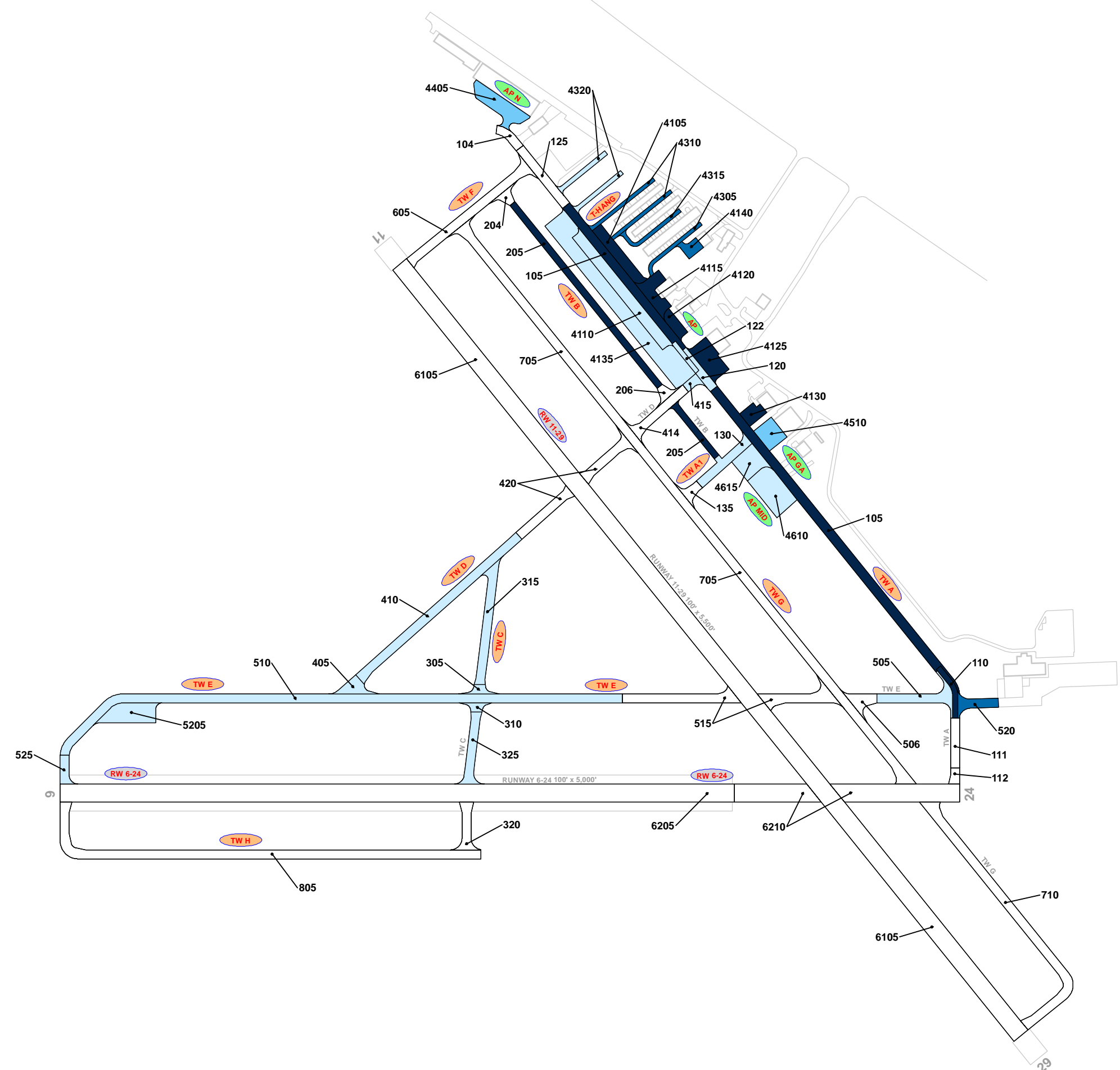
- RW 13-31 TYPICAL RUNWAY BRANCH ID
- TW A TYPICAL TAXIWAY BRANCH ID
- AP S TYPICAL APRON BRANCH ID

PROJECT YEAR

2016	2021
2017	2022
2018	2023
2019	2024
2020	2025

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





LEGEND

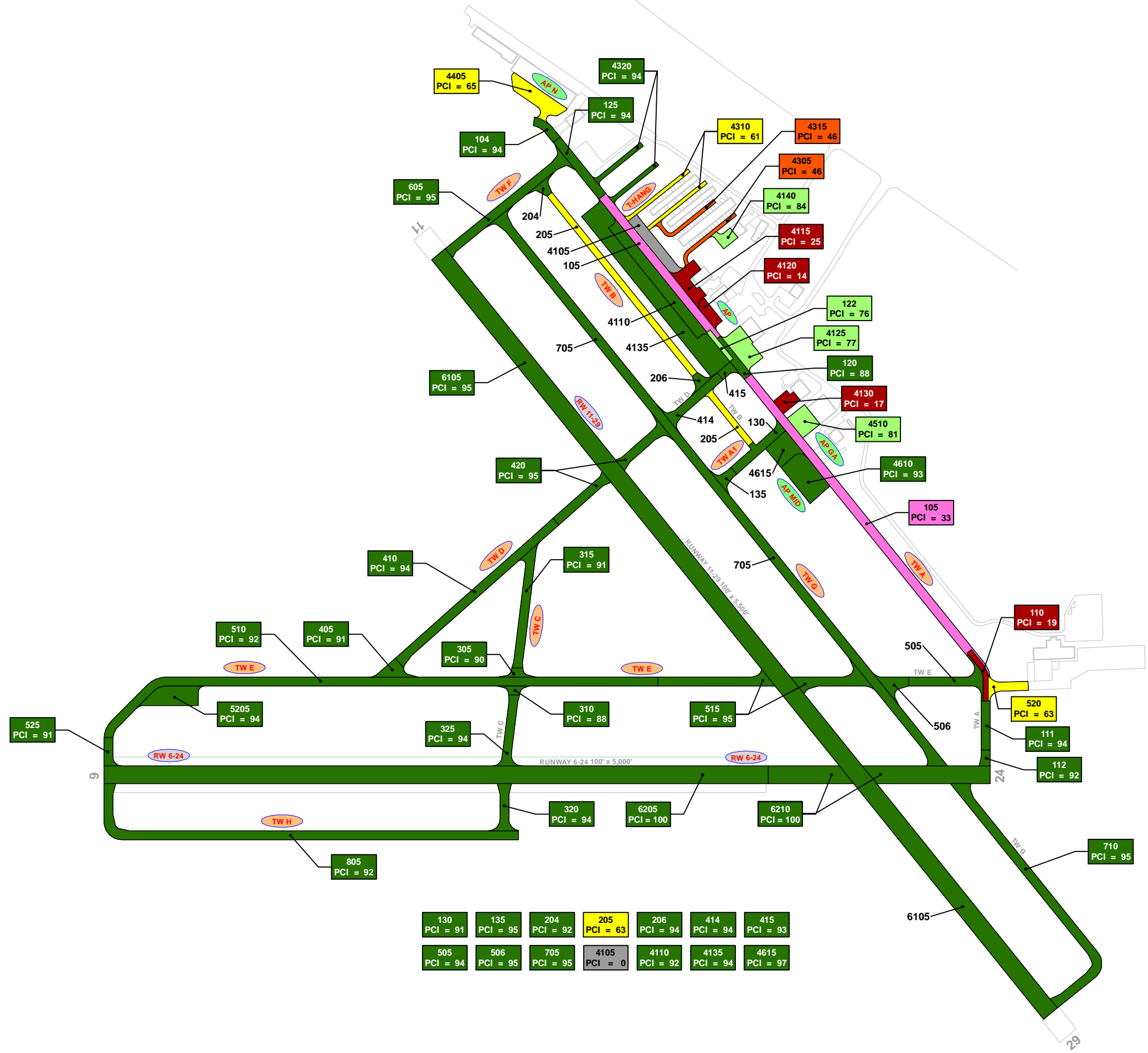
- RW 13-31 — TYPICAL RUNWAY BRANCH ID
- TW A — TYPICAL TAXIWAY BRANCH ID
- AP S — TYPICAL APRON BRANCH ID

AGE AT INSPECTION

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

RUNWAY LENGTHS DEPICTED IN THIS DRAWING ARE FOR PAVEMENT MANAGEMENT PURPOSES ONLY AND MAY NOT MATCH PUBLISHED RUNWAY LENGTHS. DRAWING NOT TO SCALE.





LEGEND

- RW 13-31 TYPICAL RUNWAY BRANCH ID
- TW A TYPICAL TAXIWAY BRANCH ID
- AP S TYPICAL APRON BRANCH ID

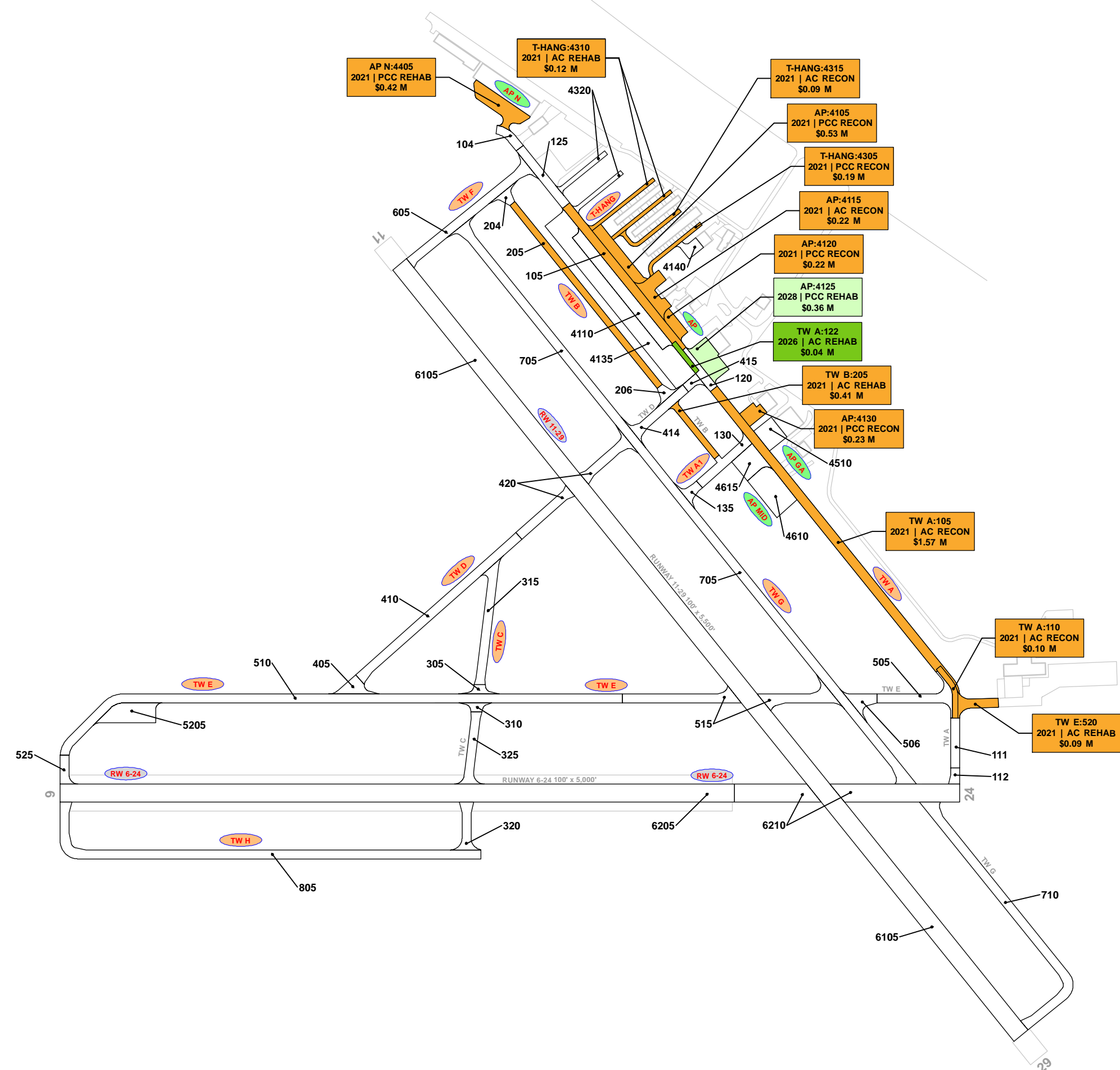
2020 PAVEMENT CONDITION INDEX

- PCI 86-100 Good
- PCI 71-85 Satisfactory
- PCI 56-70 Fair
- PCI 41-55 Poor
- PCI 26-40 Very Poor
- PCI 11-25 Serious
- PCI 0-10 Failed

"SECTION ID"
"PCI VALUE"

RUNWAY LENGTHS DEPICTED IN THIS DRAWING ARE FOR PAVEMENT MANAGEMENT PURPOSES ONLY AND MAY NOT MATCH PUBLISHED RUNWAY LENGTHS. DRAWING NOT TO SCALE.





LEGEND

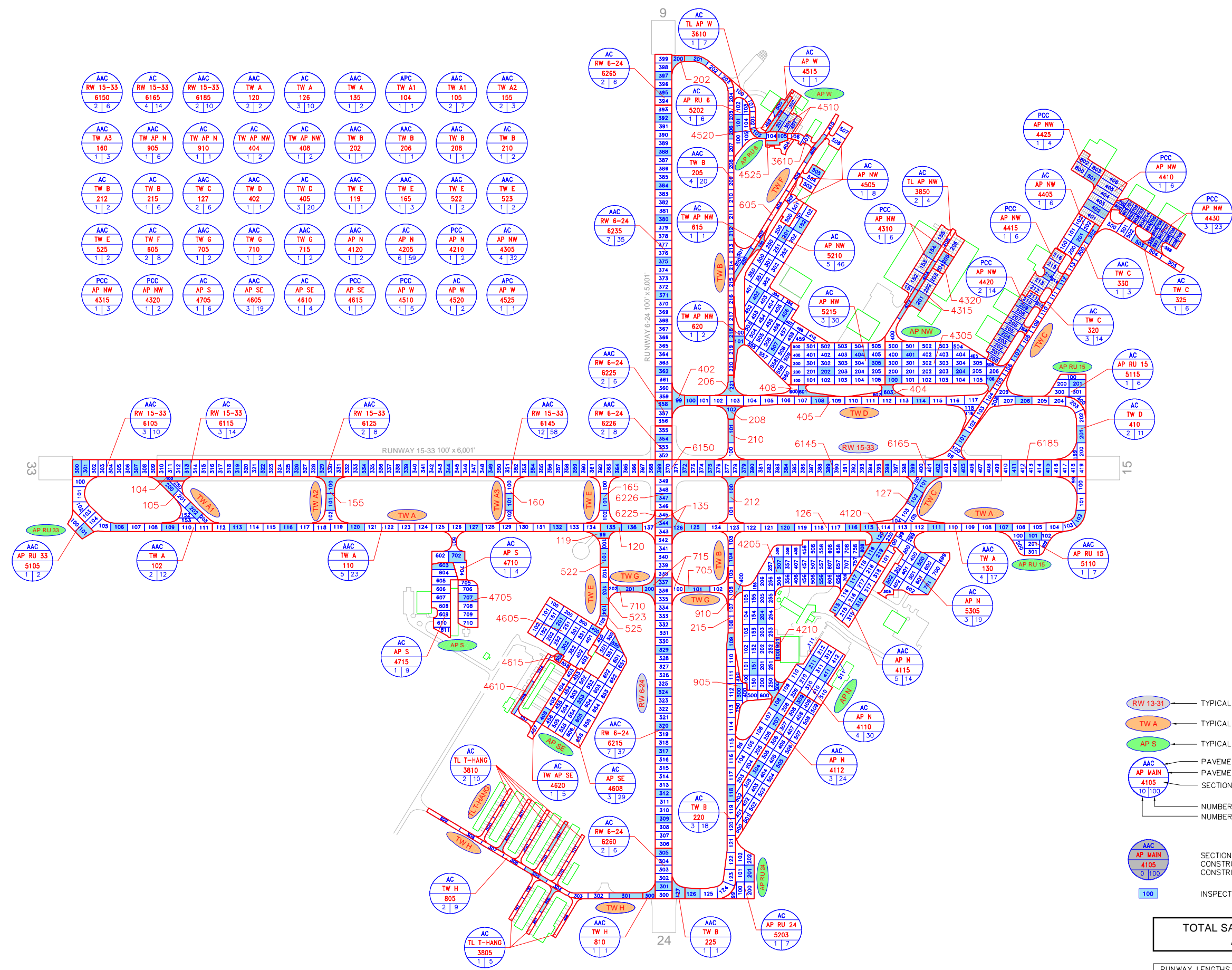
- RW 13-31 — TYPICAL RUNWAY BRANCH ID
- TW A — TYPICAL TAXIWAY BRANCH ID
- AP S — TYPICAL APRON BRANCH ID

PROGRAM YEAR

2021	2026
2022	2027
2023	2028
2024	2029
2025	2030

"BRANCH"/"SECTION"
"YEAR"/"REHAB ACTIVITY"
"EST. COST"

RUNWAY LENGTHS DEPICTED IN THIS DRAWING ARE FOR PAVEMENT MANAGEMENT PURPOSES ONLY AND MAY NOT MATCH PUBLISHED RUNWAY LENGTHS. DRAWING NOT TO SCALE.



AAC RW 15-33 6150 2 6	AC RW 15-33 6165 4 14	AAC RW 15-33 6185 2 10	AAC TW A 120 2 2	AC TW A 126 3 10	AAC TW A 135 1 2	APC TW A1 104 1 1	AAC TW A1 105 2 7	AAC TW A2 155 2 3
AAC TW A3 160 1 3	AAC TW AP N 905 1 6	AC TW AP N 910 1 1	AC TW AP NW 404 1 2	AC TW AP NW 408 1 2	AAC TW B 202 1 1	AAC TW B 206 1 1	AAC TW B 208 1 2	AAC TW B 210 1 2
AC TW B 212 1 2	AC TW B 215 1 6	AAC TW C 127 2 6	AAC TW D 402 1 1	AC TW D 405 3 20	AAC TW E 119 1 1	AAC TW E 165 1 3	AAC TW E 522 1 2	AAC TW E 4305 1 2
AAC TW E 525 1 2	AC TW F 605 2 8	AAC TW G 705 1 2	AAC TW G 710 1 2	AAC AP N 4120 1 2	AAC AP N 4205 6 59	AC AP N 4305 1 2	PCC AP NW 4310 1 6	AC AP NW 4405 4 32
PCC AP NW 4315 1 3	PCC AP NW 4320 1 2	AC AP S 4705 1 6	AAC AP SE 4605 3 19	AC AP SE 4610 1 4	PCC AP SE 4615 1 1	AAC AP W 4510 1 5	AC AP W 4520 1 2	APC AP W 4525 1 1

LEGEND

- RW 13-31 — TYPICAL RUNWAY BRANCH ID
- TW A — TYPICAL TAXIWAY BRANCH ID
- AP S — TYPICAL APRON BRANCH ID
- AAC — PAVEMENT SURFACE TYPE
- AP MAIN — PAVEMENT BRANCH ID
- 10 | 100 — SECTION NUMBER
- 100 — NUMBER OF SAMPLE UNITS IN SECTION
- 100 — NUMBER OF SAMPLE UNITS TO BE INSPECTED
- AAC AP MAIN 4105 0 | 100 — SECTION NOT INSPECTED DUE TO RECENT CONSTRUCTION. SEE SYSTEM INVENTORY MAP FOR CONSTRUCTION DATES.
- 100 — INSPECTED SAMPLE UNITS.

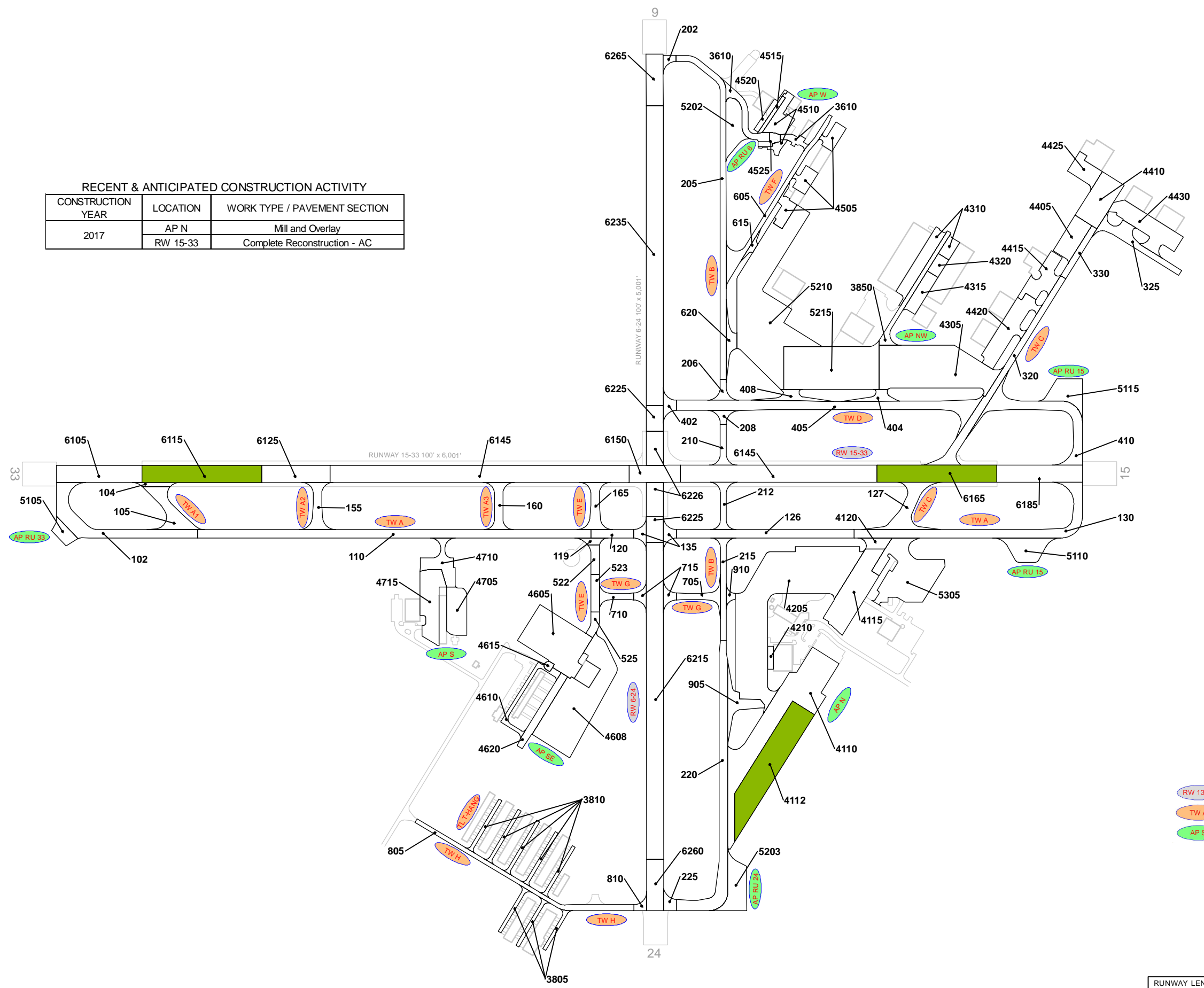
TOTAL SAMPLES INSPECTED = 194
 AC: 180 PCC: 14

RUNWAY LENGTHS DEPICTED IN THIS DRAWING ARE FOR PAVEMENT MANAGEMENT PURPOSES ONLY AND MAY NOT MATCH PUBLISHED RUNWAY LENGTHS. DRAWING NOT TO SCALE.



RECENT & ANTICIPATED CONSTRUCTION ACTIVITY

CONSTRUCTION YEAR	LOCATION	WORK TYPE / PAVEMENT SECTION
2017	AP N	Mill and Overlay
	RW 15-33	Complete Reconstruction - AC



LEGEND

- RW 13-31 TYPICAL RUNWAY BRANCH ID
- TW A TYPICAL TAXIWAY BRANCH ID
- AP S TYPICAL APRON BRANCH ID

PROJECT YEAR

 2017	 2022
 2018	 2023
 2019	 2024
 2020	 2025
 2021	 2026

RUNWAY LENGTHS DEPICTED IN THIS DRAWING ARE FOR PAVEMENT MANAGEMENT PURPOSES ONLY AND MAY NOT MATCH PUBLISHED RUNWAY LENGTHS. DRAWING NOT TO SCALE.



LEGEND

- RW 13-31 — TYPICAL RUNWAY BRANCH ID
- TW A — TYPICAL TAXIWAY BRANCH ID
- AP S — TYPICAL APRON BRANCH ID

AGE AT INSPECTION

- 0-5 Years
- 6-10 Years
- 11-15 Years
- 16-20 Years
- > 20 Years

RUNWAY LENGTHS DEPICTED IN THIS DRAWING ARE FOR PAVEMENT MANAGEMENT PURPOSES ONLY AND MAY NOT MATCH PUBLISHED RUNWAY LENGTHS. DRAWING NOT TO SCALE.



119 PCI = 73	120 PCI = 57	135 PCI = 77	165 PCI = 83	206 PCI = 52
208 PCI = 46	210 PCI = 49	212 PCI = 55	215 PCI = 50	402 PCI = 87
404 PCI = 22	408 PCI = 57	523 PCI = 37	525 PCI = 58	605 PCI = 46
620 PCI = 75	705 PCI = 69	710 PCI = 55	715 PCI = 81	905 PCI = 81
910 PCI = 39	3610 PCI = 42	4120 PCI = 76	4525 PCI = 23	5202 PCI = 61
6215 PCI = 80	6225 PCI = 83	6226 PCI = 52		

LEGEND

- RW 13-31 — TYPICAL RUNWAY BRANCH ID
- TW A — TYPICAL TAXIWAY BRANCH ID
- AP S — TYPICAL APRON BRANCH ID

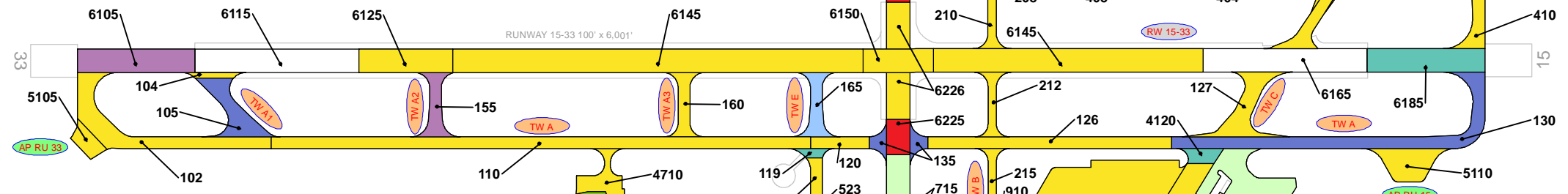
2022 PAVEMENT CONDITION INDEX

- PCI 86-100 Good
- PCI 71-85 Satisfactory
- PCI 56-70 Fair
- PCI 41-55 Poor
- PCI 26-40 Very Poor
- PCI 11-25 Serious
- PCI 0-10 Failed

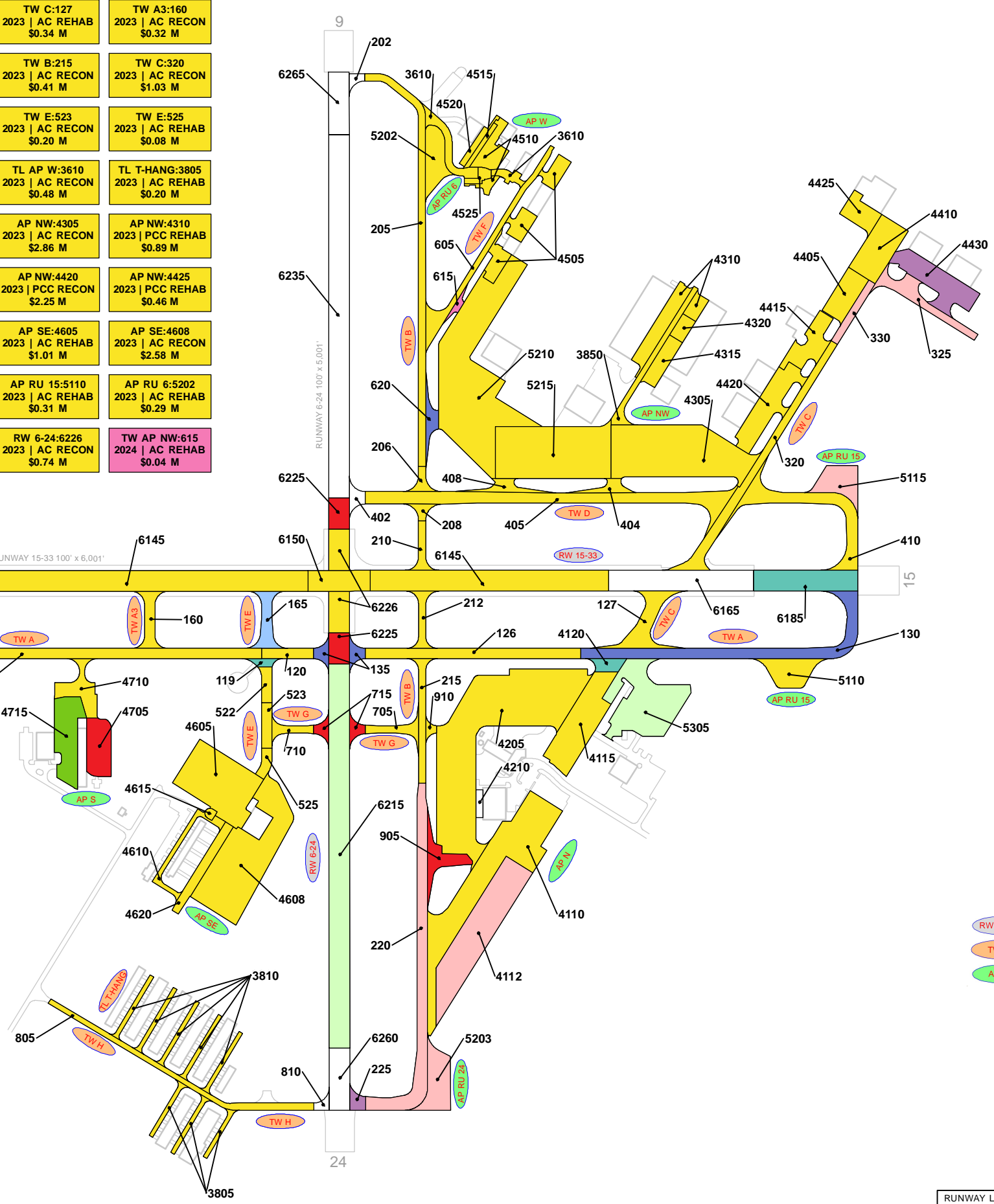
SECTION ID
PCI VALUE

RUNWAY LENGTHS DEPICTED IN THIS DRAWING ARE FOR PAVEMENT MANAGEMENT PURPOSES ONLY AND MAY NOT MATCH PUBLISHED RUNWAY LENGTHS. DRAWING NOT TO SCALE.

TW A:102 2023 AC REHAB \$0.67 M	TW A1:104 2023 AC RECON \$0.09 M	TW A:110 2023 AC REHAB \$1.21 M	TW A:120 2023 AC REHAB \$0.13 M	TW A:126 2023 AC RECON \$0.96 M	TW C:127 2023 AC REHAB \$0.34 M	TW A3:160 2023 AC RECON \$0.32 M
TW B:205 2023 AC REHAB \$0.75 M	TW B:206 2023 AC RECON \$0.12 M	TW B:208 2023 AC RECON \$0.10 M	TW B:210 2023 AC RECON \$0.19 M	TW B:212 2023 AC REHAB \$0.18 M	TW B:215 2023 AC RECON \$0.41 M	TW C:320 2023 AC RECON \$1.03 M
TW AP NW:404 2023 AC RECON \$0.17 M	TW D:405 2023 AC RECON \$1.89 M	TW AP NW:408 2023 AC REHAB \$0.12 M	TW D:410 2023 AC RECON \$1.05 M	TW E:522 2023 AC REHAB \$0.09 M	TW E:523 2023 AC RECON \$0.20 M	TW E:525 2023 AC REHAB \$0.08 M
TW F:605 2023 AC RECON \$0.68 M	TW G:705 2023 AC REHAB \$0.13 M	TW G:710 2023 AC REHAB \$0.16 M	TW H:805 2023 AC REHAB \$0.41 M	TW AP N:910 2023 AC RECON \$0.06 M	TL AP W:3610 2023 AC RECON \$0.48 M	TL T-HANG:3805 2023 AC REHAB \$0.20 M
TL T-HANG:3810 2023 AC REHAB \$0.52 M	TL AP NW:3850 2023 AC RECON \$0.42 M	AP N:4110 2023 AC RECON \$2.85 M	AP N:4115 2023 AC RECON \$1.31 M	AP N:4205 2023 AC RECON \$5.00 M	AP NW:4305 2023 AC RECON \$2.86 M	AP NW:4310 2023 PCC REHAB \$0.89 M
AP NW:4315 2023 PCC RECON \$0.84 M	AP NW:4320 2023 PCC REHAB \$0.20 M	AP NW:4405 2023 AC RECON \$0.52 M	AP NW:4410 2023 PCC RECON \$2.04 M	AP NW:4415 2023 PCC REHAB \$0.69 M	AP NW:4420 2023 AC RECON \$2.25 M	AP NW:4425 2023 PCC REHAB \$0.46 M
AP NW:4505 2023 AC REHAB \$0.42 M	AP W:4510 2023 PCC RECON \$1.17 M	AP W:4515 2023 AC RECON \$0.10 M	AP W:4520 2023 AC REHAB \$0.08 M	AP W:4525 2023 AC RECON \$0.10 M	AP SE:4605 2023 AC REHAB \$1.01 M	AP SE:4608 2023 AC RECON \$2.58 M
AP SE:4610 2023 AC REHAB \$0.16 M	AP SE:4615 2023 PCC RECON \$0.10 M	TW AP SE:4620 2023 AC RECON \$0.41 M	AP S:4710 2023 AC RECON \$0.47 M	AP RU 33:5105 2023 AC RECON \$0.22 M	AP RU 15:5110 2023 AC REHAB \$0.31 M	AP RU 6:5202 2023 AC REHAB \$0.29 M
AP NW:5210 2023 AC REHAB \$2.33 M	AP NW:5215 2023 AC RECON \$2.58 M	RW 15-33:6125 2023 AC REHAB \$0.42 M	RW 15-33:6145 2023 AC REHAB \$3.05 M	RW 15-33:6150 2023 AC REHAB \$0.32 M	RW 6-24:6226 2023 AC RECON \$0.74 M	TW AP NW:615 2024 AC REHAB \$0.04 M



TW E:119 2025 AC REHAB \$0.05 M	AP N:4120 2025 AC REHAB \$0.10 M	RW 15-33:6185 2025 AC REHAB \$0.58 M	AP S:4715 2026 AC REHAB \$0.57 M	TW A1:105 2027 AC REHAB \$0.38 M
TW A:130 2027 AC REHAB \$1.06 M	TW A:135 2027 AC REHAB \$0.16 M	TW AP NW:620 2027 AC REHAB \$0.14 M	AP N:5305 2028 AC REHAB \$1.28 M	RW 6-24:6215 2028 AC REHAB \$2.48 M
TW A2:155 2029 AC REHAB \$0.27 M	TW B:225 2029 AC REHAB \$0.09 M	AP NW:4430 2029 PCC REHAB \$1.55 M	RW 15-33:6105 2029 AC REHAB \$0.70 M	TW G:715 2030 AC REHAB \$0.17 M
TW AP N:905 2030 AC REHAB \$0.32 M	AP S:4705 2030 AC REHAB \$0.48 M	RW 6-24:6225 2030 AC REHAB \$0.44 M	TW E:165 2031 AC REHAB \$0.30 M	TW B:220 2032 AC REHAB \$1.55 M
TW C:325 2032 AC REHAB \$0.48 M	TW C:330 2032 AC REHAB \$0.20 M	AP N:4112 2032 AC REHAB \$1.85 M	AP RU 15:5115 2032 AC REHAB \$0.46 M	AP RU 24:5203 2032 AC REHAB \$0.57 M



LEGEND

- RW 13-31 — TYPICAL RUNWAY BRANCH ID
- TW A — TYPICAL TAXIWAY BRANCH ID
- AP S — TYPICAL APRON BRANCH ID

PROGRAM YEAR

2023	2028
2024	2029
2025	2030
2026	2031
2027	2032

"BRANCH," "SECTION"
"YEAR," "REHAB ACTIVITY"
"EST. COST"

RUNWAY LENGTHS DEPICTED IN THIS DRAWING ARE FOR PAVEMENT MANAGEMENT PURPOSES ONLY AND MAY NOT MATCH PUBLISHED RUNWAY LENGTHS. DRAWING NOT TO SCALE.



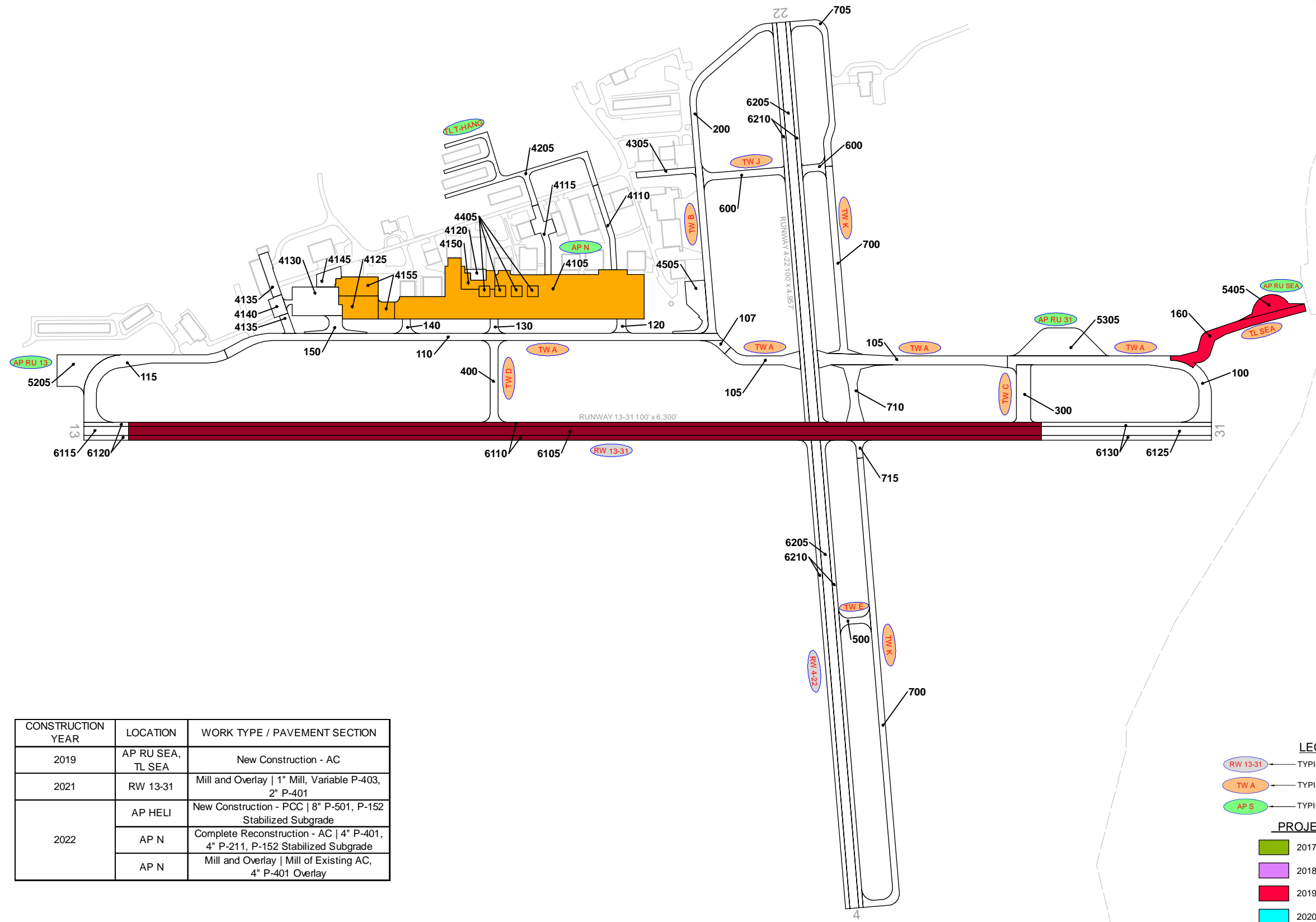


LEGEND

- RW 13-31 — TYPICAL RUNWAY BRANCH ID
- TW A — TYPICAL TAXIWAY BRANCH ID
- AP S — TYPICAL APRON BRANCH ID
- AAC — PAVEMENT SURFACE TYPE
- AP MAIN — PAVEMENT BRANCH ID
- 4105 — SECTION NUMBER
- 100 — NUMBER OF SAMPLE UNITS IN SECTION
NUMBER OF SAMPLE UNITS TO BE INSPECTED
- AAC
AP MAIN
4105
0 | 100 — SECTION NOT INSPECTED DUE TO RECENT CONSTRUCTION. SEE SYSTEM INVENTORY MAP FOR CONSTRUCTION DATES.
- 100 — INSPECTED SAMPLE UNITS.

TOTAL SAMPLES INSPECTED = 67
AC: 61 PCC: 6

RUNWAY LENGTHS DEPICTED IN THIS DRAWING ARE FOR PAVEMENT MANAGEMENT PURPOSES ONLY AND MAY NOT MATCH PUBLISHED RUNWAY LENGTHS. DRAWING NOT TO SCALE.



CONSTRUCTION YEAR	LOCATION	WORK TYPE / PAVEMENT SECTION
2019	AP RU SEA, TL SEA	New Construction - AC
2021	RW 13-31	Mill and Overlay 1" Mill, Variable P-403, 2" P-401
2022	AP HELI	New Construction - PCC 8" P-501, P-152 Stabilized Subgrade
	AP N	Complete Reconstruction - AC 4" P-401, 4" P-211, P-152 Stabilized Subgrade
	AP N	Mill and Overlay Mill of Existing AC, 4" P-401 Overlay

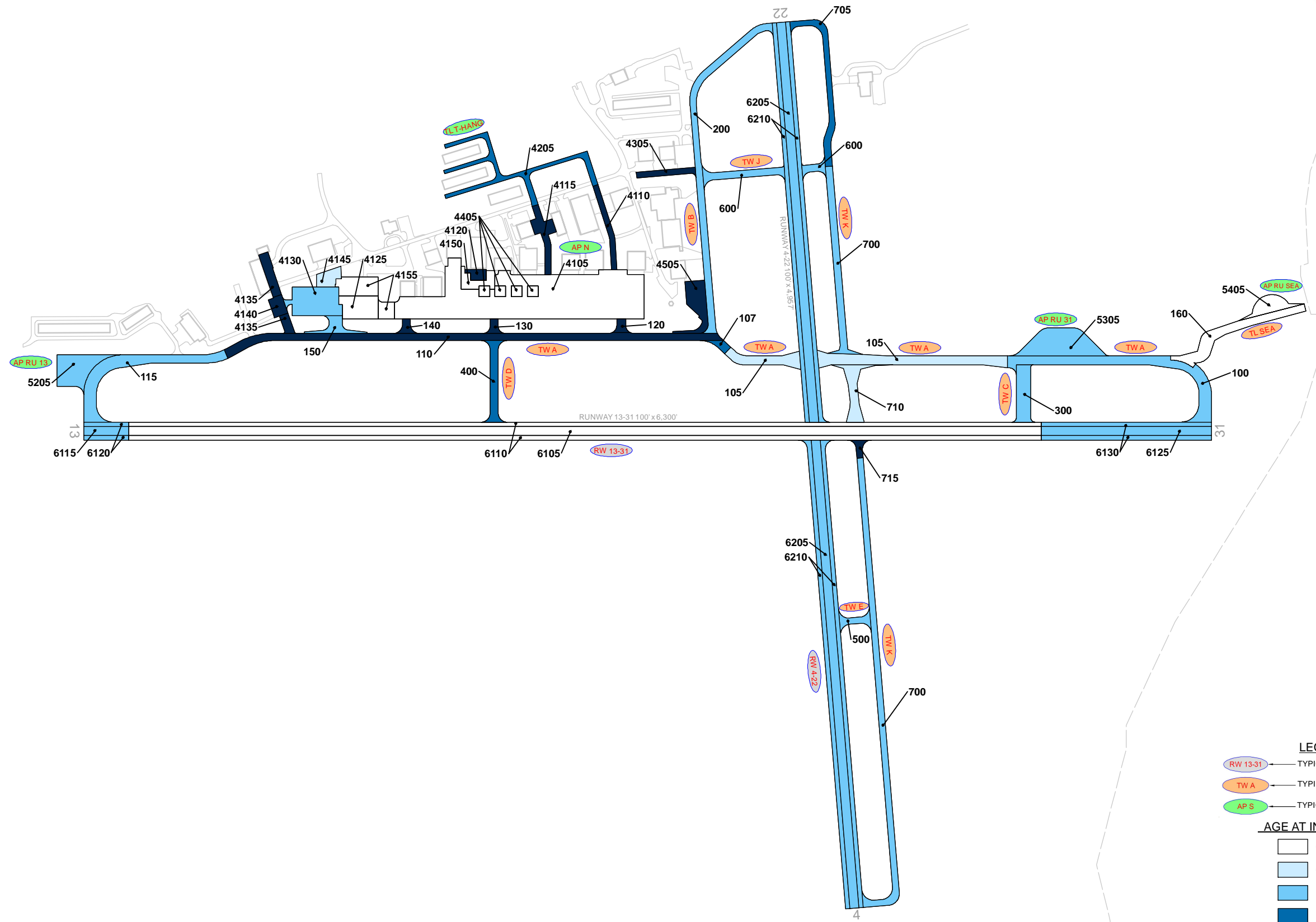
LEGEND

- RW 13-31 TYPICAL RUNWAY BRANCH ID
- TW A TYPICAL TAXIWAY BRANCH ID
- AP S TYPICAL APRON BRANCH ID

PROJECT YEAR

- 2017
- 2022
- 2018
- 2023
- 2019
- 2024
- 2020
- 2025
- 2021
- 2026

RUNWAY LENGTHS DEPICTED IN THIS DRAWING ARE FOR PAVEMENT MANAGEMENT PURPOSES ONLY AND MAY NOT MATCH PUBLISHED RUNWAY LENGTHS. DRAWING NOT TO SCALE.



LEGEND

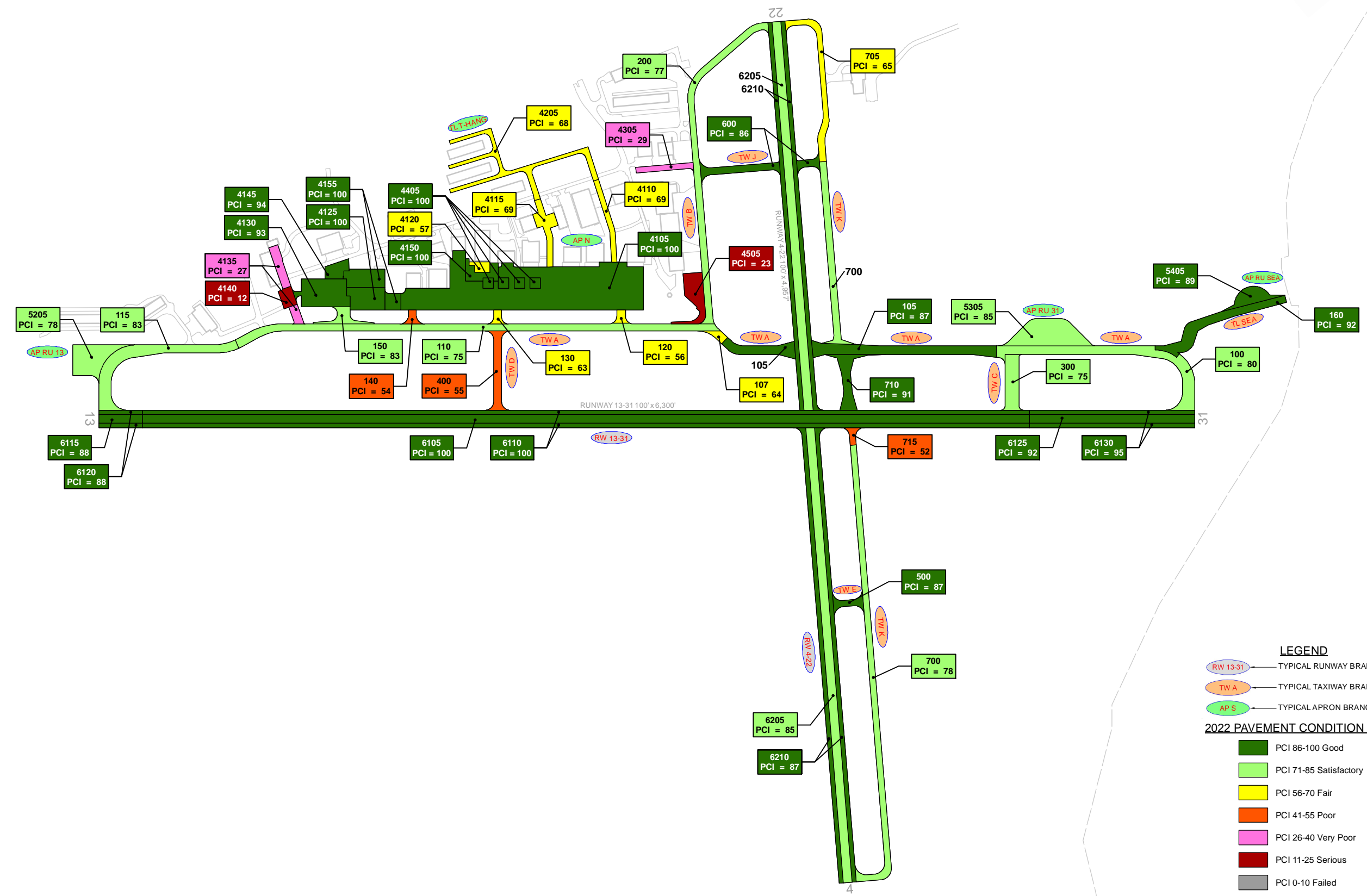
- TYPICAL RUNWAY BRANCH ID
- TYPICAL TAXIWAY BRANCH ID
- TYPICAL APRON BRANCH ID

AGE AT INSPECTION

- 0-5 Years
- 6-10 Years
- 11-15 Years
- 16-20 Years
- > 20 Years

RUNWAY LENGTHS DEPICTED IN THIS DRAWING ARE FOR PAVEMENT MANAGEMENT PURPOSES ONLY AND MAY NOT MATCH PUBLISHED RUNWAY LENGTHS. DRAWING NOT TO SCALE.





LEGEND

- RW 13-31 — TYPICAL RUNWAY BRANCH ID
- TW A — TYPICAL TAXIWAY BRANCH ID
- AP S — TYPICAL APRON BRANCH ID

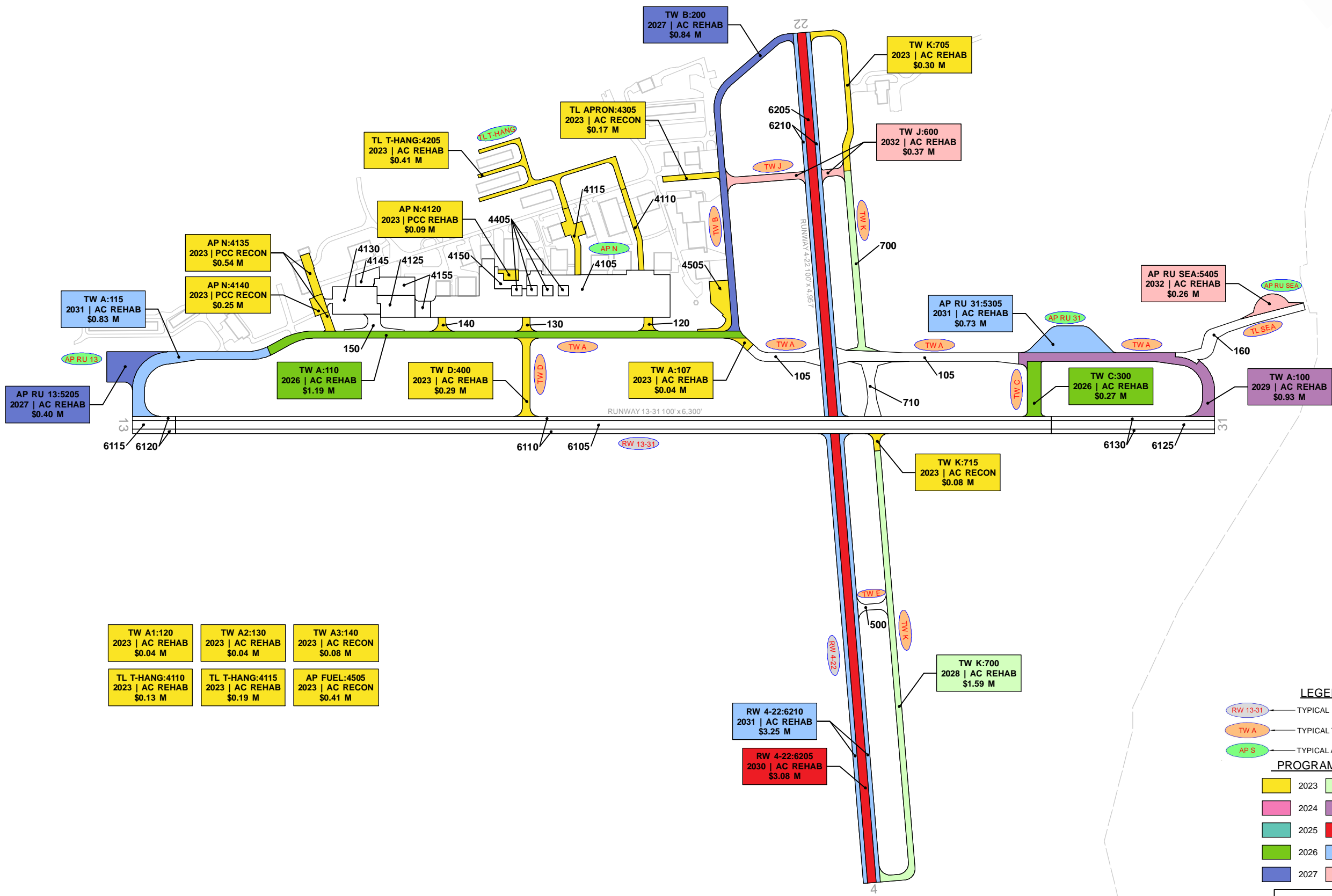
2022 PAVEMENT CONDITION INDEX

- PCI 86-100 Good
- PCI 71-85 Satisfactory
- PCI 56-70 Fair
- PCI 41-55 Poor
- PCI 26-40 Very Poor
- PCI 11-25 Serious
- PCI 0-10 Failed

SECTION ID
PCI VALUE

RUNWAY LENGTHS DEPICTED IN THIS DRAWING ARE FOR PAVEMENT MANAGEMENT PURPOSES ONLY AND MAY NOT MATCH PUBLISHED RUNWAY LENGTHS. DRAWING NOT TO SCALE.





TW A1:120 2023 AC REHAB \$0.04 M	TW A2:130 2023 AC REHAB \$0.04 M	TW A3:140 2023 AC RECON \$0.08 M
TL T-HANG:4110 2023 AC REHAB \$0.13 M	TL T-HANG:4115 2023 AC REHAB \$0.19 M	AP FUEL:4505 2023 AC RECON \$0.41 M

LEGEND

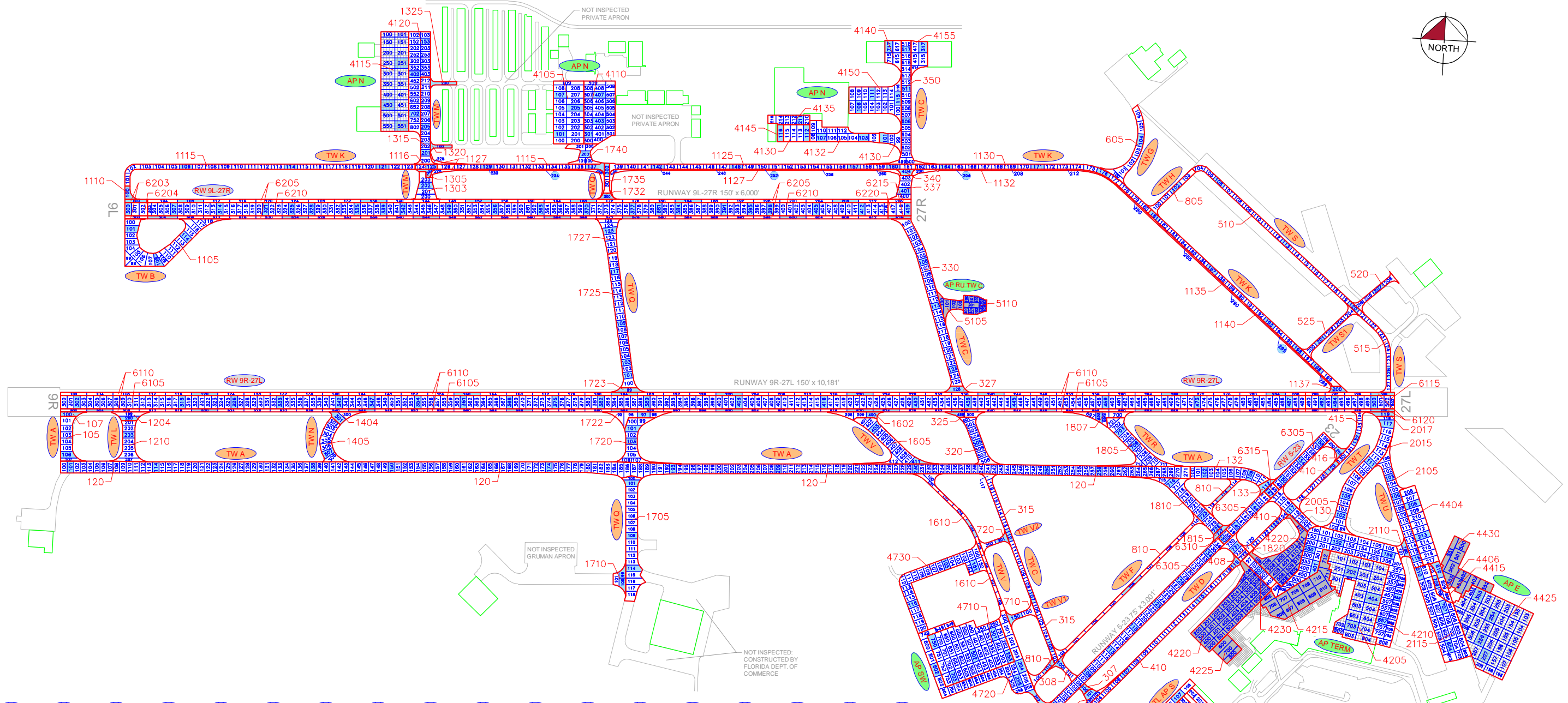
- RW 13-31 TYPICAL RUNWAY BRANCH ID
- TW A TYPICAL TAXIWAY BRANCH ID
- AP S TYPICAL APRON BRANCH ID

PROGRAM YEAR

 2023	 2028
 2024	 2029
 2025	 2030
 2026	 2031
 2027	 2032

"BRANCH," "SECTION"
"YEAR," "REHAB ACTIVITY"
"EST. COST"

RUNWAY LENGTHS DEPICTED IN THIS DRAWING ARE FOR PAVEMENT MANAGEMENT PURPOSES ONLY AND MAY NOT MATCH PUBLISHED RUNWAY LENGTHS. DRAWING NOT TO SCALE.



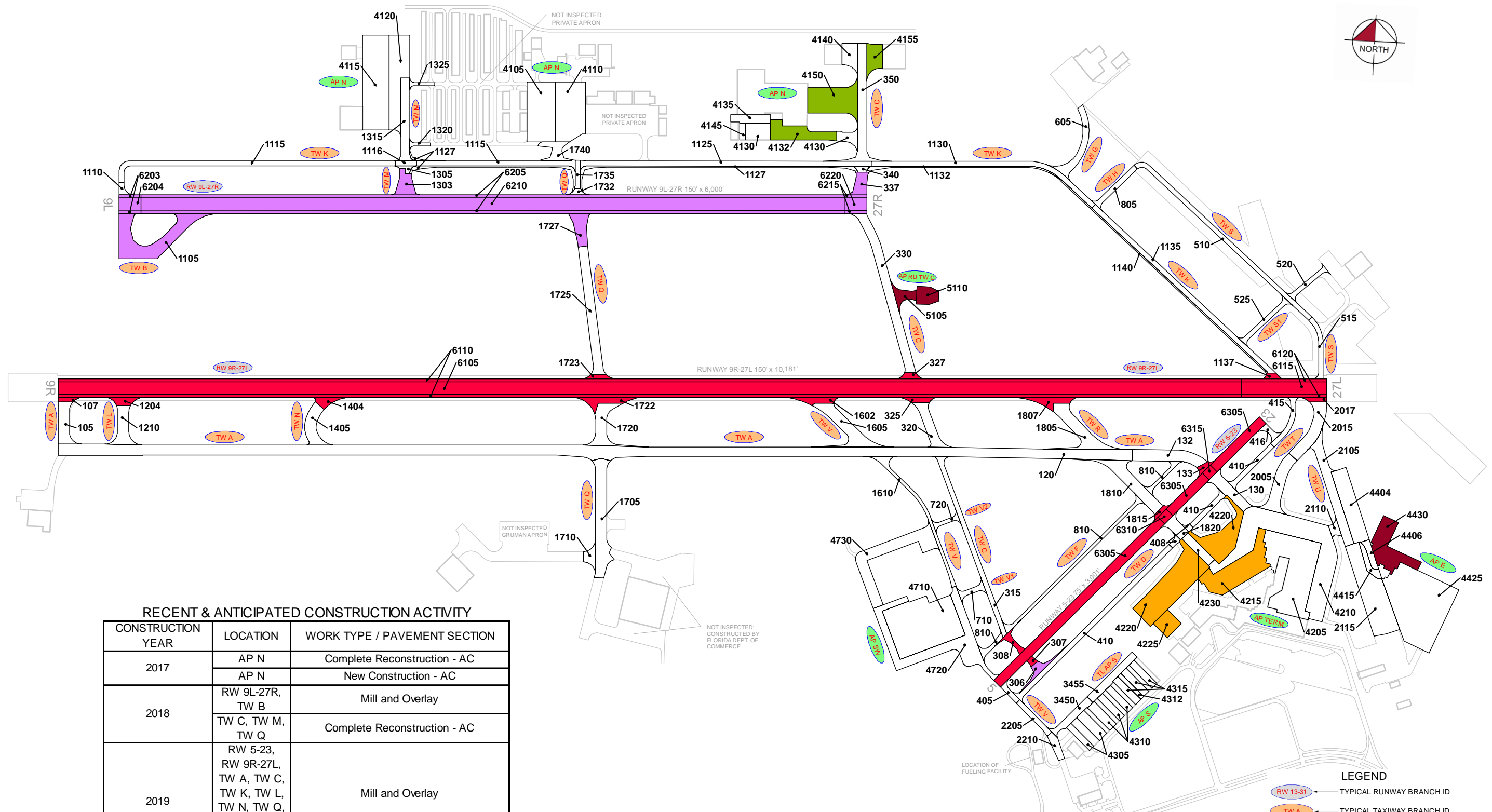
AAC RW 5-23 6305 12 56	AAC RW 5-23 6310 1 2	AAC RW 5-23 6315 1 2	AAC RW 9L-27R 6203 1 3	AAC RW 9L-27R 6204 1 3	AAC RW 9L-27R 6205 12 56	AAC RW 9L-27R 6210 20 114	AAC RW 9L-27R 6215 1 2	AAC RW 9L-27R 6220 1 3	AAC RW 9R-27L 6110 20 190	AAC RW 9R-27L 6115 20 96	AAC RW 9R-27L 6120 3 14	AAC RW 9R-27L 6125 2 6	AAC RW 9R-27L 6130 1 7	AAC RW 9R-27L 6135 1 1	AAC RW 9R-27L 6140 10 172	AAC RW 9R-27L 6145 1 6	AAC RW 9R-27L 6150 2 12
AAC TW A 133 1 1	AAC TW B 1105 3 21	AAC TW C 306 1 3	AAC TW C 307 1 1	AAC TW C 308 1 2	AAC TW C 315 3 16	AAC TW C 320 1 6	AAC TW C 325 1 2	AAC TW C 327 1 1	AAC TW C 330 3 26	AAC TW C 337 1 4	AAC TW C 340 1 1	AAC TW C 350 3 20	AAC TW D 405 1 2	AAC TW D 408 1 2	AAC TW D 410 5 26	AAC TW D 415 1 5	AAC TW D 416 1 2
AAC TW F 810 3 14	AAC TW G 605 1 7	AAC TW H 805 1 4	AAC TW K 1110 1 1	AAC TW K 1115 5 35	AAC TW K 1116 1 2	AAC TW K 1125 4 23	AAC TW K 1127 2 11	AAC TW K 1130 3 19	AAC TW K 1132 1 4	AAC TW K 1135 5 19	AAC TW K 1137 1 1	AAC TW K 1140 1 5	AAC TW K1 1740 1 5	AAC TW L 1204 1 2	AAC TW L 1210 1 7	AAC TW M 1303 1 4	AAC TW M 1305 1 1
AAC TW M 1315 2 13	AAC TW M 1320 1 1	AAC TW M 1325 1 1	AAC TW N 1404 1 2	AAC TW N 1405 1 7	AAC TW Q 1705 3 19	AAC TW Q 1710 2 3	AAC TW Q 1720 2 9	AAC TW Q 1722 1 4	AAC TW Q 1723 1 1	AAC TW Q 1725 4 20	AAC TW Q 1727 1 6	AAC TW Q 1732 1 1	AAC TW Q 1735 1 2	AAC TW R 1805 2 12	AAC TW R 1807 1 4	AAC TW R 1810 3 12	AAC TW R 1815 1 1
AAC TW R 1820 1 4	AAC TW S 510 3 19	AAC TW S 515 1 5	AAC TW S1 520 1 4	AAC TW S1 525 1 5	AAC TW T 2005 2 10	AAC TW T 2015 2 10	AAC TW T 2017 1 1	AAC TW T 2015 3 18	AAC TW U 2110 1 2	AAC TW U 2115 3 25	AAC TW U 1602 1 3	AAC TW U 1605 2 12	AAC TW U 1610 1 9	AAC TW V 2205 1 4	AAC TW V 2210 1 3	AAC TW V1 710 1 2	AAC TW V2 720 1 2
AAC TL AP S 3450 1 4	AAC TL AP S 3455 2 5	AAC AP E 4404 2 12	AAC AP E 4406 1 2	AAC AP E 4415 1 4	AAC AP E 4425 4 34	AAC AP E 4430 0 9	AAC AP N 4105 3 19	AAC AP N 4110 3 27	AAC AP N 4115 3 20	AAC AP N 4120 3 22	AAC AP N 4130 2 7	AAC AP N 4132 2 11	AAC AP N 4135 1 6	AAC AP N 4140 1 4	AAC AP N 4145 1 1	AAC AP N 4150 3 17	AAC AP N 4155 1 5
AAC AP RU TW C 5105 0 4	AAC AP RU TW C 5110 0 11	AAC AP S 4305 1 7	AAC AP S 4310 1 10	AAC AP S 4312 1 1	AAC AP S 4315 1 9	AAC AP SW 4710 5 42	AAC AP SW 4730 4 30	AAC AP SW 4720 3 24	AAC AP TERM 4205 3 24	AAC AP TERM 4210 6 55	AAC AP TERM 4215 0 13	AAC AP TERM 4220 0 46	AAC AP TERM 4225 0 3	AAC AP TERM 4230 1 5			

LEGEND

- TYPICAL RUNWAY BRANCH ID
- TYPICAL TAXIWAY BRANCH ID
- TYPICAL APRON BRANCH ID
- PAVEMENT SURFACE TYPE
- PAVEMENT BRANCH ID
- SECTION NUMBER
- NUMBER OF SAMPLE UNITS IN SECTION
NUMBER OF SAMPLE UNITS TO BE INSPECTED
- SECTION NOT INSPECTED DUE TO RECENT CONSTRUCTION. SEE SYSTEM INVENTORY MAP FOR CONSTRUCTION DATES.
- INSPECTED SAMPLE UNITS.

TOTAL SAMPLES INSPECTED = 290
AC: 279 PCC: 11

RUNWAY LENGTHS DEPICTED IN THIS DRAWING ARE FOR PAVEMENT MANAGEMENT PURPOSES ONLY AND MAY NOT MATCH PUBLISHED RUNWAY LENGTHS. DRAWING NOT TO SCALE.



RECENT & ANTICIPATED CONSTRUCTION ACTIVITY

CONSTRUCTION YEAR	LOCATION	WORK TYPE / PAVEMENT SECTION
2017	AP N	Complete Reconstruction - AC
	AP N	New Construction - AC
2018	RW 9L-27R, TW B	Mill and Overlay
	TW C, TW M, TW Q	Complete Reconstruction - AC
2019	RW 5-23, RW 9R-27L, TW A, TW C, TW K, TW L, TW N, TW Q, TW R, TW T, TW V	Mill and Overlay
	TW C	New Construction - AC
	AP RU TW C	New Construction - AC
2021	AP RU TW C, AP E	New Construction - PCC
	AP TERM	New Construction - PCC 17" P-501, 5" P-306, 6" P-211, 12" P-152
2022	AP TERM	New Construction - AC 4" P-401, 4" P-401 Base, 14" P-211, 12" P-152

LEGEND

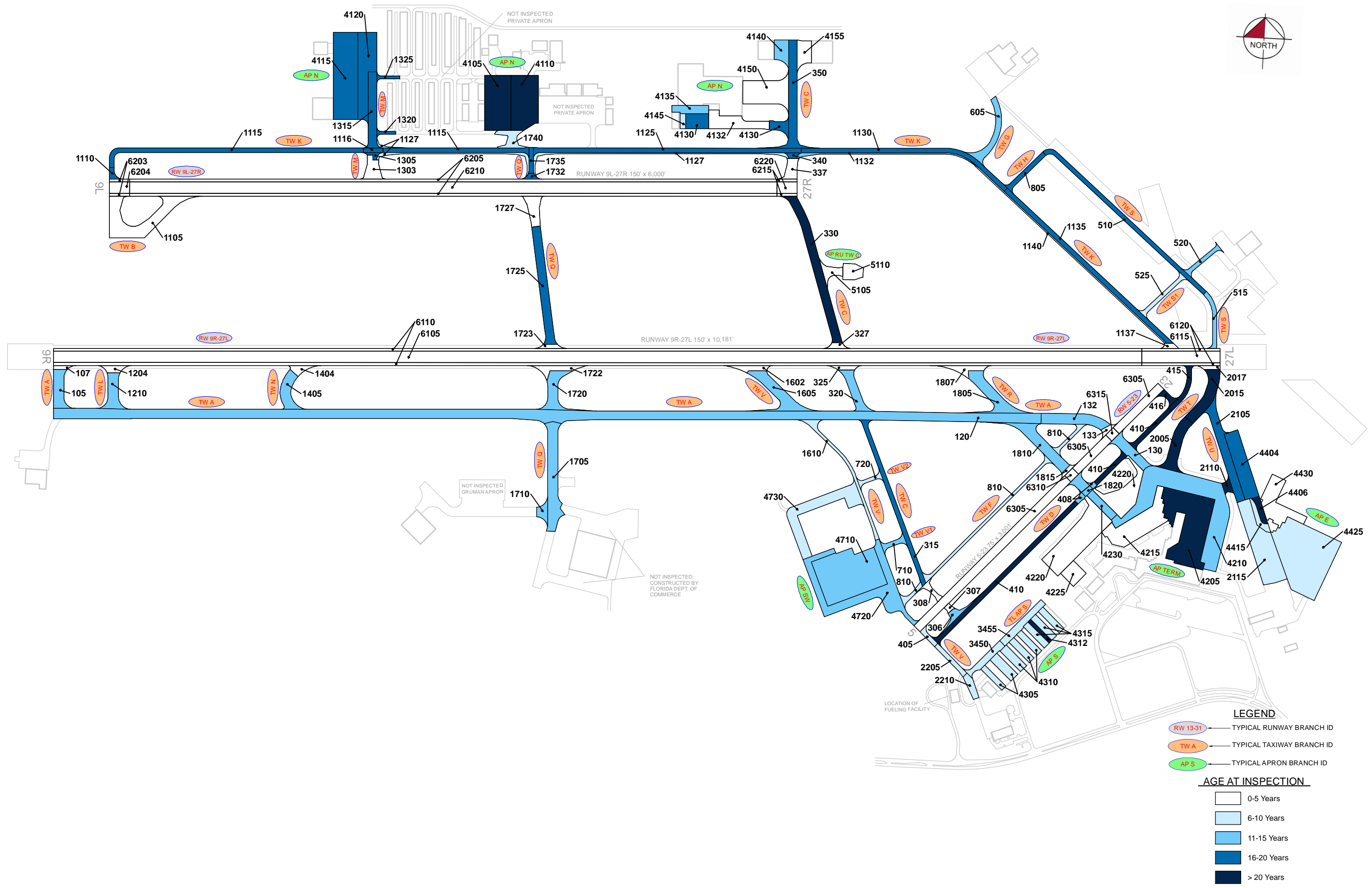
- RW 13-31 TYPICAL RUNWAY BRANCH ID
- TW A TYPICAL TAXIWAY BRANCH ID
- AP S TYPICAL APRON BRANCH ID

PROJECT YEAR

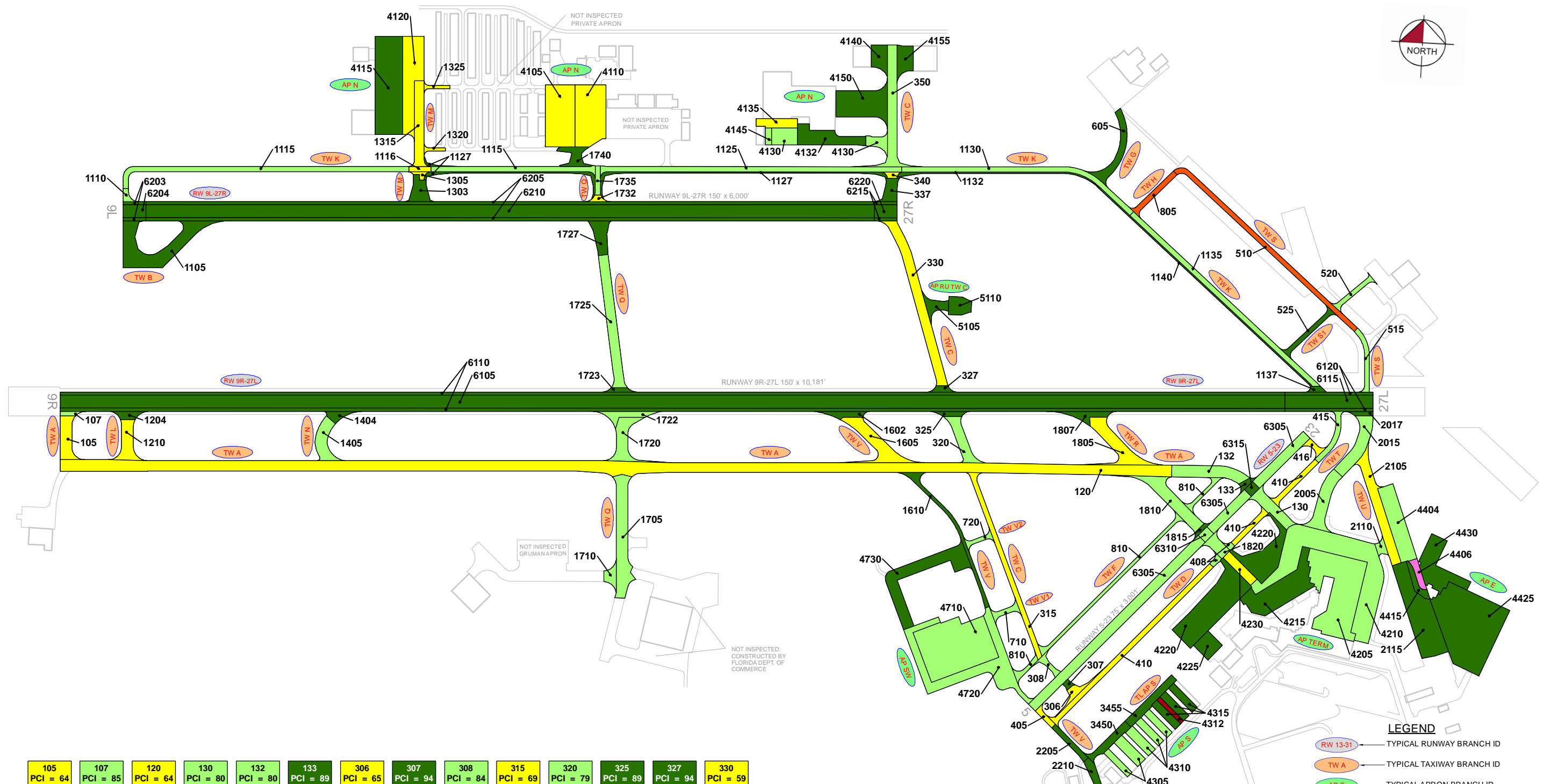
2017	2022
2018	2023
2019	2024
2020	2025
2021	2026

RUNWAY LENGTHS DEPICTED IN THIS DRAWING ARE FOR PAVEMENT MANAGEMENT PURPOSES ONLY AND MAY NOT MATCH PUBLISHED RUNWAY LENGTHS. DRAWING NOT TO SCALE.





RUNWAY LENGTHS DEPICTED IN THIS DRAWING ARE FOR PAVEMENT MANAGEMENT PURPOSES ONLY AND MAY NOT MATCH PUBLISHED RUNWAY LENGTHS. DRAWING NOT TO SCALE.



105 PCI = 64	107 PCI = 85	120 PCI = 64	130 PCI = 80	132 PCI = 80	133 PCI = 89	306 PCI = 65	307 PCI = 94	308 PCI = 84	315 PCI = 69	320 PCI = 79	325 PCI = 89	327 PCI = 94	330 PCI = 59
337 PCI = 94	340 PCI = 70	350 PCI = 72	405 PCI = 66	408 PCI = 72	410 PCI = 57	415 PCI = 78	416 PCI = 68	510 PCI = 43	515 PCI = 71	520 PCI = 73	525 PCI = 91	605 PCI = 89	710 PCI = 84
720 PCI = 79	805 PCI = 45	810 PCI = 80	1105 PCI = 93	1110 PCI = 71	1115 PCI = 74	1116 PCI = 63	1125 PCI = 73	1127 PCI = 86	1130 PCI = 79	1132 PCI = 88	1135 PCI = 71	1137 PCI = 94	1140 PCI = 89
1204 PCI = 94	1210 PCI = 68	1303 PCI = 90	1305 PCI = 62	1315 PCI = 63	1320 PCI = 70	1325 PCI = 70	1404 PCI = 94	1405 PCI = 84	1602 PCI = 90	1605 PCI = 67	1610 PCI = 86	1705 PCI = 72	1710 PCI = 78
1720 PCI = 79	1722 PCI = 82	1723 PCI = 90	1725 PCI = 75	1727 PCI = 91	1732 PCI = 60	1735 PCI = 82	1740 PCI = 91	1805 PCI = 70	1807 PCI = 92	1810 PCI = 75	1815 PCI = 94	1820 PCI = 72	2005 PCI = 74
2015 PCI = 76	2017 PCI = 89	2105 PCI = 68	2110 PCI = 78	2115 PCI = 87	2205 PCI = 89	2210 PCI = 86	3450 PCI = 89	3455 PCI = 86	4105 PCI = 63	4110 PCI = 58	4115 PCI = 89	4120 PCI = 56	4130 PCI = 73
4132 PCI = 91	4135 PCI = 67	4140 PCI = 91	4145 PCI = 82	4150 PCI = 88	4155 PCI = 94	4205 PCI = 78	4210 PCI = 73	4215 PCI = 100	4220 PCI = 100	4225 PCI = 100	4230 PCI = 68	4305 PCI = 85	4310 PCI = 85
4312 PCI = 12	4315 PCI = 86	4404 PCI = 77	4406 PCI = 36	4415 PCI = 88	4425 PCI = 100	4430 PCI = 100	4710 PCI = 78	4720 PCI = 74	4730 PCI = 87	5105 PCI = 100	5110 PCI = 100	6105 PCI = 93	6110 PCI = 93
6115 PCI = 93	6120 PCI = 86	6203 PCI = 86	6204 PCI = 87	6205 PCI = 90	6210 PCI = 86	6215 PCI = 94	6220 PCI = 89	6305 PCI = 84	6310 PCI = 83	6315 PCI = 87			

LEGEND

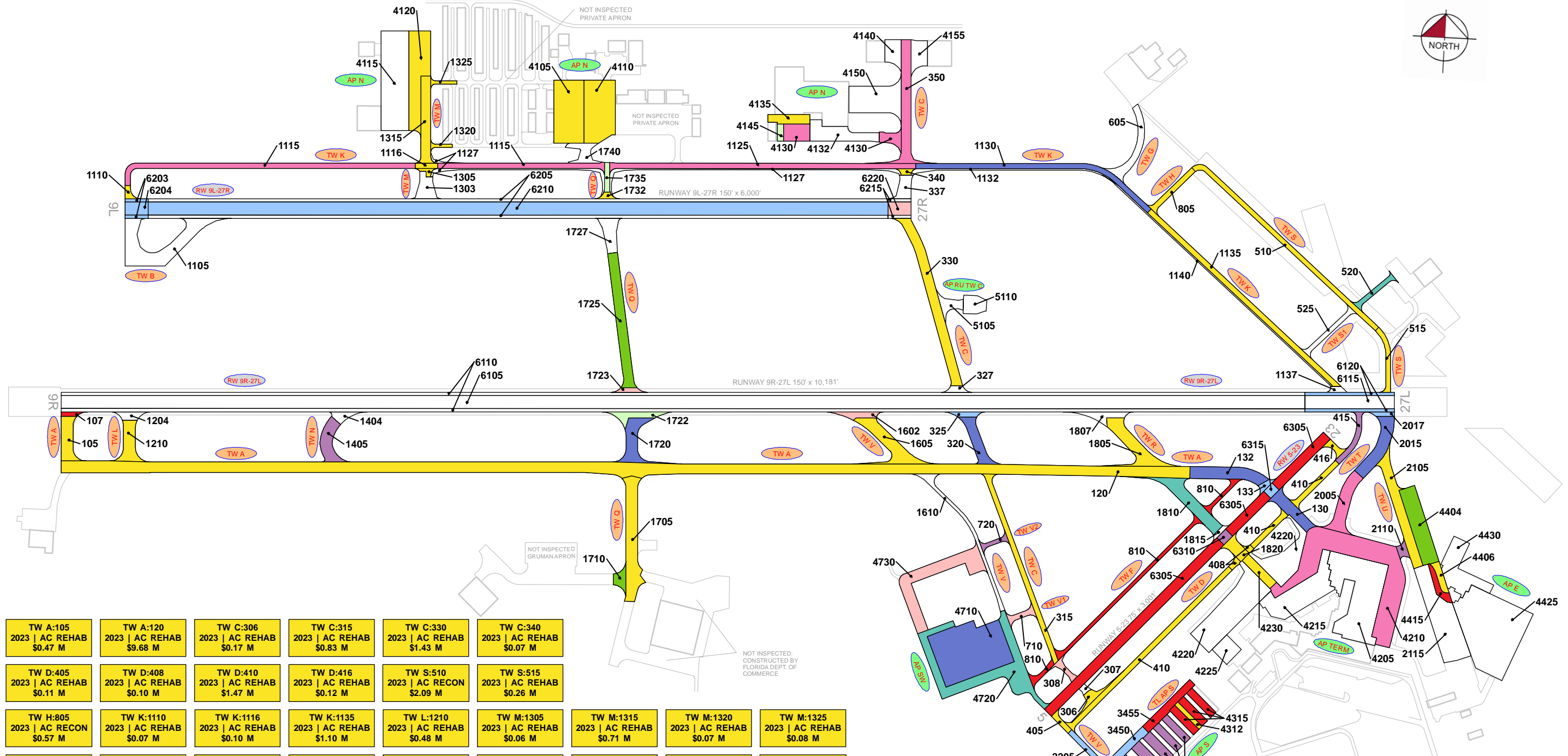
- RW 13-31 — TYPICAL RUNWAY BRANCH ID
- TW A — TYPICAL TAXIWAY BRANCH ID
- AP S — TYPICAL APRON BRANCH ID

2022 PAVEMENT CONDITION INDEX

- PCI 86-100 Good
- PCI 71-85 Satisfactory
- PCI 56-70 Fair
- PCI 41-55 Poor
- PCI 26-40 Very Poor
- PCI 11-25 Serious
- PCI 0-10 Failed

SECTION ID
PCI VALUE

RUNWAY LENGTHS DEPICTED IN THIS DRAWING ARE FOR PAVEMENT MANAGEMENT PURPOSES ONLY AND MAY NOT MATCH PUBLISHED RUNWAY LENGTHS. DRAWING NOT TO SCALE.



TW A:105 2023 AC REHAB \$0.47 M	TW A:120 2023 AC REHAB \$9.68 M	TW C:306 2023 AC REHAB \$0.17 M	TW C:315 2023 AC REHAB \$0.83 M	TW C:330 2023 AC REHAB \$1.43 M	TW C:340 2023 AC REHAB \$0.07 M	TW D:405 2023 AC REHAB \$0.11 M	TW D:408 2023 AC REHAB \$0.10 M	TW D:410 2023 AC REHAB \$1.47 M	TW D:416 2023 AC REHAB \$0.12 M	TW S:510 2023 AC RECON \$2.09 M	TW S:515 2023 AC REHAB \$0.26 M	TW H:805 2023 AC RECON \$0.57 M	TW K:1110 2023 AC REHAB \$0.07 M	TW K:1116 2023 AC REHAB \$0.10 M	TW K:1135 2023 AC REHAB \$1.10 M	TW L:1210 2023 AC REHAB \$0.48 M	TW M:1305 2023 AC REHAB \$0.06 M	TW M:1315 2023 AC REHAB \$0.71 M	TW M:1320 2023 AC REHAB \$0.07 M	TW M:1325 2023 AC REHAB \$0.08 M	TW V:1605 2023 AC REHAB \$0.80 M	TW Q:1705 2023 AC REHAB \$1.29 M	TW Q:1732 2023 AC REHAB \$0.06 M	TW R:1805 2023 AC REHAB \$0.79 M	TW R:1820 2023 AC REHAB \$0.26 M	TW U:2105 2023 AC REHAB \$0.97 M	AP N:4105 2023 AC REHAB \$1.54 M	AP N:4110 2023 AC REHAB \$1.54 M	AP N:4120 2023 AC RECON \$2.93 M	AP N:4135 2023 AC REHAB \$0.31 M	AP TERM:4230 2023 AC REHAB \$0.30 M	AP S:4312 2023 PCC RECON \$0.51 M	AP E:4406 2023 AC RECON \$0.39 M	TW C:350 2024 AC REHAB \$1.13 M	TW K:1115 2024 AC REHAB \$2.13 M	TW K:1125 2024 AC REHAB \$1.39 M	TW T:2005 2024 AC REHAB \$0.70 M	AP N:4130 2024 AC REHAB \$0.61 M	AP TERM:4210 2024 AC REHAB \$3.74 M	TW S:520 2025 AC REHAB \$0.23 M	TW R:1810 2025 AC REHAB \$0.89 M	AP SW:4720 2025 AC REHAB \$2.27 M	TW Q:1710 2026 AC REHAB \$0.20 M	TW Q:1725 2026 AC REHAB \$1.27 M	AP E:4404 2026 AC REHAB \$1.23 M	TW A:130 2027 AC REHAB \$0.57 M	TW A:132 2027 AC REHAB \$0.89 M	TW C:320 2027 AC REHAB \$0.56 M	TW K:1130 2027 AC REHAB \$1.30 M	TW Q:1720 2027 AC REHAB \$0.71 M	TW T:2015 2027 AC REHAB \$0.83 M	AP SW:4710 2027 AC REHAB \$3.69 M	TW Q:1722 2028 AC REHAB \$0.37 M	TW Q:1735 2028 AC REHAB \$0.16 M	AP N:4145 2028 AC REHAB \$0.12 M	TW D:415 2029 AC REHAB \$0.34 M	TW V2:720 2029 AC REHAB \$0.16 M	TW N:1405 2029 AC REHAB \$0.63 M	TW U:2110 2029 AC REHAB \$0.15 M	AP S:4305 2029 AC REHAB \$0.64 M	AP S:4310 2029 AC REHAB \$0.89 M	RW 5-23-6310 2029 AC REHAB \$0.13 M	TW A:107 2030 AC REHAB \$0.10 M	TW F:810 2030 AC REHAB \$1.23 M	TW V:2210 2030 AC REHAB \$0.27 M	TL AP S:3455 2030 AC REHAB \$0.62 M	AP S:4315 2030 AC REHAB \$0.90 M	AP E:4415 2030 AC REHAB \$0.28 M	RW 5-23-6305 2030 AC REHAB \$4.16 M	TW A:133 2031 AC REHAB \$0.12 M	TW C:325 2031 AC REHAB \$0.17 M	TW T:2017 2031 AC REHAB \$0.12 M	TW V:2205 2031 AC REHAB \$0.31 M	TL AP S:3450 2031 AC REHAB \$0.49 M	RW 9R-27L:6120 2031 AC REHAB \$0.70 M	RW 9L-27R:6203 2031 AC REHAB \$0.18 M	RW 9L-27R:6204 2031 AC REHAB \$0.36 M	RW 9L-27R:6210 2031 AC REHAB \$11.69 M	RW 5-23-6315 2031 AC REHAB \$0.14 M	TW C:308 2032 AC REHAB \$0.22 M	TW V1:710 2032 AC REHAB \$0.25 M	TW V:1602 2032 AC REHAB \$0.30 M	TW Q:1723 2032 AC REHAB \$0.13 M	AP SW:4730 2032 AC REHAB \$2.21 M	RW 9L-27R:6220 2032 AC REHAB \$0.38 M
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LEGEND

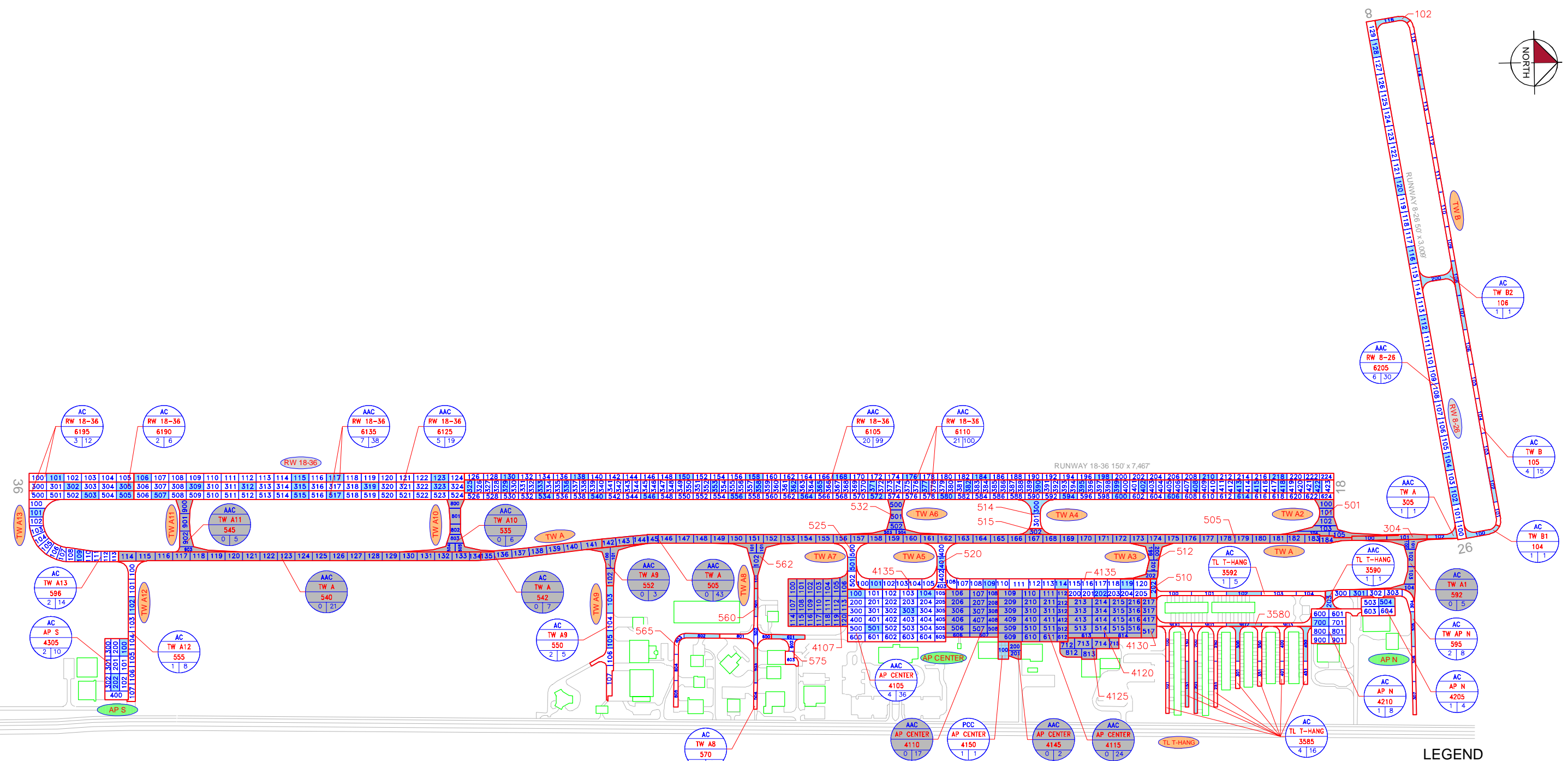
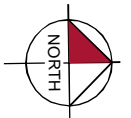
- RW 13-31: TYPICAL RUNWAY BRANCH ID
- TW A: TYPICAL TAXIWAY BRANCH ID
- AP S: TYPICAL APRON BRANCH ID

PROGRAM YEAR

- 2023 (Yellow)
- 2024 (Pink)
- 2025 (Teal)
- 2026 (Light Green)
- 2027 (Blue)
- 2028 (Light Green)
- 2029 (Purple)
- 2030 (Red)
- 2031 (Light Blue)
- 2032 (Light Pink)

"BRANCH," "SECTION," "YEAR," "REHAB ACTIVITY," "EST. COST"

RUNWAY LENGTHS DEPICTED IN THIS DRAWING ARE FOR PAVEMENT MANAGEMENT PURPOSES ONLY AND MAY NOT MATCH PUBLISHED RUNWAY LENGTHS. DRAWING NOT TO SCALE.



AAC TW A 304 0 2	AAC TW A2 501 0 6	AC TW A3 510 1 1	AAC TW A3 512 0 4	AAC TW A4 514 1 2	AAC TW A4 515 0 1	AAC TW A5 520 1 4	AC TW A6 532 0 5	AAC TW A7 525 1 3	AC TW A8 560 1 4
AAC TW A8 562 0 4	AC TW A8 575 1 4	AAC TW B3 575 1 3	AC TW B3 102 1 1	TL T-HANG 3580 1 4	AP CENTER 4107 0 21	AAC AP CENTER 4120 0 18	AAC AP CENTER 4125 0 6	AAC AP CENTER 4130 0 4	AC AP CENTER 4135 5 27

LEGEND

- RW 13-31 TYPICAL RUNWAY BRANCH ID
- TW A TYPICAL TAXIWAY BRANCH ID
- AP S TYPICAL APRON BRANCH ID
- AAC PAVEMENT SURFACE TYPE
- AP MAIN PAVEMENT BRANCH ID
- 4105 SECTION NUMBER
- 10 100 NUMBER OF SAMPLE UNITS IN SECTION
NUMBER OF SAMPLE UNITS TO BE INSPECTED
- AAC AP MAIN SECTION NOT INSPECTED DUE TO RECENT CONSTRUCTION. SEE SYSTEM INVENTORY MAP FOR CONSTRUCTION DATES.
- 100 INSPECTED SAMPLE UNITS.

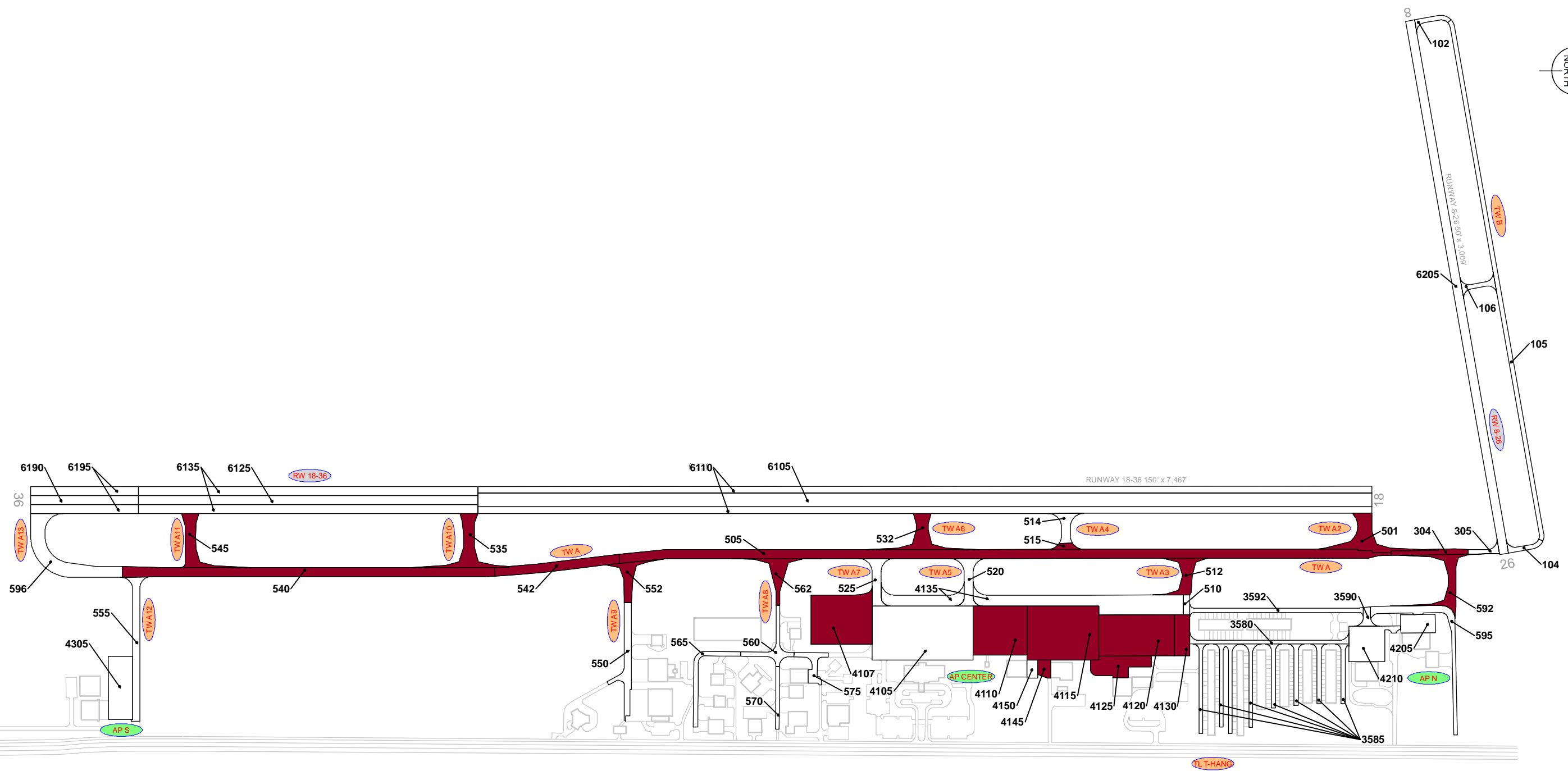
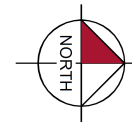
TOTAL SAMPLES INSPECTED = 108
AC: 107 PCC: 1

RUNWAY LENGTHS DEPICTED IN THIS DRAWING ARE FOR PAVEMENT MANAGEMENT PURPOSES ONLY AND MAY NOT MATCH PUBLISHED RUNWAY LENGTHS. DRAWING NOT TO SCALE.



AIRFIELD PAVEMENT SYSTEM INVENTORY EXHIBIT

Statewide Airfield Pavement Management Program
OCALA INTERNATIONAL AIRPORT - JIM TAYLOR FIELD



RECENT & ANTICIPATED CONSTRUCTION ACTIVITY

CONSTRUCTION YEAR	LOCATION	WORK TYPE / PAVEMENT SECTION
2021	AP CENTER, TW A1, TW A6	New Construction - AC 4" SP 12.5, 10" LBR 100 Limerock
	TW A	New Construction - AC 4" P-401, 12" Limerock Base Course, P-152 Subgrade
	TW A, TW A2, TW A3, TW A4, TW A8, TW A9	Mill and Overlay 3" Mill, Variable Depth P-401 Overlay
	TW A, TW A10, TW A11	Mill and Overlay 4" Mill, Variable Depth P-401 Overlay

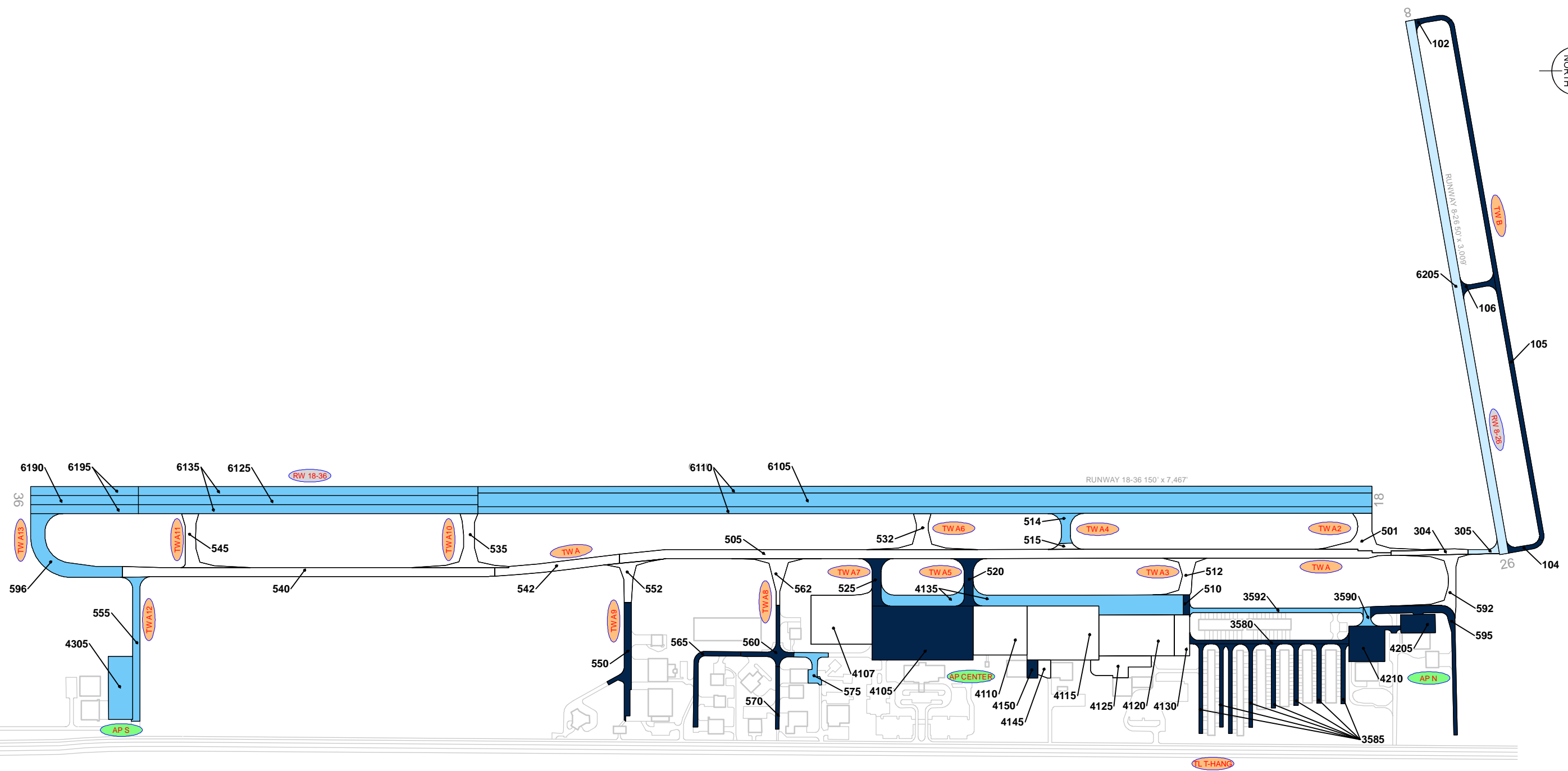
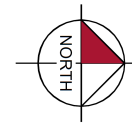
LEGEND

- RW 13-31 TYPICAL RUNWAY BRANCH ID
- TW A TYPICAL TAXIWAY BRANCH ID
- AP S TYPICAL APRON BRANCH ID

PROJECT YEAR

	2017		2022
	2018		2023
	2019		2024
	2020		2025
	2021		2026

RUNWAY LENGTHS DEPICTED IN THIS DRAWING ARE FOR PAVEMENT MANAGEMENT PURPOSES ONLY AND MAY NOT MATCH PUBLISHED RUNWAY LENGTHS. DRAWING NOT TO SCALE.



LEGEND

- RW 13-31 — TYPICAL RUNWAY BRANCH ID
- TWA A — TYPICAL TAXIWAY BRANCH ID
- AP S — TYPICAL APRON BRANCH ID

AGE AT INSPECTION

- 0-5 Years
- 6-10 Years
- 11-15 Years
- 16-20 Years
- > 20 Years

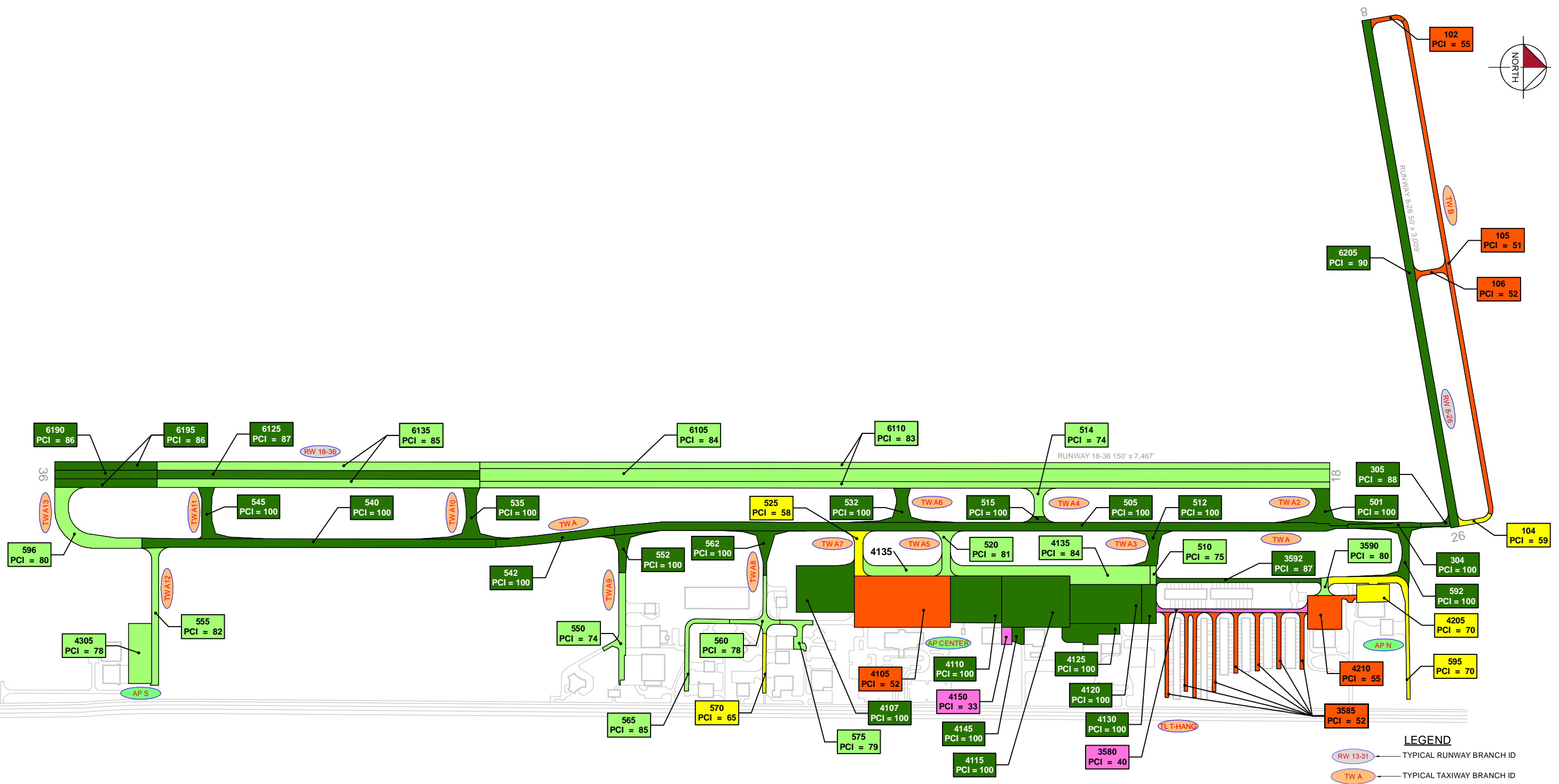
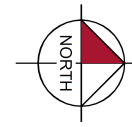
RUNWAY LENGTHS DEPICTED IN THIS DRAWING ARE FOR PAVEMENT MANAGEMENT PURPOSES ONLY AND MAY NOT MATCH PUBLISHED RUNWAY LENGTHS. DRAWING NOT TO SCALE.





AIRFIELD PAVEMENT CONDITION INDEX EXHIBIT

Statewide Airfield Pavement Management Program
OCALA INTERNATIONAL AIRPORT / JIM TAYLOR FIELD



- LEGEND**
- RW 13-31 — TYPICAL RUNWAY BRANCH ID
 - TW A — TYPICAL TAXIWAY BRANCH ID
 - AP S — TYPICAL APRON BRANCH ID

2022 PAVEMENT CONDITION INDEX

Dark Green	PCI 86-100 Good
Light Green	PCI 71-85 Satisfactory
Yellow	PCI 56-70 Fair
Orange	PCI 41-55 Poor
Pink	PCI 26-40 Very Poor
Red	PCI 11-25 Serious
Grey	PCI 0-10 Failed

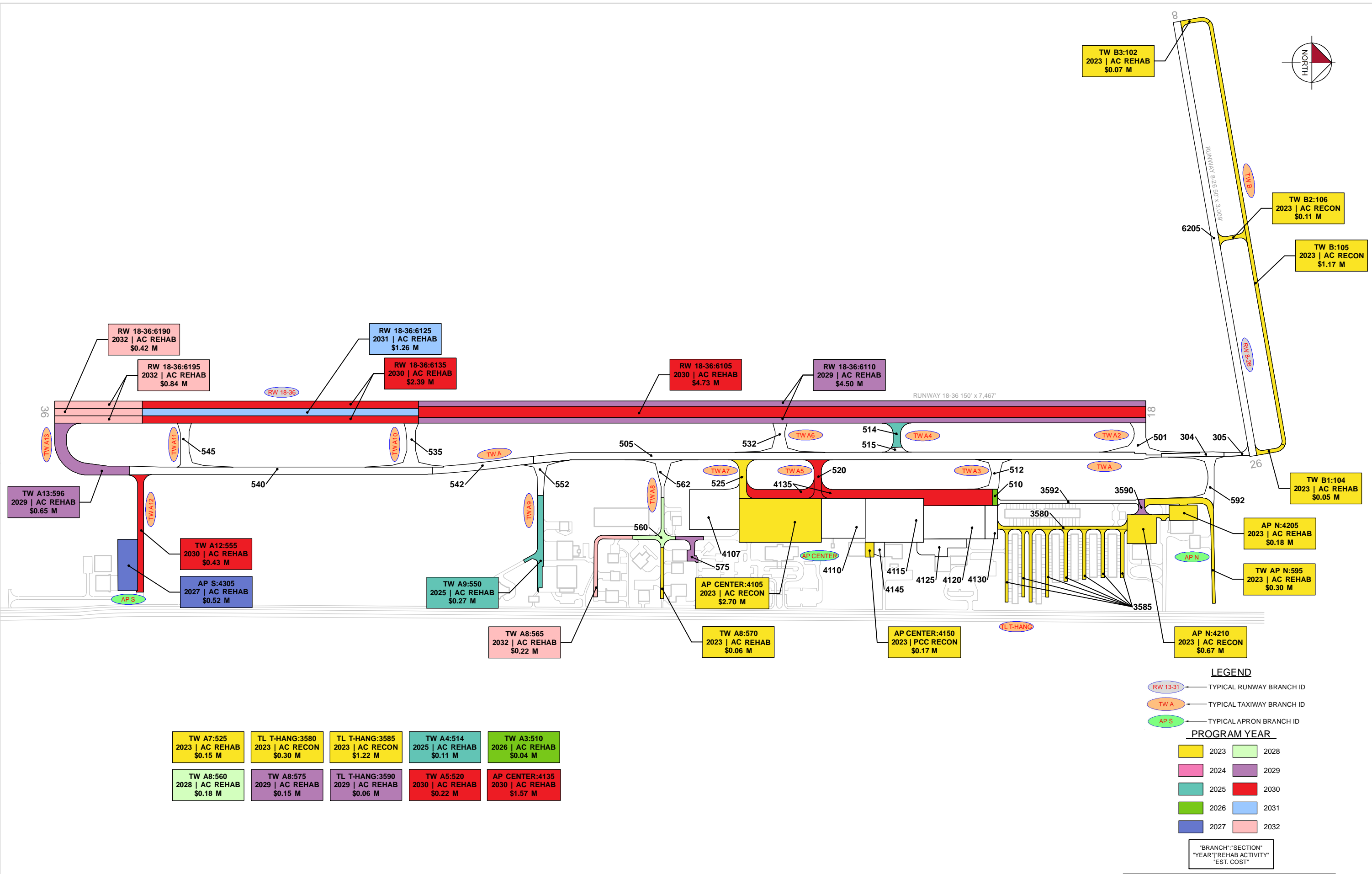
'SECTION ID'
'PCI VALUE'

RUNWAY LENGTHS DEPICTED IN THIS DRAWING ARE FOR PAVEMENT MANAGEMENT PURPOSES ONLY AND MAY NOT MATCH PUBLISHED RUNWAY LENGTHS. DRAWING NOT TO SCALE.



AIRFIELD PAVEMENT MAJOR REHABILITATION EXHIBIT

Statewide Airfield Pavement Management Program
OCALA INTERNATIONAL AIRPORT - JIM TAYLOR FIELD



TW A7:525 2023 AC REHAB \$0.15 M	TL T-HANG:3580 2023 AC RECON \$0.30 M	TL T-HANG:3585 2023 AC RECON \$1.22 M	TW A4:514 2025 AC REHAB \$0.11 M	TW A3:510 2026 AC REHAB \$0.04 M
TW A8:560 2028 AC REHAB \$0.18 M	TW A8:575 2029 AC REHAB \$0.15 M	TL T-HANG:3590 2029 AC REHAB \$0.06 M	TW A5:520 2030 AC REHAB \$0.22 M	AP CENTER:4135 2030 AC REHAB \$1.57 M

LEGEND

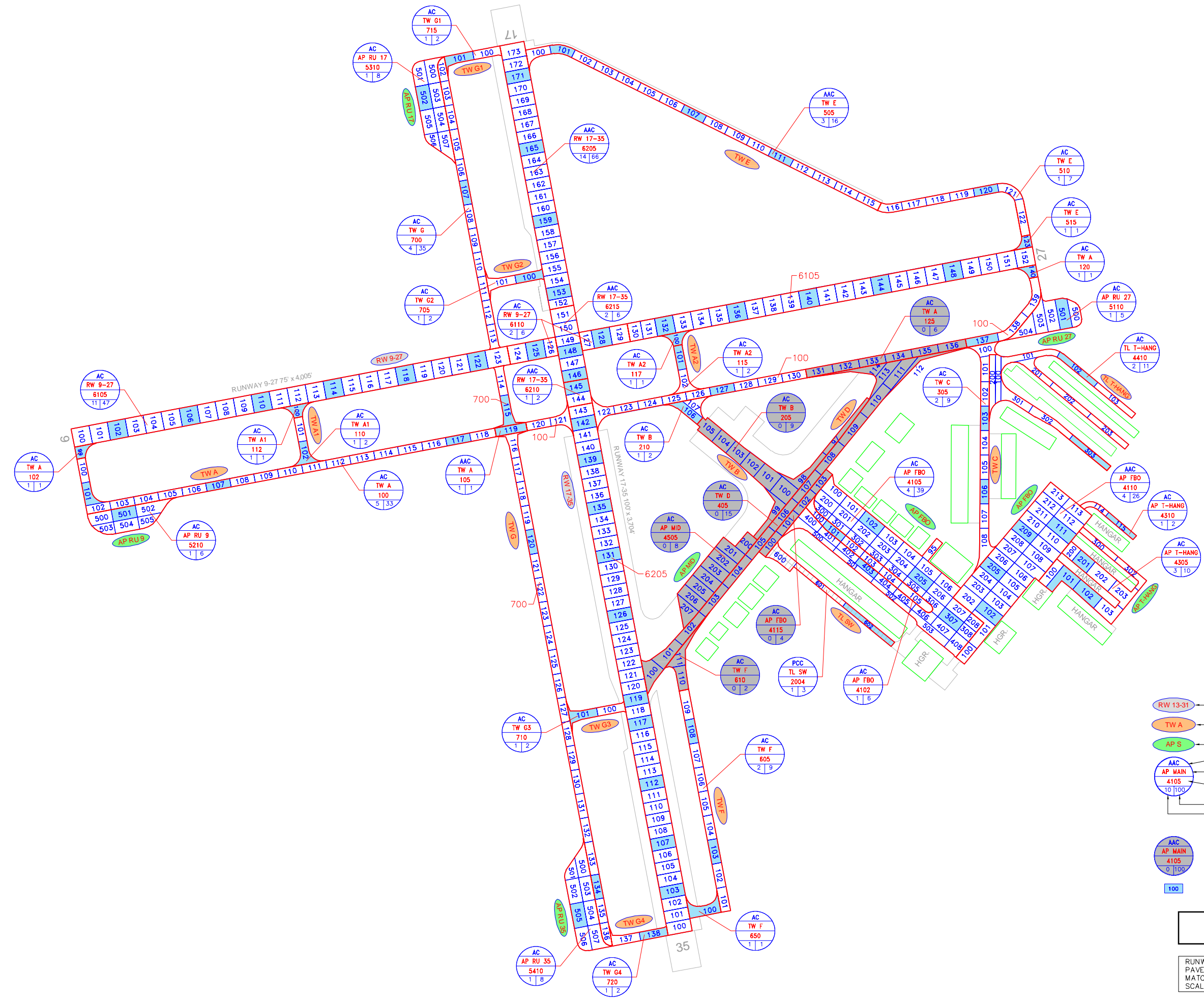
- RW 13-31 — TYPICAL RUNWAY BRANCH ID
- TW A — TYPICAL TAXIWAY BRANCH ID
- AP S — TYPICAL APRON BRANCH ID

PROGRAM YEAR

2023	2028
2024	2029
2025	2030
2026	2031
2027	2032

"BRANCH," "SECTION"
"YEAR," "REHAB ACTIVITY"
"EST. COST"

RUNWAY LENGTHS DEPICTED IN THIS DRAWING ARE FOR PAVEMENT MANAGEMENT PURPOSES ONLY AND MAY NOT MATCH PUBLISHED RUNWAY LENGTHS. DRAWING NOT TO SCALE.

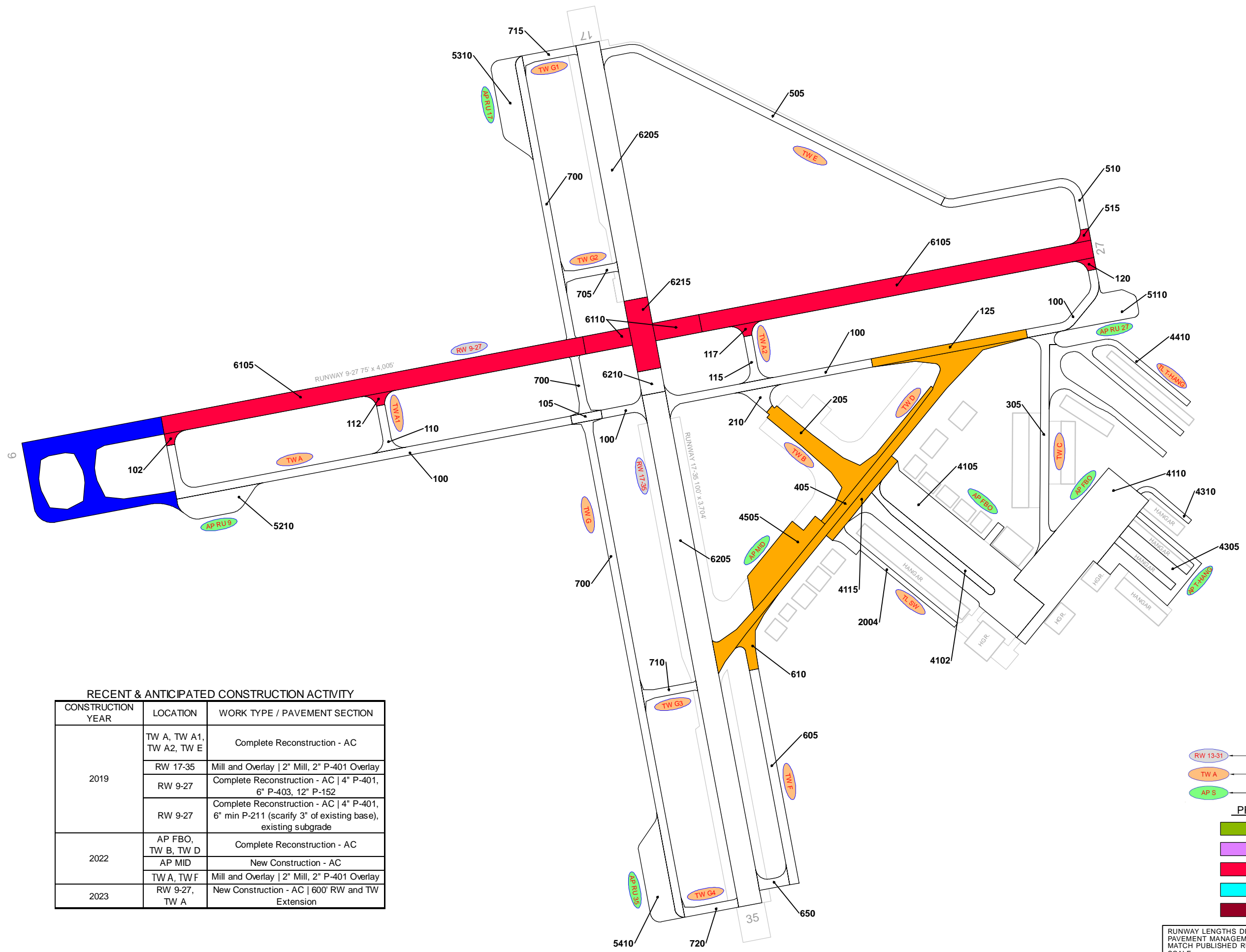


LEGEND

- TYPICAL RUNWAY BRANCH ID
- TYPICAL TAXIWAY BRANCH ID
- TYPICAL APRON BRANCH ID
- PAVEMENT SURFACE TYPE
- PAVEMENT BRANCH ID
- SECTION NUMBER
- NUMBER OF SAMPLE UNITS IN SECTION
- NUMBER OF SAMPLE UNITS TO BE INSPECTED
- SECTION NOT INSPECTED DUE TO RECENT CONSTRUCTION. SEE SYSTEM INVENTORY MAP FOR CONSTRUCTION DATES.
- INSPECTED SAMPLE UNITS.

TOTAL SAMPLES INSPECTED = 81
 AC: 80 PCC: 1

RUNWAY LENGTHS DEPICTED IN THIS DRAWING ARE FOR PAVEMENT MANAGEMENT PURPOSES ONLY AND MAY NOT MATCH PUBLISHED RUNWAY LENGTHS. DRAWING NOT TO SCALE.



RECENT & ANTICIPATED CONSTRUCTION ACTIVITY

CONSTRUCTION YEAR	LOCATION	WORK TYPE / PAVEMENT SECTION
2019	TW A, TW A1, TW A2, TW E	Complete Reconstruction - AC
	RW 17-35	Mill and Overlay 2" Mill, 2" P-401 Overlay
	RW 9-27	Complete Reconstruction - AC 4" P-401, 6" P-403, 12" P-152
2022	RW 9-27	Complete Reconstruction - AC 4" P-401, 6" min P-211 (scarify 3" of existing base), existing subgrade
	AP FBO, TW B, TW D	Complete Reconstruction - AC
	AP MID	New Construction - AC
2023	TW A, TW F	Mill and Overlay 2" Mill, 2" P-401 Overlay
	RW 9-27, TW A	New Construction - AC 600' RW and TW Extension

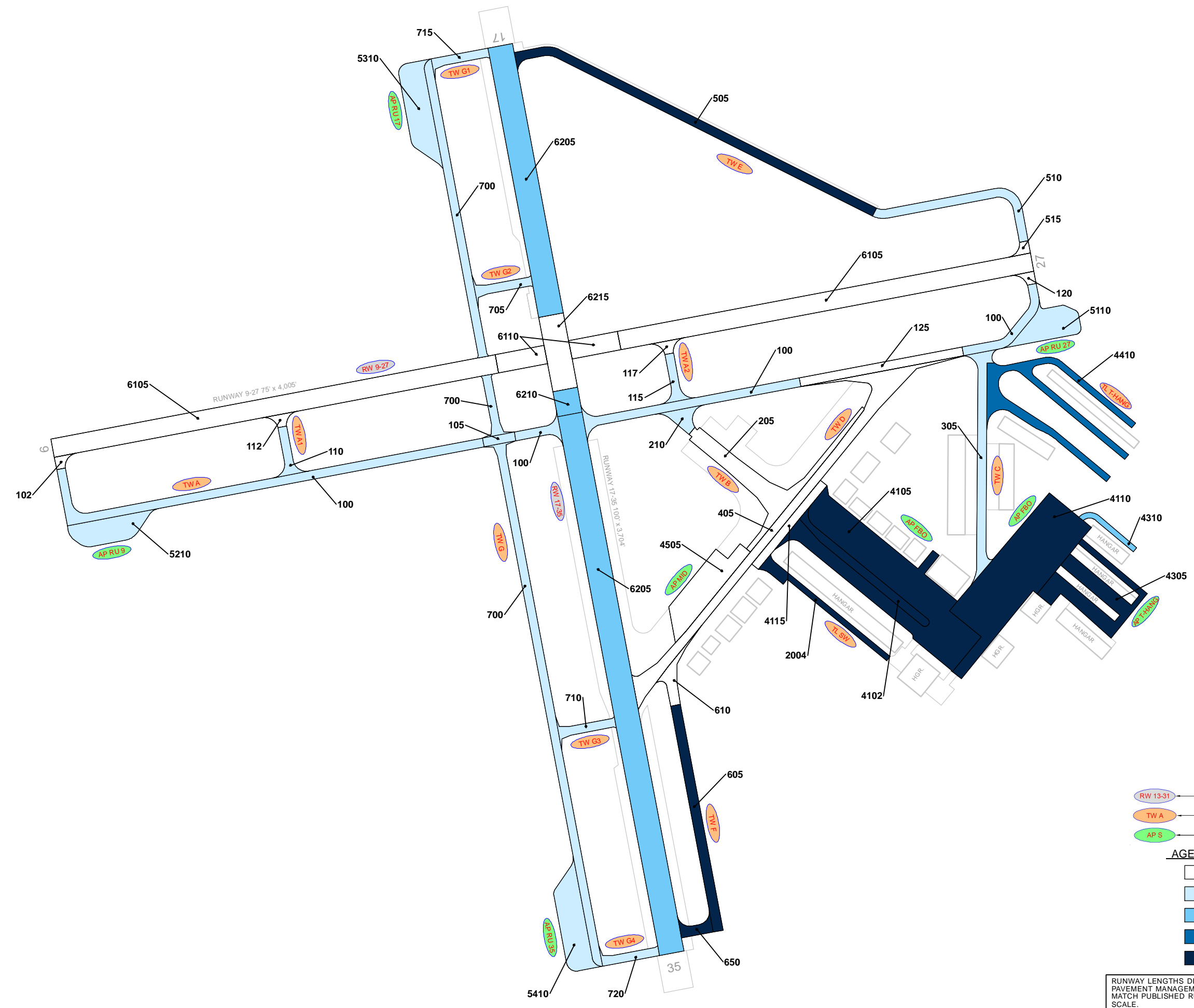
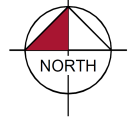
LEGEND

- RW 13-31 TYPICAL RUNWAY BRANCH ID
- TW A TYPICAL TAXIWAY BRANCH ID
- AP S TYPICAL APRON BRANCH ID

PROJECT YEAR

- 2017
- 2022
- 2018
- 2023
- 2019
- 2024
- 2020
- 2025
- 2021
- 2026

RUNWAY LENGTHS DEPICTED IN THIS DRAWING ARE FOR PAVEMENT MANAGEMENT PURPOSES ONLY AND MAY NOT MATCH PUBLISHED RUNWAY LENGTHS. DRAWING NOT TO SCALE.



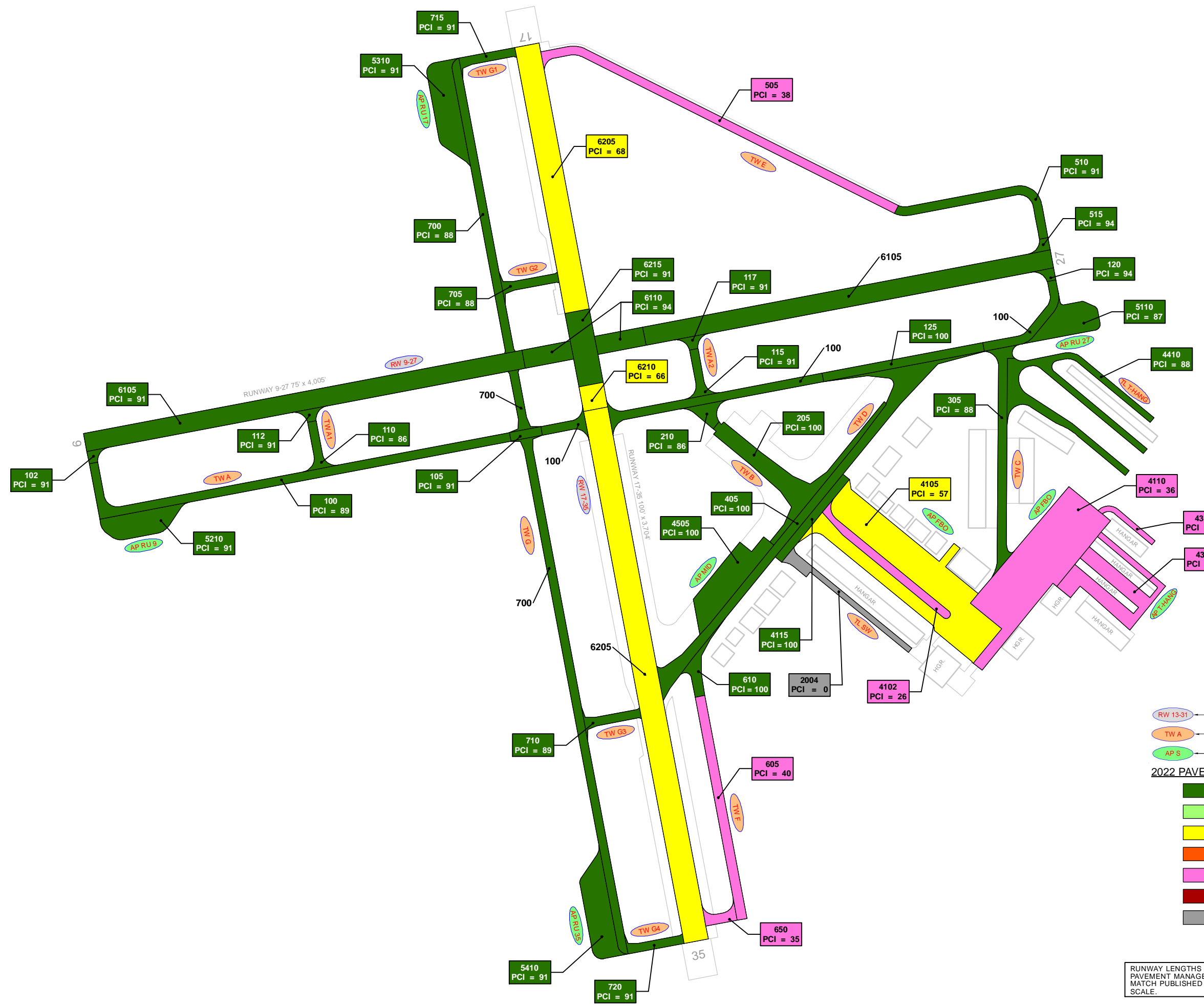
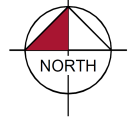
LEGEND

RW 13-31 — TYPICAL RUNWAY BRANCH ID
 TWA — TYPICAL TAXIWAY BRANCH ID
 AP S — TYPICAL APRON BRANCH ID

AGE AT INSPECTION

0-5 Years
 6-10 Years
 11-15 Years
 16-20 Years
 > 20 Years

RUNWAY LENGTHS DEPICTED IN THIS DRAWING ARE FOR PAVEMENT MANAGEMENT PURPOSES ONLY AND MAY NOT MATCH PUBLISHED RUNWAY LENGTHS. DRAWING NOT TO SCALE.



LEGEND

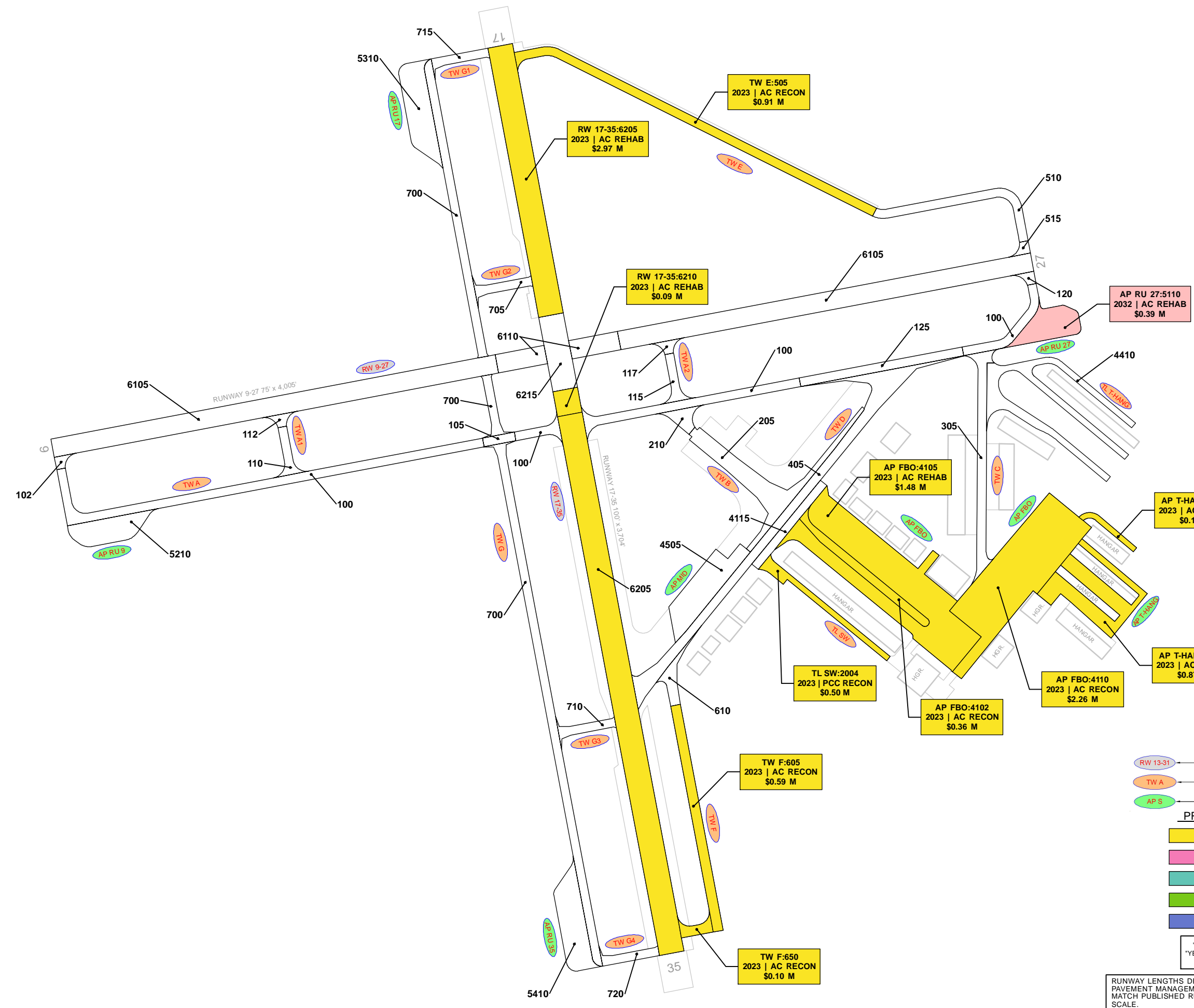
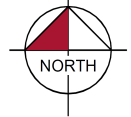
- RW 13-31 — TYPICAL RUNWAY BRANCH ID
- TW A — TYPICAL TAXIWAY BRANCH ID
- AP S — TYPICAL APRON BRANCH ID

2022 PAVEMENT CONDITION INDEX

- PCI 86-100 Good
- PCI 71-85 Satisfactory
- PCI 56-70 Fair
- PCI 41-55 Poor
- PCI 26-40 Very Poor
- PCI 11-25 Serious
- PCI 0-10 Failed

'SECTION ID'
'PCI VALUE'

RUNWAY LENGTHS DEPICTED IN THIS DRAWING ARE FOR PAVEMENT MANAGEMENT PURPOSES ONLY AND MAY NOT MATCH PUBLISHED RUNWAY LENGTHS. DRAWING NOT TO SCALE.



LEGEND

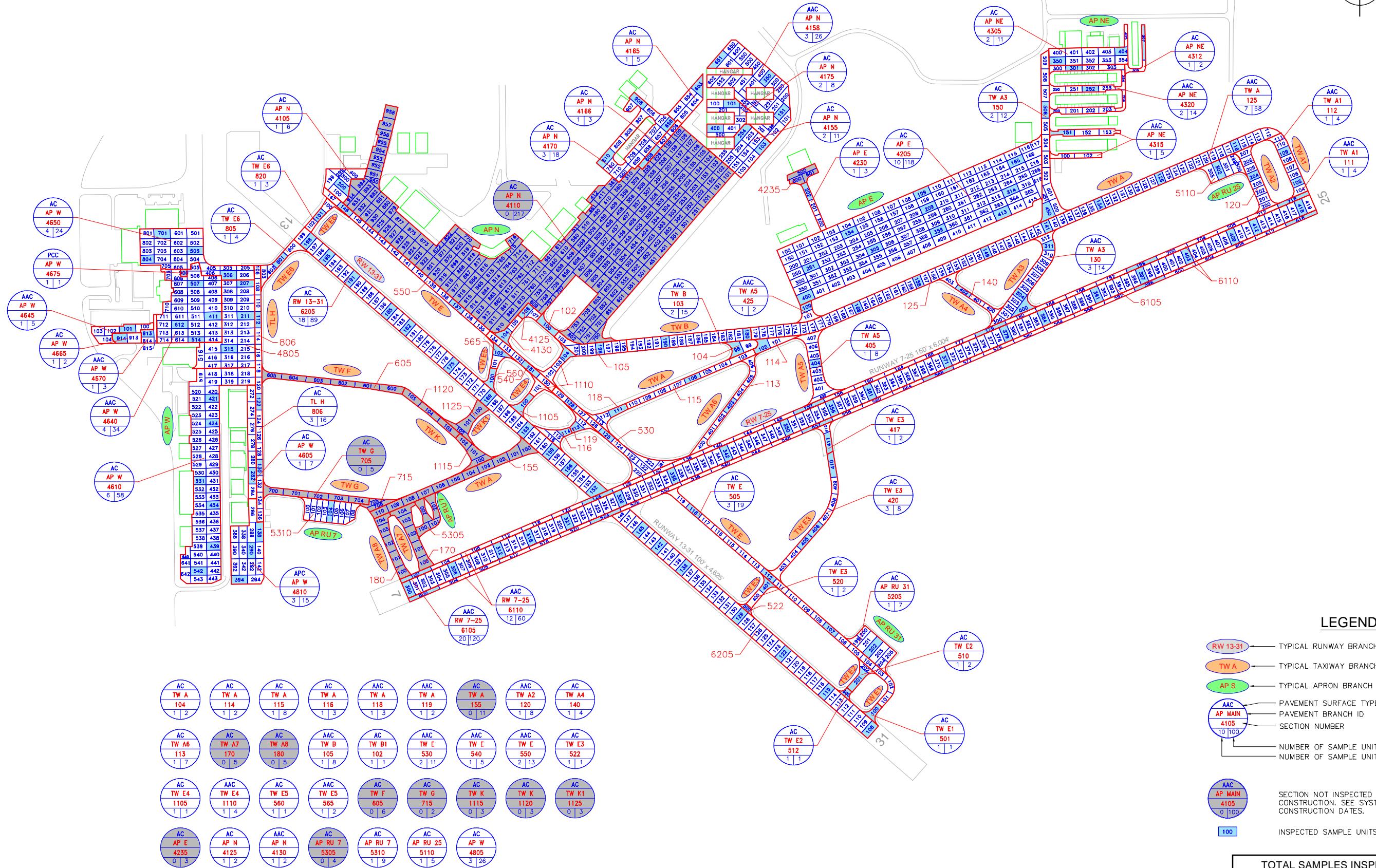
- RW 13-31 TYPICAL RUNWAY BRANCH ID
- TW A TYPICAL TAXIWAY BRANCH ID
- AP S TYPICAL APRON BRANCH ID

PROGRAM YEAR

2023	2028
2024	2029
2025	2030
2026	2031
2027	2032

“BRANCH” “SECTION” “YEAR” “REHAB ACTIVITY” “EST. COST”

RUNWAY LENGTHS DEPICTED IN THIS DRAWING ARE FOR PAVEMENT MANAGEMENT PURPOSES ONLY AND MAY NOT MATCH PUBLISHED RUNWAY LENGTHS. DRAWING NOT TO SCALE.



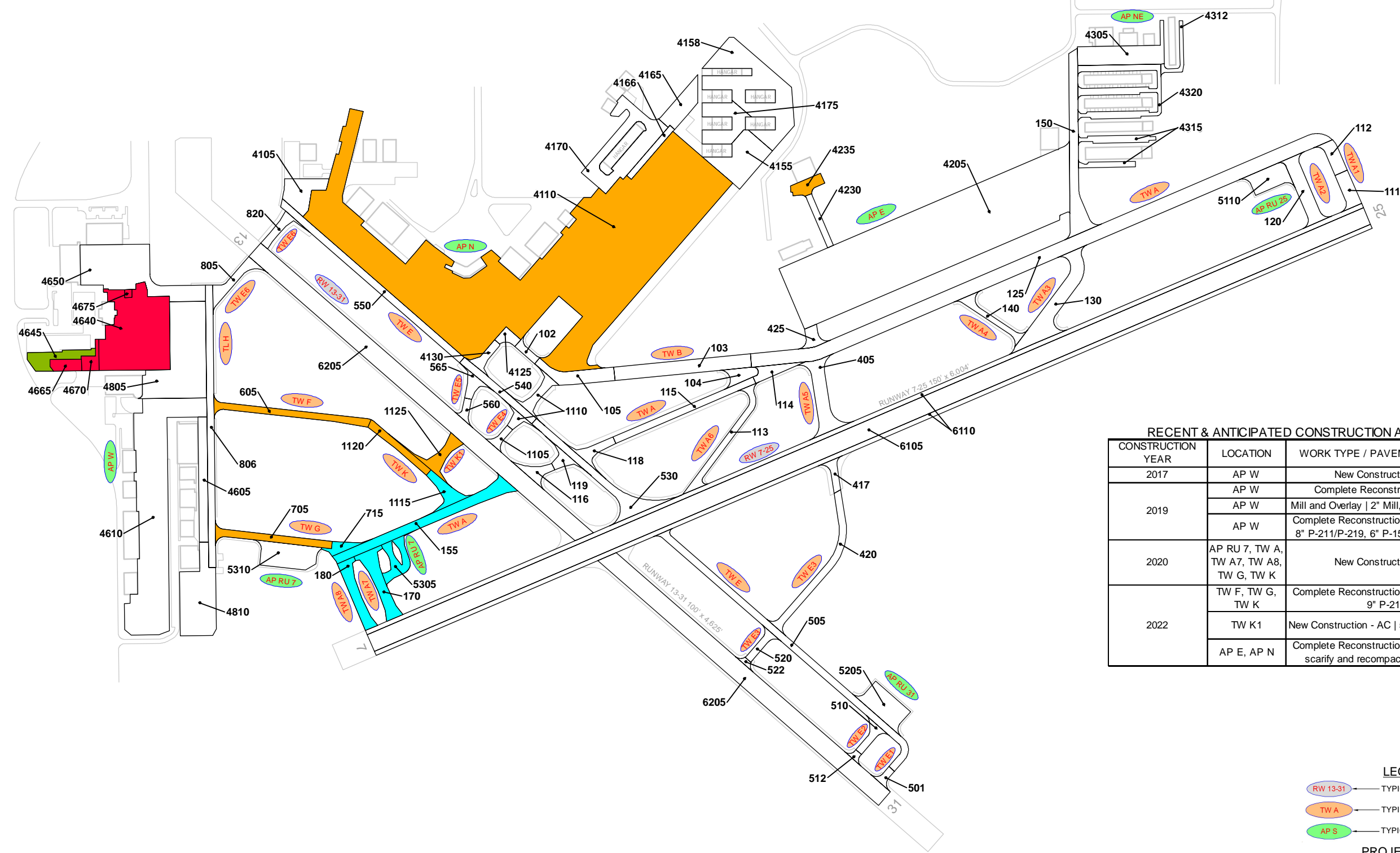
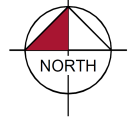
LEGEND

- TYPICAL RUNWAY BRANCH ID
- TYPICAL TAXIWAY BRANCH ID
- TYPICAL APRON BRANCH ID
- PAVEMENT SURFACE TYPE
- PAVEMENT BRANCH ID
- SECTION NUMBER
- NUMBER OF SAMPLE UNITS IN SECTION
- NUMBER OF SAMPLE UNITS TO BE INSPECTED
- SECTION NOT INSPECTED DUE TO RECENT CONSTRUCTION. SEE SYSTEM INVENTORY MAP FOR CONSTRUCTION DATES.
- INSPECTED SAMPLE UNITS.

AC TW A 104 1 2	AC TW A 114 1 2	AC TW A 115 1 8	AC TW A 116 1 3	AAC TW A 118 1 3	AC TW A 119 1 2	AC TW A 155 0 11	AAC TW A2 120 1 8	AC TW A4 140 1 4
AC TW A6 113 1 7	AC TW A7 180 0 5	AC TW A8 105 0 5	AAC TW B 105 1 8	AC TW B1 102 1 1	AC TW E 102 2 11	AAC TW E 530 1 5	AAC TW E 550 2 13	AC TW E3 522 1 1
AC TW E4 1105 1 1	AAC TW E4 560 1 4	AC TW E5 105 1 1	AAC TW E5 565 1 2	AC TW F 605 0 6	AC TW G 715 0 2	AC TW K 1115 0 3	AC TW K 1125 0 3	AC TW K1 1125 0 3
AC AP E 4235 0 3	AC AP N 4125 1 2	AAC AP N 4130 1 2	AC AP RU 7 5305 0 4	AC AP RU 7 5310 1 9	AC AP RU 25 5110 1 5	AC AP W 4805 3 26		

TOTAL SAMPLES INSPECTED = 165
AC: 164 PCC: 1

RUNWAY LENGTHS DEPICTED IN THIS DRAWING ARE FOR PAVEMENT MANAGEMENT PURPOSES ONLY AND MAY NOT MATCH PUBLISHED RUNWAY LENGTHS. DRAWING NOT TO SCALE.



RECENT & ANTICIPATED CONSTRUCTION ACTIVITY

CONSTRUCTION YEAR	LOCATION	WORK TYPE / PAVEMENT SECTION
2017	AP W	New Construction - AC
2019	AP W	Complete Reconstruction - PCC
	AP W	Mill and Overlay 2" Mill, 2" P-401 Overlay
	AP W	Complete Reconstruction - AC 4" P-401, 8" P-211/P-219, 6" P-154, 12"-24" P-152
2020	AP RU 7, TW A, TW A7, TW A8, TW G, TW K	New Construction - AC
2022	TW F, TW G, TW K	Complete Reconstruction - AC 5" P-401, 9" P-211
	TW K1	New Construction - AC 5" P-401, 9" P-211
	AP E, AP N	Complete Reconstruction - AC 4" P-401, scarify and recompact existing base

LEGEND

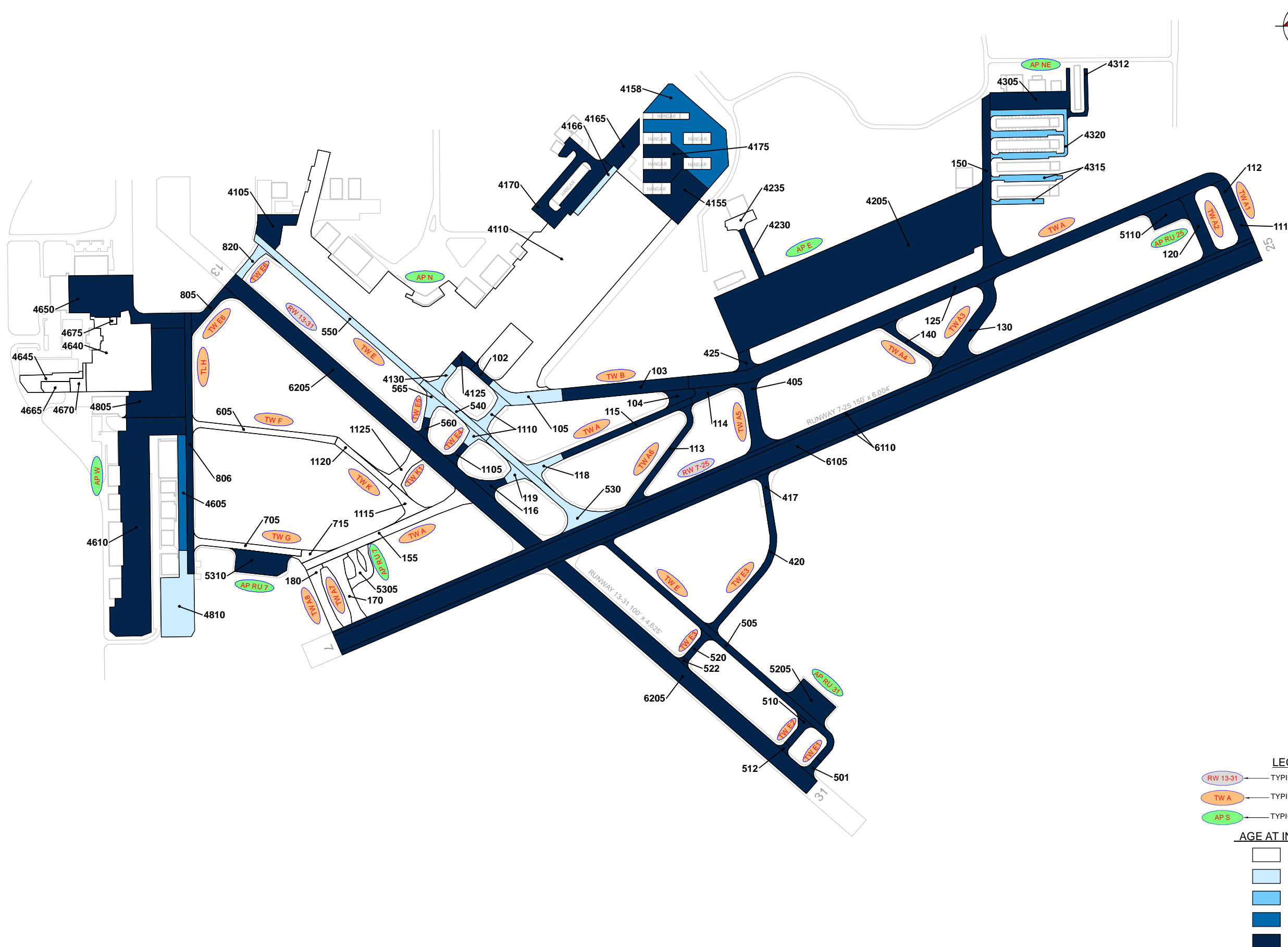
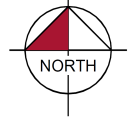
- RW 13-31 TYPICAL RUNWAY BRANCH ID
- TW A TYPICAL TAXIWAY BRANCH ID
- AP S TYPICAL APRON BRANCH ID

PROJECT YEAR

2017	2022
2018	2023
2019	2024
2020	2025
2021	2026

RUNWAY LENGTHS DEPICTED IN THIS DRAWING ARE FOR PAVEMENT MANAGEMENT PURPOSES ONLY AND MAY NOT MATCH PUBLISHED RUNWAY LENGTHS. DRAWING NOT TO SCALE.





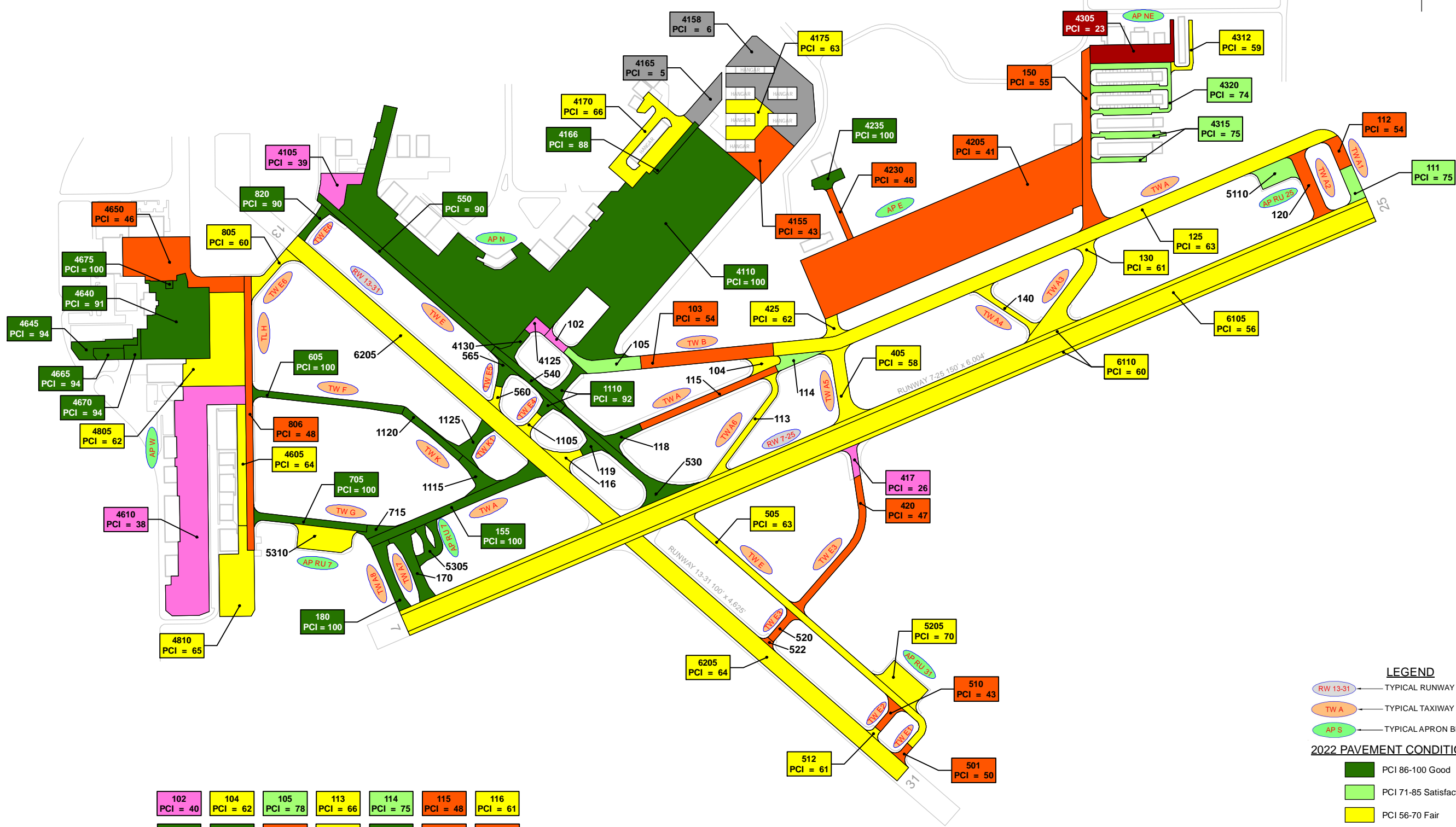
LEGEND

- TYPICAL RUNWAY BRANCH ID
- TYPICAL TAXIWAY BRANCH ID
- TYPICAL APRON BRANCH ID

AGE AT INSPECTION

- 0-5 Years
- 6-10 Years
- 11-15 Years
- 16-20 Years
- > 20 Years

RUNWAY LENGTHS DEPICTED IN THIS DRAWING ARE FOR PAVEMENT MANAGEMENT PURPOSES ONLY AND MAY NOT MATCH PUBLISHED RUNWAY LENGTHS. DRAWING NOT TO SCALE.



102 PCI = 40	104 PCI = 62	105 PCI = 78	113 PCI = 66	114 PCI = 75	115 PCI = 48	116 PCI = 61
118 PCI = 90	119 PCI = 87	120 PCI = 54	140 PCI = 62	170 PCI = 100	520 PCI = 44	522 PCI = 48
530 PCI = 89	540 PCI = 94	560 PCI = 63	565 PCI = 90	715 PCI = 100	1105 PCI = 69	1115 PCI = 100
1120 PCI = 100	1125 PCI = 100	4125 PCI = 28	4130 PCI = 90	5110 PCI = 74	5305 PCI = 100	5310 PCI = 66

LEGEND

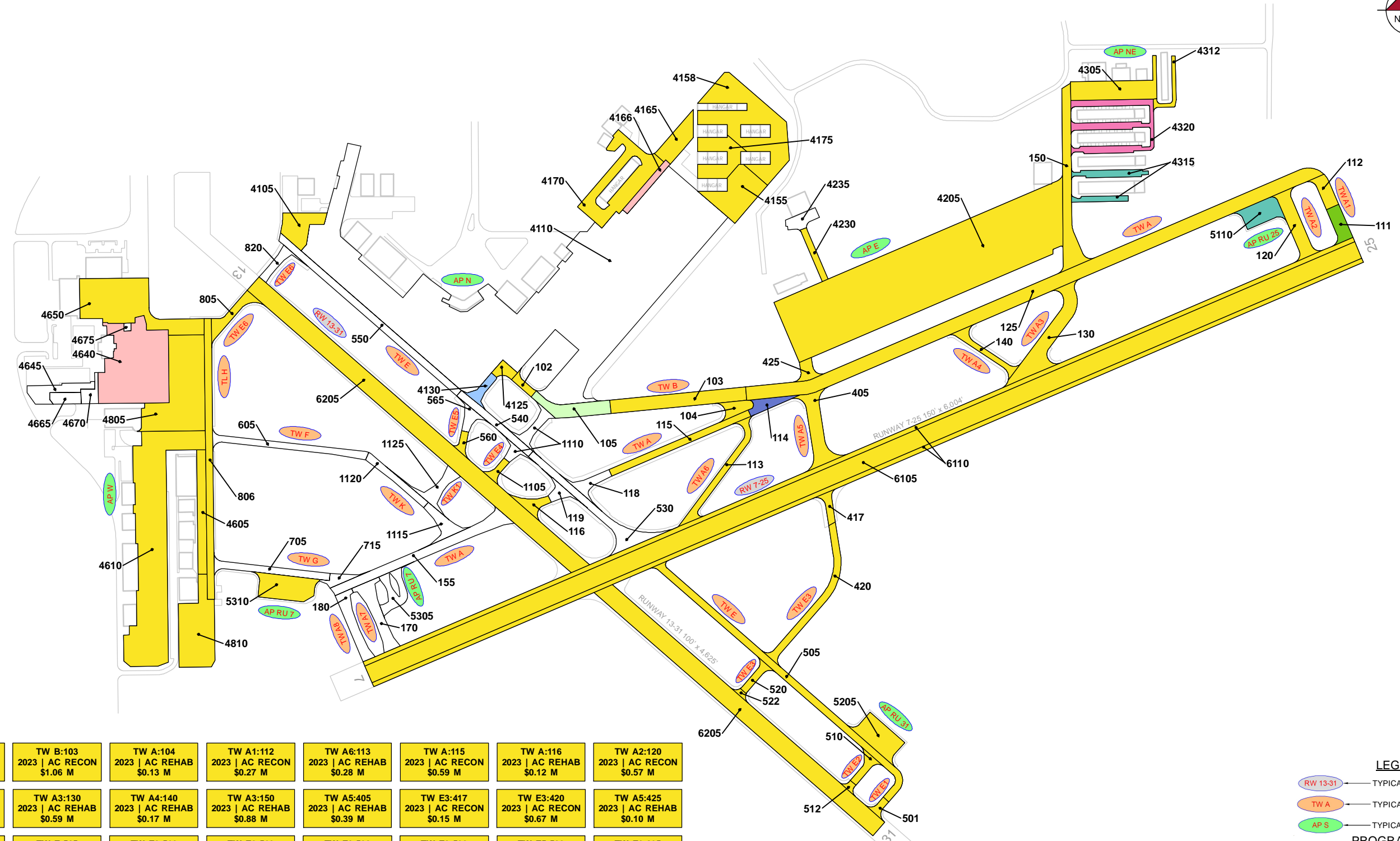
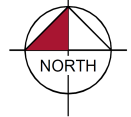
- RW 13-31 — TYPICAL RUNWAY BRANCH ID
- TW A — TYPICAL TAXIWAY BRANCH ID
- AP S — TYPICAL APRON BRANCH ID

2022 PAVEMENT CONDITION INDEX

- PCI 86-100 Good
- PCI 71-85 Satisfactory
- PCI 56-70 Fair
- PCI 41-55 Poor
- PCI 26-40 Very Poor
- PCI 11-25 Serious
- PCI 0-10 Failed

"SECTION ID"
"PCI VALUE"

RUNWAY LENGTHS DEPICTED IN THIS DRAWING ARE FOR PAVEMENT MANAGEMENT PURPOSES ONLY AND MAY NOT MATCH PUBLISHED RUNWAY LENGTHS. DRAWING NOT TO SCALE.



TW B1:102 2023 AC RECON \$0.12 M	TW B:103 2023 AC RECON \$1.06 M	TW A:104 2023 AC REHAB \$0.13 M	TW A1:112 2023 AC RECON \$0.27 M	TW A6:113 2023 AC REHAB \$0.28 M	TW A:115 2023 AC RECON \$0.59 M	TW A:116 2023 AC REHAB \$0.12 M	TW A2:120 2023 AC RECON \$0.57 M
TW A:125 2023 AC REHAB \$2.70 M	TW A3:130 2023 AC REHAB \$0.59 M	TW A4:140 2023 AC REHAB \$0.17 M	TW A3:150 2023 AC REHAB \$0.88 M	TW A5:405 2023 AC REHAB \$0.39 M	TW E3:417 2023 AC RECON \$0.15 M	TW E3:420 2023 AC RECON \$0.67 M	TW A5:425 2023 AC REHAB \$0.10 M
TW E1:501 2023 AC RECON \$0.09 M	TW E:505 2023 AC REHAB \$0.82 M	TW E2:510 2023 AC RECON \$0.18 M	TW E2:512 2023 AC REHAB \$0.03 M	TW E3:520 2023 AC RECON \$0.17 M	TW E3:522 2023 AC RECON \$0.04 M	TW E5:560 2023 AC REHAB \$0.06 M	TW E6:805 2023 AC REHAB \$0.19 M
TL H:806 2023 AC RECON \$1.16 M	TW E4:1105 2023 AC REHAB \$0.07 M	AP N:4105 2023 AC RECON \$0.57 M	AP N:4125 2023 AC RECON \$0.15 M	AP N:4155 2023 AC RECON \$1.02 M	AP N:4158 2023 AC RECON \$2.43 M	AP N:4165 2023 AC RECON \$0.50 M	AP N:4170 2023 AC REHAB \$0.87 M
AP N:4175 2023 AC REHAB \$0.41 M	AP E:4205 2023 AC RECON \$11.26 M	AP E:4230 2023 AC RECON \$0.20 M	AP NE:4305 2023 AC RECON \$0.97 M	AP NE:4312 2023 AC REHAB \$0.09 M	AP W:4605 2023 AC REHAB \$0.36 M	AP W:4610 2023 AC RECON \$4.83 M	AP W:4650 2023 AC RECON \$2.14 M
AP W:4805 2023 AC REHAB \$1.38 M	AP W:4810 2023 AC REHAB \$0.84 M	AP RU 31:5205 2023 AC REHAB \$0.38 M	AP RU 7:5310 2023 AC REHAB \$0.44 M	RW 7-25:6105 2023 AC RECON \$11.11 M	RW 7-25:6110 2023 AC REHAB \$3.15 M	RW 13-31:6205 2023 AC REHAB \$4.68 M	AP NE:4320 2024 AC REHAB \$0.59 M
AP NE:4315 2025 AC REHAB \$0.28 M	AP RU 25:5110 2025 AC REHAB \$0.30 M	TW A1:111 2026 AC REHAB \$0.19 M	TW A:114 2027 AC REHAB \$0.16 M	TW B:105 2028 AC REHAB \$0.41 M	AP N:4130 2031 AC REHAB \$0.16 M	AP N:4166 2032 AC REHAB \$0.21 M	AP W:4640 2032 AC REHAB \$2.50 M

LEGEND

- RW 13-31 TYPICAL RUNWAY BRANCH ID
- TW A TYPICAL TAXIWAY BRANCH ID
- AP S TYPICAL APRON BRANCH ID

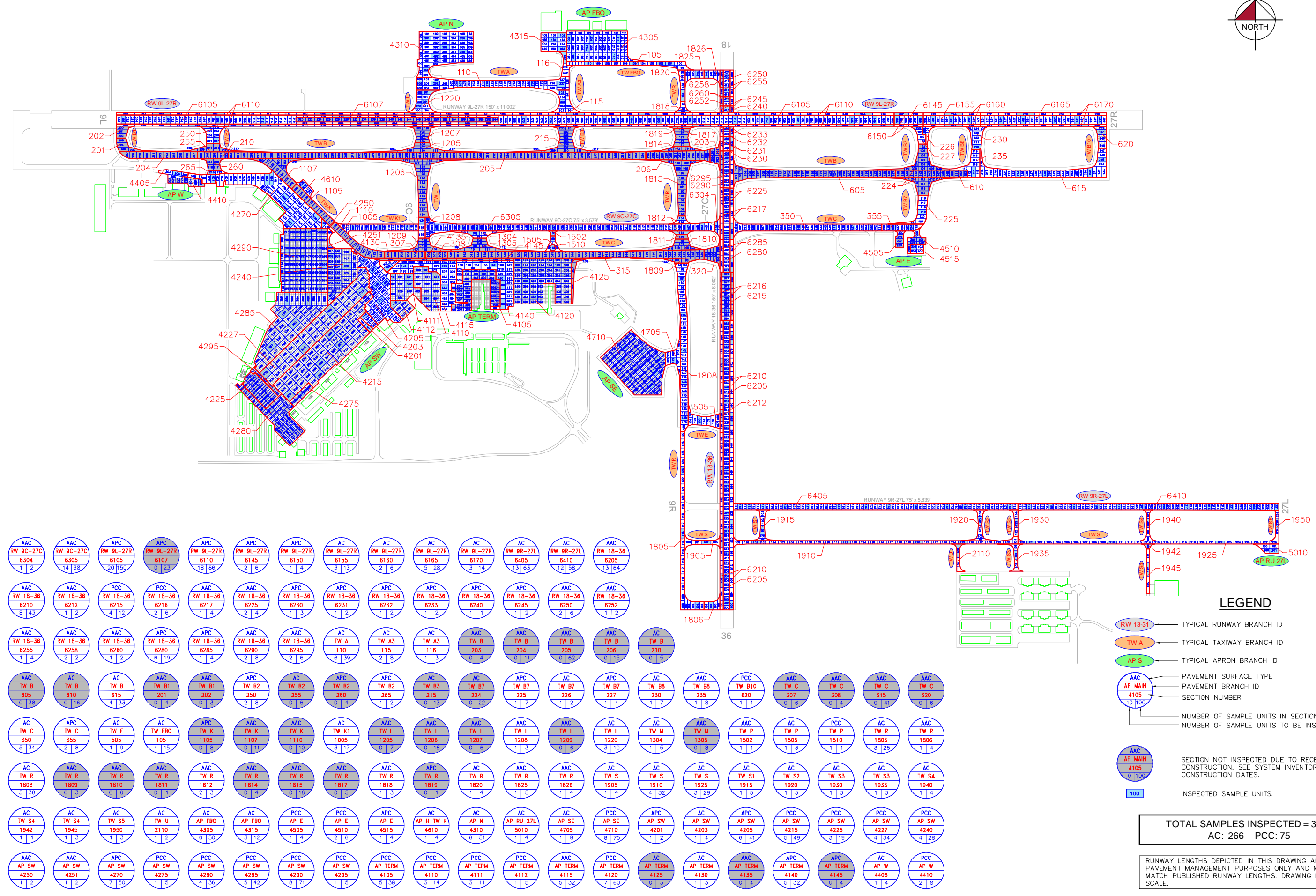
PROGRAM YEAR

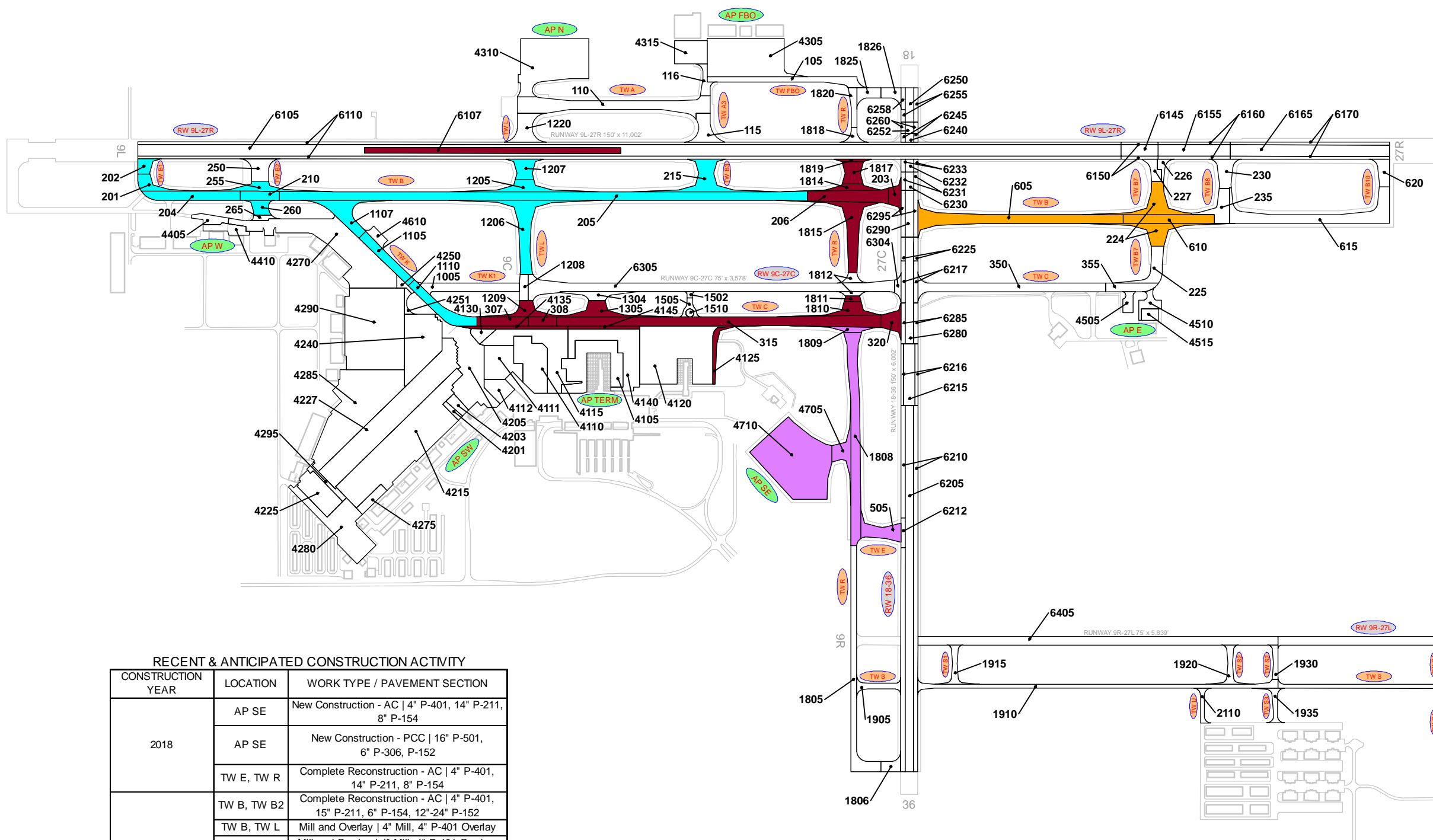
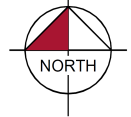
 2023	 2028
 2024	 2029
 2025	 2030
 2026	 2031
 2027	 2032

"BRANCH"; "SECTION"
"YEAR"; "REHAB ACTIVITY"
"EST. COST"

RUNWAY LENGTHS DEPICTED IN THIS DRAWING ARE FOR PAVEMENT MANAGEMENT PURPOSES ONLY AND MAY NOT MATCH PUBLISHED RUNWAY LENGTHS. DRAWING NOT TO SCALE.

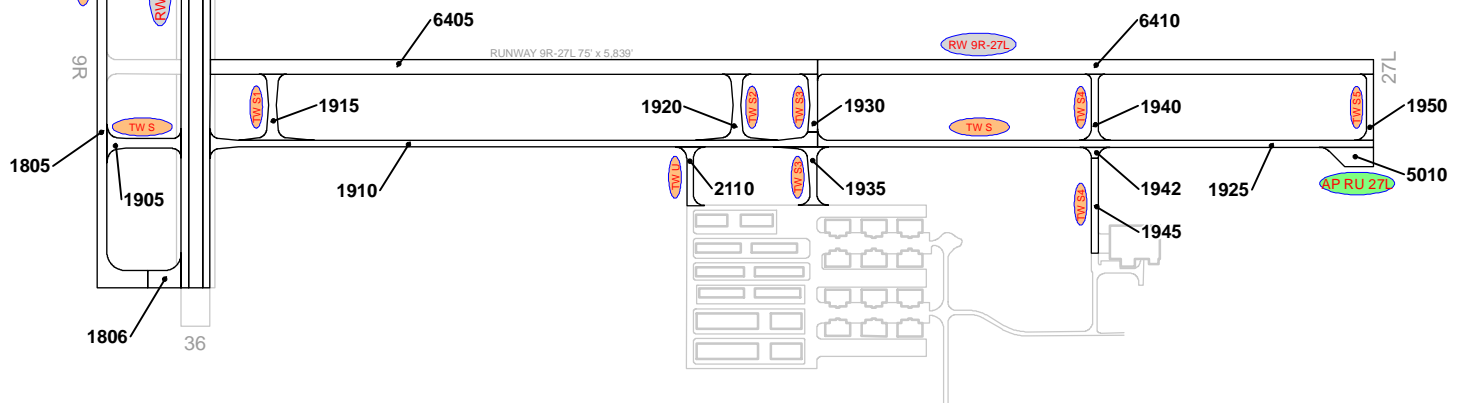






RECENT & ANTICIPATED CONSTRUCTION ACTIVITY

CONSTRUCTION YEAR	LOCATION	WORK TYPE / PAVEMENT SECTION
2018	AP SE	New Construction - AC 4" P-401, 14" P-211, 8" P-154
	AP SE	New Construction - PCC 16" P-501, 6" P-306, P-152
2020	TW E, TW R	Complete Reconstruction - AC 4" P-401, 14" P-211, 8" P-154
	TW B, TW B2	Complete Reconstruction - AC 4" P-401, 15" P-211, 6" P-154, 12"-24" P-152
	TW B, TW L	Mill and Overlay 4" Mill, 4" P-401 Overlay
	TW B1, TW L	Mill and Overlay 4" Mill, 4" P-401 Overlay; Fillet widening 4" P-401, 15" P-211, 6" P-154, 12"-24" P-152
	TW B2, TW K	Mill and Overlay 2" Mill, 2" P-401 Overlay
2021	TW B3	New Construction - AC 4" P-401, 15" P-211, 6" P-154, 12"-24" P-152
	AP TERM, TW C, TW R	Mill and Overlay 4" Mill, 4" P-401 Overlay
	AP TERM	New Construction - AC 4" P-401, 15" P-211, 6" P-154, 12"-24" P-152
	RW 9L-27R	Mill and Overlay 2.5" Mill, 2.5" Overlay
	TW B, TW C, TW L, TW M, TW R	Mill and Overlay 4" Mill, 4" P-401 Overlay; Fillet widening 4" P-401, 15" P-211, 6" P-154, 12"-24" P-152
2022	TW R	Mill and Overlay Variable depth mill, variable depth transitional P-401 overlay
	TW B, TW B7	Mill and Overlay 4" Mill, 4" P-401 Overlay, P-403 Leveling Course Complete Reconstruction - AC 4" P-401, 19" P-211, 12"-24" P-152



LEGEND

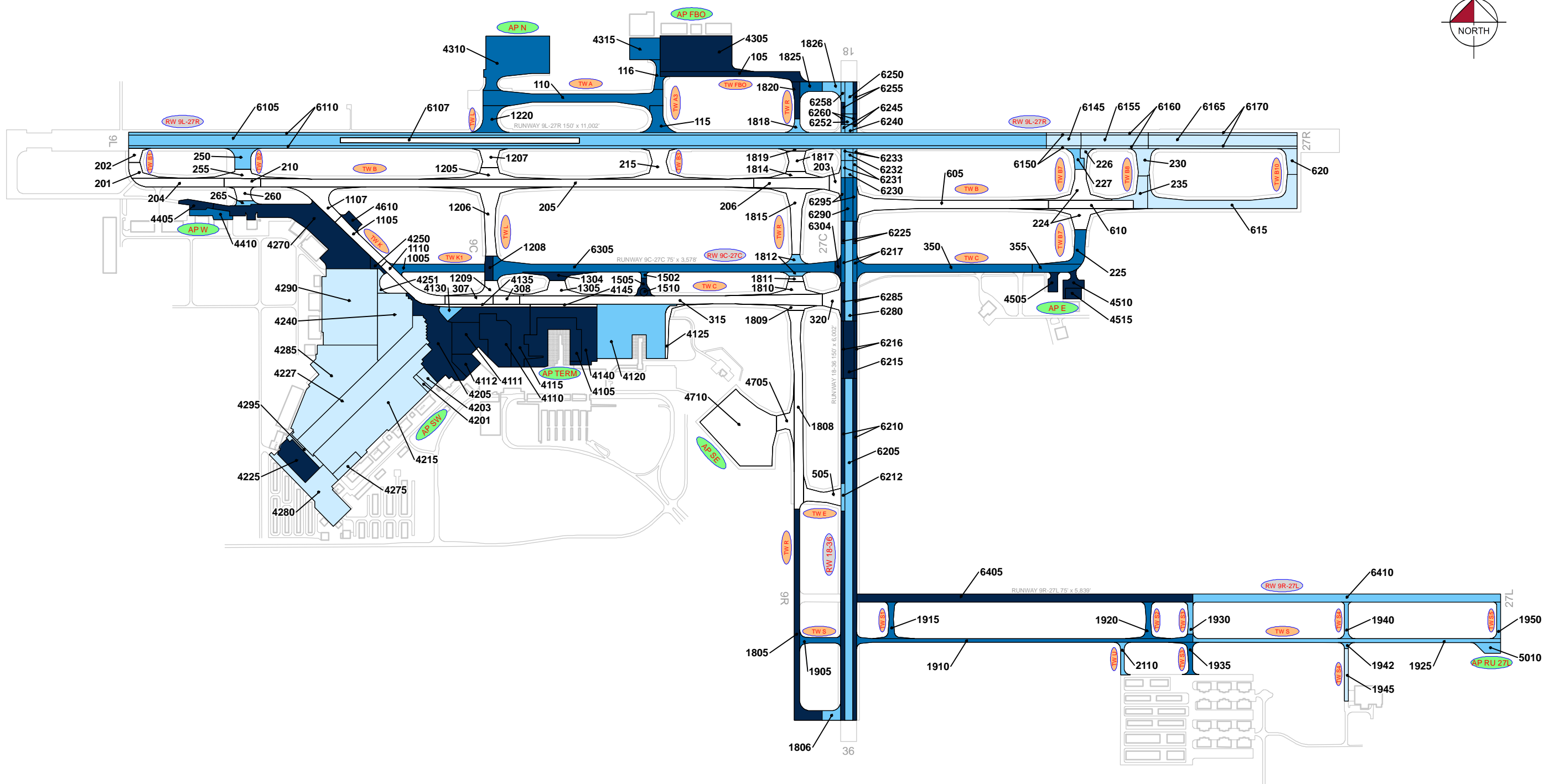
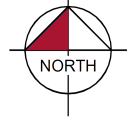
- RW 13-31 TYPICAL RUNWAY BRANCH ID
- TW A TYPICAL TAXIWAY BRANCH ID
- AP S TYPICAL APRON BRANCH ID

PROJECT YEAR

2017	2022
2018	2023
2019	2024
2020	2025
2021	2026

RUNWAY LENGTHS DEPICTED IN THIS DRAWING ARE FOR PAVEMENT MANAGEMENT PURPOSES ONLY AND MAY NOT MATCH PUBLISHED RUNWAY LENGTHS. DRAWING NOT TO SCALE.





LEGEND

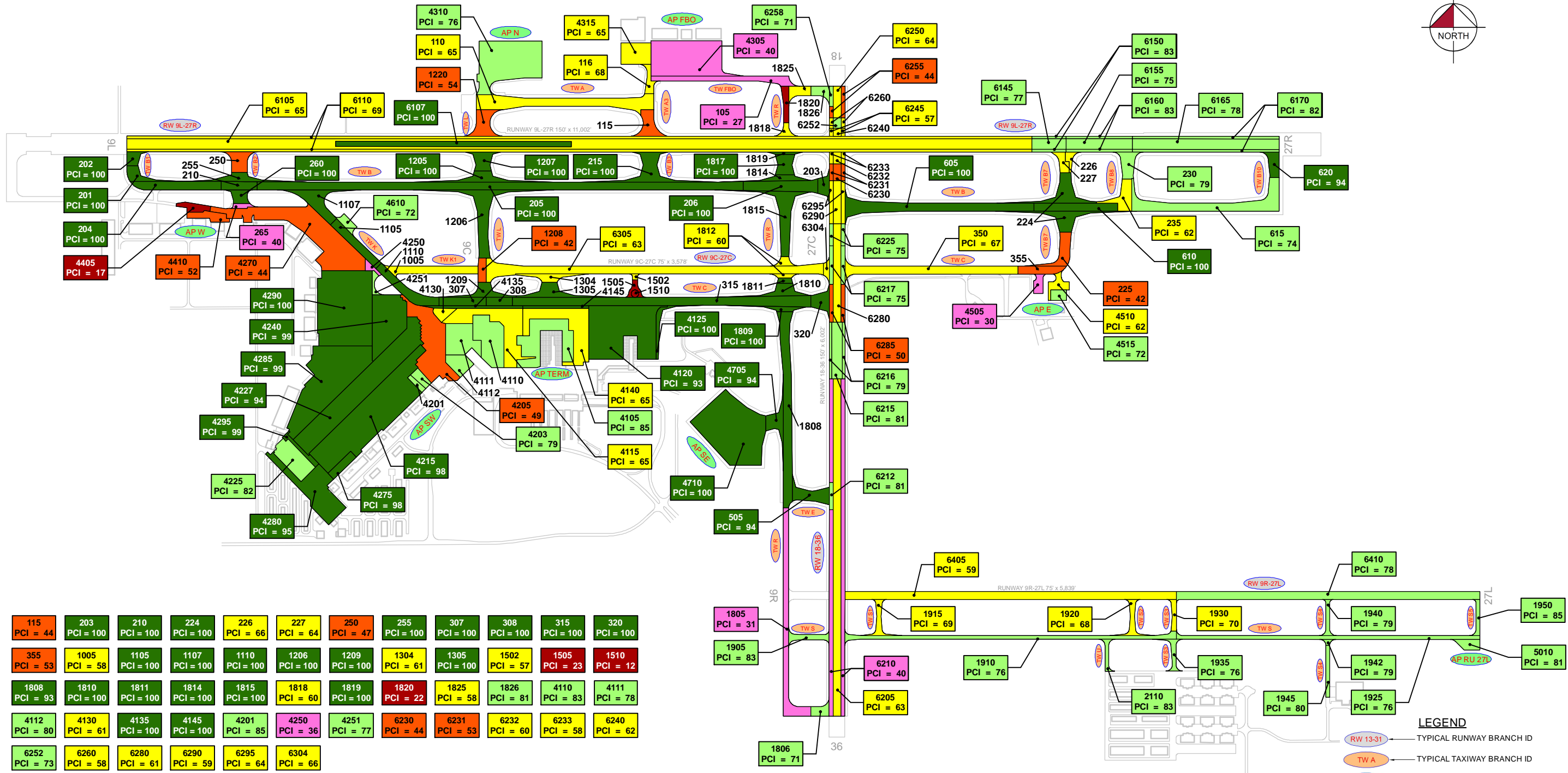
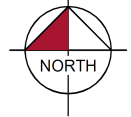
TYPICAL RUNWAY BRANCH ID
 TYPICAL TAXIWAY BRANCH ID
 TYPICAL APRON BRANCH ID

AGE AT INSPECTION

0-5 Years
 6-10 Years
 11-15 Years
 16-20 Years
 > 20 Years

RUNWAY LENGTHS DEPICTED IN THIS DRAWING ARE FOR PAVEMENT MANAGEMENT PURPOSES ONLY AND MAY NOT MATCH PUBLISHED RUNWAY LENGTHS. DRAWING NOT TO SCALE.





115 PCI = 44	203 PCI = 100	210 PCI = 100	224 PCI = 100	226 PCI = 66	227 PCI = 64	250 PCI = 47	255 PCI = 100	307 PCI = 100	308 PCI = 100	315 PCI = 100	320 PCI = 100
355 PCI = 53	1005 PCI = 58	1105 PCI = 100	1107 PCI = 100	1110 PCI = 100	1206 PCI = 100	1209 PCI = 100	1304 PCI = 61	1305 PCI = 100	1502 PCI = 57	1505 PCI = 23	1510 PCI = 12
1808 PCI = 93	1810 PCI = 100	1811 PCI = 100	1814 PCI = 100	1815 PCI = 100	1818 PCI = 60	1819 PCI = 100	1820 PCI = 22	1825 PCI = 58	1826 PCI = 81	4110 PCI = 83	4111 PCI = 78
4112 PCI = 80	4130 PCI = 61	4135 PCI = 100	4145 PCI = 100	4201 PCI = 85	4250 PCI = 36	4251 PCI = 77	6230 PCI = 44	6231 PCI = 53	6232 PCI = 60	6233 PCI = 58	6240 PCI = 62
6252 PCI = 73	6260 PCI = 58	6280 PCI = 61	6290 PCI = 59	6295 PCI = 64	6304 PCI = 66						

LEGEND

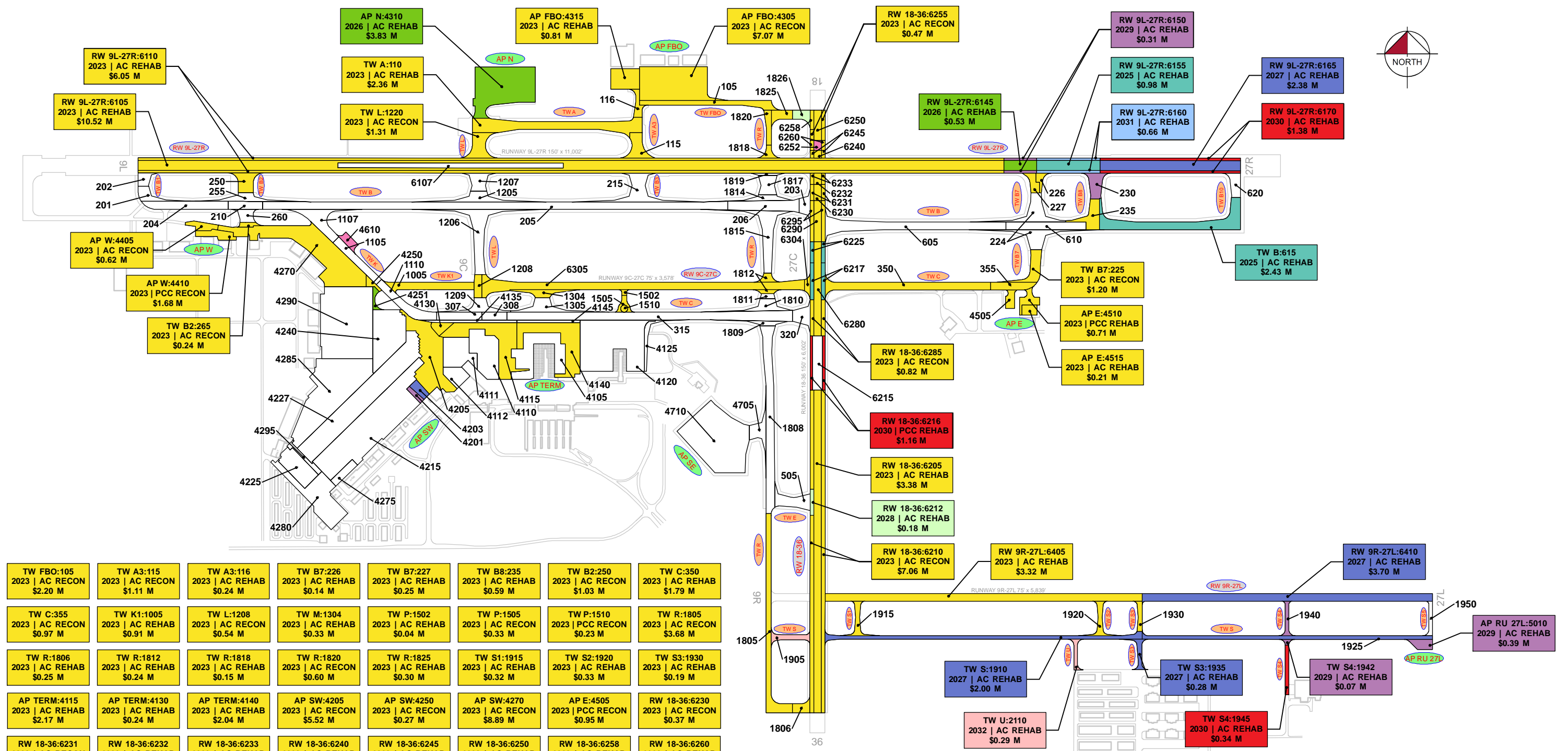
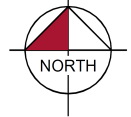
- TYPICAL RUNWAY BRANCH ID
- TYPICAL TAXIWAY BRANCH ID
- TYPICAL APRON BRANCH ID

2022 PAVEMENT CONDITION INDEX

- PCI 86-100 Good
- PCI 71-85 Satisfactory
- PCI 56-70 Fair
- PCI 41-55 Poor
- PCI 26-40 Very Poor
- PCI 11-25 Serious
- PCI 0-10 Failed

SECTION ID
PCI VALUE

RUNWAY LENGTHS DEPICTED IN THIS DRAWING ARE FOR PAVEMENT MANAGEMENT PURPOSES ONLY AND MAY NOT MATCH PUBLISHED RUNWAY LENGTHS. DRAWING NOT TO SCALE.



TW FBO:105 2023 AC RECON \$2.20 M	TW A3:115 2023 AC RECON \$1.11 M	TW A3:116 2023 AC REHAB \$0.24 M	TW B7:226 2023 AC REHAB \$0.14 M	TW B7:227 2023 AC REHAB \$0.25 M	TW B8:235 2023 AC REHAB \$0.59 M	TW B2:250 2023 AC RECON \$1.03 M	TW C:350 2023 AC REHAB \$1.79 M
TW C:355 2023 AC RECON \$0.97 M	TW K1:1005 2023 AC REHAB \$0.91 M	TW L:1208 2023 AC RECON \$0.54 M	TW M:1304 2023 AC REHAB \$0.33 M	TW P:1502 2023 AC REHAB \$0.04 M	TW P:1505 2023 AC RECON \$0.33 M	TW P:1510 2023 PCC RECON \$0.23 M	TW R:1805 2023 AC RECON \$3.68 M
TW R:1806 2023 AC REHAB \$0.25 M	TW R:1812 2023 AC REHAB \$0.24 M	TW R:1818 2023 AC REHAB \$0.15 M	TW R:1820 2023 AC RECON \$0.60 M	TW R:1825 2023 AC REHAB \$0.30 M	TW S1:1915 2023 AC REHAB \$0.32 M	TW S2:1920 2023 AC REHAB \$0.33 M	TW S3:1930 2023 AC REHAB \$0.19 M
AP TERM:4115 2023 AC REHAB \$2.17 M	AP TERM:4130 2023 AC REHAB \$0.24 M	AP TERM:4140 2023 AC REHAB \$2.04 M	AP SW:4205 2023 AC RECON \$5.52 M	AP SW:4250 2023 AC RECON \$0.27 M	AP SW:4270 2023 AC RECON \$8.89 M	AP E:4505 2023 PCC RECON \$0.95 M	RW 18-36:6230 2023 AC RECON \$0.37 M
RW 18-36:6231 2023 AC RECON \$0.37 M	RW 18-36:6232 2023 AC REHAB \$0.12 M	RW 18-36:6233 2023 AC REHAB \$0.12 M	RW 18-36:6240 2023 AC REHAB \$0.08 M	RW 18-36:6245 2023 AC REHAB \$0.15 M	RW 18-36:6250 2023 AC REHAB \$0.32 M	RW 18-36:6258 2023 AC REHAB \$0.10 M	RW 18-36:6260 2023 AC REHAB \$0.11 M
RW 18-36:6280 2023 AC REHAB \$0.98 M	RW 18-36:6290 2023 AC REHAB \$0.43 M	RW 18-36:6295 2023 AC REHAB \$0.43 M	RW 9C-27C:6304 2023 AC REHAB \$0.12 M	RW 9C-27C:6305 2023 AC REHAB \$3.71 M	AP H TW K:4610 2024 AC REHAB \$0.23 M	RW 18-36:6252 2024 AC REHAB \$0.11 M	RW 18-36:6217 2025 AC REHAB \$0.42 M
RW 18-36:6225 2025 AC REHAB \$0.24 M	AP SW:4251 2026 AC REHAB \$0.14 M	TW S:1925 2027 AC REHAB \$1.74 M	AP SW:4203 2027 AC REHAB \$0.29 M	TW R:1826 2028 AC REHAB \$0.32 M	TW B8:230 2029 AC REHAB \$0.63 M	TW S4:1940 2029 AC REHAB \$0.27 M	AP SW:4201 2029 AC REHAB \$0.16 M
TW S:1905 2032 AC REHAB \$0.50 M							

LEGEND

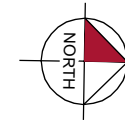
- RW 13-31 TYPICAL RUNWAY BRANCH ID
- TW A TYPICAL TAXIWAY BRANCH ID
- AP S TYPICAL APRON BRANCH ID

PROGRAM YEAR

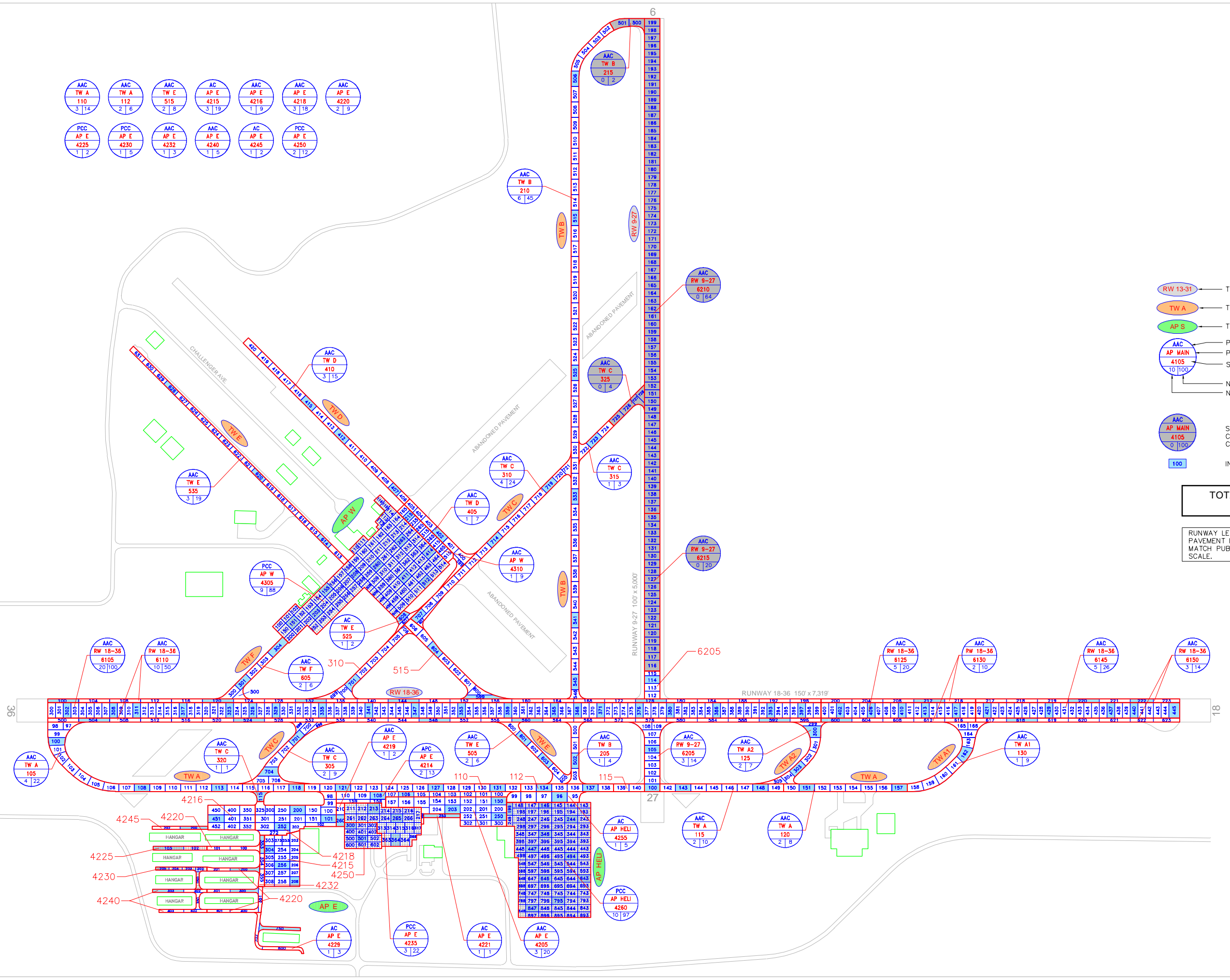
	2023		2028
	2024		2029
	2025		2030
	2026		2031
	2027		2032

“BRANCH” “SECTION” “YEAR” “REHAB ACTIVITY” “EST. COST”

RUNWAY LENGTHS DEPICTED IN THIS DRAWING ARE FOR PAVEMENT MANAGEMENT PURPOSES ONLY AND MAY NOT MATCH PUBLISHED RUNWAY LENGTHS. DRAWING NOT TO SCALE.



AAC TW A 110 3 14	AAC TW A 112 2 6	AAC TW E 515 2 8	AC AP E 4215 3 19	AAC AP E 4216 1 9	AAC AP E 4218 3 16	AAC AP E 4220 2 9
PCC AP E 4225 1 2	PCC AP E 4230 1 5	AAC AP E 4232 1 3	AAC AP E 4240 1 5	AC AP E 4245 1 2	PCC AP E 4250 2 12	

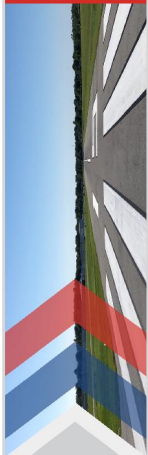


LEGEND

- RW 13-31 — TYPICAL RUNWAY BRANCH ID
- TW A — TYPICAL TAXIWAY BRANCH ID
- AP S — TYPICAL APRON BRANCH ID
- AAC
AP MAIN
4105
10 | 100 — PAVEMENT SURFACE TYPE
PAVEMENT BRANCH ID
SECTION NUMBER
- 100 — NUMBER OF SAMPLE UNITS IN SECTION
NUMBER OF SAMPLE UNITS TO BE INSPECTED
- AAC
AP MAIN
4105
0 | 100 — SECTION NOT INSPECTED DUE TO RECENT
CONSTRUCTION. SEE SYSTEM INVENTORY MAP FOR
CONSTRUCTION DATES.
- 100 — INSPECTED SAMPLE UNITS.

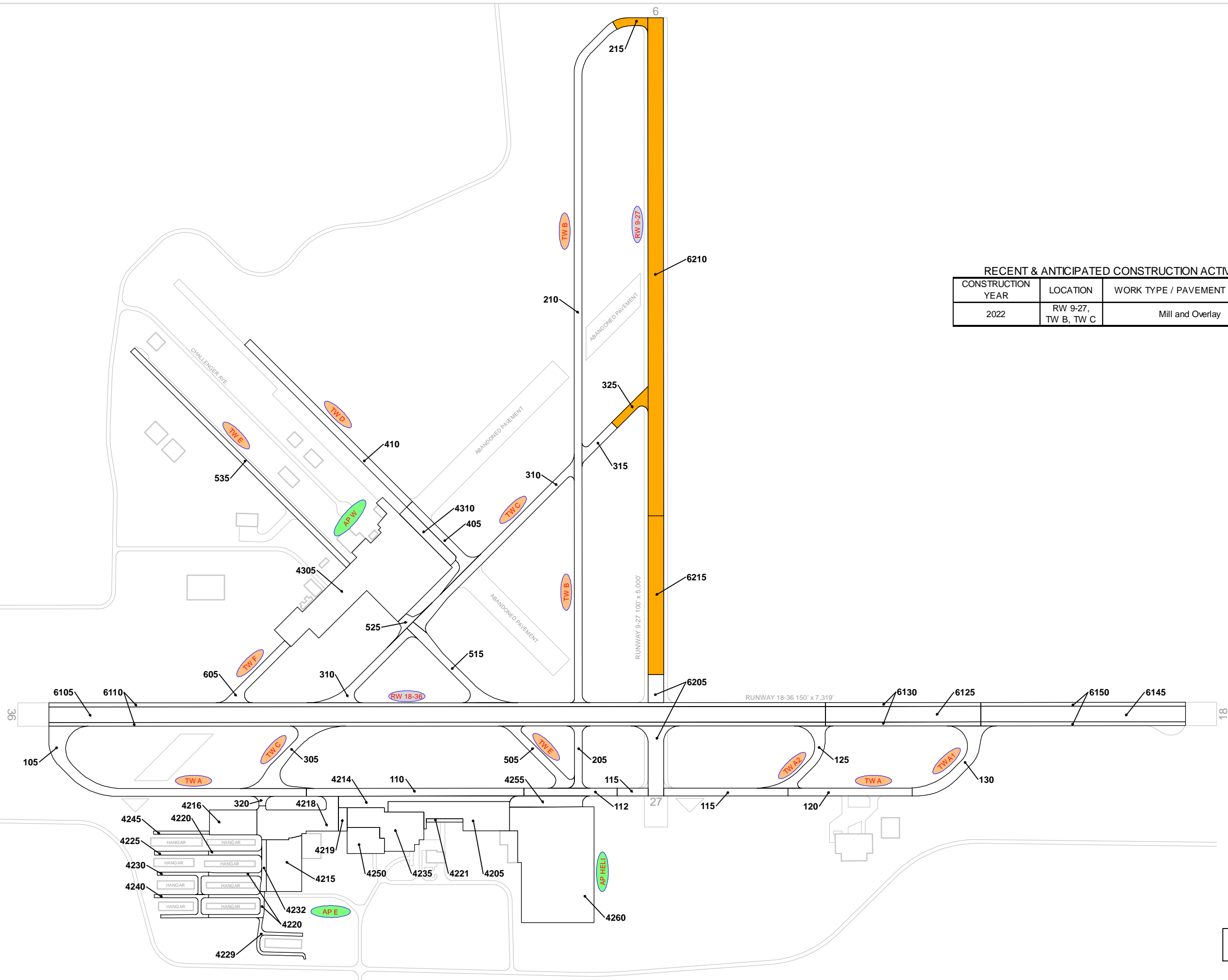
TOTAL SAMPLES INSPECTED = 141
AC: 115 PCC: 26

RUNWAY LENGTHS DEPICTED IN THIS DRAWING ARE FOR
PAVEMENT MANAGEMENT PURPOSES ONLY AND MAY NOT
MATCH PUBLISHED RUNWAY LENGTHS. DRAWING NOT TO
SCALE.



RECENT & ANTICIPATED CONSTRUCTION ACTIVITY

CONSTRUCTION YEAR	LOCATION	WORK TYPE / PAVEMENT SECTION
2022	RW 9-27, TW B, TW C	Mill and Overlay



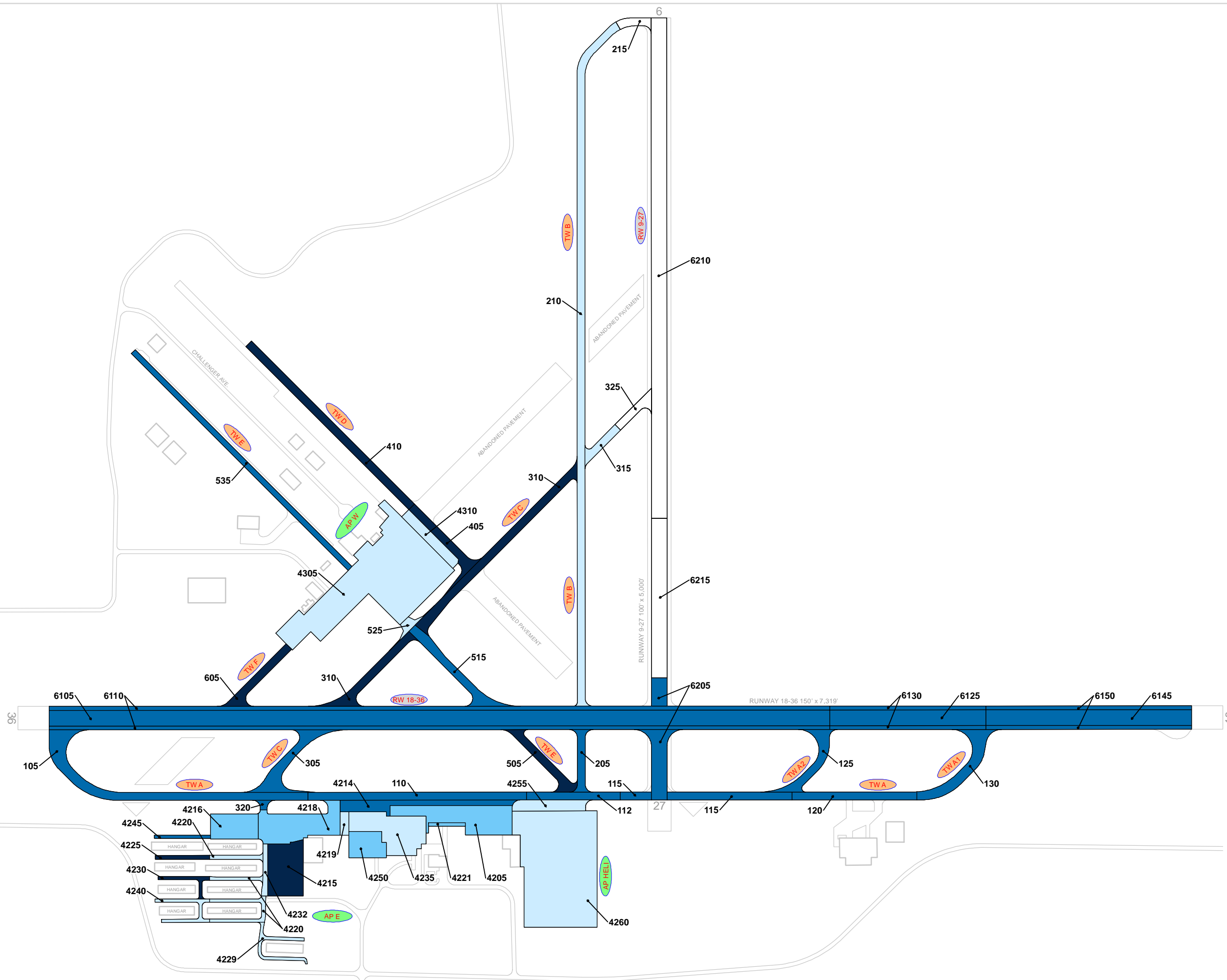
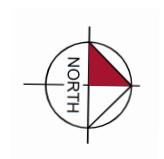
LEGEND

- RW 13-31 — TYPICAL RUNWAY BRANCH ID
- TW A — TYPICAL TAXIWAY BRANCH ID
- AP S — TYPICAL APRON BRANCH ID

PROJECT YEAR

2017	2022
2018	2023
2019	2024
2020	2025
2021	2026

RUNWAY LENGTHS DEPICTED IN THIS DRAWING ARE FOR PAVEMENT MANAGEMENT PURPOSES ONLY AND MAY NOT MATCH PUBLISHED RUNWAY LENGTHS. DRAWING NOT TO SCALE.



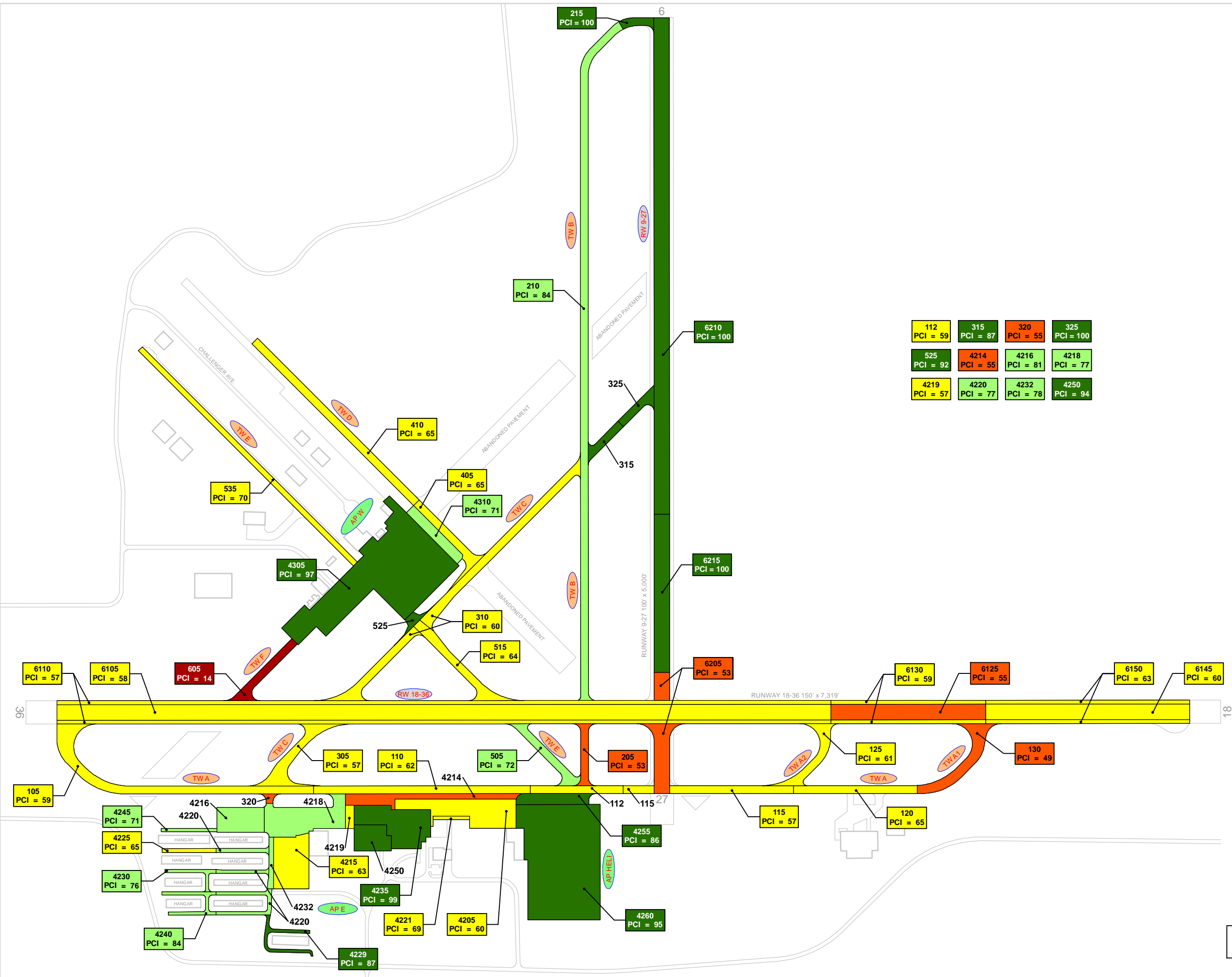
LEGEND

- TYPICAL RUNWAY BRANCH ID
- TYPICAL TAXIWAY BRANCH ID
- TYPICAL APRON BRANCH ID

AGE AT INSPECTION

- 0-5 Years
- 6-10 Years
- 11-15 Years
- 16-20 Years
- > 20 Years

RUNWAY LENGTHS DEPICTED IN THIS DRAWING ARE FOR PAVEMENT MANAGEMENT PURPOSES ONLY AND MAY NOT MATCH PUBLISHED RUNWAY LENGTHS. DRAWING NOT TO SCALE.



112 PCI = 59	315 PCI = 87	320 PCI = 55	325 PCI = 100
525 PCI = 92	4214 PCI = 55	4216 PCI = 81	4218 PCI = 77
4219 PCI = 57	4220 PCI = 77	4232 PCI = 78	4250 PCI = 94

LEGEND

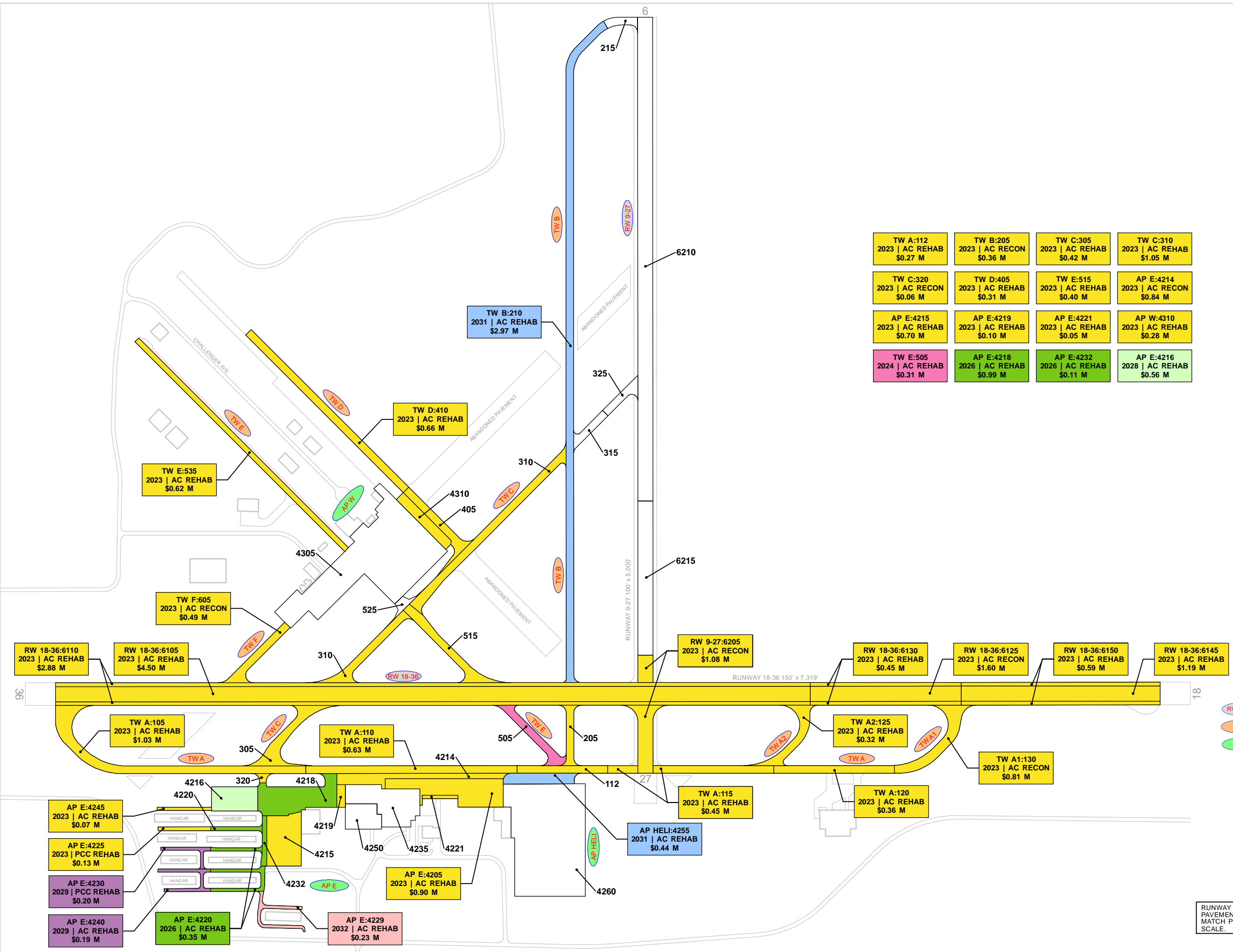
- RW 13-31 — TYPICAL RUNWAY BRANCH ID
- TW A — TYPICAL TAXIWAY BRANCH ID
- AP S — TYPICAL APRON BRANCH ID

2022 PAVEMENT CONDITION INDEX

- PCI 86-100 Good
- PCI 71-85 Satisfactory
- PCI 56-70 Fair
- PCI 41-55 Poor
- PCI 26-40 Very Poor
- PCI 11-25 Serious
- PCI 0-10 Failed

"SECTION ID"
"PCI VALUE"

RUNWAY LENGTHS DEPICTED IN THIS DRAWING ARE FOR PAVEMENT MANAGEMENT PURPOSES ONLY AND MAY NOT MATCH PUBLISHED RUNWAY LENGTHS. DRAWING NOT TO SCALE.



TW A:112 2023 AC REHAB \$0.27 M	TW B:205 2023 AC RECON \$0.36 M	TW C:305 2023 AC REHAB \$0.42 M	TW C:310 2023 AC REHAB \$1.05 M
TW C:320 2023 AC RECON \$0.06 M	TW D:405 2023 AC REHAB \$0.31 M	TW E:515 2023 AC REHAB \$0.40 M	AP E:4214 2023 AC RECON \$0.84 M
AP E:4215 2023 AC REHAB \$0.70 M	AP E:4219 2023 AC REHAB \$0.10 M	AP E:4221 2023 AC REHAB \$0.05 M	AP W:4310 2023 AC REHAB \$0.28 M
TW E:505 2024 AC REHAB \$0.31 M	AP E:4218 2026 AC REHAB \$0.99 M	AP E:4232 2026 AC REHAB \$0.11 M	AP E:4216 2028 AC REHAB \$0.56 M

LEGEND

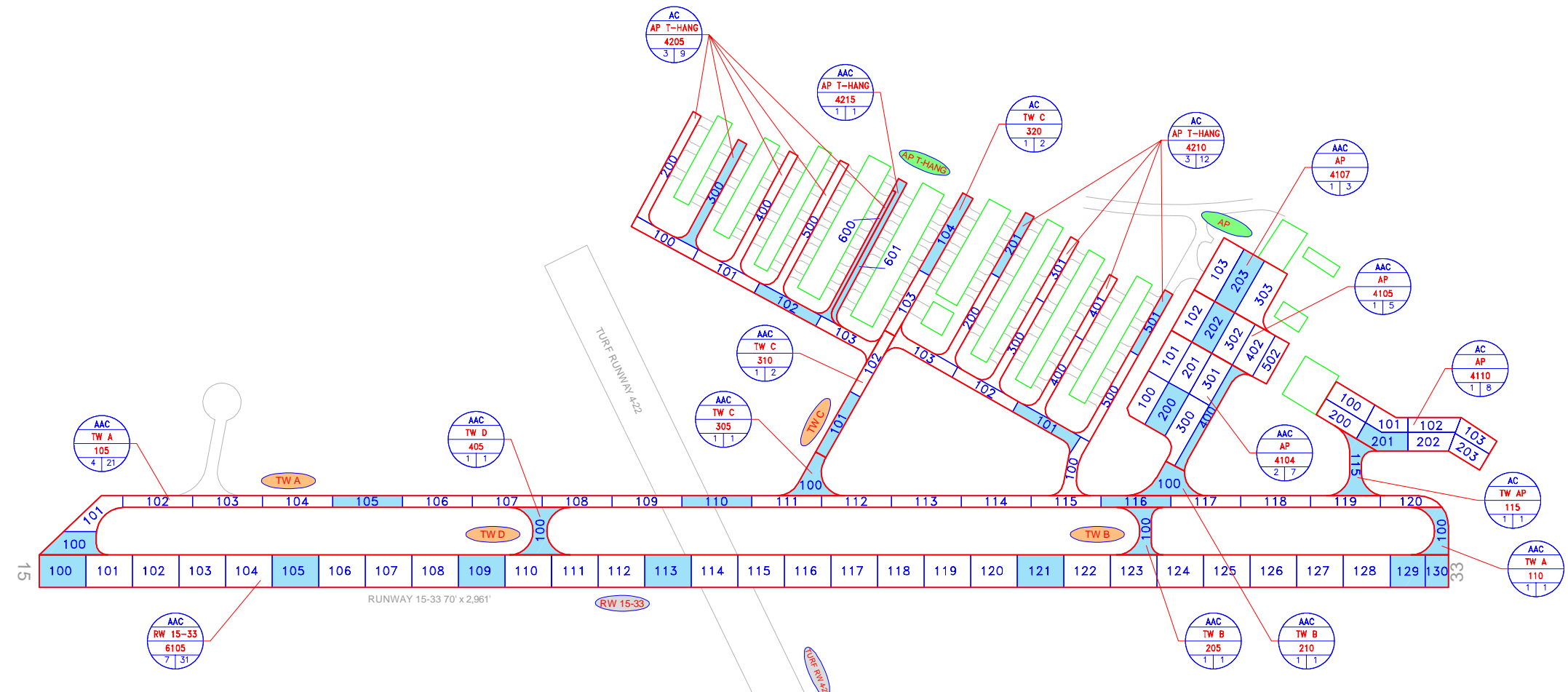
- RW 13-31 TYPICAL RUNWAY BRANCH ID
- TW A TYPICAL TAXIWAY BRANCH ID
- AP S TYPICAL APRON BRANCH ID

PROGRAM YEAR

 2023	 2028
 2024	 2029
 2025	 2030
 2026	 2031
 2027	 2032

"BRANCH": "SECTION"
"YEAR": "REHAB ACTIVITY"
"EST. COST"

RUNWAY LENGTHS DEPICTED IN THIS DRAWING ARE FOR PAVEMENT MANAGEMENT PURPOSES ONLY AND MAY NOT MATCH PUBLISHED RUNWAY LENGTHS. DRAWING NOT TO SCALE.

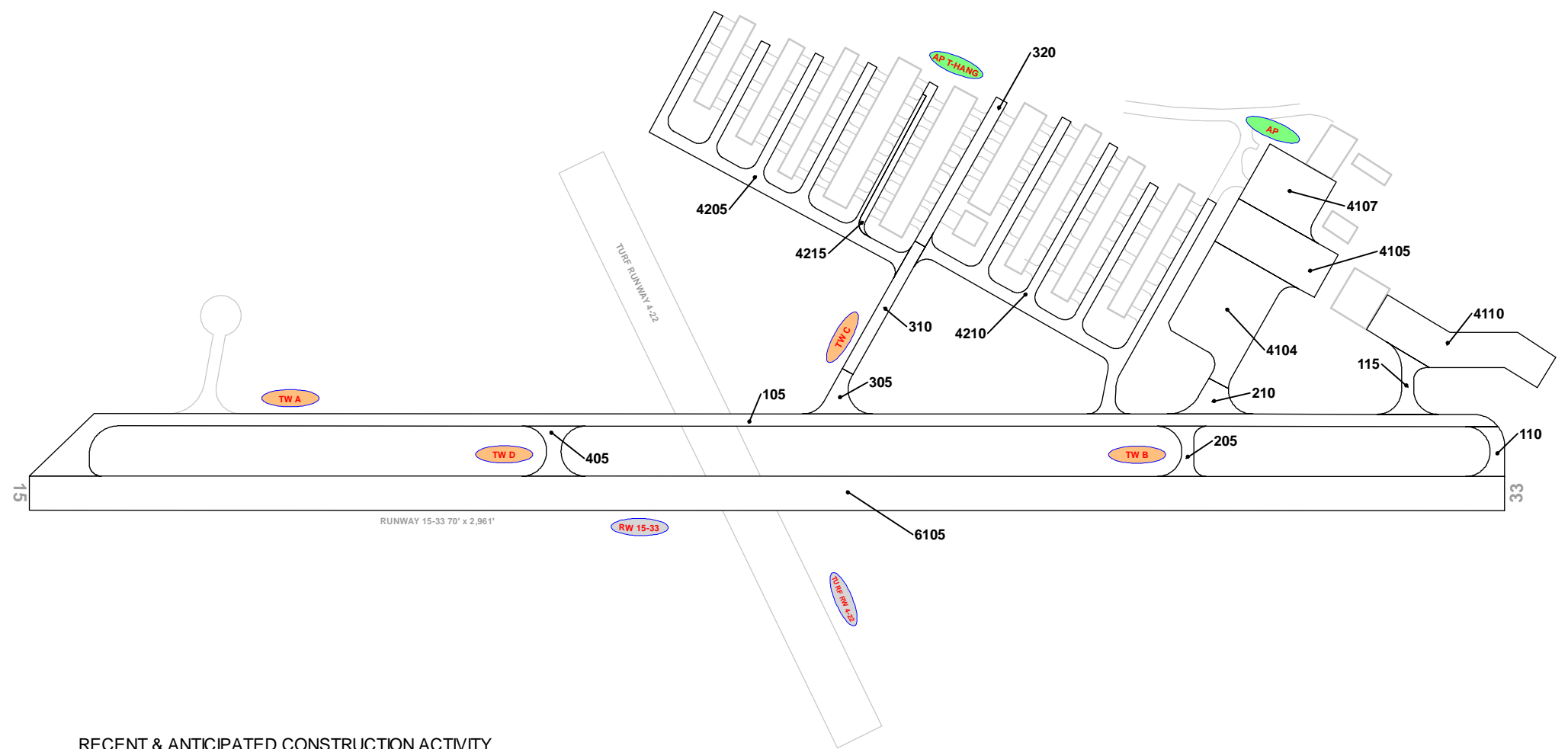


LEGEND

- TYPICAL RUNWAY BRANCH ID
- TYPICAL TAXIWAY BRANCH ID
- TYPICAL APRON BRANCH ID
- PAVEMENT SURFACE TYPE
- PAVEMENT BRANCH ID
- SECTION NUMBER
- NUMBER OF SAMPLE UNITS IN SECTION
- NUMBER OF SAMPLE UNITS TO BE INSPECTED
- SECTION NOT INSPECTED DUE TO RECENT CONSTRUCTION. SEE SYSTEM INVENTORY MAP FOR CONSTRUCTION DATES.
- INSPECTED SAMPLE UNITS.

TOTAL SAMPLES INSPECTED = 31
AC: 31 PCC: 0

RUNWAY LENGTHS DEPICTED IN THIS DRAWING ARE FOR PAVEMENT MANAGEMENT PURPOSES ONLY AND MAY NOT MATCH PUBLISHED RUNWAY LENGTHS. DRAWING NOT TO SCALE.



RECENT & ANTICIPATED CONSTRUCTION ACTIVITY

CONSTRUCTION YEAR	LOCATION	WORK TYPE / PAVEMENT SECTION
NO INFORMATION PROVIDED		

LEGEND

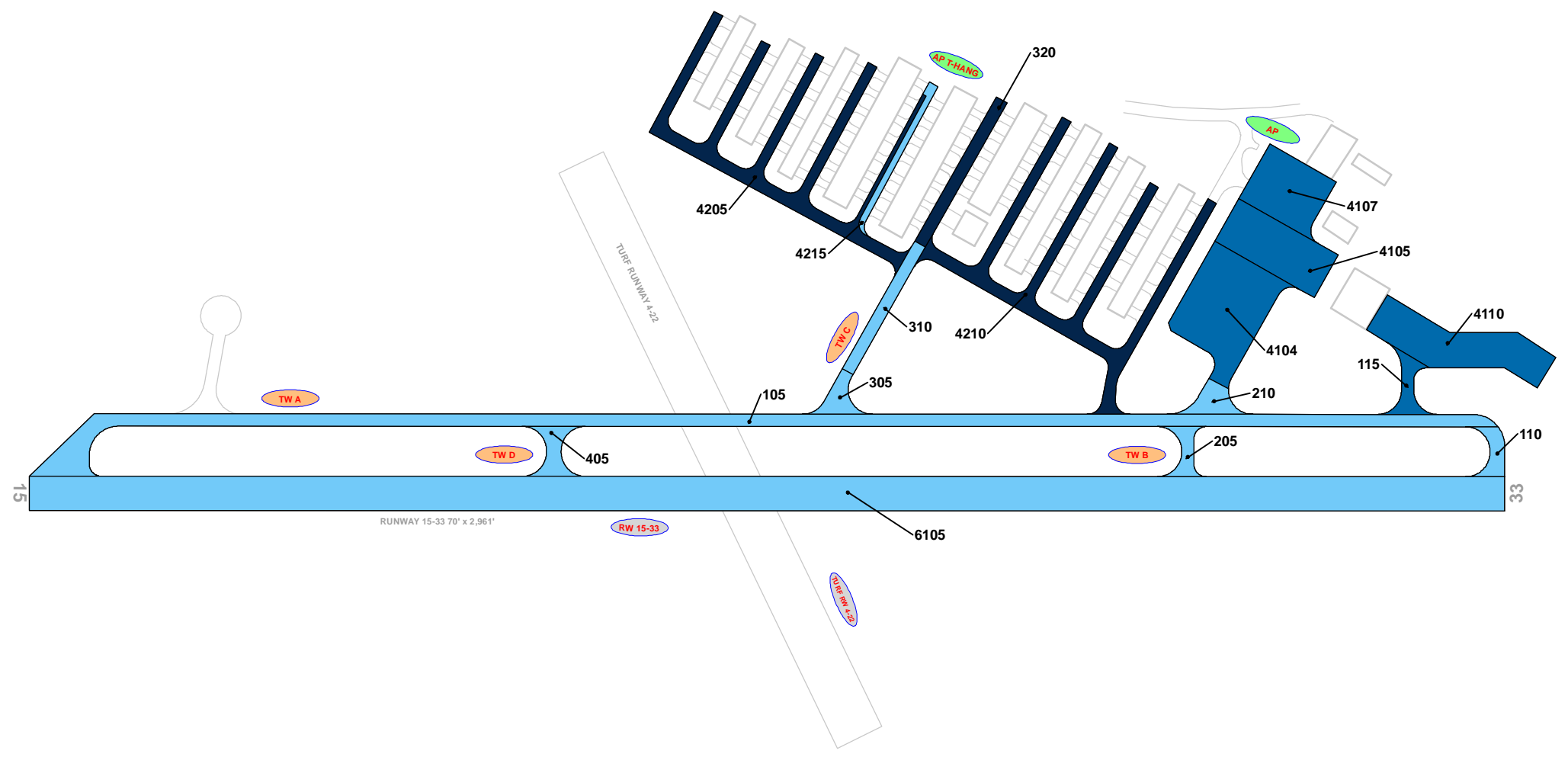
- RW 13-31 — TYPICAL RUNWAY BRANCH ID
- TW A — TYPICAL TAXIWAY BRANCH ID
- AP S — TYPICAL APRON BRANCH ID

PROJECT YEAR

2016	2021
2017	2022
2018	2023
2019	2024
2020	2025

RUNWAY LENGTHS DEPICTED IN THIS DRAWING ARE FOR PAVEMENT MANAGEMENT PURPOSES ONLY AND MAY NOT MATCH PUBLISHED RUNWAY LENGTHS. DRAWING NOT TO SCALE.





LEGEND

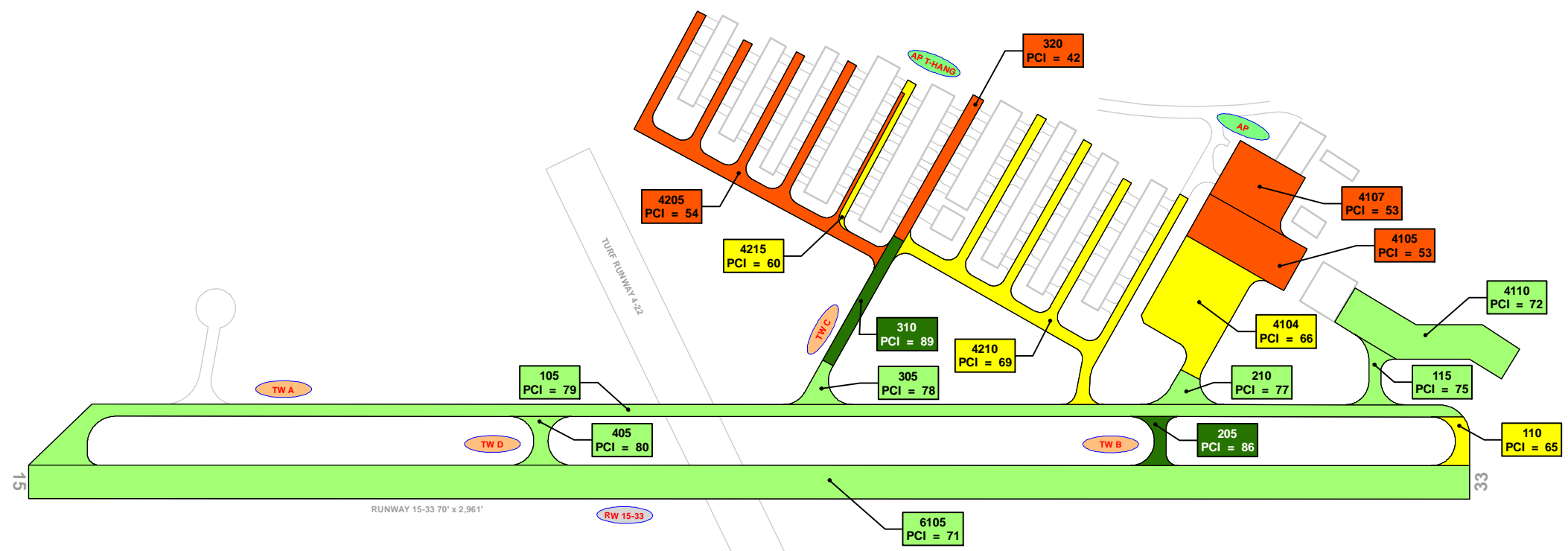
- TYPICAL RUNWAY BRANCH ID
- TYPICAL TAXIWAY BRANCH ID
- TYPICAL APRON BRANCH ID

AGE AT INSPECTION

- 0-5 Years
- 6-10 Years
- 11-15 Years
- 16-20 Years
- > 20 Years

RUNWAY LENGTHS DEPICTED IN THIS DRAWING ARE FOR PAVEMENT MANAGEMENT PURPOSES ONLY AND MAY NOT MATCH PUBLISHED RUNWAY LENGTHS. DRAWING NOT TO SCALE.





LEGEND

- RW 13-31 — TYPICAL RUNWAY BRANCH ID
- TW A — TYPICAL TAXIWAY BRANCH ID
- AP S — TYPICAL APRON BRANCH ID

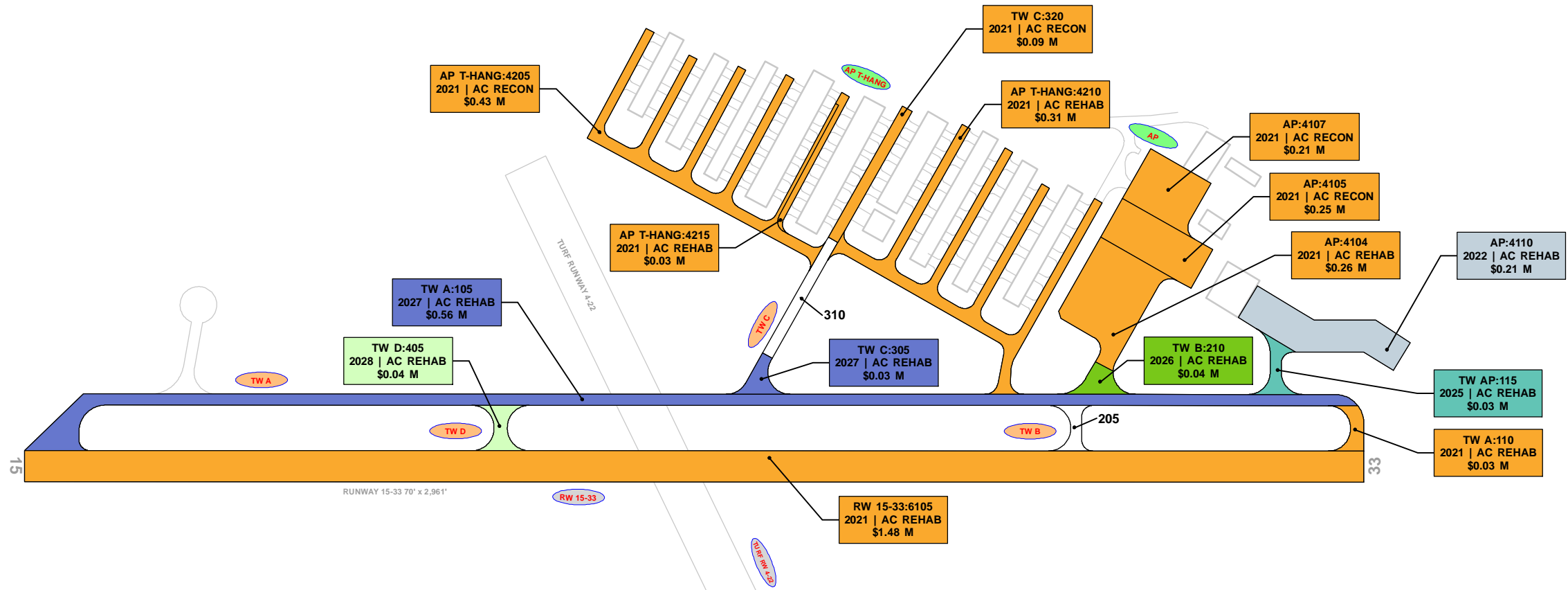
2020 PAVEMENT CONDITION INDEX

- PCI 86-100 Good
- PCI 71-85 Satisfactory
- PCI 56-70 Fair
- PCI 41-55 Poor
- PCI 26-40 Very Poor
- PCI 11-25 Serious
- PCI 0-10 Failed

"SECTION ID" / "PCI VALUE"

RUNWAY LENGTHS DEPICTED IN THIS DRAWING ARE FOR PAVEMENT MANAGEMENT PURPOSES ONLY AND MAY NOT MATCH PUBLISHED RUNWAY LENGTHS. DRAWING NOT TO SCALE.





LEGEND

- RW 13-31 — TYPICAL RUNWAY BRANCH ID
- TW A — TYPICAL TAXIWAY BRANCH ID
- AP S — TYPICAL APRON BRANCH ID

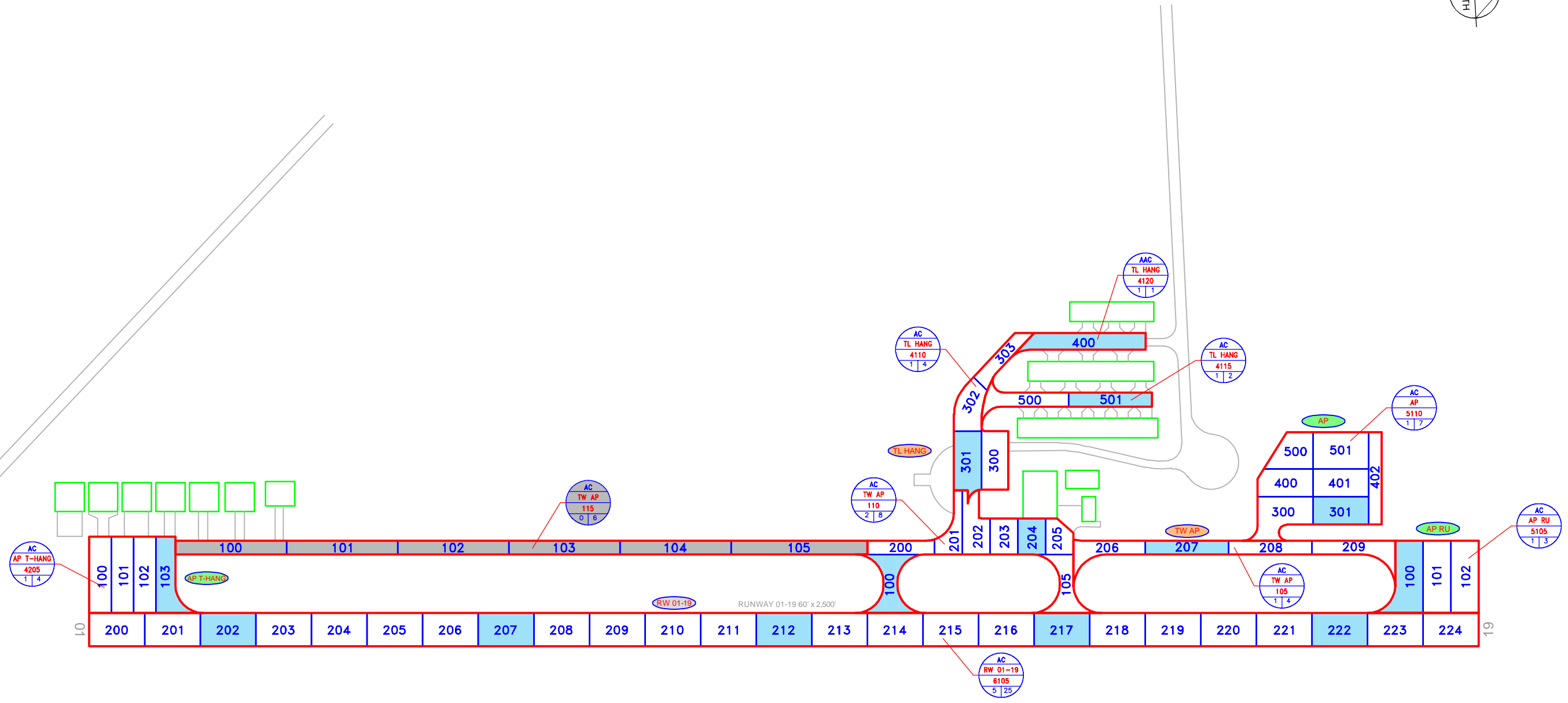
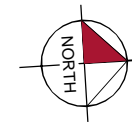
PROGRAM YEAR

 2021	 2026
 2022	 2027
 2023	 2028
 2024	 2029
 2025	 2030

“BRANCH” “SECTION”
“YEAR” “REHAB ACTIVITY”
“EST. COST”

RUNWAY LENGTHS DEPICTED IN THIS DRAWING ARE FOR PAVEMENT MANAGEMENT PURPOSES ONLY AND MAY NOT MATCH PUBLISHED RUNWAY LENGTHS. DRAWING NOT TO SCALE.



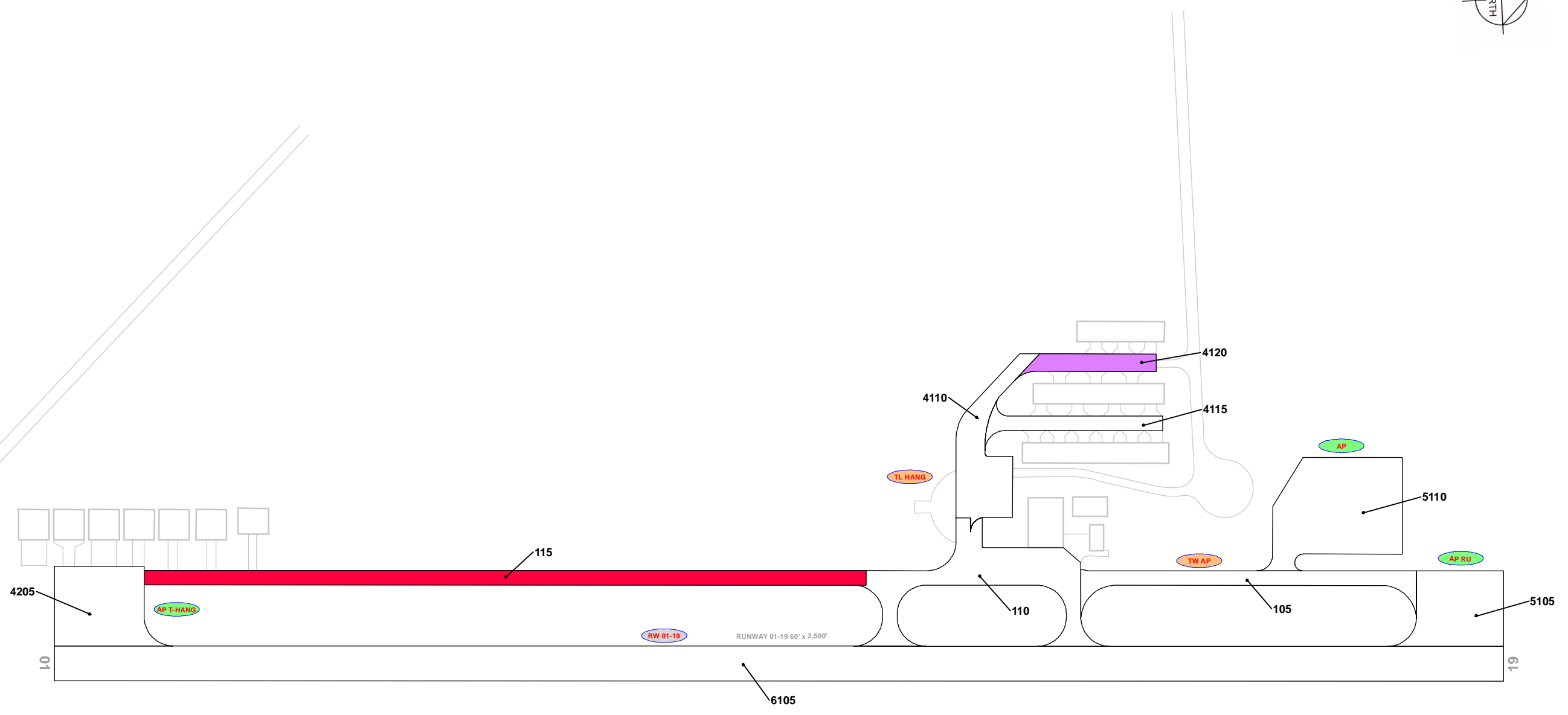


LEGEND

- RW 13-31 — TYPICAL RUNWAY BRANCH ID
- TW A — TYPICAL TAXIWAY BRANCH ID
- AP S — TYPICAL APRON BRANCH ID
- AAC
AP MAIN
4105
10 | 100 — PAVEMENT SURFACE TYPE
PAVEMENT BRANCH ID
SECTION NUMBER
NUMBER OF SAMPLE UNITS IN SECTION
NUMBER OF SAMPLE UNITS TO BE INSPECTED
- AAC
AP MAIN
4105
0 | 100 — SECTION NOT INSPECTED DUE TO RECENT CONSTRUCTION. SEE SYSTEM INVENTORY MAP FOR CONSTRUCTION DATES.
- 100 — INSPECTED SAMPLE UNITS.

TOTAL SAMPLES INSPECTED = 14
AC: 14 PCC: 0

RUNWAY LENGTHS DEPICTED IN THIS DRAWING ARE FOR PAVEMENT MANAGEMENT PURPOSES ONLY AND MAY NOT MATCH PUBLISHED RUNWAY LENGTHS. DRAWING NOT TO SCALE



RECENT & ANTICIPATED CONSTRUCTION ACTIVITY

CONSTRUCTION YEAR	LOCATION	WORK TYPE / PAVEMENT SECTION
2018	TL HANG	Mill and Overlay
2019	TW AP	New Construction - AC

LEGEND

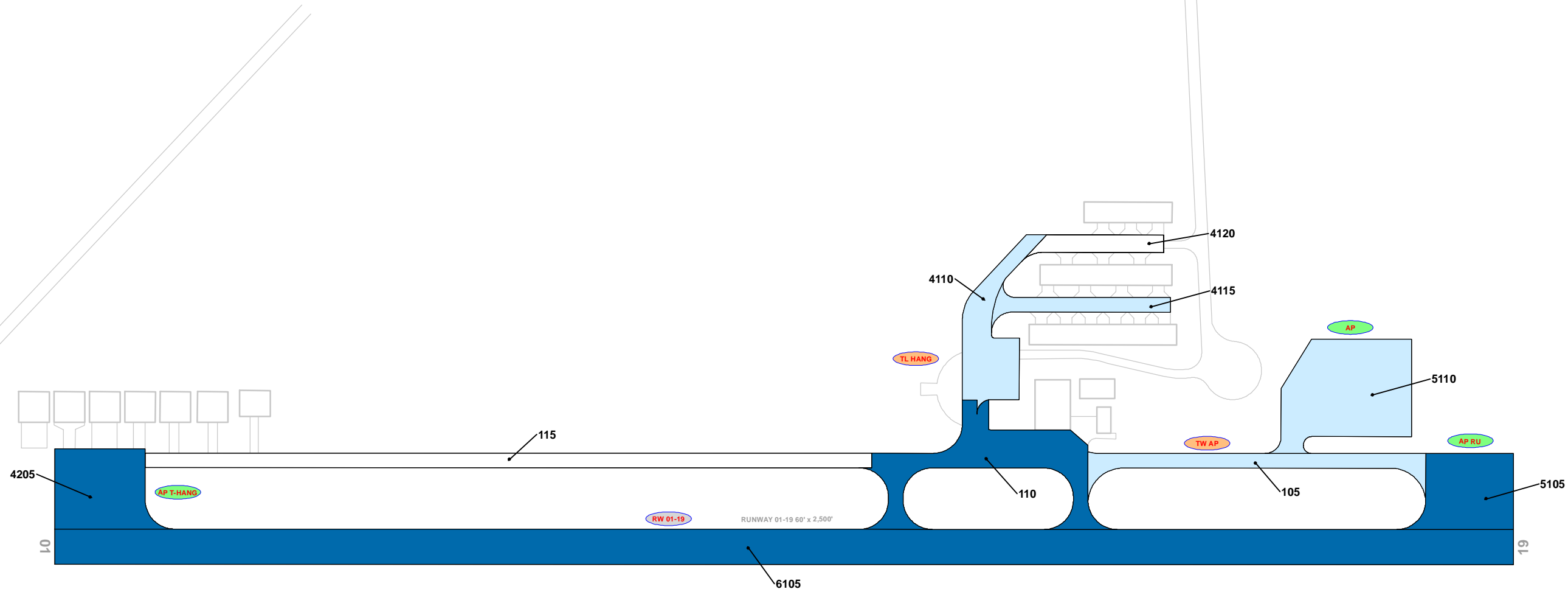
- RW 13-31 TYPICAL RUNWAY BRANCH ID
- TW A TYPICAL TAXIWAY BRANCH ID
- AP S TYPICAL APRON BRANCH ID

PROJECT YEAR

2016	2021
2017	2022
2018	2023
2019	2024
2020	2025

RUNWAY LENGTHS DEPICTED IN THIS DRAWING ARE FOR PAVEMENT MANAGEMENT PURPOSES ONLY AND MAY NOT MATCH PUBLISHED RUNWAY LENGTHS. DRAWING NOT TO SCALE.





LEGEND

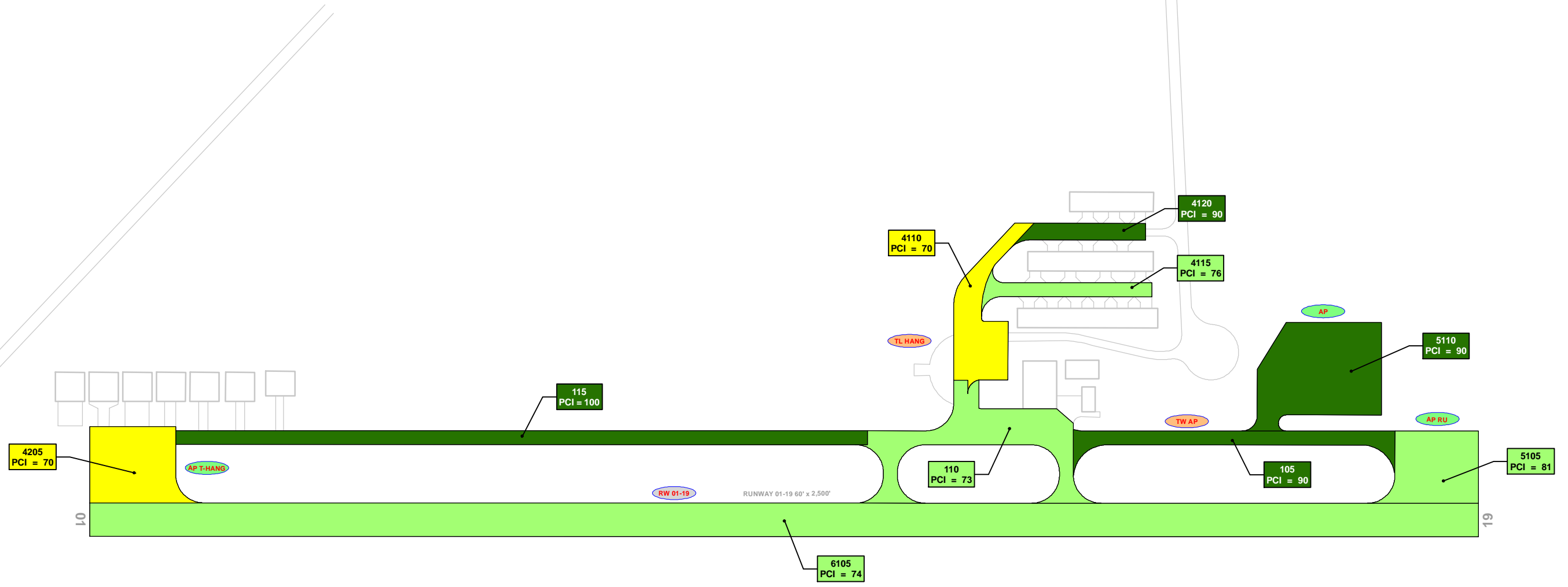
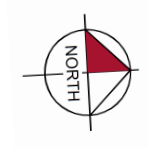
- RW 13-31 ← TYPICAL RUNWAY BRANCH ID
- TW A ← TYPICAL TAXIWAY BRANCH ID
- AP S ← TYPICAL APRON BRANCH ID

AGE AT INSPECTION

- 0-5 Years
- 6-10 Years
- 11-15 Years
- 16-20 Years
- > 20 Years

RUNWAY LENGTHS DEPICTED IN THIS DRAWING ARE FOR PAVEMENT MANAGEMENT PURPOSES ONLY AND MAY NOT MATCH PUBLISHED RUNWAY LENGTHS. DRAWING NOT TO SCALE.





LEGEND

- RW 13-31 TYPICAL RUNWAY BRANCH ID
- TW A TYPICAL TAXIWAY BRANCH ID
- AP S TYPICAL APRON BRANCH ID

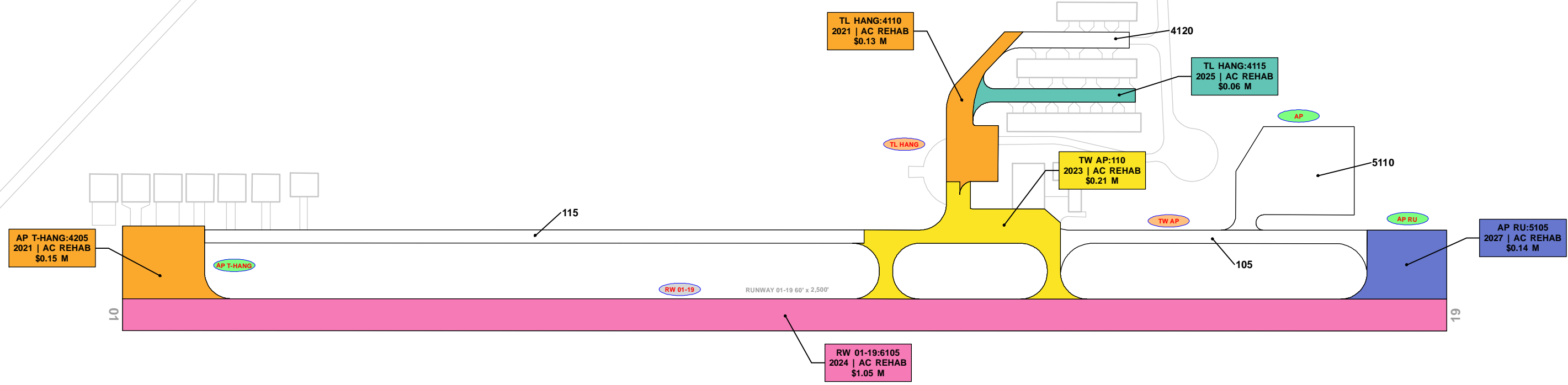
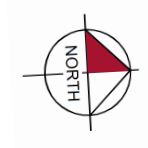
2020 PAVEMENT CONDITION INDEX

- Dark Green: PCI 86-100 Good
- Light Green: PCI 71-85 Satisfactory
- Yellow: PCI 56-70 Fair
- Orange: PCI 41-55 Poor
- Pink: PCI 26-40 Very Poor
- Red: PCI 11-25 Serious
- Grey: PCI 0-10 Failed

"SECTION ID" / "PCI VALUE"

RUNWAY LENGTHS DEPICTED IN THIS DRAWING ARE FOR PAVEMENT MANAGEMENT PURPOSES ONLY AND MAY NOT MATCH PUBLISHED RUNWAY LENGTHS. DRAWING NOT TO SCALE.





LEGEND

RW 13-31 TYPICAL RUNWAY BRANCH ID

TW A TYPICAL TAXIWAY BRANCH ID

AP S TYPICAL APRON BRANCH ID

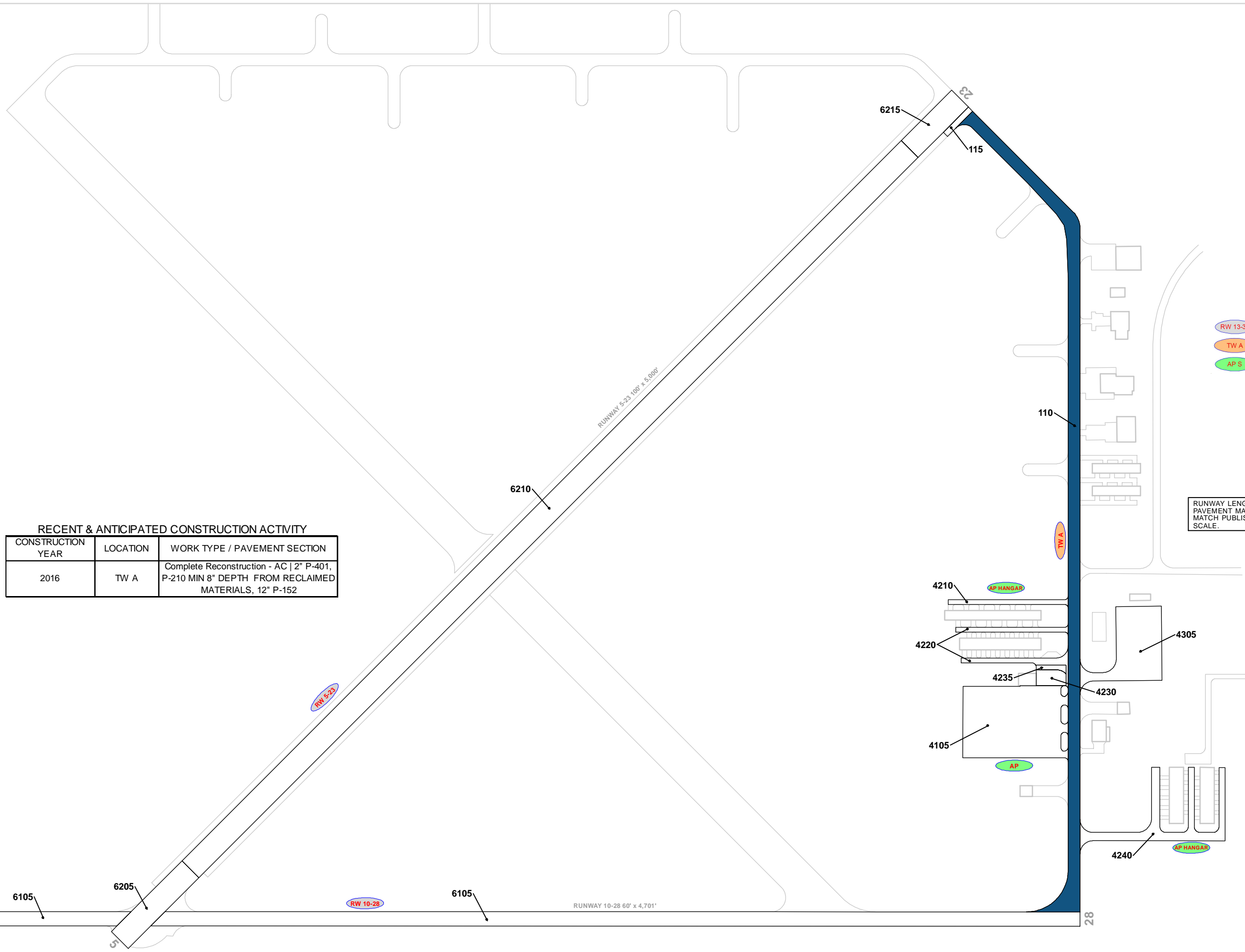
PROGRAM YEAR

	2021		2026
	2022		2027
	2023		2028
	2024		2029
	2025		2030

"BRANCH"; "SECTION"
"YEAR"; "REHAB ACTIVITY"
"EST. COST"

RUNWAY LENGTHS DEPICTED IN THIS DRAWING ARE FOR PAVEMENT MANAGEMENT PURPOSES ONLY AND MAY NOT MATCH PUBLISHED RUNWAY LENGTHS. DRAWING NOT TO SCALE.





LEGEND

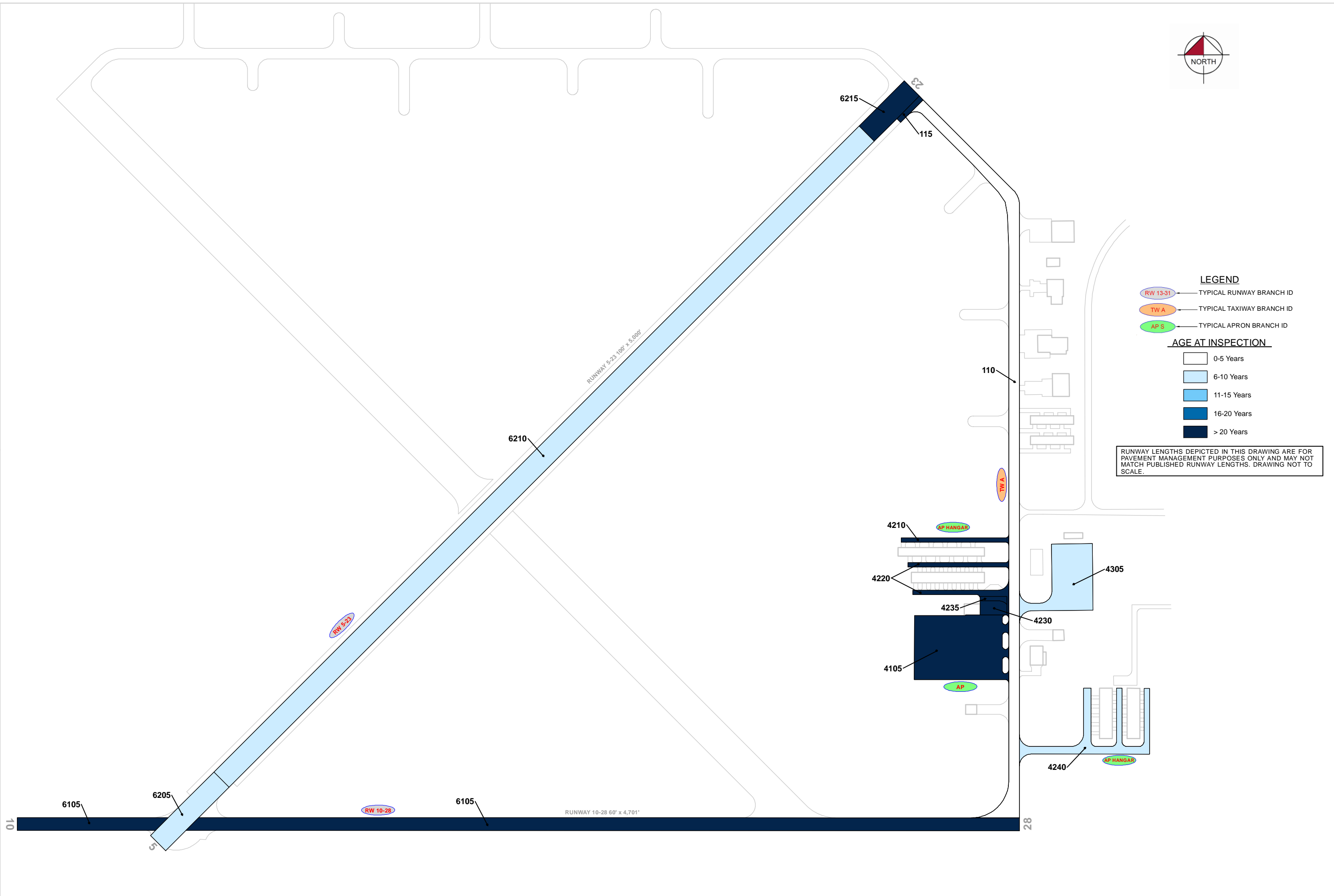
- RW 13-31 TYPICAL RUNWAY BRANCH ID
- TW A TYPICAL TAXIWAY BRANCH ID
- AP S TYPICAL APRON BRANCH ID

PROJECT YEAR

RUNWAY LENGTHS DEPICTED IN THIS DRAWING ARE FOR PAVEMENT MANAGEMENT PURPOSES ONLY AND MAY NOT MATCH PUBLISHED RUNWAY LENGTHS. DRAWING NOT TO SCALE.

RECENT & ANTICIPATED CONSTRUCTION ACTIVITY

CONSTRUCTION YEAR	LOCATION	WORK TYPE / PAVEMENT SECTION
2016	TW A	Complete Reconstruction - AC 2" P-401, P-210 MIN 8" DEPTH FROM RECLAIMED MATERIALS, 12" P-152



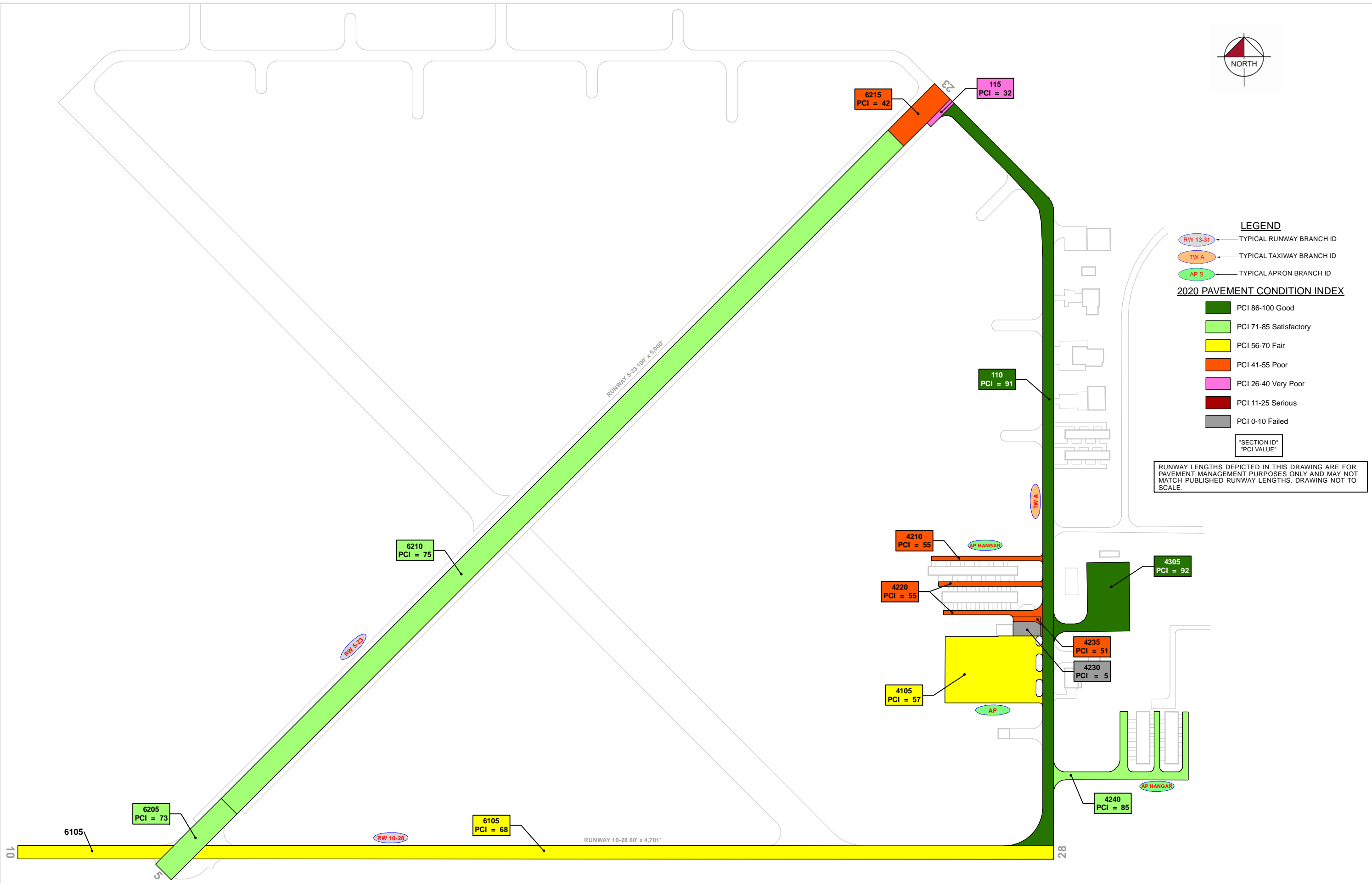
LEGEND

- RW 13-31 TYPICAL RUNWAY BRANCH ID
- TW A TYPICAL TAXIWAY BRANCH ID
- AP S TYPICAL APRON BRANCH ID

AGE AT INSPECTION

- 0-5 Years
- 6-10 Years
- 11-15 Years
- 16-20 Years
- > 20 Years

RUNWAY LENGTHS DEPICTED IN THIS DRAWING ARE FOR PAVEMENT MANAGEMENT PURPOSES ONLY AND MAY NOT MATCH PUBLISHED RUNWAY LENGTHS. DRAWING NOT TO SCALE.



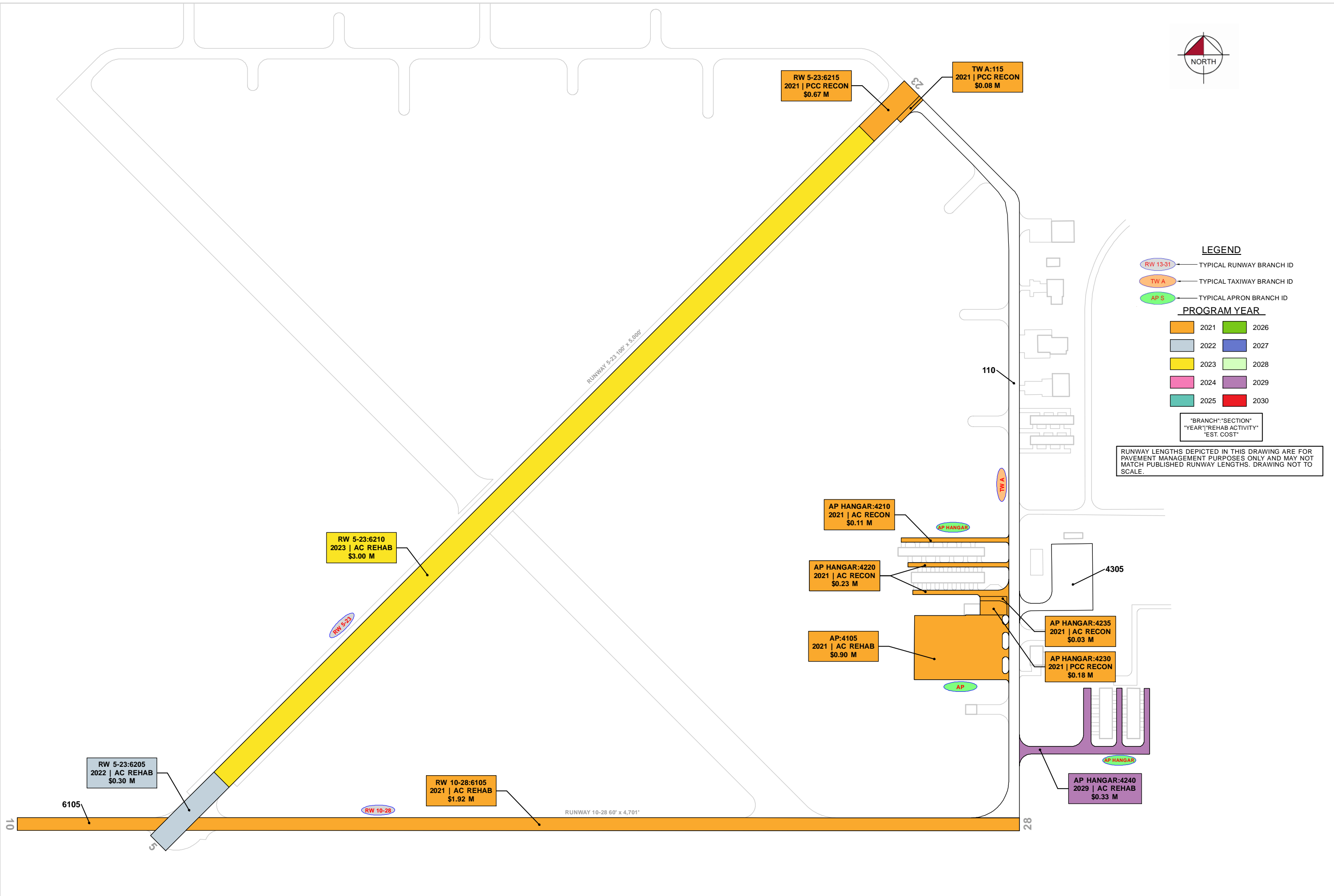
- LEGEND**
- RW 13-31 TYPICAL RUNWAY BRANCH ID
 - TW A TYPICAL TAXIWAY BRANCH ID
 - AP S TYPICAL APRON BRANCH ID

- 2020 PAVEMENT CONDITION INDEX**
- PCI 86-100 Good
 - PCI 71-85 Satisfactory
 - PCI 56-70 Fair
 - PCI 41-55 Poor
 - PCI 26-40 Very Poor
 - PCI 11-25 Serious
 - PCI 0-10 Failed

"SECTION ID"
"PCI VALUE"

RUNWAY LENGTHS DEPICTED IN THIS DRAWING ARE FOR PAVEMENT MANAGEMENT PURPOSES ONLY AND MAY NOT MATCH PUBLISHED RUNWAY LENGTHS. DRAWING NOT TO SCALE.





LEGEND

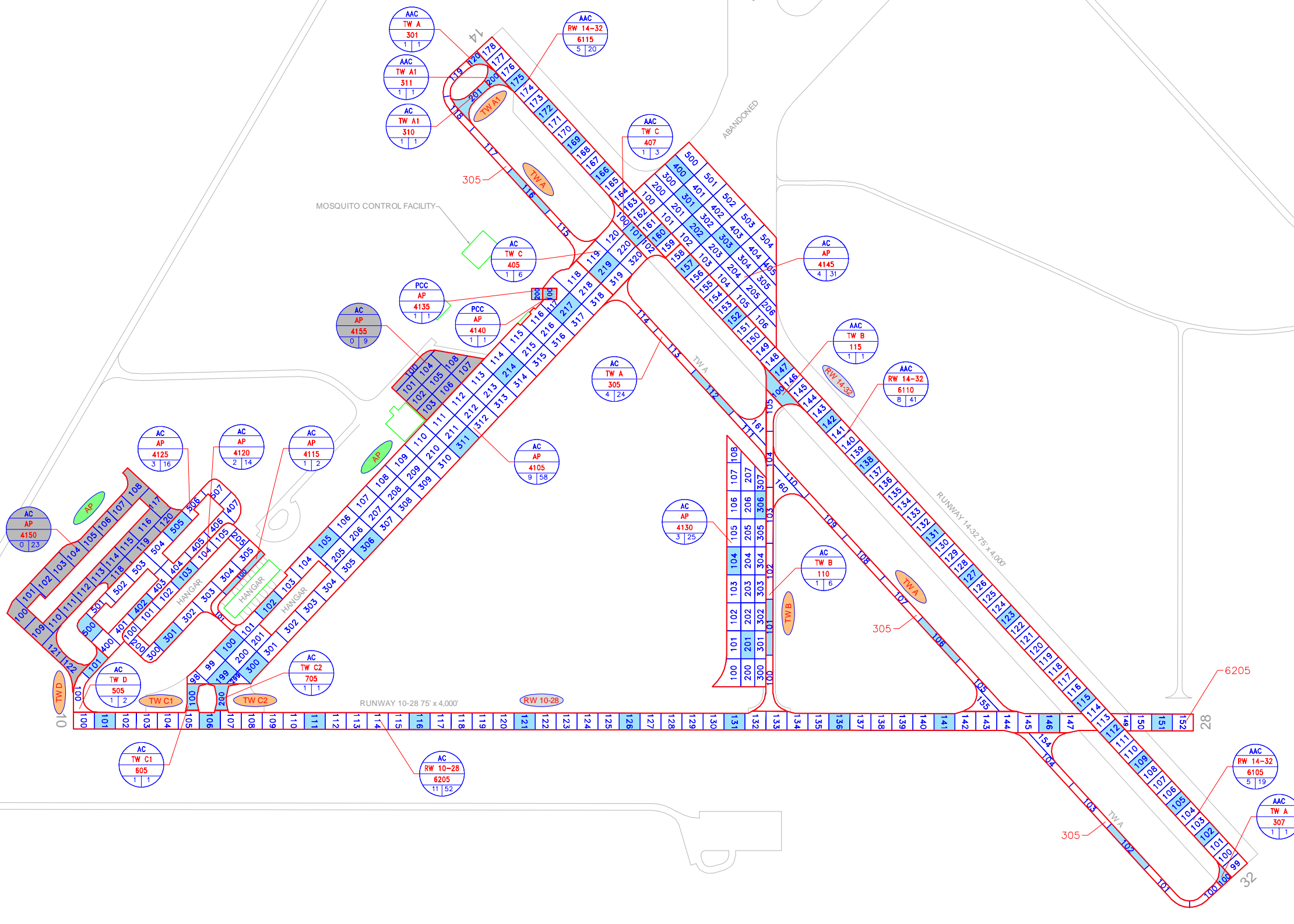
- RW 13-31 TYPICAL RUNWAY BRANCH ID
- TW A TYPICAL TAXIWAY BRANCH ID
- AP S TYPICAL APRON BRANCH ID

PROGRAM YEAR

2021	2026
2022	2027
2023	2028
2024	2029
2025	2030

"BRANCH": "SECTION"
"YEAR": "REHAB ACTIVITY"
"EST. COST"

RUNWAY LENGTHS DEPICTED IN THIS DRAWING ARE FOR PAVEMENT MANAGEMENT PURPOSES ONLY AND MAY NOT MATCH PUBLISHED RUNWAY LENGTHS. DRAWING NOT TO SCALE.



MOSQUITO CONTROL FACILITY

ABANDONED

ABANDONED

RUNWAY 10-28 75' x 4,000'

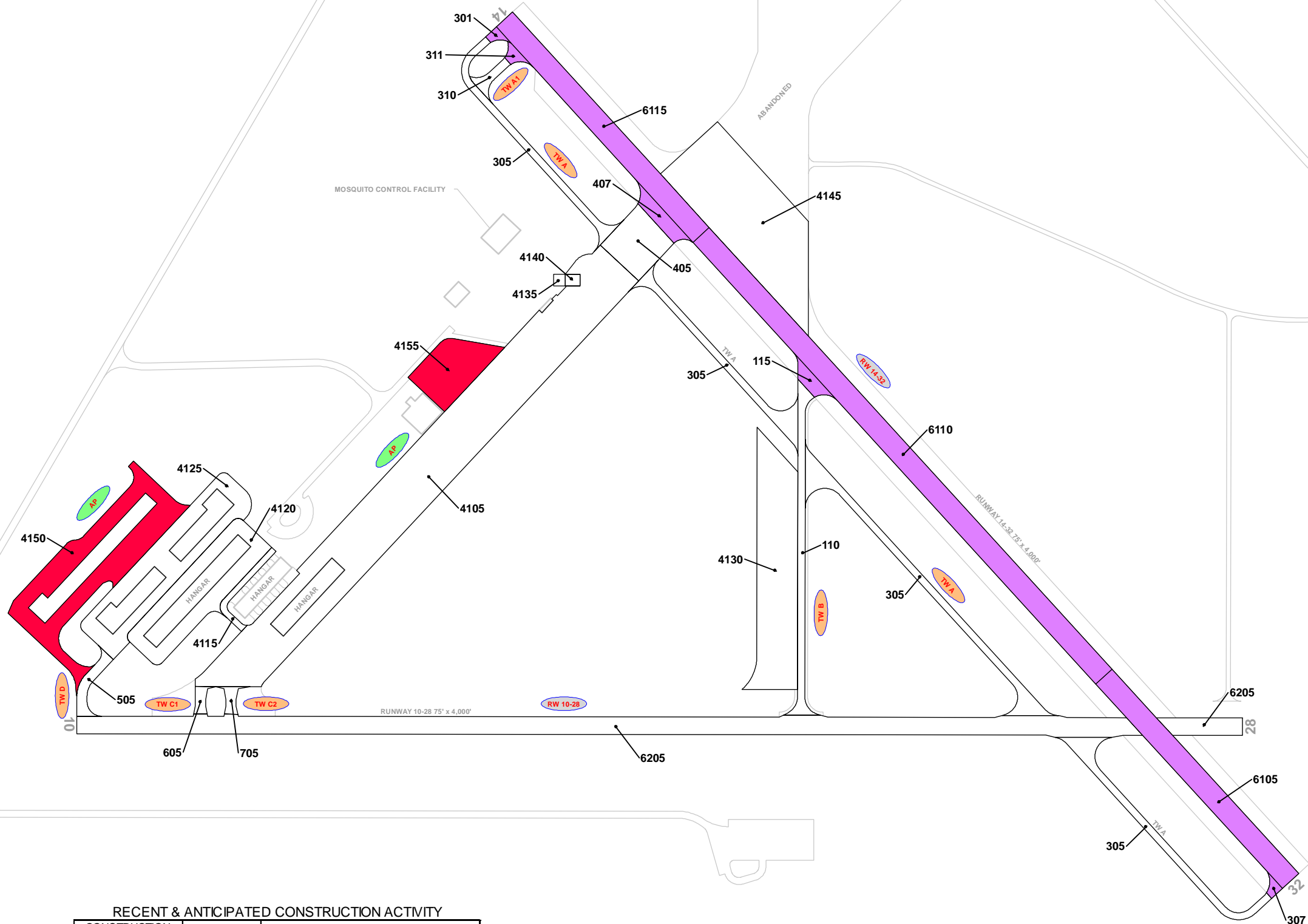
RUNWAY 14-32 75' x 4,000'

LEGEND

- TYPICAL RUNWAY BRANCH ID
- TYPICAL TAXIWAY BRANCH ID
- TYPICAL APRON BRANCH ID
- PAVEMENT SURFACE TYPE
- PAVEMENT BRANCH ID
- SECTION NUMBER
- NUMBER OF SAMPLE UNITS IN SECTION
- NUMBER OF SAMPLE UNITS TO BE INSPECTED
- SECTION NOT INSPECTED DUE TO RECENT CONSTRUCTION. SEE SYSTEM INVENTORY MAP FOR CONSTRUCTION DATES.
- INSPECTED SAMPLE UNITS.

TOTAL SAMPLES INSPECTED = 68
 AC: 66 PCC: 2

RUNWAY LENGTHS DEPICTED IN THIS DRAWING ARE FOR PAVEMENT MANAGEMENT PURPOSES ONLY AND MAY NOT MATCH PUBLISHED RUNWAY LENGTHS. DRAWING NOT TO SCALE



RECENT & ANTICIPATED CONSTRUCTION ACTIVITY

CONSTRUCTION YEAR	LOCATION	WORK TYPE / PAVEMENT SECTION
2018	RW 14-32, TW A, TW A1, TW B, TW C	Mill and Overlay 2" Mill and 2" Overlay
2019	AP	New Construction - AC 2" Section 334 SP-125, 6" P212

LEGEND

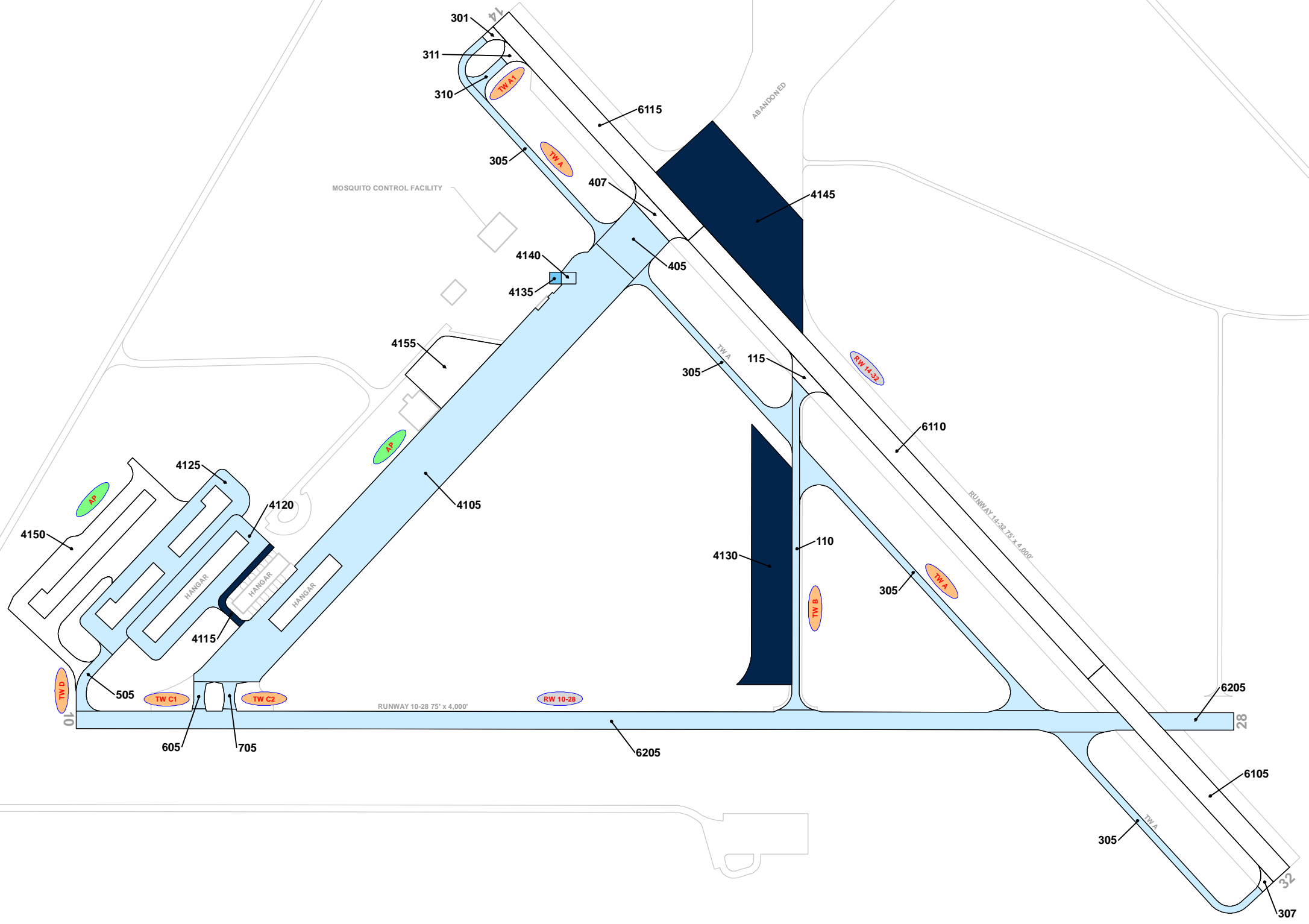
- RW 13-31 — TYPICAL RUNWAY BRANCH ID
- TW A — TYPICAL TAXIWAY BRANCH ID
- AP S — TYPICAL APRON BRANCH ID

PROJECT YEAR

- 2016
- 2017
- 2018
- 2019
- 2020
- 2021
- 2022
- 2023
- 2024
- 2025

RUNWAY LENGTHS DEPICTED IN THIS DRAWING ARE FOR PAVEMENT MANAGEMENT PURPOSES ONLY AND MAY NOT MATCH PUBLISHED RUNWAY LENGTHS. DRAWING NOT TO SCALE.





LEGEND

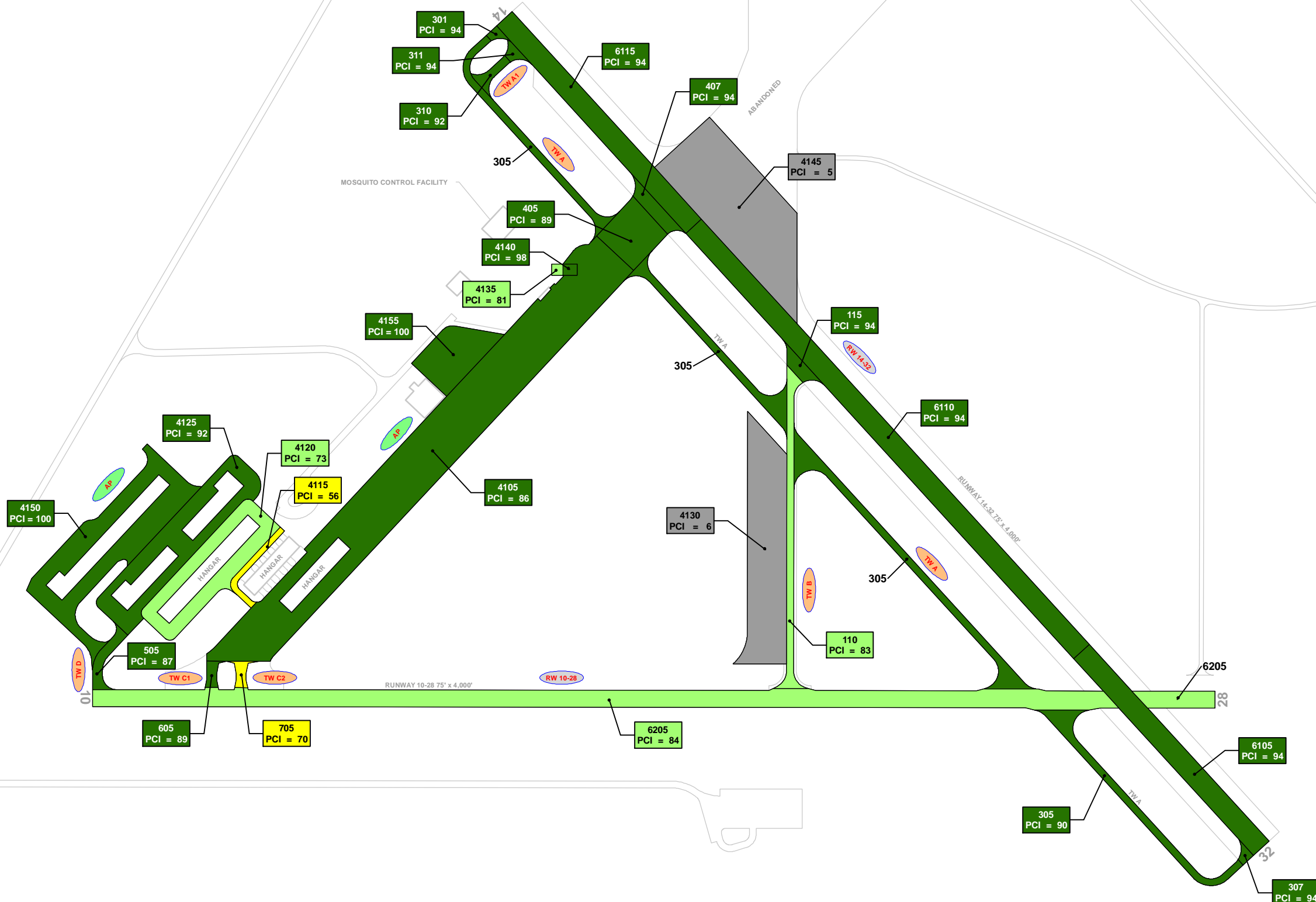
- TYPICAL RUNWAY BRANCH ID
- TYPICAL TAXIWAY BRANCH ID
- TYPICAL APRON BRANCH ID

AGE AT INSPECTION

- 0-5 Years
- 6-10 Years
- 11-15 Years
- 16-20 Years
- > 20 Years

RUNWAY LENGTHS DEPICTED IN THIS DRAWING ARE FOR PAVEMENT MANAGEMENT PURPOSES ONLY AND MAY NOT MATCH PUBLISHED RUNWAY LENGTHS. DRAWING NOT TO SCALE.





LEGEND

- RW 13-31 — TYPICAL RUNWAY BRANCH ID
- TW A — TYPICAL TAXIWAY BRANCH ID
- AP S — TYPICAL APRON BRANCH ID

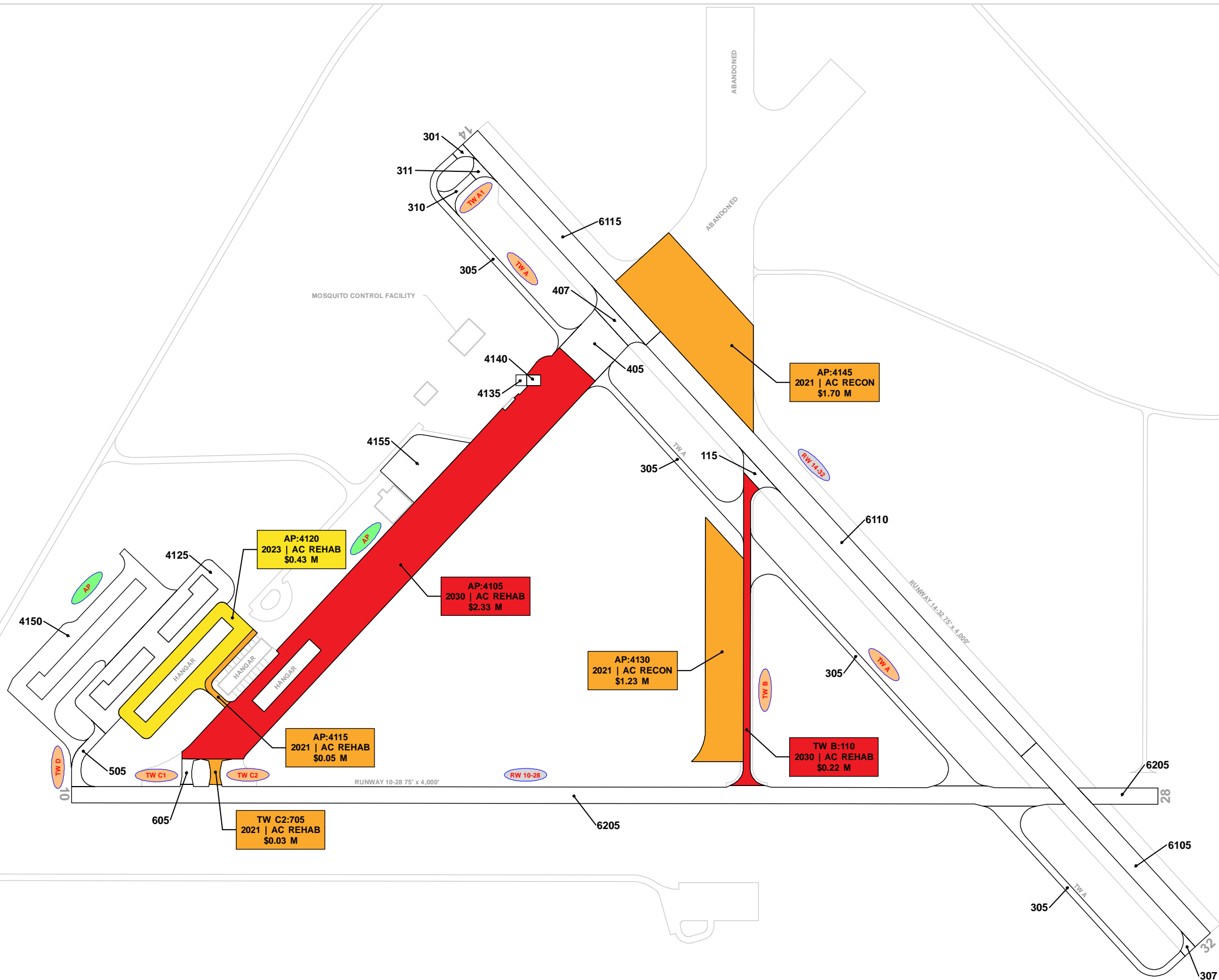
2020 PAVEMENT CONDITION INDEX

- PCI 86-100 Good
- PCI 71-85 Satisfactory
- PCI 56-70 Fair
- PCI 41-55 Poor
- PCI 26-40 Very Poor
- PCI 11-25 Serious
- PCI 0-10 Failed

**"SECTION ID"
"PCI VALUE"**

RUNWAY LENGTHS DEPICTED IN THIS DRAWING ARE FOR PAVEMENT MANAGEMENT PURPOSES ONLY AND MAY NOT MATCH PUBLISHED RUNWAY LENGTHS. DRAWING NOT TO SCALE.





MOSQUITO CONTROL FACILITY




ABANDONED

ABANDONED











RUNWAY 14-32 13,000' x 4,000'

RUNWAY 10-28 75' x 4,000'

LEGEND

-  RW 13-31 — TYPICAL RUNWAY BRANCH ID
-  TW A — TYPICAL TAXIWAY BRANCH ID
-  AP S — TYPICAL APRON BRANCH ID

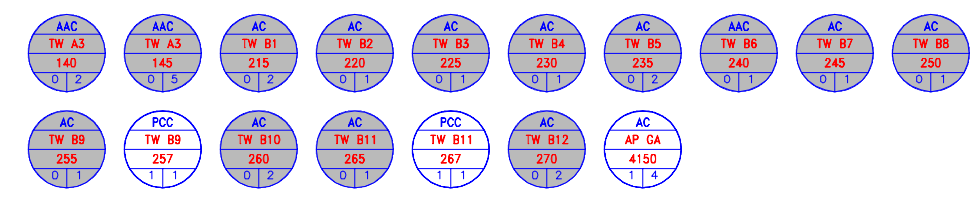
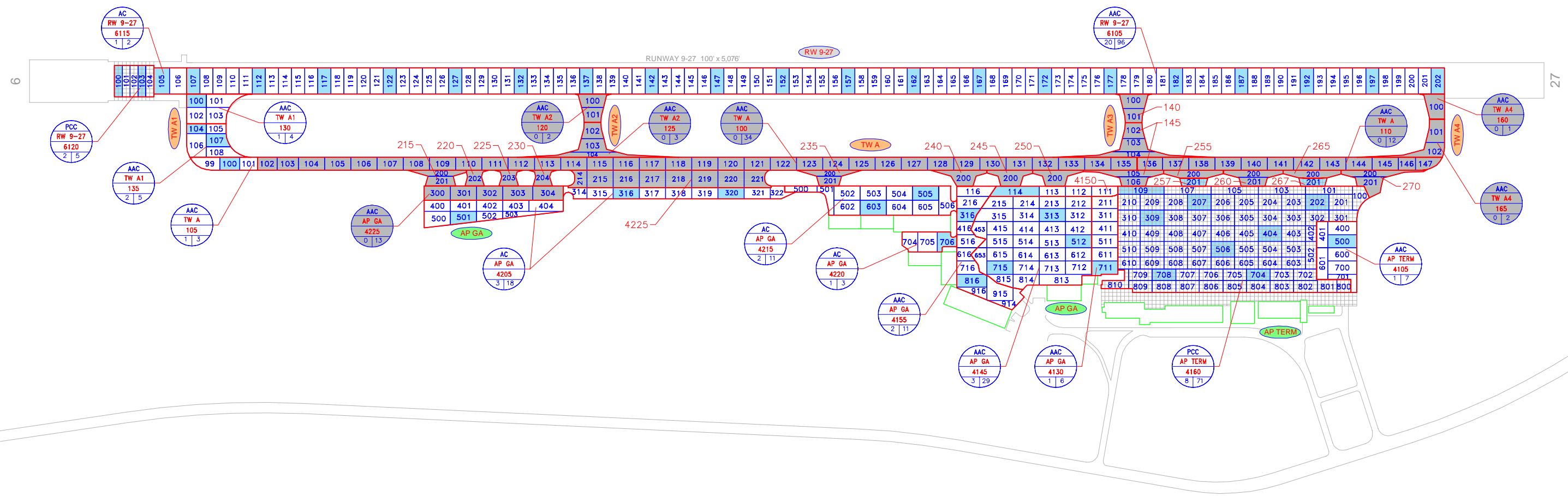
PROGRAM YEAR

- | | | | |
|---|------|---|------|
|  | 2021 |  | 2026 |
|  | 2022 |  | 2027 |
|  | 2023 |  | 2028 |
|  | 2024 |  | 2029 |
|  | 2025 |  | 2030 |

"BRANCH"/"SECTION" "YEAR"/"REHAB ACTIVITY" "EST. COST"
--

RUNWAY LENGTHS DEPICTED IN THIS DRAWING ARE FOR PAVEMENT MANAGEMENT PURPOSES ONLY AND MAY NOT MATCH PUBLISHED RUNWAY LENGTHS. DRAWING NOT TO SCALE.

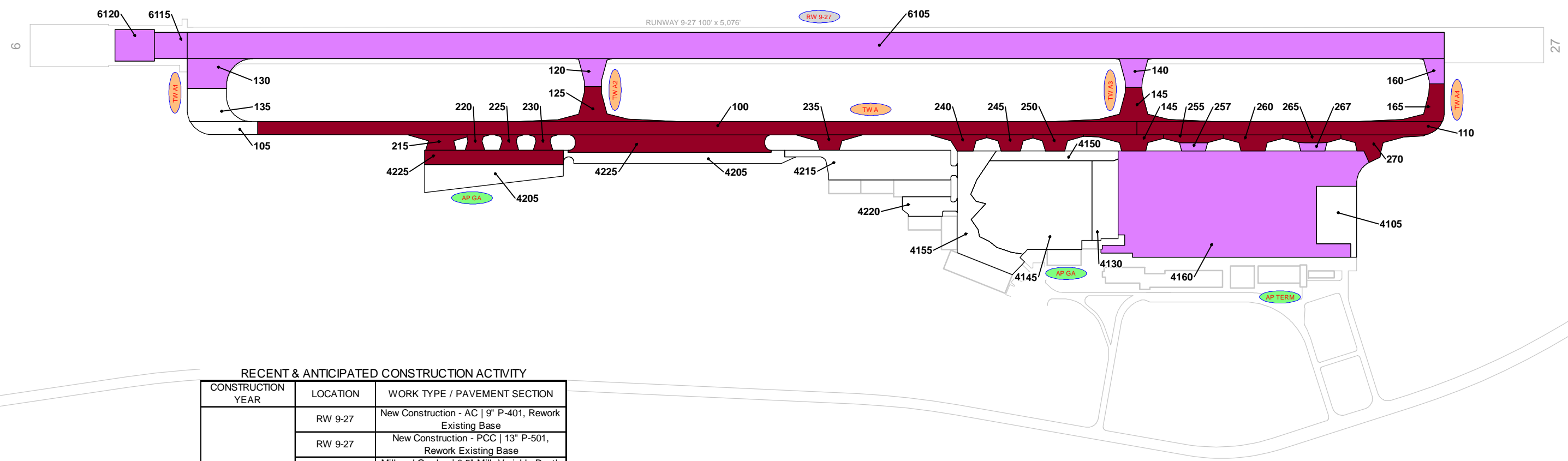




- LEGEND**
- TYPICAL RUNWAY BRANCH ID
 - TYPICAL TAXIWAY BRANCH ID
 - TYPICAL APRON BRANCH ID
 - PAVEMENT SURFACE TYPE
 - PAVEMENT BRANCH ID
 - SECTION NUMBER
 - NUMBER OF SAMPLE UNITS IN SECTION
 - NUMBER OF SAMPLE UNITS TO BE INSPECTED
 - SECTION NOT INSPECTED DUE TO RECENT CONSTRUCTION. SEE SYSTEM INVENTORY MAP FOR CONSTRUCTION DATES.
 - INSPECTED SAMPLE UNITS.

TOTAL SAMPLES INSPECTED = 51
AC: 39 PCC: 12

RUNWAY LENGTHS DEPICTED IN THIS DRAWING ARE FOR PAVEMENT MANAGEMENT PURPOSES ONLY AND MAY NOT MATCH PUBLISHED RUNWAY LENGTHS. DRAWING NOT TO SCALE.



RECENT & ANTICIPATED CONSTRUCTION ACTIVITY

CONSTRUCTION YEAR	LOCATION	WORK TYPE / PAVEMENT SECTION
2018	RW 9-27	New Construction - AC 9" P-401, Rework Existing Base
	RW 9-27	New Construction - PCC 13" P-501, Rework Existing Base
	RW 9-27	Mill and Overlay 0.5" Mill, Variable Depth P-401 Overlay
	TW A1, TW A2, TW A3, TW A4	Mill and Overlay
	AP TERM	Complete Reconstruction - PCC 13" P-501, Rework Existing Base
	TW B9, TW B11	Complete Reconstruction - PCC
2021	AP GA, TW A, TW A4	Mill and Overlay Variable Depth Mill, Variable Depth P-401 Overlay
	TW A2, TW A3,	Mill and Overlay Variable Depth Mill, Variable Depth P-401 Overlay; Fillet Widening (7" P-401, 9" P-211)
	TW B1, TW B2, TW B3, TW B4, TW B5	Complete Reconstruction - AC 4" P-401, Rework Existing Base; Fillet Widening (4" P-401, 8" P-211)
	TW B6	Mill and Overlay Variable Depth Mill, Variable Depth P-401 Overlay; Fillet Widening (4" P-401, 8" P-211)
	TW B7, TW B8	Complete Reconstruction - AC 4" P-401, 8" P-211
	TW B9, TW B10, TW B11, TW B12	Complete Reconstruction - AC 7" P-401, Rework Existing Base; Fillet Widening (7" P-401, 9" P-211)

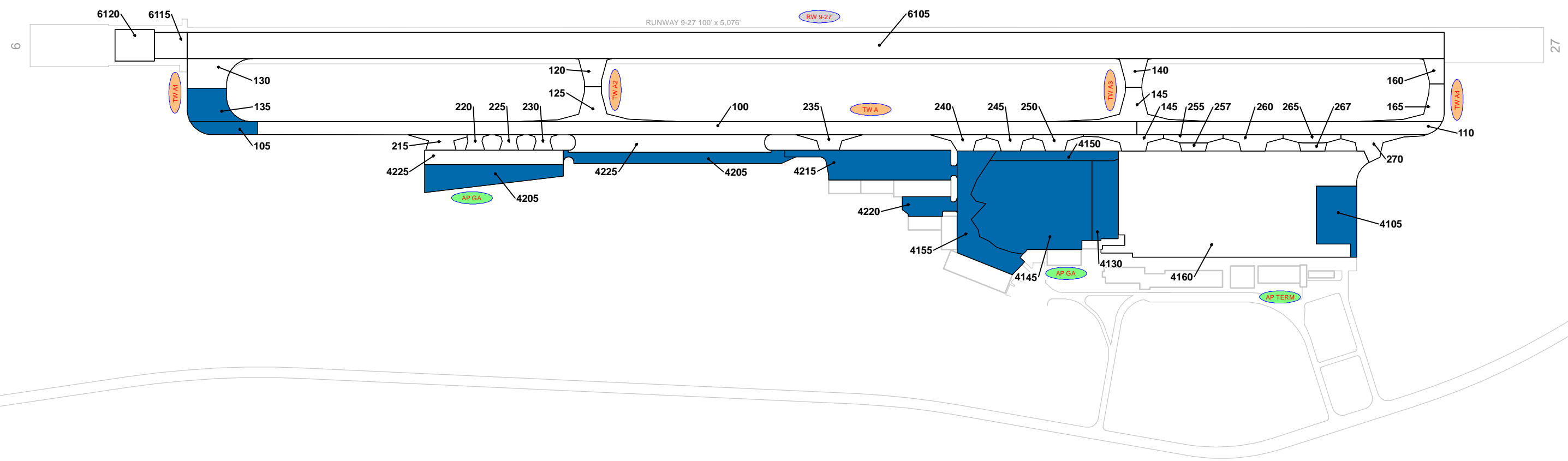
LEGEND

- RW 13-31 — TYPICAL RUNWAY BRANCH ID
- TW A — TYPICAL TAXIWAY BRANCH ID
- AP S — TYPICAL APRON BRANCH ID

PROJECT YEAR

2017	2022
2018	2023
2019	2024
2020	2025
2021	2026

RUNWAY LENGTHS DEPICTED IN THIS DRAWING ARE FOR PAVEMENT MANAGEMENT PURPOSES ONLY AND MAY NOT MATCH PUBLISHED RUNWAY LENGTHS. DRAWING NOT TO SCALE.



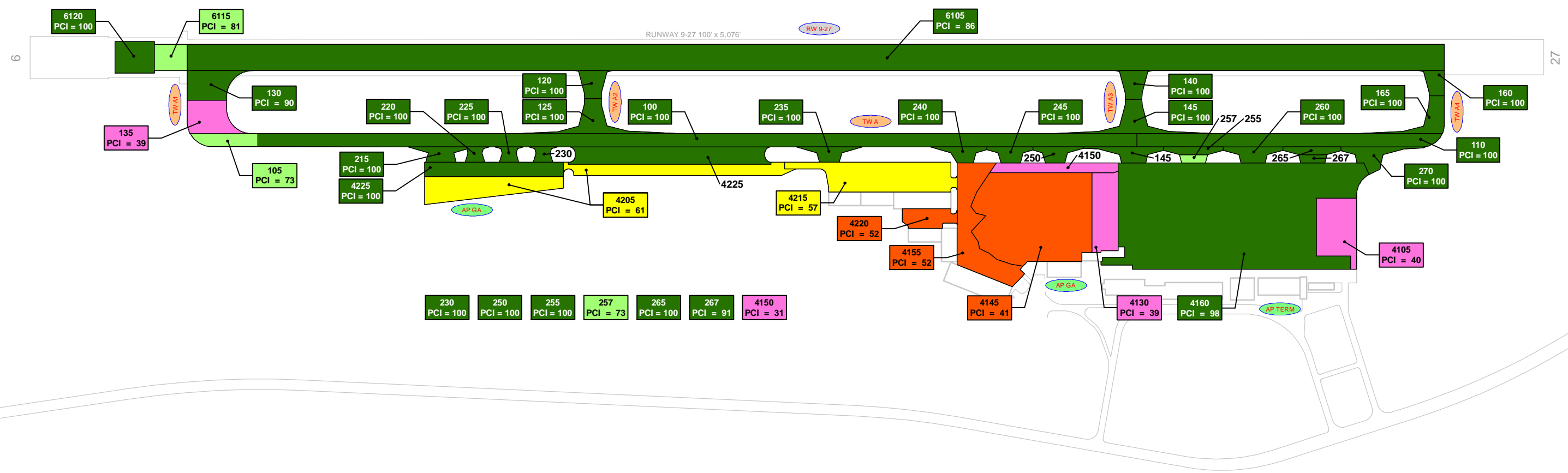
LEGEND

- RW 13-31 — TYPICAL RUNWAY BRANCH ID
- TW A — TYPICAL TAXIWAY BRANCH ID
- AP S — TYPICAL APRON BRANCH ID

AGE AT INSPECTION

- 0-5 Years
- 6-10 Years
- 11-15 Years
- 16-20 Years
- > 20 Years

RUNWAY LENGTHS DEPICTED IN THIS DRAWING ARE FOR PAVEMENT MANAGEMENT PURPOSES ONLY AND MAY NOT MATCH PUBLISHED RUNWAY LENGTHS. DRAWING NOT TO SCALE.



LEGEND

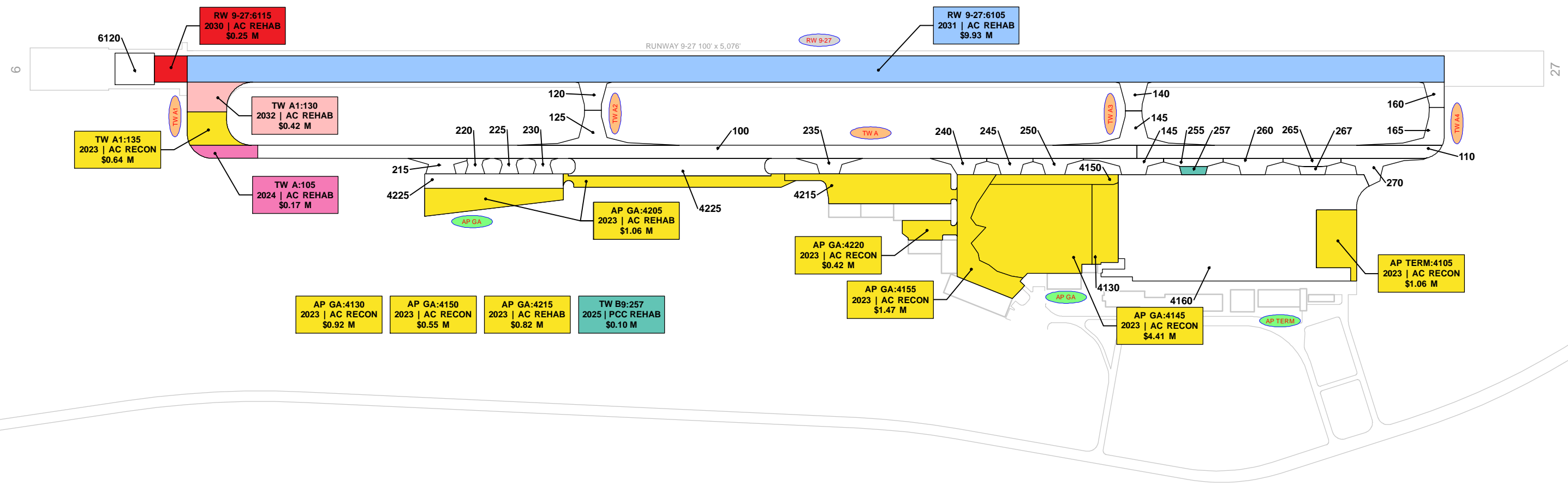
- RW 13-31 TYPICAL RUNWAY BRANCH ID
- TW A TYPICAL TAXIWAY BRANCH ID
- AP S TYPICAL APRON BRANCH ID

2022 PAVEMENT CONDITION INDEX

- PCI 86-100 Good
- PCI 71-85 Satisfactory
- PCI 56-70 Fair
- PCI 41-55 Poor
- PCI 26-40 Very Poor
- PCI 11-25 Serious
- PCI 0-10 Failed

SECTION ID
PCI VALUE

RUNWAY LENGTHS DEPICTED IN THIS DRAWING ARE FOR PAVEMENT MANAGEMENT PURPOSES ONLY AND MAY NOT MATCH PUBLISHED RUNWAY LENGTHS. DRAWING NOT TO SCALE.



LEGEND

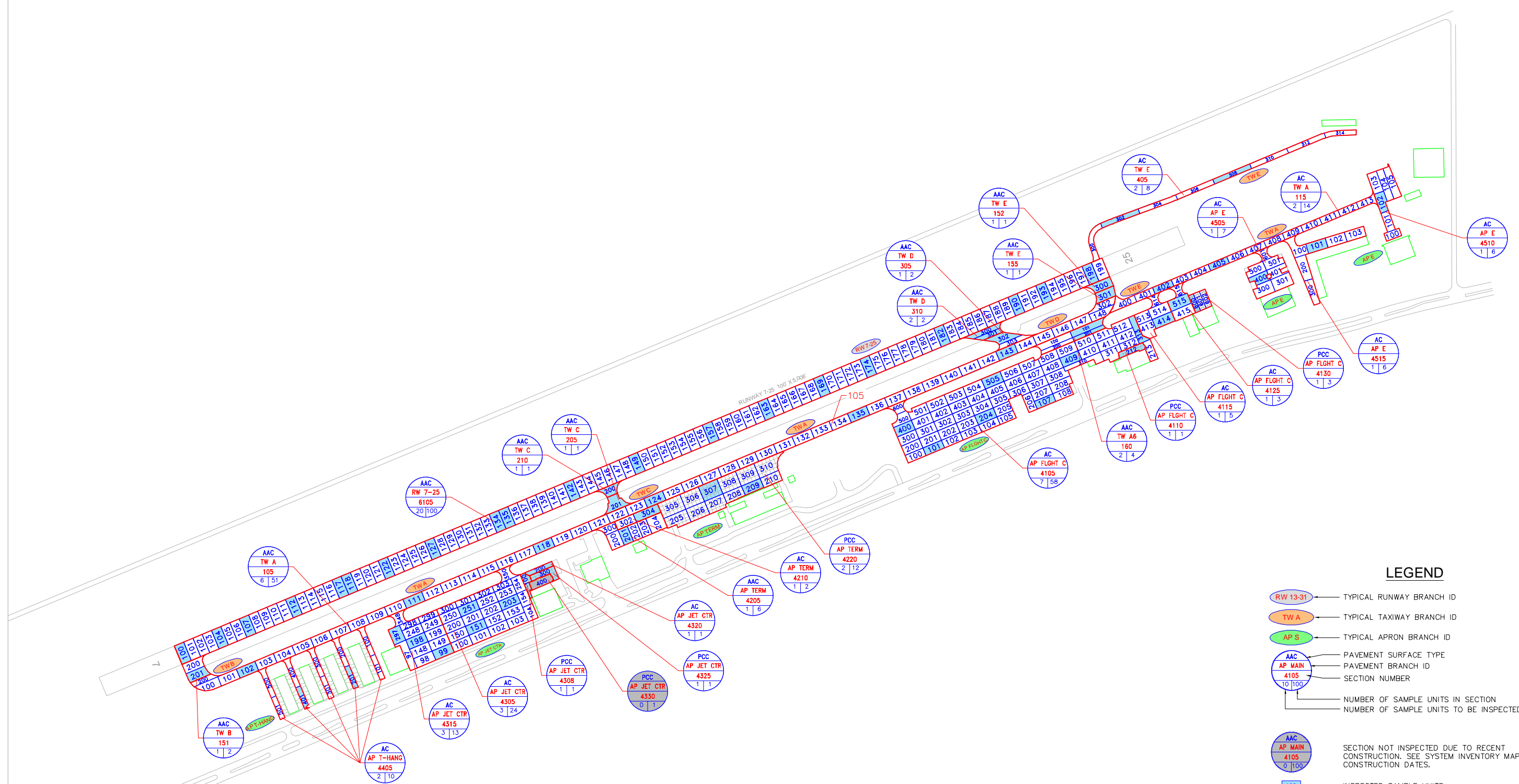
- RW 13-31 TYPICAL RUNWAY BRANCH ID
- TW A TYPICAL TAXIWAY BRANCH ID
- AP S TYPICAL APRON BRANCH ID

PROGRAM YEAR

	2023		2028
	2024		2029
	2025		2030
	2026		2031
	2027		2032

"BRANCH"; "SECTION"
"YEAR"; "REHAB ACTIVITY"
"EST. COST"

RUNWAY LENGTHS DEPICTED IN THIS DRAWING ARE FOR PAVEMENT MANAGEMENT PURPOSES ONLY AND MAY NOT MATCH PUBLISHED RUNWAY LENGTHS. DRAWING NOT TO SCALE.

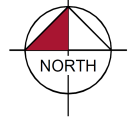


LEGEND

- RW 13-31 — TYPICAL RUNWAY BRANCH ID
- TW A — TYPICAL TAXIWAY BRANCH ID
- AP S — TYPICAL APRON BRANCH ID
- AAC — PAVEMENT SURFACE TYPE
- AP MAIN — PAVEMENT BRANCH ID
- 4105 — SECTION NUMBER
- 10 | 100 — NUMBER OF SAMPLE UNITS IN SECTION
NUMBER OF SAMPLE UNITS TO BE INSPECTED
- AAC
AP MAIN
4105
0 | 100 — SECTION NOT INSPECTED DUE TO RECENT CONSTRUCTION. SEE SYSTEM INVENTORY MAP FOR CONSTRUCTION DATES.
- 100 — INSPECTED SAMPLE UNITS.

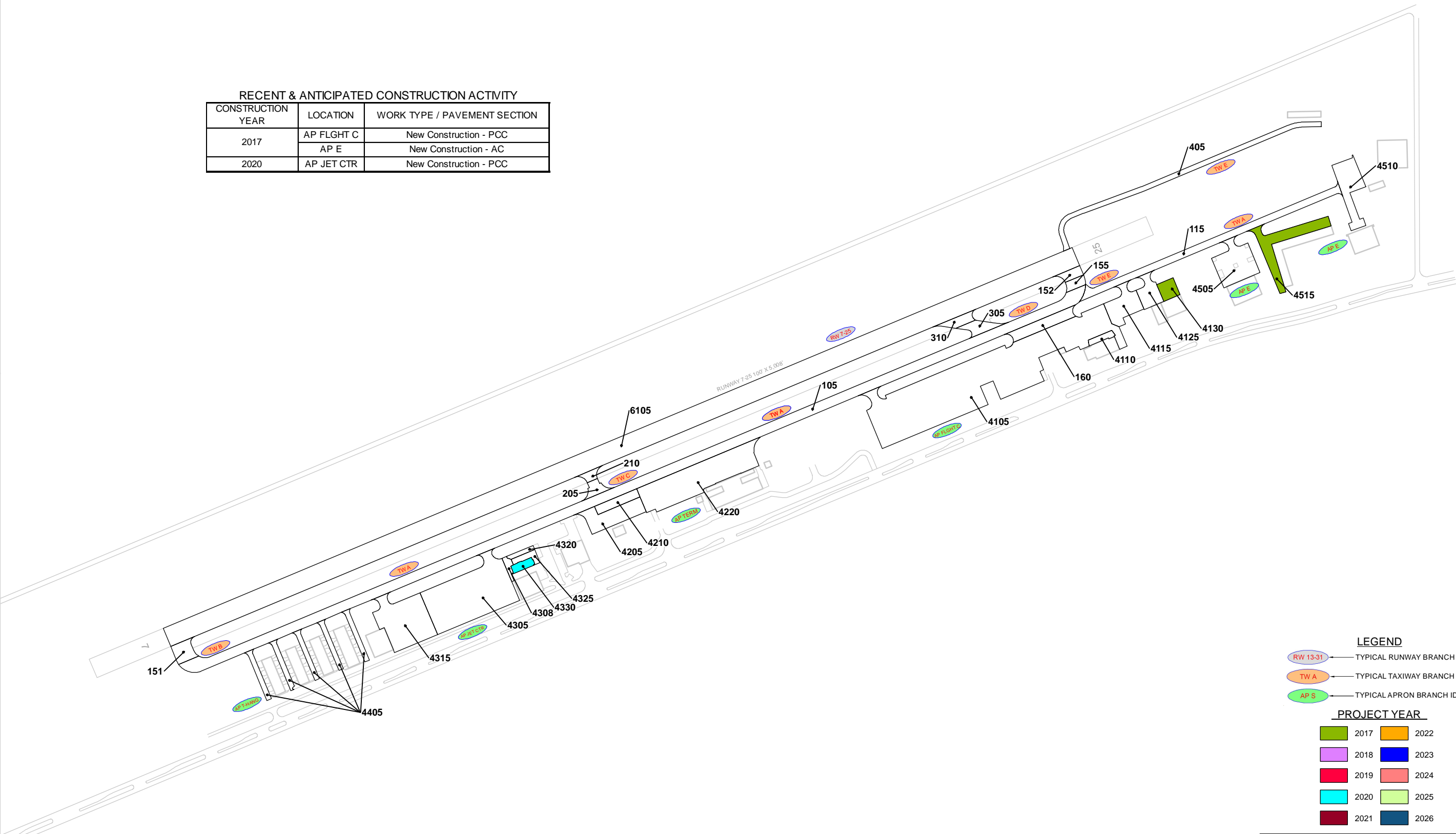
TOTAL SAMPLES INSPECTED = 69
 AC: 63 PCC: 6

RUNWAY LENGTHS DEPICTED IN THIS DRAWING ARE FOR PAVEMENT MANAGEMENT PURPOSES ONLY AND MAY NOT MATCH PUBLISHED RUNWAY LENGTHS. DRAWING NOT TO SCALE.



RECENT & ANTICIPATED CONSTRUCTION ACTIVITY

CONSTRUCTION YEAR	LOCATION	WORK TYPE / PAVEMENT SECTION
2017	AP FLGHT C	New Construction - PCC
	AP E	New Construction - AC
2020	AP JET CTR	New Construction - PCC



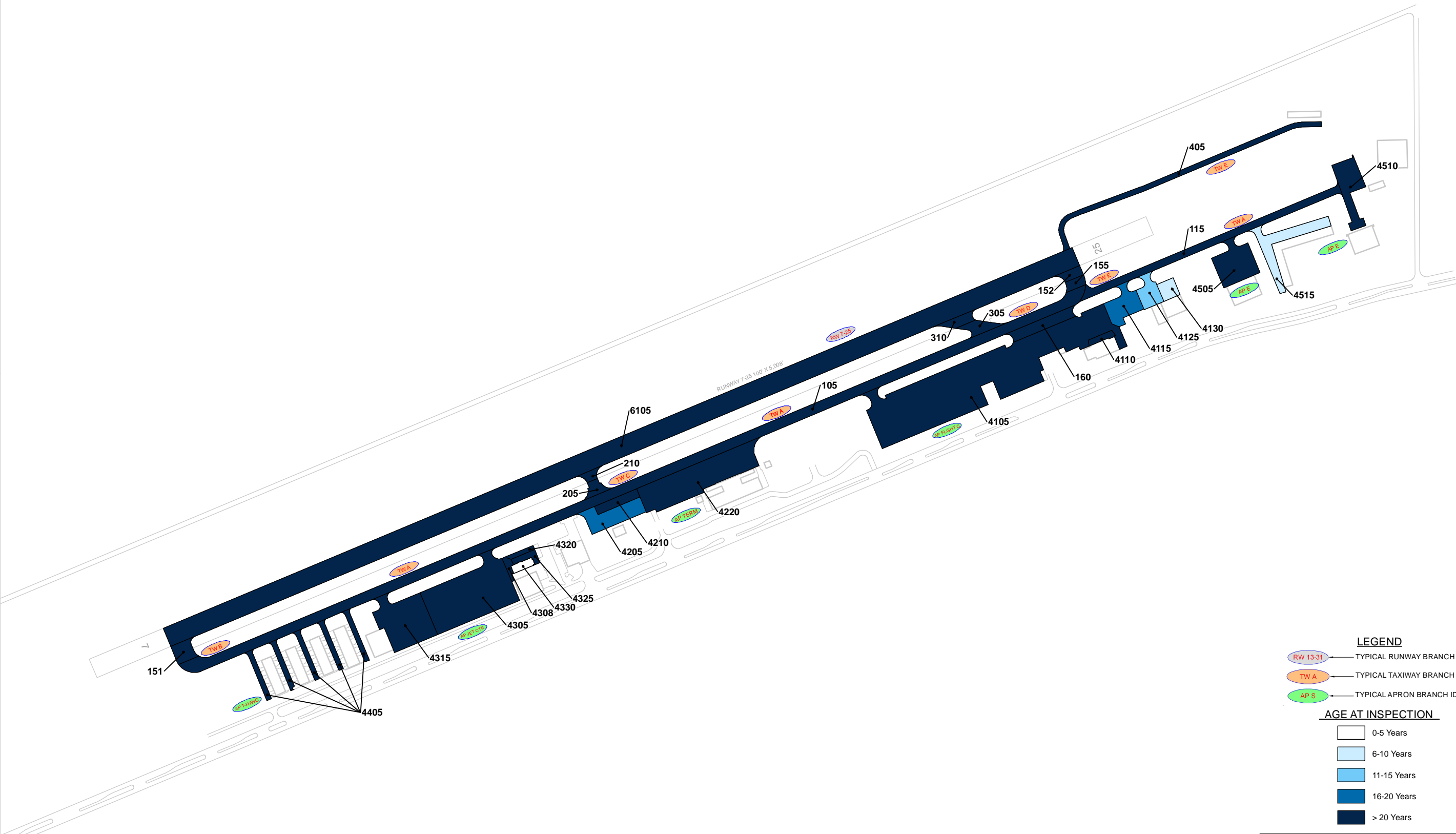
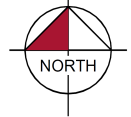
LEGEND

- RW 13-31 TYPICAL RUNWAY BRANCH ID
- TW A TYPICAL TAXIWAY BRANCH ID
- AP S TYPICAL APRON BRANCH ID

PROJECT YEAR

 2017	 2022
 2018	 2023
 2019	 2024
 2020	 2025
 2021	 2026

RUNWAY LENGTHS DEPICTED IN THIS DRAWING ARE FOR PAVEMENT MANAGEMENT PURPOSES ONLY AND MAY NOT MATCH PUBLISHED RUNWAY LENGTHS. DRAWING NOT TO SCALE.



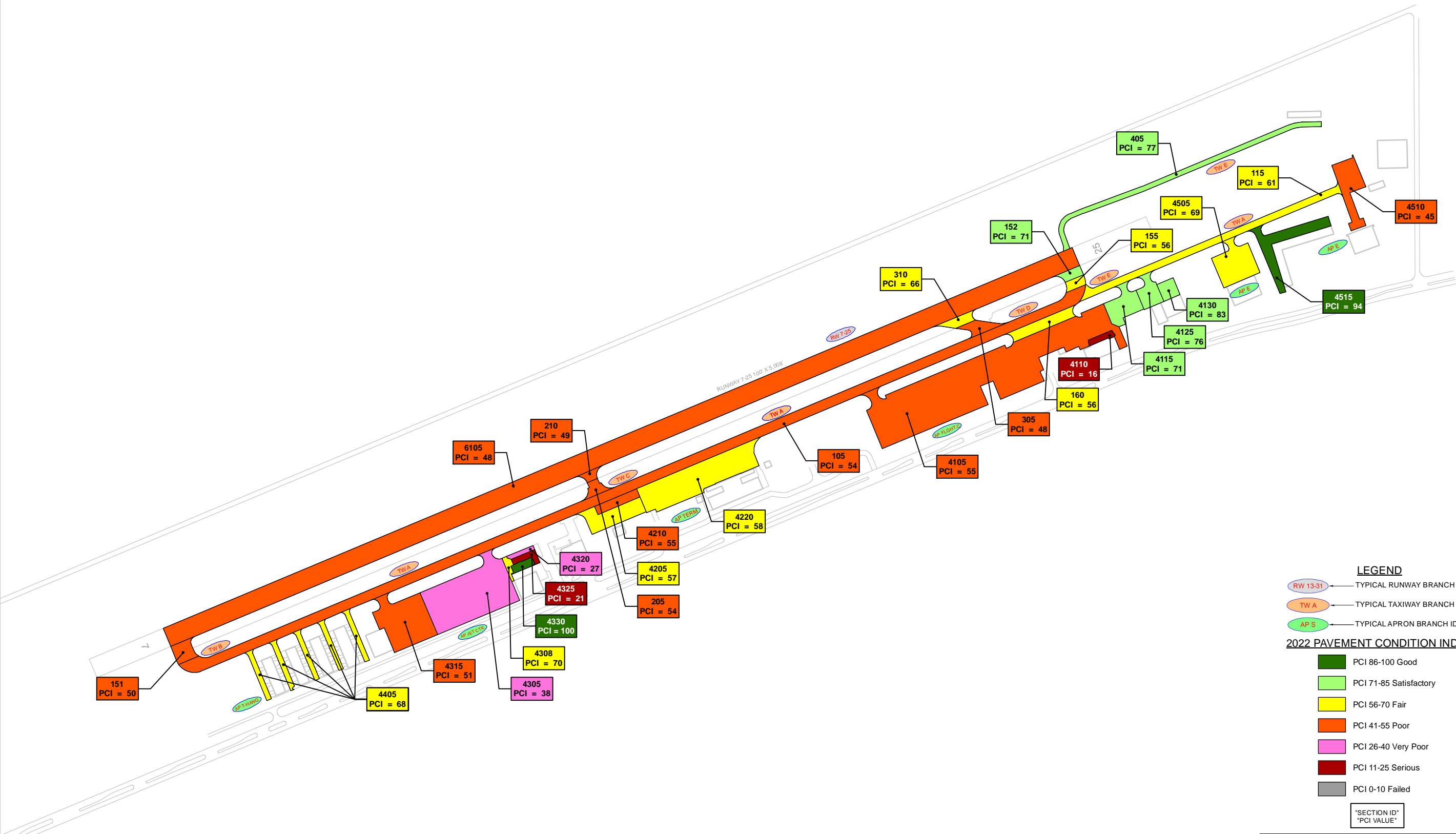
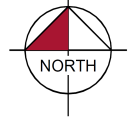
LEGEND

- TYPICAL RUNWAY BRANCH ID
- TYPICAL TAXIWAY BRANCH ID
- TYPICAL APRON BRANCH ID

AGE AT INSPECTION

- 0-5 Years
- 6-10 Years
- 11-15 Years
- 16-20 Years
- > 20 Years

RUNWAY LENGTHS DEPICTED IN THIS DRAWING ARE FOR PAVEMENT MANAGEMENT PURPOSES ONLY AND MAY NOT MATCH PUBLISHED RUNWAY LENGTHS. DRAWING NOT TO SCALE.



LEGEND

- RW 13-31 ← TYPICAL RUNWAY BRANCH ID
- TW A ← TYPICAL TAXIWAY BRANCH ID
- AP S ← TYPICAL APRON BRANCH ID

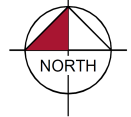
2022 PAVEMENT CONDITION INDEX

- PCI 86-100 Good
- PCI 71-85 Satisfactory
- PCI 56-70 Fair
- PCI 41-55 Poor
- PCI 26-40 Very Poor
- PCI 11-25 Serious
- PCI 0-10 Failed

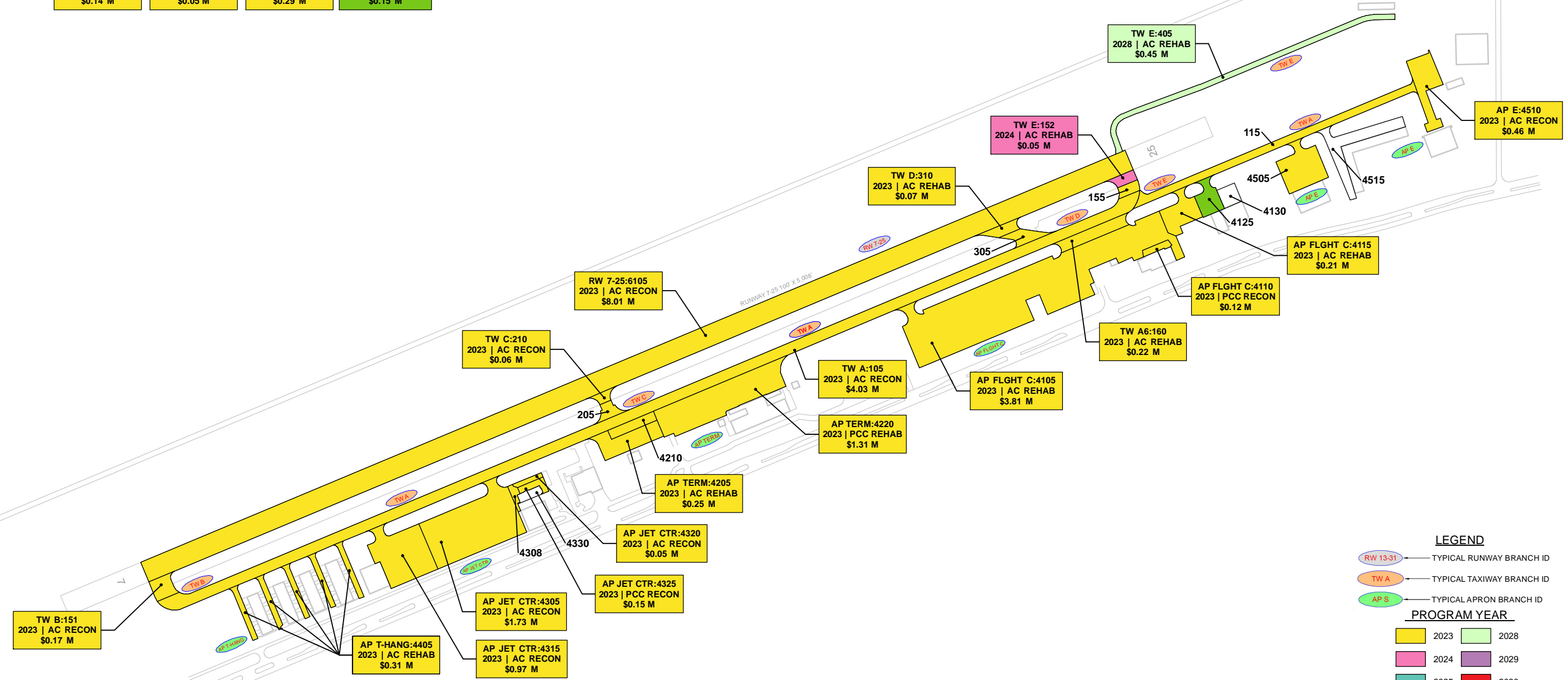
SECTION ID
PCI VALUE

RUNWAY LENGTHS DEPICTED IN THIS DRAWING ARE FOR PAVEMENT MANAGEMENT PURPOSES ONLY AND MAY NOT MATCH PUBLISHED RUNWAY LENGTHS. DRAWING NOT TO SCALE.





TW A:115 2023 AC REHAB \$0.46 M	TW E:155 2023 AC REHAB \$0.05 M	TW C:205 2023 AC RECON \$0.10 M	TW D:305 2023 AC RECON \$0.15 M
AP TERM:4210 2023 AC REHAB \$0.14 M	AP JET CTR:4308 2023 PCC REHAB \$0.05 M	AP E:4505 2023 AC REHAB \$0.29 M	AP FLGHT C:4125 2026 AC REHAB \$0.15 M



LEGEND

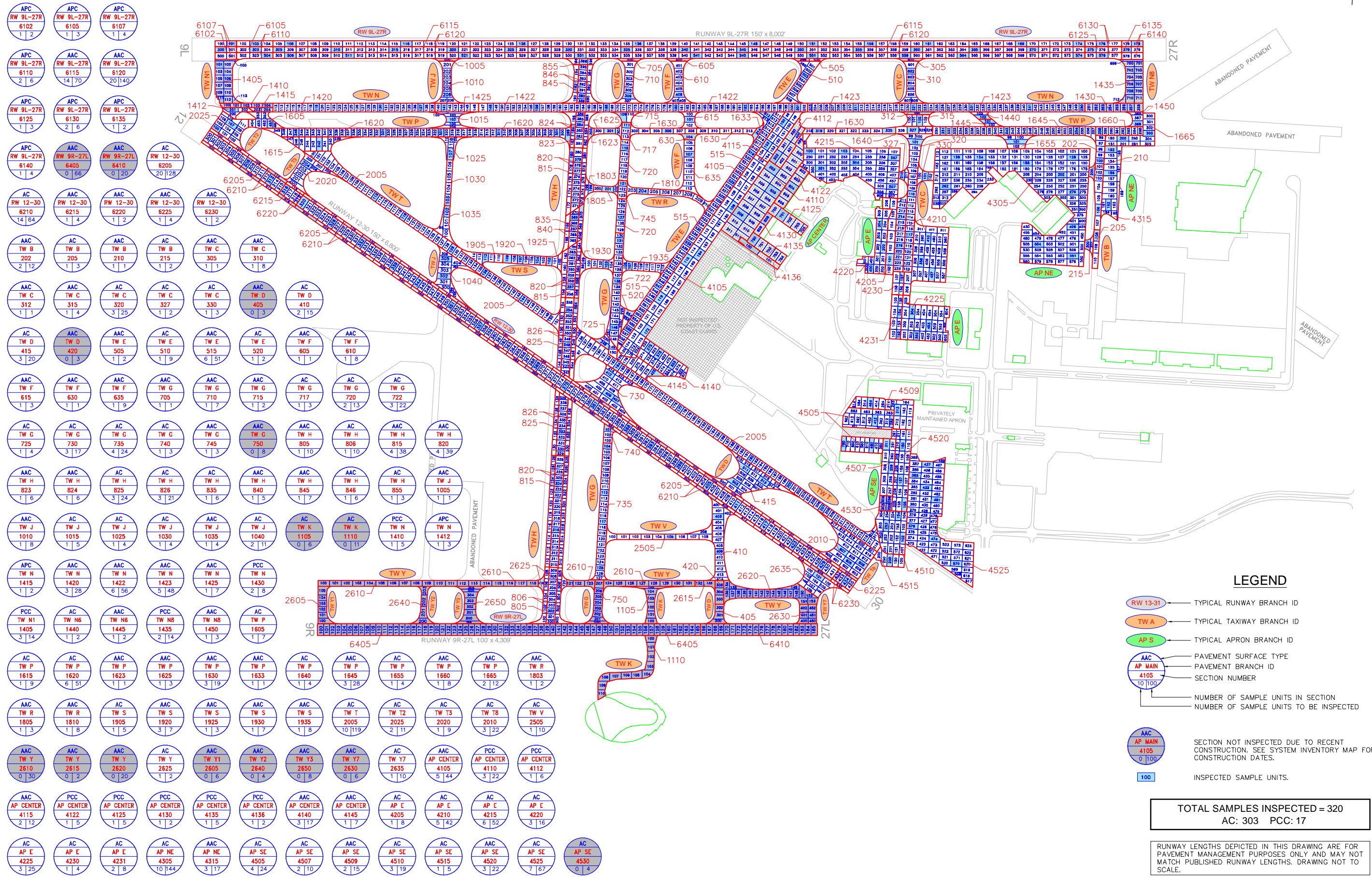
- RW 13-31 TYPICAL RUNWAY BRANCH ID
- TW A TYPICAL TAXIWAY BRANCH ID
- AP S TYPICAL APRON BRANCH ID

PROGRAM YEAR

 2023	 2028
 2024	 2029
 2025	 2030
 2026	 2031
 2027	 2032

"BRANCH" "SECTION"
"YEAR" "REHAB ACTIVITY"
"EST. COST"

RUNWAY LENGTHS DEPICTED IN THIS DRAWING ARE FOR PAVEMENT MANAGEMENT PURPOSES ONLY AND MAY NOT MATCH PUBLISHED RUNWAY LENGTHS. DRAWING NOT TO SCALE.



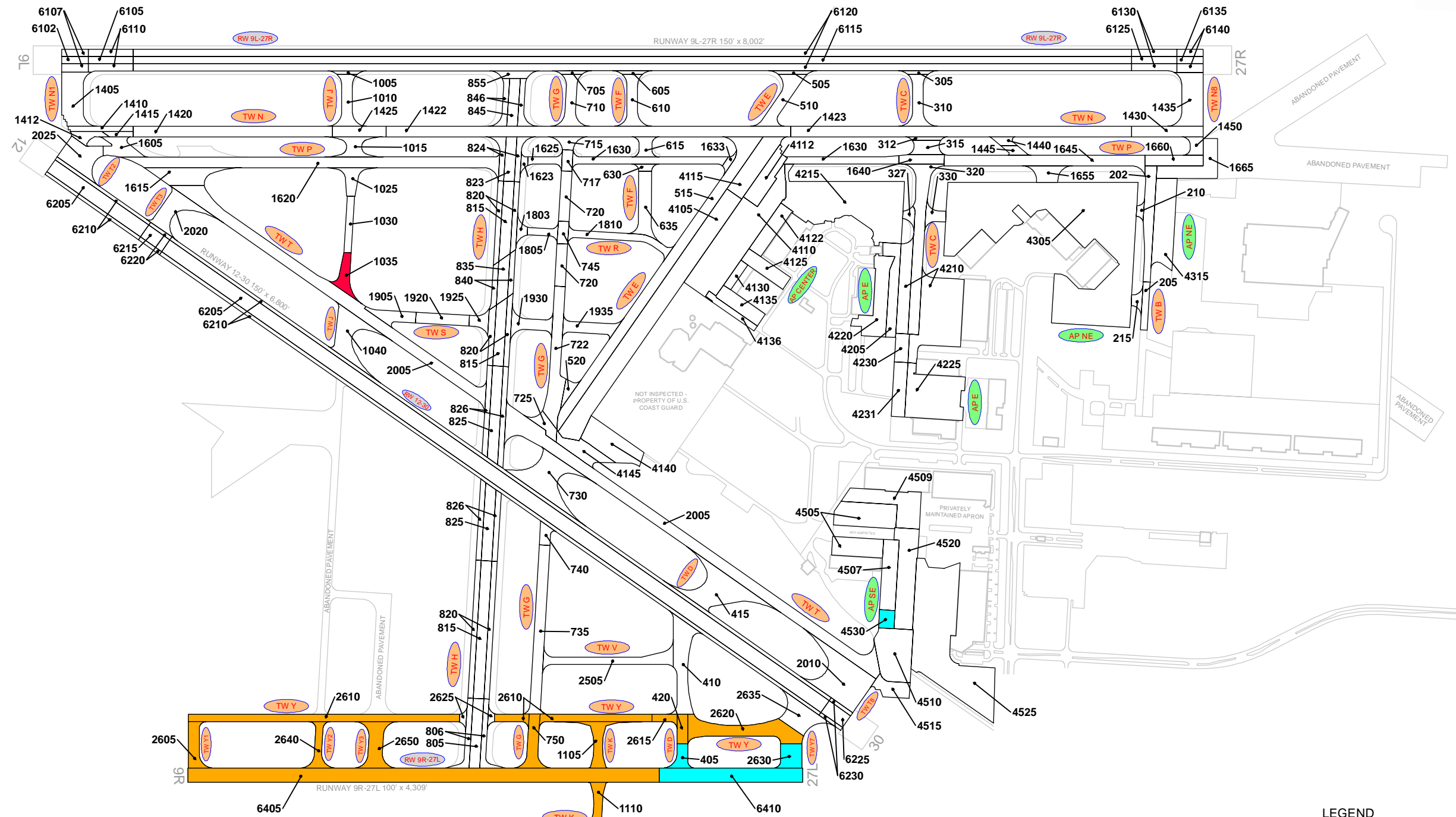
LEGEND

- RW 13-31 TYPICAL RUNWAY BRANCH ID
- TW A TYPICAL TAXIWAY BRANCH ID
- AP S TYPICAL APRON BRANCH ID
- AAC PAVEMENT SURFACE TYPE
- AP MAIN PAVEMENT BRANCH ID
- 4105 SECTION NUMBER
- 100 NUMBER OF SAMPLE UNITS IN SECTION
NUMBER OF SAMPLE UNITS TO BE INSPECTED
- AAC
AP MAIN
4105
0
100 SECTION NOT INSPECTED DUE TO RECENT CONSTRUCTION. SEE SYSTEM INVENTORY MAP FOR CONSTRUCTION DATES.
- 100 INSPECTED SAMPLE UNITS.

TOTAL SAMPLES INSPECTED = 320
AC: 303 PCC: 17

RUNWAY LENGTHS DEPICTED IN THIS DRAWING ARE FOR PAVEMENT MANAGEMENT PURPOSES ONLY AND MAY NOT MATCH PUBLISHED RUNWAY LENGTHS. DRAWING NOT TO SCALE.





RECENT & ANTICIPATED CONSTRUCTION ACTIVITY

CONSTRUCTION YEAR	LOCATION	WORK TYPE / PAVEMENT SECTION
2019	TW J	Mill and Overlay
2020	RW 9R-27L, TW D, TW Y7	Mill and Overlay
	AP SE	New Construction - AC
2022	RW 9R-27L, TW D, TW G, TW Y, TW Y1, TW Y2, TW Y3	Mill and Overlay
	TW K	New Construction - AC 4" P-401, 15" P-211, 18" P-154, 28" P-152

LEGEND

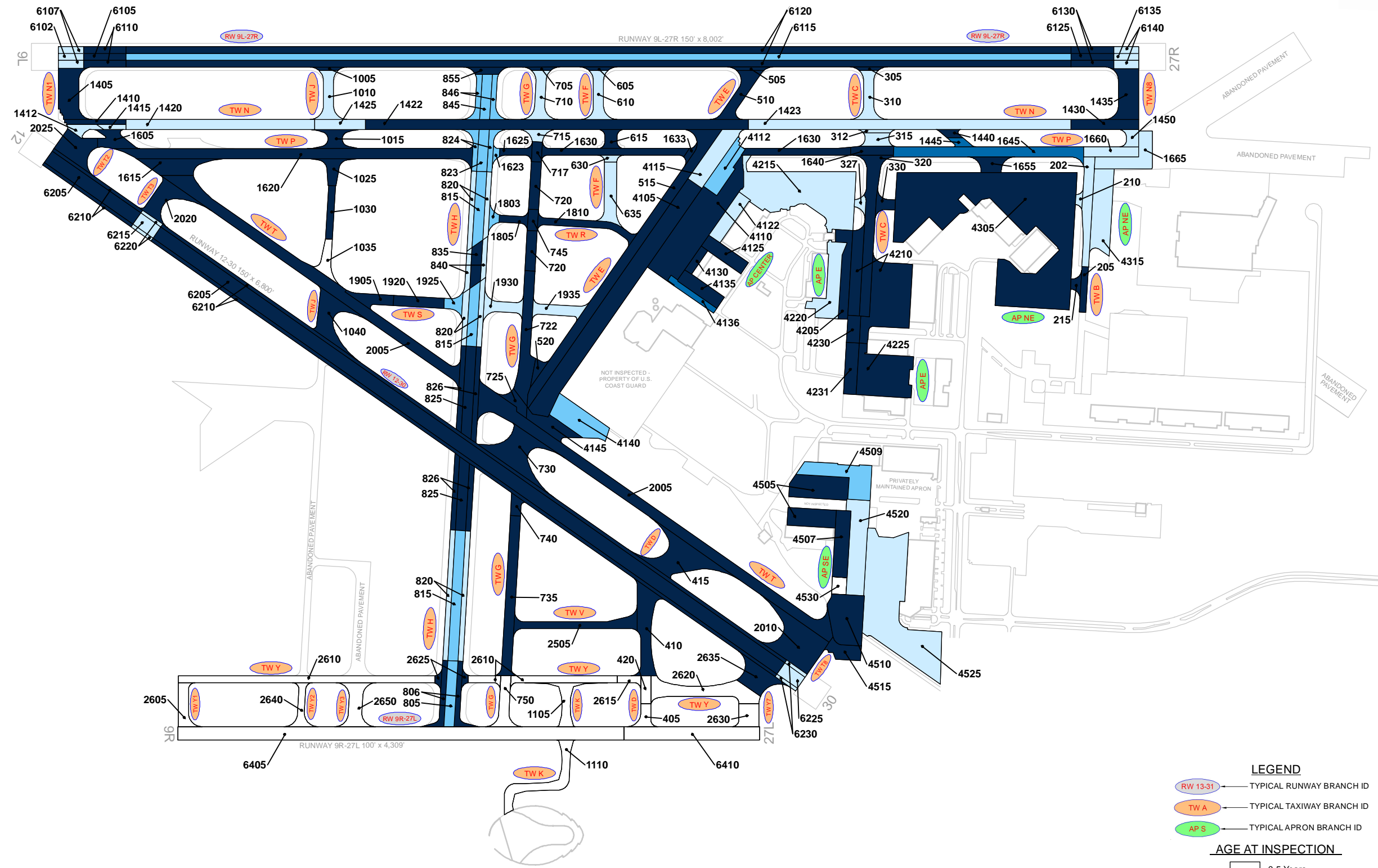
- RW 13-31 TYPICAL RUNWAY BRANCH ID
- TW A TYPICAL TAXIWAY BRANCH ID
- AP S TYPICAL APRON BRANCH ID

PROJECT YEAR

 2017	 2022
 2018	 2023
 2019	 2024
 2020	 2025
 2021	 2026

RUNWAY LENGTHS DEPICTED IN THIS DRAWING ARE FOR PAVEMENT MANAGEMENT PURPOSES ONLY AND MAY NOT MATCH PUBLISHED RUNWAY LENGTHS. DRAWING NOT TO SCALE.





LEGEND

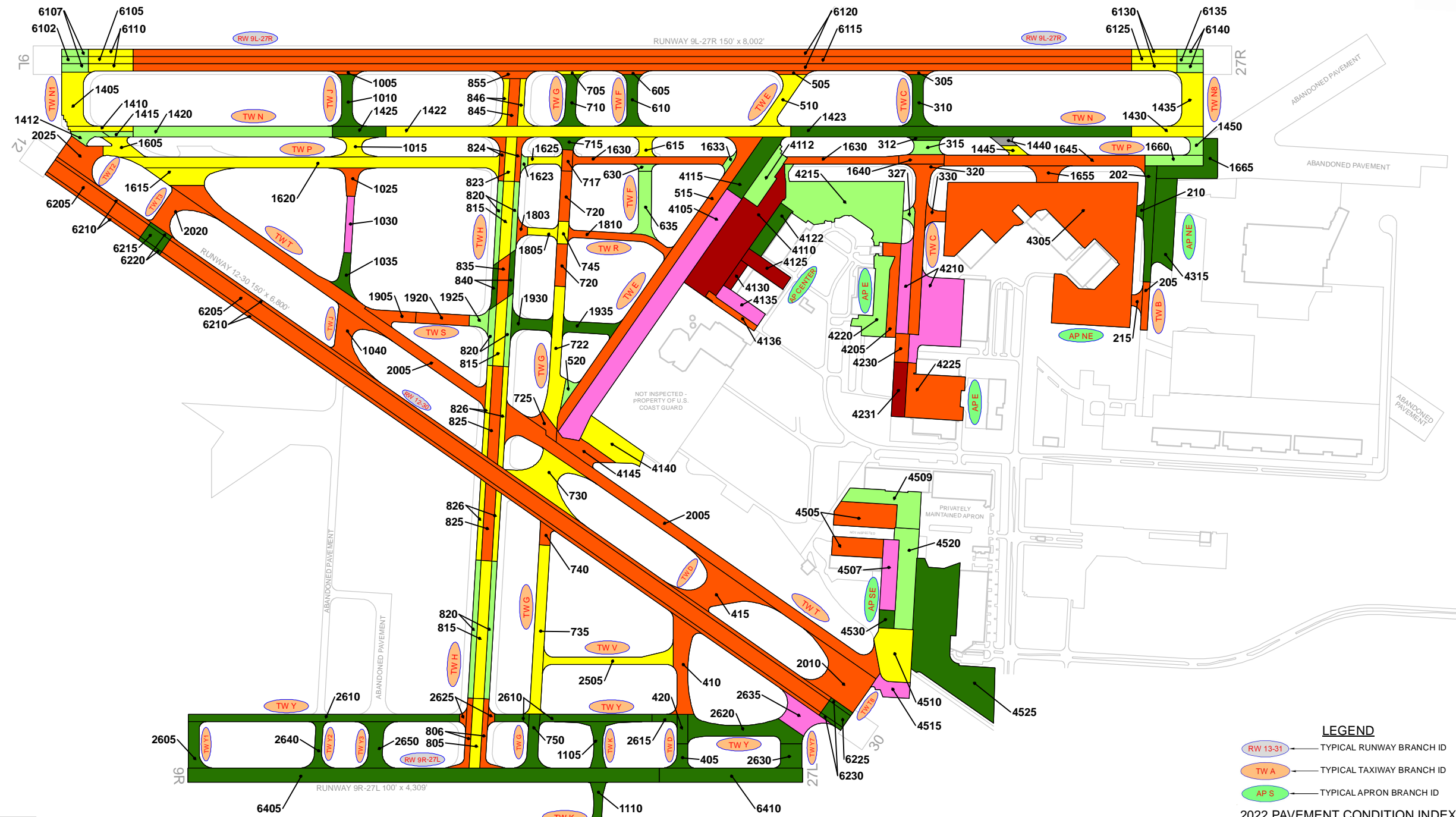
RW 13-31 — TYPICAL RUNWAY BRANCH ID
 TW A — TYPICAL TAXIWAY BRANCH ID
 AP S — TYPICAL APRON BRANCH ID

AGE AT INSPECTION

0-5 Years
 6-10 Years
 11-15 Years
 16-20 Years
 > 20 Years

RUNWAY LENGTHS DEPICTED IN THIS DRAWING ARE FOR PAVEMENT MANAGEMENT PURPOSES ONLY AND MAY NOT MATCH PUBLISHED RUNWAY LENGTHS. DRAWING NOT TO SCALE.





202 PCI = 88	205 PCI = 52	210 PCI = 89	215 PCI = 46	305 PCI = 48
310 PCI = 88	312 PCI = 86	315 PCI = 72	320 PCI = 45	327 PCI = 84
330 PCI = 47	405 PCI = 100	410 PCI = 44	415 PCI = 53	420 PCI = 100
505 PCI = 51	510 PCI = 63	515 PCI = 48	520 PCI = 83	605 PCI = 53
610 PCI = 87	615 PCI = 62	630 PCI = 85	635 PCI = 79	705 PCI = 65
710 PCI = 88	715 PCI = 88	717 PCI = 51	720 PCI = 53	722 PCI = 61
725 PCI = 46	730 PCI = 59	735 PCI = 61	740 PCI = 51	745 PCI = 66
750 PCI = 100	805 PCI = 63	806 PCI = 44	815 PCI = 64	820 PCI = 85
823 PCI = 58	824 PCI = 50	825 PCI = 51	826 PCI = 56	835 PCI = 49
840 PCI = 89	845 PCI = 52	846 PCI = 64	855 PCI = 50	1005 PCI = 51
1010 PCI = 89	1015 PCI = 69	1025 PCI = 54	1030 PCI = 37	1035 PCI = 94
1040 PCI = 50	1105 PCI = 100	1110 PCI = 100	1405 PCI = 68	1410 PCI = 57
1412 PCI = 74	1415 PCI = 80	1420 PCI = 85	1422 PCI = 57	1423 PCI = 87
1425 PCI = 88	1430 PCI = 66	1435 PCI = 68	1440 PCI = 7	1445 PCI = 67
1450 PCI = 72	1605 PCI = 58	1615 PCI = 61	1620 PCI = 61	1623 PCI = 73
1630 PCI = 48	1633 PCI = 85	1640 PCI = 44	1645 PCI = 49	1655 PCI = 49
1660 PCI = 85	1665 PCI = 92	1803 PCI = 54	1805 PCI = 60	
1810 PCI = 51	1905 PCI = 50	1920 PCI = 46	1925 PCI = 78	1930 PCI = 92
1935 PCI = 92	2005 PCI = 45	2010 PCI = 48	2020 PCI = 43	2025 PCI = 48
2505 PCI = 65	2605 PCI = 100	2610 PCI = 100	2615 PCI = 100	2620 PCI = 100
2625 PCI = 46	2630 PCI = 100	2635 PCI = 38	2640 PCI = 100	2650 PCI = 100
4105 PCI = 33	4110 PCI = 24	4112 PCI = 72	4115 PCI = 87	4122 PCI = 97
4125 PCI = 11	4130 PCI = 21	4135 PCI = 28	4136 PCI = 46	4140 PCI = 58
4145 PCI = 52	4205 PCI = 42	4210 PCI = 35	4215 PCI = 72	4220 PCI = 83
4225 PCI = 50	4230 PCI = 47	4231 PCI = 13	4305 PCI = 44	4315 PCI = 89
4505 PCI = 53	4507 PCI = 39	4509 PCI = 83	4510 PCI = 61	4515 PCI = 38
4520 PCI = 78	4525 PCI = 90	4530 PCI = 100	6102 PCI = 85	6105 PCI = 58
6107 PCI = 77	6110 PCI = 58	6115 PCI = 48	6120 PCI = 55	6125 PCI = 63
6130 PCI = 58	6135 PCI = 78	6140 PCI = 72	6205 PCI = 45	6210 PCI = 49
6215 PCI = 90	6220 PCI = 91	6225 PCI = 87	6230 PCI = 87	6405 PCI = 100
6410 PCI = 100				

LEGEND

- RW 13-31 — TYPICAL RUNWAY BRANCH ID
- TW A — TYPICAL TAXIWAY BRANCH ID
- AP S — TYPICAL APRON BRANCH ID

2022 PAVEMENT CONDITION INDEX

- PCI 86-100 Good
- PCI 71-85 Satisfactory
- PCI 56-70 Fair
- PCI 41-55 Poor
- PCI 26-40 Very Poor
- PCI 11-25 Serious
- PCI 0-10 Failed

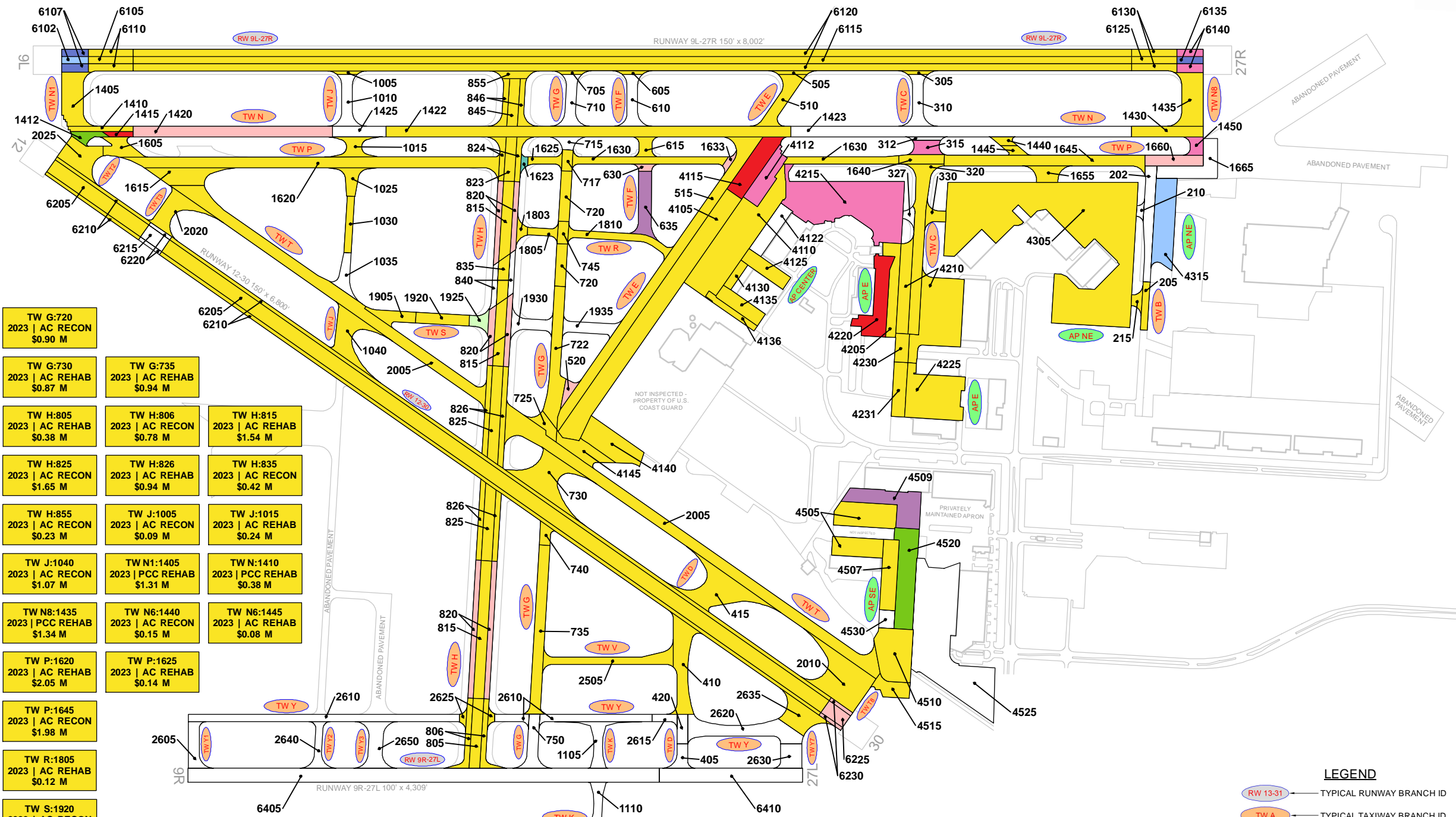
SECTION ID
PCI VALUE

RUNWAY LENGTHS DEPICTED IN THIS DRAWING ARE FOR PAVEMENT MANAGEMENT PURPOSES ONLY AND MAY NOT MATCH PUBLISHED RUNWAY LENGTHS. DRAWING NOT TO SCALE.





TW B-205 2023 AC RECON \$0.31 M	TW B-215 2023 AC RECON \$0.14 M											
TW C-305 2023 AC RECON \$0.09 M	TW C-320 2023 AC RECON \$1.87 M											
TW C-330 2023 AC RECON \$0.25 M	TW D-410 2023 AC RECON \$1.32 M											
TW D-415 2023 AC RECON \$1.62 M	TW E-505 2023 AC RECON \$0.11 M											
TW E-510 2023 AC REHAB \$0.43 M	TW E-515 2023 AC RECON \$3.55 M											
TW F-605 2023 AC RECON \$0.09 M	TW F-615 2023 AC REHAB \$0.16 M											
TW G-705 2023 AC REHAB \$0.05 M	TW G-717 2023 AC RECON \$0.21 M	TW G-720 2023 AC RECON \$0.90 M										
TW G-722 2023 AC REHAB \$0.87 M	TW G-725 2023 AC RECON \$0.31 M	TW G-730 2023 AC REHAB \$0.87 M	TW G-735 2023 AC REHAB \$0.94 M									
TW G-740 2023 AC RECON \$0.21 M	TW G-745 2023 AC REHAB \$0.13 M	TW H-805 2023 AC REHAB \$0.38 M	TW H-806 2023 AC RECON \$0.78 M	TW H-815 2023 AC REHAB \$1.54 M								
TW H-823 2023 AC REHAB \$0.25 M	TW H-824 2023 AC RECON \$0.51 M	TW H-825 2023 AC RECON \$1.65 M	TW H-826 2023 AC REHAB \$0.42 M	TW H-835 2023 AC RECON \$0.42 M								
TW H-845 2023 AC RECON \$0.46 M	TW H-846 2023 AC REHAB \$0.31 M	TW H-855 2023 AC RECON \$0.23 M	TW J-1005 2023 AC RECON \$0.09 M	TW J-1015 2023 AC REHAB \$0.24 M								
TW J-1025 2023 AC RECON \$0.37 M	TW J-1030 2023 AC RECON \$0.37 M	TW J-1040 2023 AC RECON \$1.07 M	TW N1-1405 2023 PCC REHAB \$1.31 M	TW N-1410 2023 PCC REHAB \$0.38 M								
TW N-1422 2023 AC REHAB \$2.24 M	TW N-1430 2023 PCC REHAB \$0.85 M	TW N8-1435 2023 PCC REHAB \$1.34 M	TW N6-1440 2023 AC RECON \$0.15 M	TW N6-1445 2023 AC REHAB \$0.08 M								
TW P-1605 2023 AC REHAB \$0.29 M	TW P-1615 2023 AC REHAB \$0.49 M	TW P-1620 2023 AC REHAB \$2.05 M	TW P-1625 2023 AC REHAB \$0.14 M									
TW P-1630 2023 AC RECON \$1.76 M	TW P-1640 2023 AC RECON \$0.39 M	TW P-1645 2023 AC RECON \$1.98 M										
TW P-1655 2023 AC RECON \$0.40 M	TW R-1803 2023 AC RECON \$0.15 M	TW R-1805 2023 AC REHAB \$0.12 M										
TW R-1810 2023 AC RECON \$0.72 M	TW S-1905 2023 AC RECON \$0.45 M	TW S-1920 2023 AC RECON \$0.52 M										
TW T-2005 2023 AC RECON \$8.94 M	TW T8-2010 2023 AC RECON \$1.98 M	TW T3-2020 2023 AC RECON \$0.84 M	TW T2-2025 2023 AC RECON \$0.94 M	TW V-2505 2023 AC REHAB \$0.58 M	TW Y-2625 2023 AC RECON \$0.15 M	TW Y7-2635 2023 AC RECON \$0.82 M						
AP CENTER-4105 2023 AC RECON \$4.87 M	AP CENTER-4110 2023 PCC RECON \$9.24 M	AP CENTER-4125 2023 PCC RECON \$1.61 M	AP CENTER-4130 2023 PCC RECON \$0.56 M	AP CENTER-4135 2023 PCC RECON \$1.61 M	AP CENTER-4136 2023 PCC RECON \$0.81 M	AP CENTER-4140 2023 AC REHAB \$0.76 M	AP CENTER-4145 2023 AC RECON \$0.70 M	AP E-4205 2023 AC RECON \$0.91 M	AP E-4210 2023 AC RECON \$3.88 M	AP E-4225 2023 AC RECON \$2.34 M	AP E-4230 2023 AC RECON \$0.35 M	AP E-4231 2023 AC RECON \$0.67 M
AP NE-4305 2023 AC RECON \$12.88 M	AP SE-4505 2023 AC RECON \$2.20 M	AP SE-4507 2023 AC RECON \$1.00 M	AP SE-4510 2023 AC REHAB \$0.93 M	AP SE-4515 2023 AC RECON \$0.50 M	RW 9L-27R-6105 2023 AC REHAB \$0.17 M	RW 9L-27R-6110 2023 AC REHAB \$0.34 M	RW 9L-27R-6115 2023 AC RECON \$6.48 M	RW 9L-27R-6120 2023 AC RECON \$12.95 M	RW 9L-27R-6125 2023 AC REHAB \$0.17 M	RW 9L-27R-6130 2023 AC REHAB \$0.34 M	RW 12-30-6205 2023 AC RECON \$11.91 M	RW 12-30-6210 2023 AC RECON \$5.95 M
TW C-315 2024 AC REHAB \$0.21 M	TW N8-1450 2024 AC REHAB \$0.14 M	AP CENTER-4112 2024 PCC REHAB \$1.09 M	AP E-4215 2024 AC REHAB \$2.87 M	RW 9L-27R-6140 2024 AC REHAB \$0.23 M	TW P-1623 2025 AC REHAB \$0.05 M	TW N-1412 2026 AC REHAB \$0.16 M	AP SE-4520 2026 AC REHAB \$1.18 M	RW 9L-27R-6107 2027 AC REHAB \$0.26 M	RW 9L-27R-6135 2027 AC REHAB \$0.12 M	TW S-1925 2028 AC REHAB \$0.18 M	TW F-635 2029 AC REHAB \$0.60 M	AP SE-4509 2029 AC REHAB \$1.09 M
TW N-1415 2030 AC REHAB \$0.11 M	AP CENTER-4115 2030 AC REHAB \$0.90 M	AP E-4220 2030 AC REHAB \$1.09 M	AP NE-4315 2031 AC REHAB \$1.39 M	RW 9L-27R-6102 2031 AC REHAB \$0.14 M	TW E-520 2032 AC REHAB \$0.16 M	TW F-630 2032 AC REHAB \$0.09 M	TW H-820 2032 AC REHAB \$2.42 M	TW N-1420 2032 AC REHAB \$1.71 M	TW P-1633 2032 AC REHAB \$0.09 M	TW P-1660 2032 AC REHAB \$0.50 M	RW 12-30-6225 2032 AC REHAB \$0.30 M	RW 12-30-6230 2032 AC REHAB \$0.15 M



LEGEND

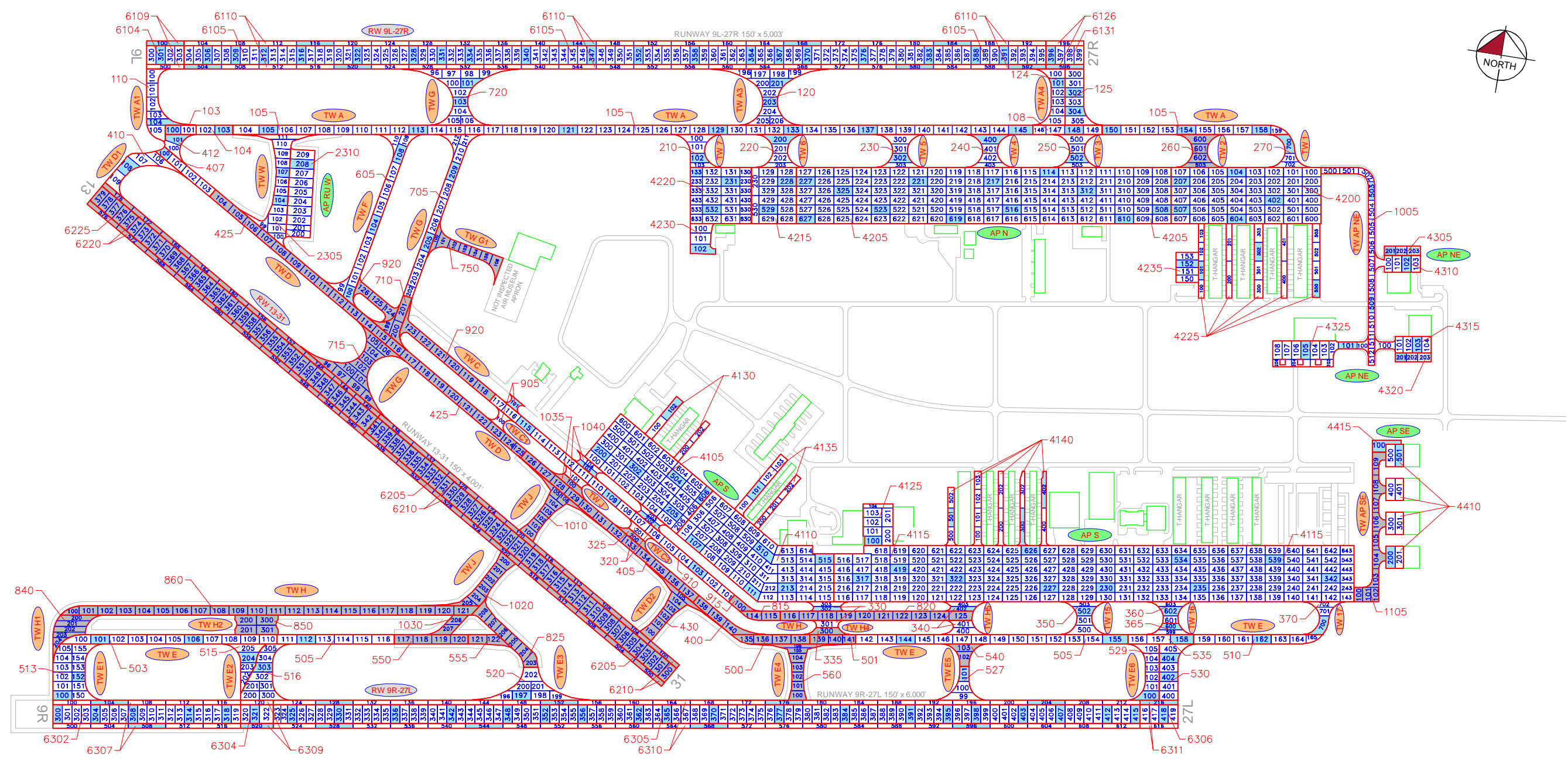
- RW 13-31 TYPICAL RUNWAY BRANCH ID
- TW A TYPICAL TAXIWAY BRANCH ID
- AP S TYPICAL APRON BRANCH ID

PROGRAM YEAR

 2023	 2028
 2024	 2029
 2025	 2030
 2026	 2031
 2027	 2032

**"BRANCH," "SECTION"
"YEAR" "REHAB ACTIVITY"
"EST. COST"**

RUNWAY LENGTHS DEPICTED IN THIS DRAWING ARE FOR PAVEMENT MANAGEMENT PURPOSES ONLY AND MAY NOT MATCH PUBLISHED RUNWAY LENGTHS. DRAWING NOT TO SCALE.



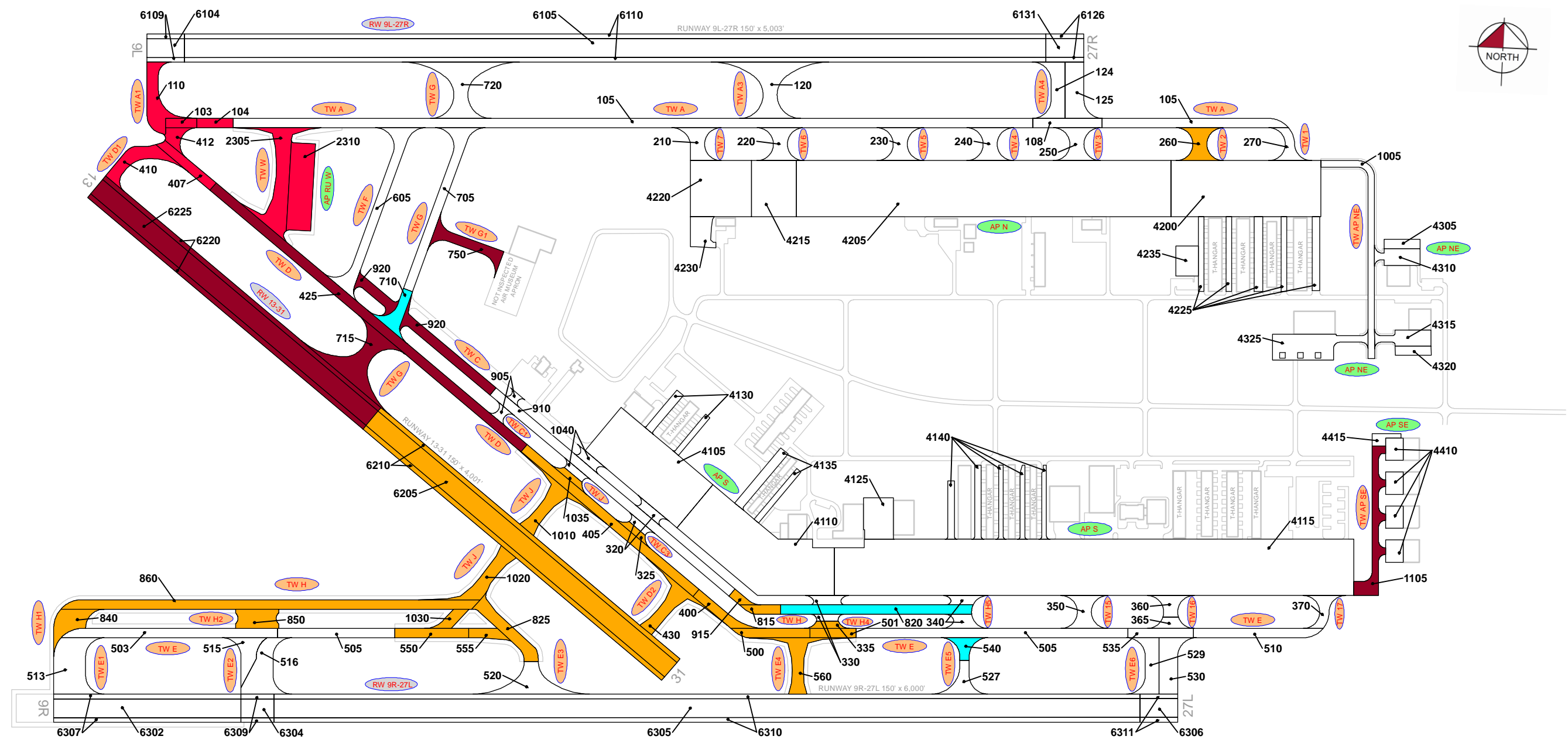
LEGEND

- TYPICAL RUNWAY BRANCH ID
- TYPICAL TAXIWAY BRANCH ID
- TYPICAL APRON BRANCH ID
- PAVEMENT SURFACE TYPE
- PAVEMENT BRANCH ID
- SECTION NUMBER
- NUMBER OF SAMPLE UNITS IN SECTION
NUMBER OF SAMPLE UNITS TO BE INSPECTED
- SECTION NOT INSPECTED DUE TO RECENT CONSTRUCTION. SEE SYSTEM INVENTORY MAP FOR CONSTRUCTION DATES.
- INSPECTED SAMPLE UNITS.

TOTAL SAMPLES INSPECTED = 199
AC: 197 PCC: 2

RUNWAY LENGTHS DEPICTED IN THIS DRAWING ARE FOR PAVEMENT MANAGEMENT PURPOSES ONLY AND MAY NOT MATCH PUBLISHED RUNWAY LENGTHS. DRAWING NOT TO SCALE.

AAC RW 9L-27R 6104 1 4	AAC RW 9L-27R 6105 19 12	AAC RW 9L-27R 6109 1 2	AAC RW 9L-27R 6110 8 46	AAC RW 9L-27R 6126 1 2	AAC RW 9L-27R 6131 1 4	AC RW 9R-27L 6302 5 20	AAC RW 9R-27L 6304 1 3	AAC RW 9R-27L 6305 19 13	AC RW 9R-27L 6306 1 4	AC RW 9R-27L 6307 2 10	AAC RW 9R-27L 6309 1 2	AAC RW 9R-27L 6310 8 46	AC RW 9R-27L 6311 1 2	AAC RW 13-31 6205 0 142	AAC RW 13-31 6210 0 20	AAC RW 13-31 6220 0 20	AAC RW 13-31 6225 0 36	TW 1 270 0 4	TW 2 260 0 4
AAC TW 3 250 1 4	AAC TW 4 240 1 4	AAC TW 5 230 1 4	AAC TW 6 220 1 4	AAC TW 7 210 1 4	AAC TW 15 350 1 4	AAC TW 16 360 1 3	AAC TW 17 370 1 2	AAC TW A 103 1 2	AAC TW A 104 1 2	AAC TW A 105 10 52	AAC TW A 108 1 4	AAC TW A1 110 1 6	AAC TW A3 120 2 11	AAC TW A4 124 1 6	AAC TW A4 125 2 6	AAC TW AP NE 1005 2 13	AAC TW AP SE 1105 0 10	TW C 910 3 17	TW C 920 0 1
AAC TW C 915 0 1	AAC TW C 920 0 9	AAC TW C1 320 1 2	AAC TW C3 325 1 3	AAC TW C5 400 0 1	AC TW D 405 0 3	AAC TW D 407 0 12	AC TW D 412 1 4	AAC TW D1 425 0 22	AAC TW D1 410 1 4	AC TW D2 500 0 6	AC TW E 501 0 4	AAC TW E 503 2 11	AAC TW E 505 3 20	AAC TW E 510 1 7	AAC TW E 535 1 3	AAC TW E 550 0 4	AAC TW E 555 0 2	TW E 825 0 6	TW E 830 1 3
AAC TW E1 513 2 12	AAC TW E2 515 1 4	AC TW E2 516 1 8	AAC TW E3 520 1 7	AC TW E4 527 0 7	AC TW E5 540 1 3	AAC TW E5 529 0 2	AC TW E6 530 1 6	AAC TW E6 529 2 6	AAC TW F 605 3 12	AAC TW G 705 2 11	AAC TW G 710 0 3	AAC TW G 715 0 11	AAC TW G 720 2 11	AAC TW G1 750 0 7	AAC TW H 815 0 2	AAC TW H 820 0 10	AC TW H 860 0 22	AC TW H1 840 0 5	AC TW H2 850 0 4
AC TW H3 825 0 6	AAC TW H4 350 1 3	AAC TW H4 335 0 1	AAC TW H5 340 1 4	AC TW J 1010 0 7	AC TW J 1020 0 6	AC TW J 1030 0 2	AAC TW J 1035 0 1	AAC TW J 1040 1 3	AC TW W 2305 2 13	AAC AP N 4200 5 48	AAC AP N 4205 12 120	AAC AP N 4215 2 14	AC AP N 4220 3 24	AC AP N 4225 3 16	AC AP N 4230 1 3	AC AP NE 4305 1 4	AC AP NE 4310 1 4	AC AP NE 4315 1 5	PCC AP NE 4320 1 3
PCC AP NE 4320 1 3	AC AP NE 4325 2 12	AC AP RU W 2310 1 10	AC AP S 4105 5 39	AAC AP S 4110 5 50	AAC AP S 4115 10 166	AC AP S 4125 1 7	AC AP S 4130 1 4	AC AP S 4135 1 7	AC AP S 4140 3 13	AC AP SE 4410 2 8	AC AP SE 4415 1 1								



RECENT & ANTICIPATED CONSTRUCTION ACTIVITY

CONSTRUCTION YEAR	LOCATION	WORK TYPE / PAVEMENT SECTION
2019	TW A, TW A1, TW D1	Mill and Overlay 2" AC Mill and Overlay
	TW A, TW D	Complete Reconstruction - AC 2" AC, 10" Limerock Base, 12" Stabilized Subgrade
	AP RU W, TW W	New Construction - AC 4" AC, 10" Limerock Base, 12" Stabilized Subgrade
2020	TW E5, TW G, TW H	Mill and Overlay 2" P-401 Mill and Overlay
2021	TW C	Mill and Overlay
	RW 13-31, TW AP SE, TW D, TW G, TW G1	Mill and Overlay 2" P-401 Mill and Overlay
2022	TW D2, TW E4, TW H, TW H1, TW H2, TW H3, TW J	New Construction - AC 4" P-401, 10" P-211, 12" P-154, 8" Compacted Subgrade
	TW D, TW E, TW J	Complete Reconstruction - AC 4" P-401, 10" P-211, 12" P-154, 8" Compacted Subgrade
	RW 13-31, TW 2, TW C, TW C3, TW E, TW H, TW H4, TW J	Mill and Overlay 2" P-401 Mill and Overlay

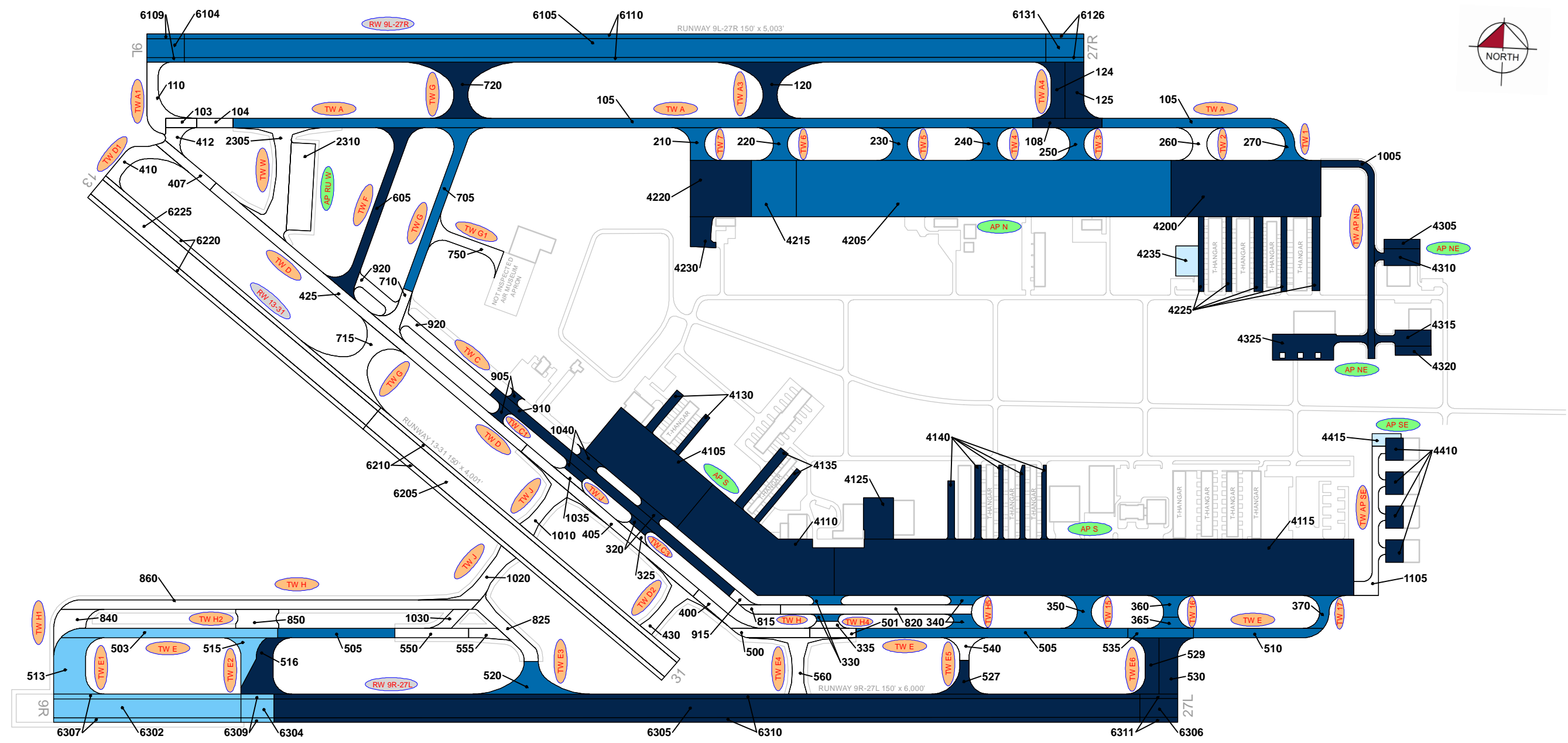
LEGEND

- RW 13-31 — TYPICAL RUNWAY BRANCH ID
- TW A — TYPICAL TAXIWAY BRANCH ID
- AP S — TYPICAL APRON BRANCH ID

PROJECT YEAR

- 2017
- 2018
- 2019
- 2020
- 2021
- 2022
- 2023
- 2024
- 2025
- 2026

RUNWAY LENGTHS DEPICTED IN THIS DRAWING ARE FOR PAVEMENT MANAGEMENT PURPOSES ONLY AND MAY NOT MATCH PUBLISHED RUNWAY LENGTHS. DRAWING NOT TO SCALE.



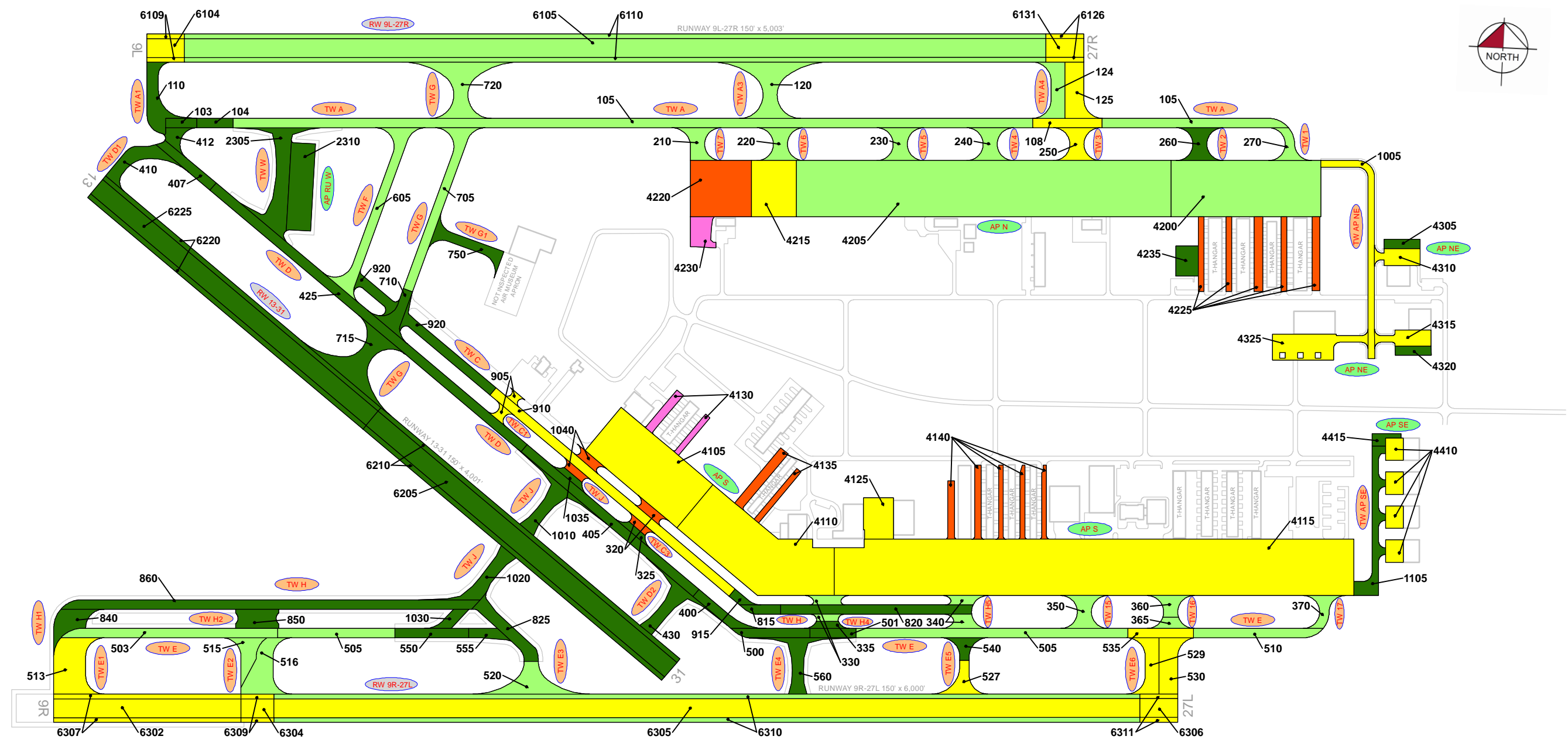
LEGEND

- RW 13-31 TYPICAL RUNWAY BRANCH ID
- TW A TYPICAL TAXIWAY BRANCH ID
- AP S TYPICAL APRON BRANCH ID

AGE AT INSPECTION

- 0-5 Years
- 6-10 Years
- 11-15 Years
- 16-20 Years
- > 20 Years

RUNWAY LENGTHS DEPICTED IN THIS DRAWING ARE FOR PAVEMENT MANAGEMENT PURPOSES ONLY AND MAY NOT MATCH PUBLISHED RUNWAY LENGTHS. DRAWING NOT TO SCALE.



103 PCI = 94	104 PCI = 94	105 PCI = 78	108 PCI = 65	110 PCI = 94	120 PCI = 82	124 PCI = 72	125 PCI = 67	210 PCI = 73	220 PCI = 76	230 PCI = 78	240 PCI = 73	250 PCI = 70	260 PCI = 100	270 PCI = 79	320 PCI = 53	325 PCI = 100	330 PCI = 80	335 PCI = 100	340 PCI = 78
350 PCI = 77	360 PCI = 81	365 PCI = 77	370 PCI = 78	400 PCI = 100	405 PCI = 100	407 PCI = 94	410 PCI = 94	412 PCI = 94	425 PCI = 100	430 PCI = 100	500 PCI = 100	501 PCI = 100	503 PCI = 73	505 PCI = 81	510 PCI = 81	513 PCI = 69	515 PCI = 72	516 PCI = 71	520 PCI = 76
527 PCI = 63	529 PCI = 60	530 PCI = 70	535 PCI = 67	540 PCI = 100	550 PCI = 100	555 PCI = 100	560 PCI = 100	605 PCI = 76	705 PCI = 74	710 PCI = 100	715 PCI = 100	720 PCI = 81	750 PCI = 100	815 PCI = 100	820 PCI = 100	825 PCI = 100	840 PCI = 100	850 PCI = 100	860 PCI = 100
905 PCI = 59	910 PCI = 58	915 PCI = 100	920 PCI = 100	1005 PCI = 61	1010 PCI = 100	1020 PCI = 100	1030 PCI = 100	1035 PCI = 100	1040 PCI = 55	1105 PCI = 100	2305 PCI = 94	2310 PCI = 94	4105 PCI = 61	4110 PCI = 69	4115 PCI = 68	4125 PCI = 56	4130 PCI = 32	4135 PCI = 55	4140 PCI = 42
4200 PCI = 76	4205 PCI = 71	4215 PCI = 64	4220 PCI = 55	4225 PCI = 47	4230 PCI = 37	4235 PCI = 89	4305 PCI = 86	4310 PCI = 60	4315 PCI = 65	4320 PCI = 86	4325 PCI = 64	4410 PCI = 57	4415 PCI = 86	6104 PCI = 56	6105 PCI = 72	6109 PCI = 62	6110 PCI = 75	6126 PCI = 59	6131 PCI = 69
6205 PCI = 100	6210 PCI = 100	6220 PCI = 100	6225 PCI = 100	6302 PCI = 60	6304 PCI = 65	6305 PCI = 69	6306 PCI = 70	6307 PCI = 68	6309 PCI = 69	6310 PCI = 75	6311 PCI = 65								

LEGEND

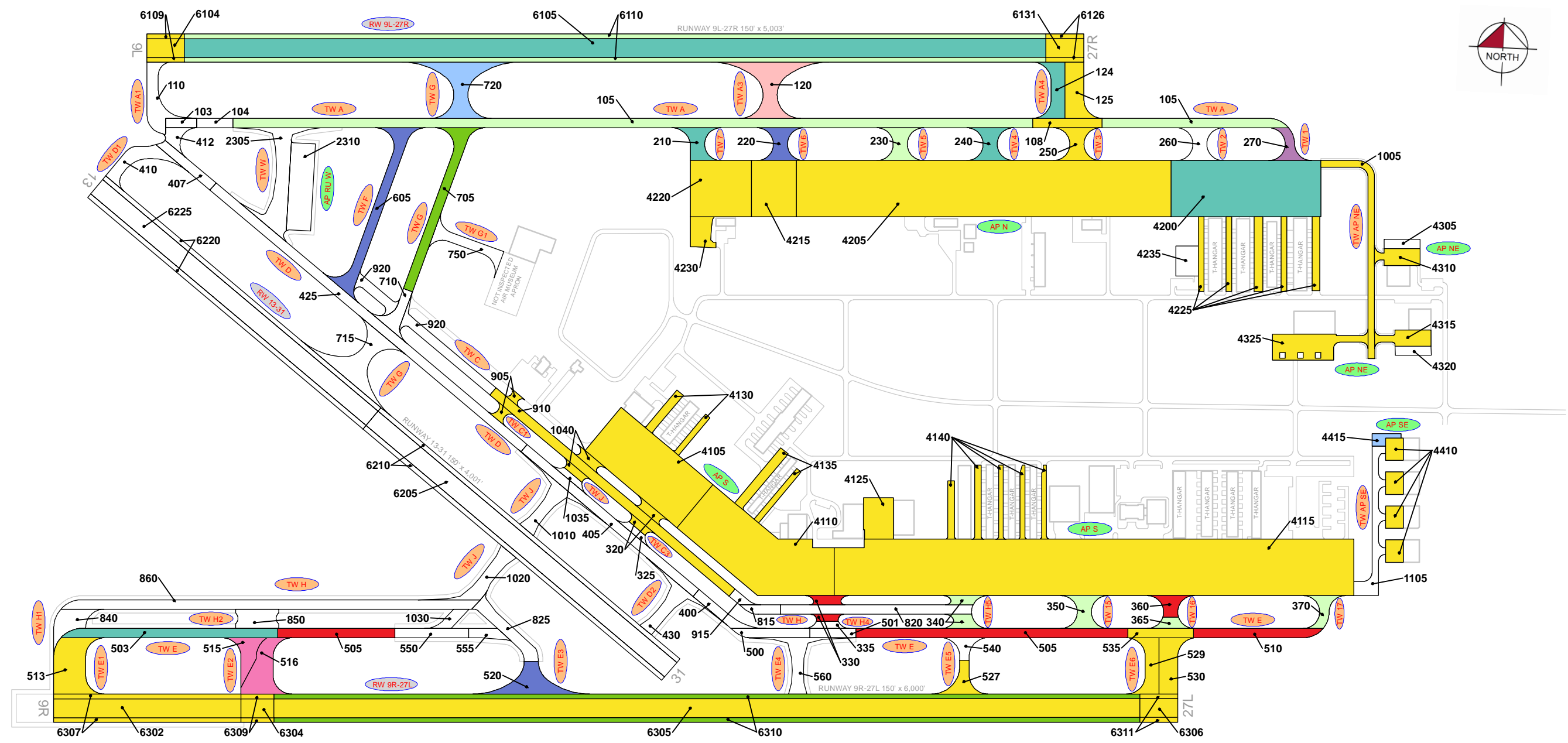
- RW 13-31 — TYPICAL RUNWAY BRANCH ID
- TW A — TYPICAL TAXIWAY BRANCH ID
- AP S — TYPICAL APRON BRANCH ID

2022 PAVEMENT CONDITION INDEX

- PCI 86-100 Good
- PCI 71-85 Satisfactory
- PCI 56-70 Fair
- PCI 41-55 Poor
- PCI 26-40 Very Poor
- PCI 11-25 Serious
- PCI 0-10 Failed

SECTION ID
PCI VALUE

RUNWAY LENGTHS DEPICTED IN THIS DRAWING ARE FOR PAVEMENT MANAGEMENT PURPOSES ONLY AND MAY NOT MATCH PUBLISHED RUNWAY LENGTHS. DRAWING NOT TO SCALE.



TW A:108 2023 AC REHAB \$0.20 M	TW A4:125 2023 AC REHAB \$0.34 M	TW 3:250 2023 AC REHAB \$0.21 M	TW C3:320 2023 AC RECON \$0.23 M	TW E1:513 2023 AC REHAB \$0.57 M	TW E5:527 2023 AC REHAB \$0.17 M	TW E6:529 2023 AC REHAB \$0.28 M	TW E6:530 2023 AC REHAB \$0.34 M	TW E:535 2023 AC REHAB \$0.18 M	TW C1:905 2023 AC REHAB \$0.08 M
TW C:910 2023 AC REHAB \$0.88 M	TW AP NE:1005 2023 AC REHAB \$0.47 M	TW J:1040 2023 AC REHAB \$0.18 M	AP S:4105 2023 AC REHAB \$2.02 M	AP S:4110 2023 AC REHAB \$2.66 M	AP S:4115 2023 AC REHAB \$8.67 M	AP S:4125 2023 AC REHAB \$0.37 M	AP S:4130 2023 AC RECON \$0.37 M	AP S:4135 2023 AC REHAB \$0.43 M	AP S:4140 2023 AC RECON \$1.01 M
AP N:4205 2023 AC REHAB \$6.30 M	AP N:4215 2023 AC REHAB \$0.76 M	AP N:4220 2023 AC RECON \$1.80 M	AP N:4225 2023 AC RECON \$1.29 M	AP N:4230 2023 AC RECON \$0.35 M	AP NE:4310 2023 AC REHAB \$0.21 M	AP NE:4315 2023 AC REHAB \$0.22 M	AP NE:4325 2023 AC REHAB \$0.52 M	AP SE:4410 2023 AC REHAB \$0.48 M	RW 9L-27R:6104 2023 AC REHAB \$0.21 M
RW 9L-27R:6109 2023 AC REHAB \$0.11 M	RW 9L-27R:6126 2023 AC REHAB \$0.11 M	RW 9L-27R:6131 2023 AC REHAB \$0.21 M	RW 9R-27L:6302 2023 AC REHAB \$1.05 M	RW 9R-27L:6304 2023 AC REHAB \$0.18 M	RW 9R-27L:6305 2023 AC REHAB \$4.86 M	RW 9R-27L:6306 2023 AC REHAB \$0.21 M	RW 9R-27L:6307 2023 AC REHAB \$0.53 M	RW 9R-27L:6309 2023 AC REHAB \$0.09 M	RW 9R-27L:6311 2023 AC REHAB \$0.11 M
TW E2:515 2024 AC REHAB \$0.21 M	TW E2:516 2024 AC REHAB \$0.43 M	TW A4:124 2025 AC REHAB \$0.31 M	TW 7:210 2025 AC REHAB \$0.22 M	TW 4:240 2025 AC REHAB \$0.23 M	TW E:503 2025 AC REHAB \$0.65 M	AP N:4200 2025 AC REHAB \$2.78 M	RW 9L-27R:6105 2025 AC REHAB \$5.33 M	TW G:705 2026 AC REHAB \$0.63 M	RW 9R-27L:6310 2026 AC REHAB \$2.81 M
TW 6:220 2027 AC REHAB \$0.25 M	TW E3:520 2027 AC REHAB \$0.44 M	TW F:605 2027 AC REHAB \$0.74 M	TW A:105 2028 AC REHAB \$3.51 M	TW 5:230 2028 AC REHAB \$0.26 M	TW H5:340 2028 AC REHAB \$0.23 M	TW 15:350 2028 AC REHAB \$0.26 M	TW 16:365 2028 AC REHAB \$0.10 M	TW 17:370 2028 AC REHAB \$0.17 M	RW 9L-27R:6110 2028 AC REHAB \$3.08 M
TW 1:270 2029 AC REHAB \$0.18 M	TW H4:330 2030 AC REHAB \$0.19 M	TW 16:360 2030 AC REHAB \$0.18 M	TW E:505 2030 AC REHAB \$1.54 M	TW E:510 2030 AC REHAB \$0.49 M	TW G:720 2031 AC REHAB \$0.78 M	AP SE:4415 2031 AC REHAB \$0.10 M	TW A3:120 2032 AC REHAB \$0.82 M		

LEGEND

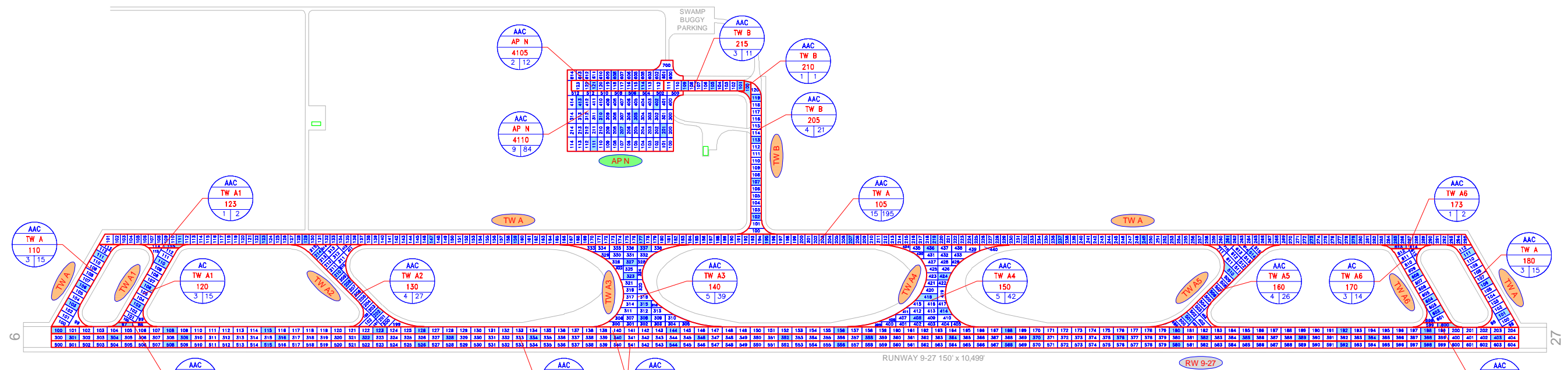
- RW 13-31 TYPICAL RUNWAY BRANCH ID
- TW A TYPICAL TAXIWAY BRANCH ID
- AP S TYPICAL APRON BRANCH ID

PROGRAM YEAR

	2023		2028
	2024		2029
	2025		2030
	2026		2031
	2027		2032

“BRANCH” “SECTION”
“YEAR” “REHAB ACTIVITY”
“EST. COST”

RUNWAY LENGTHS DEPICTED IN THIS DRAWING ARE FOR PAVEMENT MANAGEMENT PURPOSES ONLY AND MAY NOT MATCH PUBLISHED RUNWAY LENGTHS. DRAWING NOT TO SCALE.

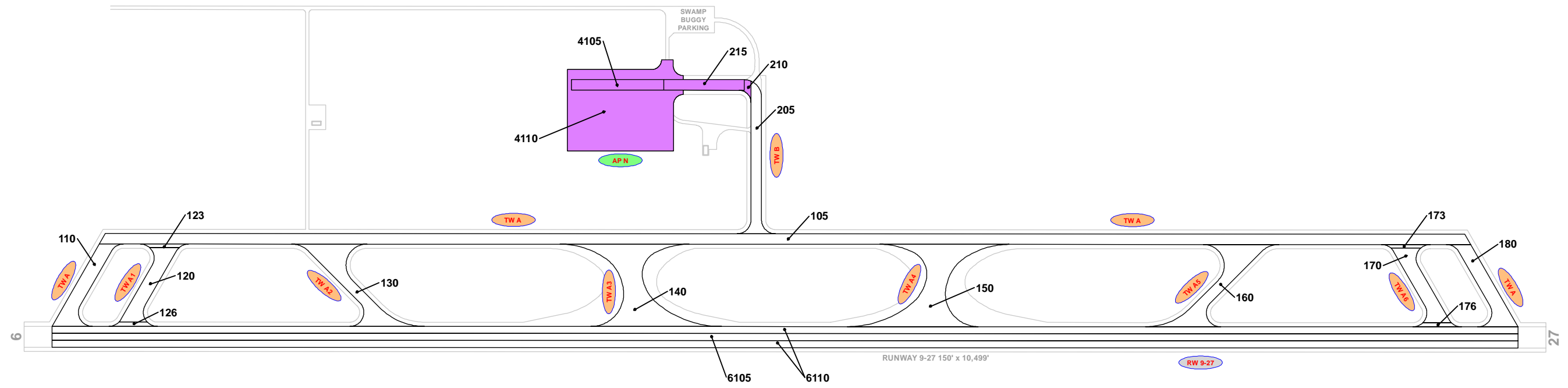
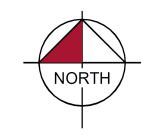


LEGEND

- TYPICAL RUNWAY BRANCH ID
- TYPICAL TAXIWAY BRANCH ID
- TYPICAL APRON BRANCH ID
- PAVEMENT SURFACE TYPE
- PAVEMENT BRANCH ID
- SECTION NUMBER
- NUMBER OF SAMPLE UNITS IN SECTION
NUMBER OF SAMPLE UNITS TO BE INSPECTED
- SECTION NOT INSPECTED DUE TO RECENT CONSTRUCTION. SEE SYSTEM INVENTORY MAP FOR CONSTRUCTION DATES.
- INSPECTED SAMPLE UNITS.

TOTAL SAMPLES INSPECTED = 108
AC: 108 PCC: 0

RUNWAY LENGTHS DEPICTED IN THIS DRAWING ARE FOR PAVEMENT MANAGEMENT PURPOSES ONLY AND MAY NOT MATCH PUBLISHED RUNWAY LENGTHS. DRAWING NOT TO SCALE.



RECENT & ANTICIPATED CONSTRUCTION ACTIVITY

CONSTRUCTION YEAR	LOCATION	WORK TYPE / PAVEMENT SECTION
2018	AP N, TW B	Mill and Overlay 2" Mill, 2"-4" Overlay

LEGEND

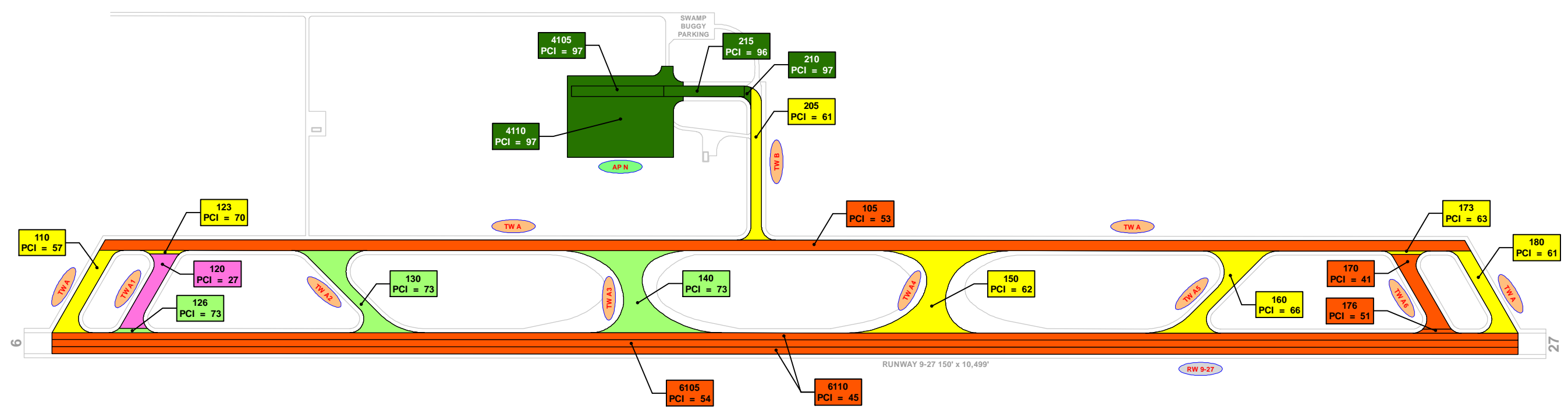
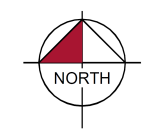
- TYPICAL RUNWAY BRANCH ID
- TYPICAL TAXIWAY BRANCH ID
- TYPICAL APRON BRANCH ID

PROJECT YEAR

- 2016
- 2021
- 2017
- 2022
- 2018
- 2023
- 2019
- 2024
- 2020
- 2025

RUNWAY LENGTHS DEPICTED IN THIS DRAWING ARE FOR PAVEMENT MANAGEMENT PURPOSES ONLY AND MAY NOT MATCH PUBLISHED RUNWAY LENGTHS. DRAWING NOT TO SCALE.





LEGEND

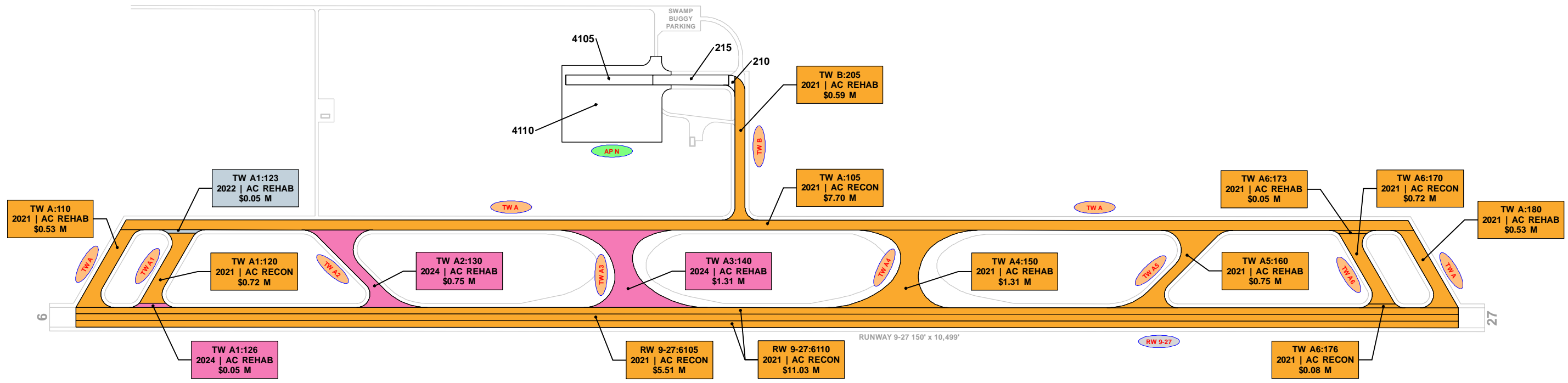
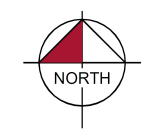
- RW 13-31 — TYPICAL RUNWAY BRANCH ID
- TW A — TYPICAL TAXIWAY BRANCH ID
- AP S — TYPICAL APRON BRANCH ID

2020 PAVEMENT CONDITION INDEX

- PCI 86-100 Good
- PCI 71-85 Satisfactory
- PCI 56-70 Fair
- PCI 41-55 Poor
- PCI 26-40 Very Poor
- PCI 11-25 Serious
- PCI 0-10 Failed

"SECTION ID" / "PCI VALUE"

RUNWAY LENGTHS DEPICTED IN THIS DRAWING ARE FOR PAVEMENT MANAGEMENT PURPOSES ONLY AND MAY NOT MATCH PUBLISHED RUNWAY LENGTHS. DRAWING NOT TO SCALE.



LEGEND

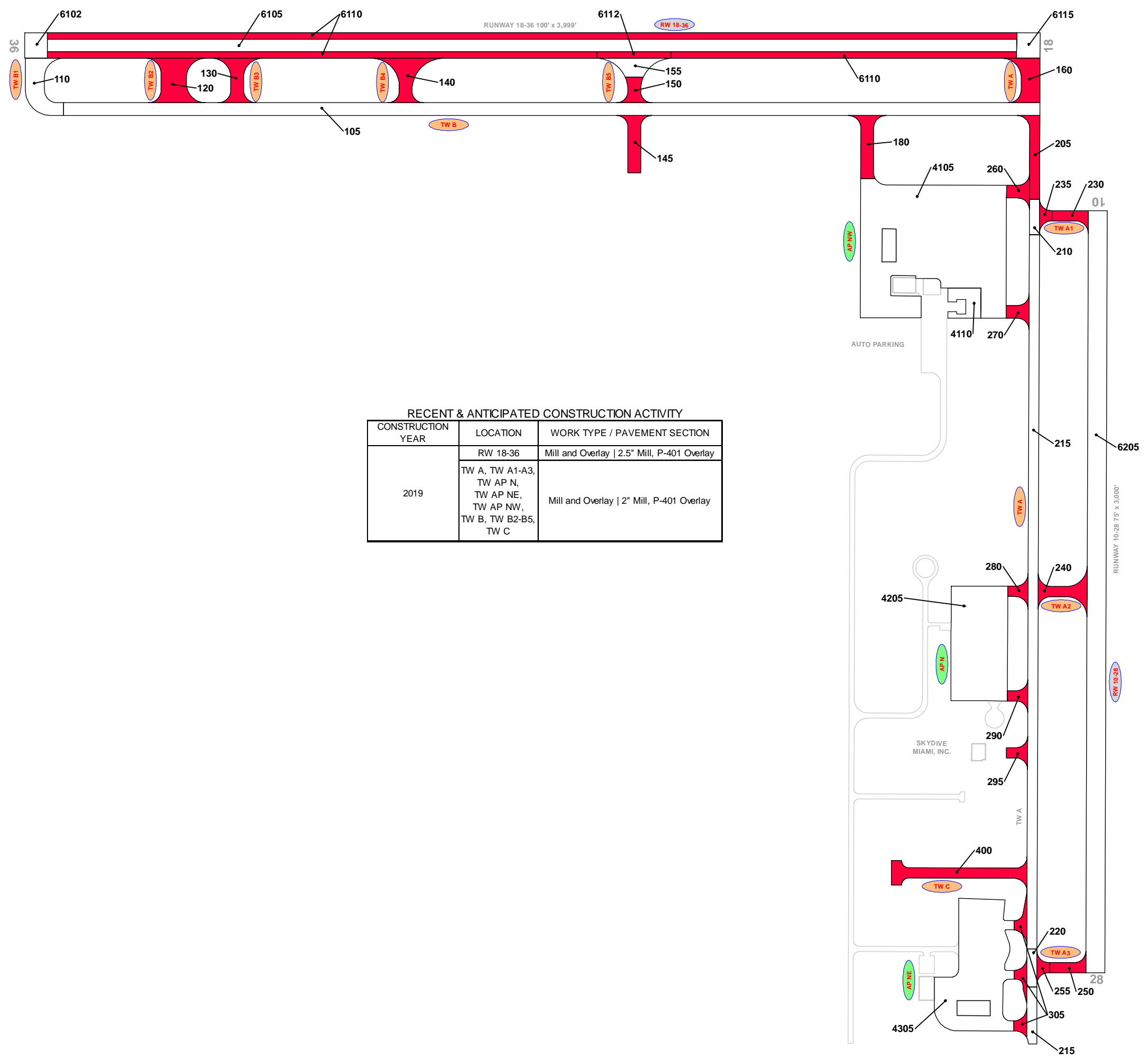
- RW 13-31 TYPICAL RUNWAY BRANCH ID
- TW A TYPICAL TAXIWAY BRANCH ID
- AP S TYPICAL APRON BRANCH ID

PROGRAM YEAR

	2021		2026
	2022		2027
	2023		2028
	2024		2029
	2025		2030

"BRANCH"/"SECTION"
"YEAR"/"REHAB ACTIVITY"
"EST. COST"

RUNWAY LENGTHS DEPICTED IN THIS DRAWING ARE FOR PAVEMENT MANAGEMENT PURPOSES ONLY AND MAY NOT MATCH PUBLISHED RUNWAY LENGTHS. DRAWING NOT TO SCALE.



RECENT & ANTICIPATED CONSTRUCTION ACTIVITY

CONSTRUCTION YEAR	LOCATION	WORK TYPE / PAVEMENT SECTION
2019	RW 18-36	Mill and Overlay 2.5" Mill, P-401 Overlay
	TW A, TW A1-A3, TW AP N, TW AP NE, TW AP NW, TW B, TW B2-B5, TW C	Mill and Overlay 2" Mill, P-401 Overlay

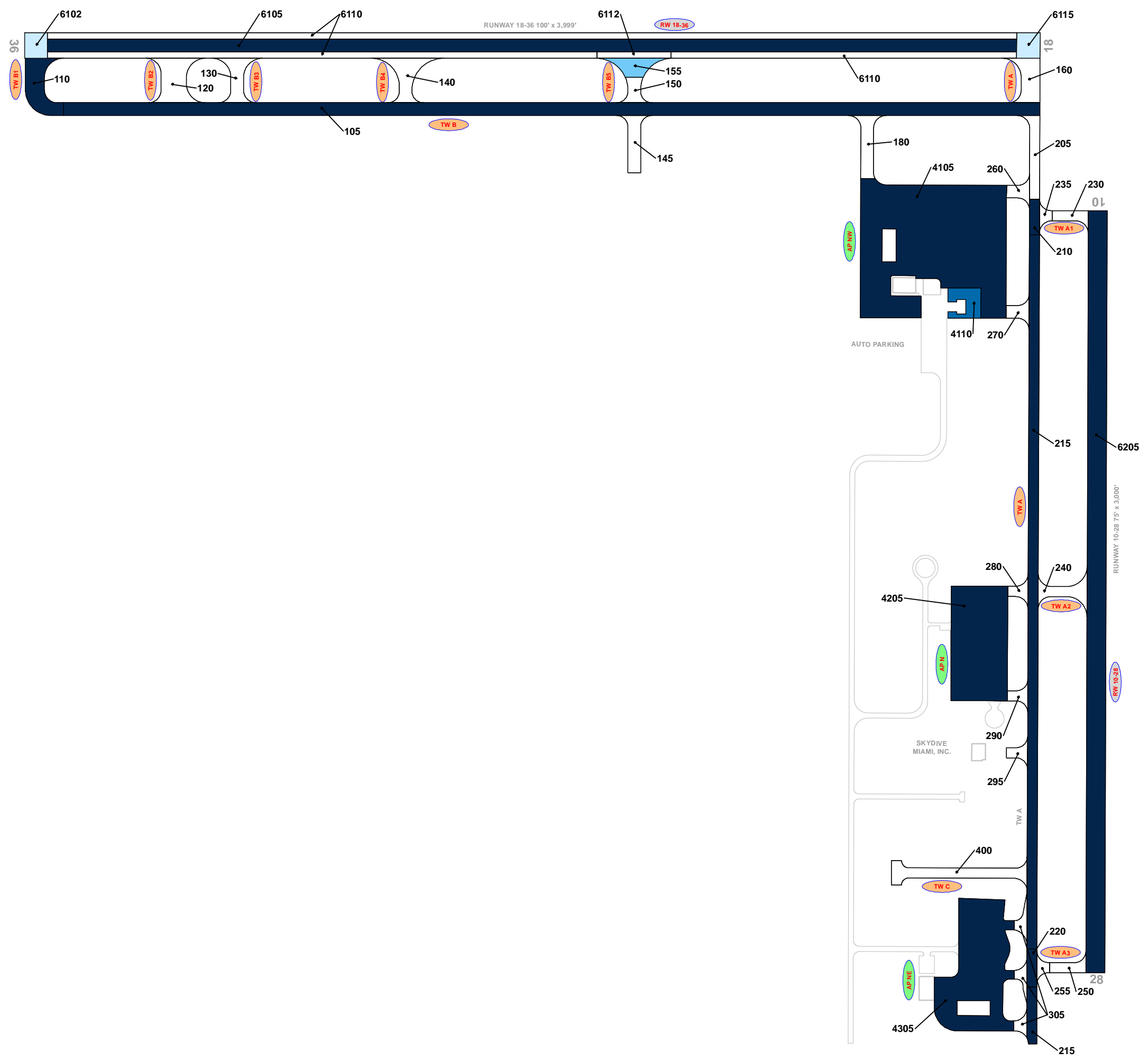
LEGEND

- RW 13-31 — TYPICAL RUNWAY BRANCH ID
- TW A — TYPICAL TAXIWAY BRANCH ID
- AP S — TYPICAL APRON BRANCH ID

PROJECT YEAR

2016	2021
2017	2022
2018	2023
2019	2024
2020	2025

RUNWAY LENGTHS DEPICTED IN THIS DRAWING ARE FOR PAVEMENT MANAGEMENT PURPOSES ONLY AND MAY NOT MATCH PUBLISHED RUNWAY LENGTHS. DRAWING NOT TO SCALE.



LEGEND

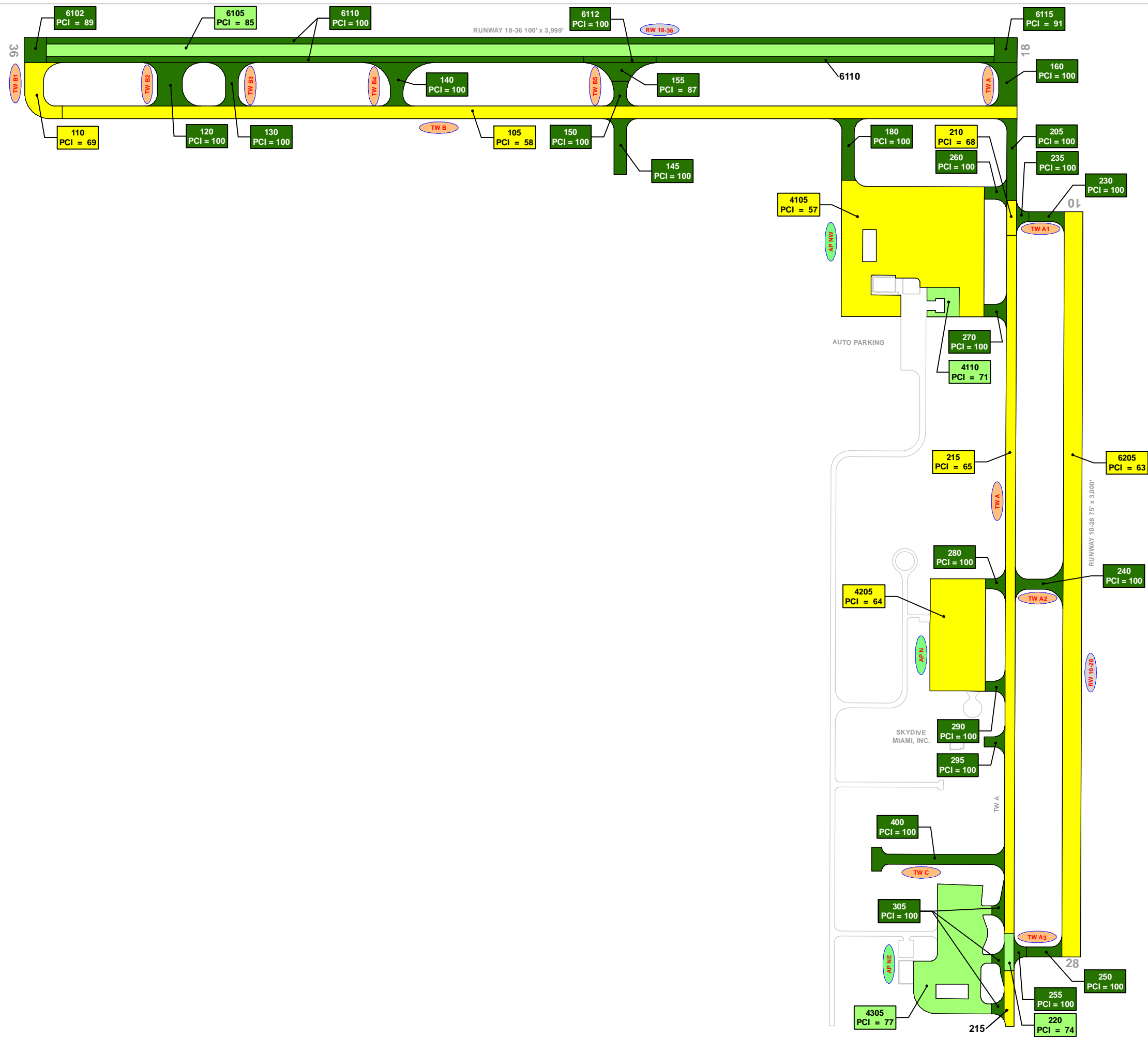
- RW 13-31 ← TYPICAL RUNWAY BRANCH ID
- TW A ← TYPICAL TAXIWAY BRANCH ID
- AP S ← TYPICAL APRON BRANCH ID

AGE AT INSPECTION

- 0-5 Years
- 6-10 Years
- 11-15 Years
- 16-20 Years
- > 20 Years

RUNWAY LENGTHS DEPICTED IN THIS DRAWING ARE FOR PAVEMENT MANAGEMENT PURPOSES ONLY AND MAY NOT MATCH PUBLISHED RUNWAY LENGTHS. DRAWING NOT TO SCALE.





LEGEND

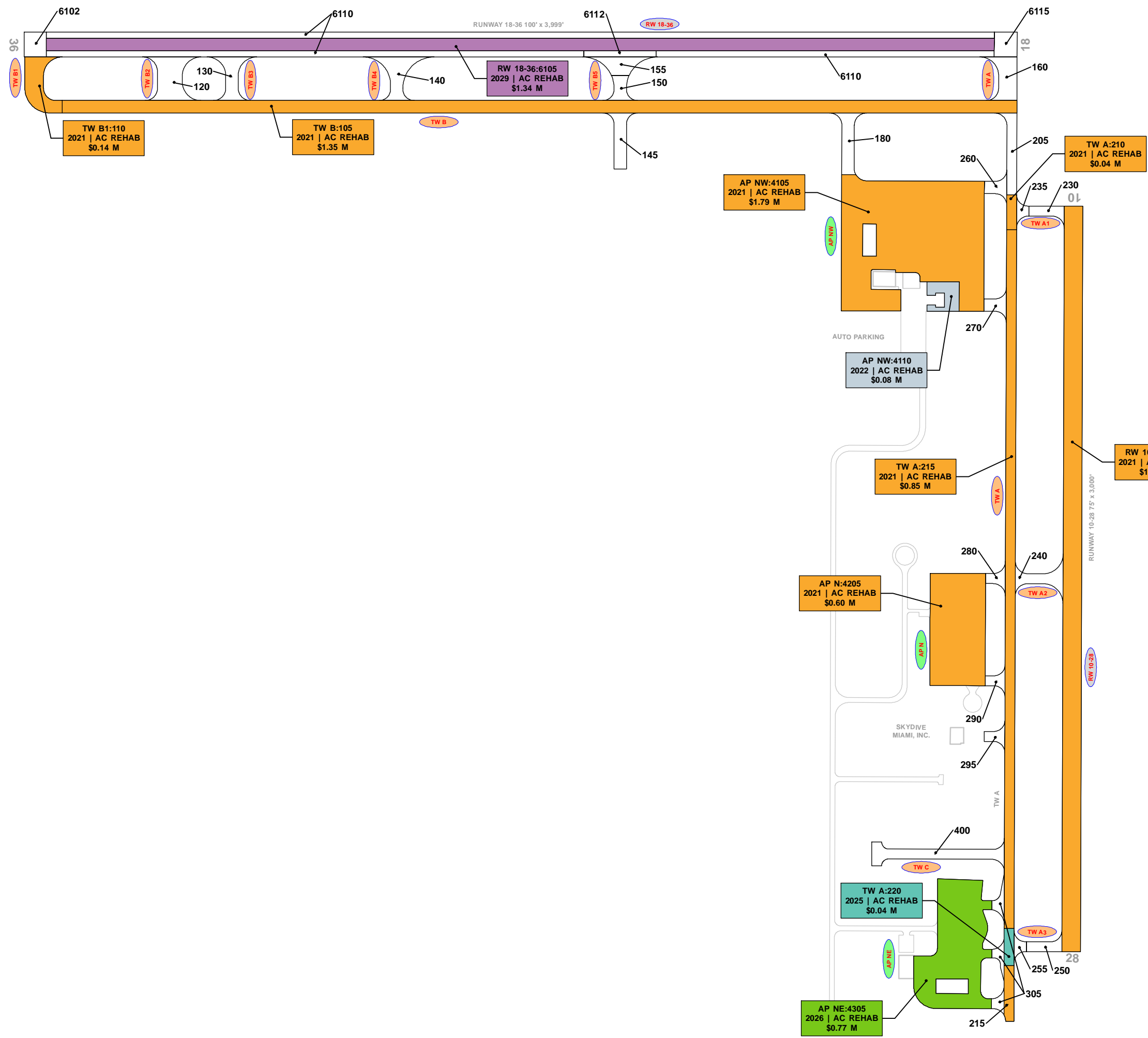
- RW 13-31 ← TYPICAL RUNWAY BRANCH ID
- TW A ← TYPICAL TAXIWAY BRANCH ID
- AP S ← TYPICAL APRON BRANCH ID

2020 PAVEMENT CONDITION INDEX

- PCI 86-100 Good
- PCI 71-85 Satisfactory
- PCI 56-70 Fair
- PCI 41-55 Poor
- PCI 26-40 Very Poor
- PCI 11-25 Serious
- PCI 0-10 Failed

SECTION ID
PCI VALUE

RUNWAY LENGTHS DEPICTED IN THIS DRAWING ARE FOR PAVEMENT MANAGEMENT PURPOSES ONLY AND MAY NOT MATCH PUBLISHED RUNWAY LENGTHS. DRAWING NOT TO SCALE.



LEGEND

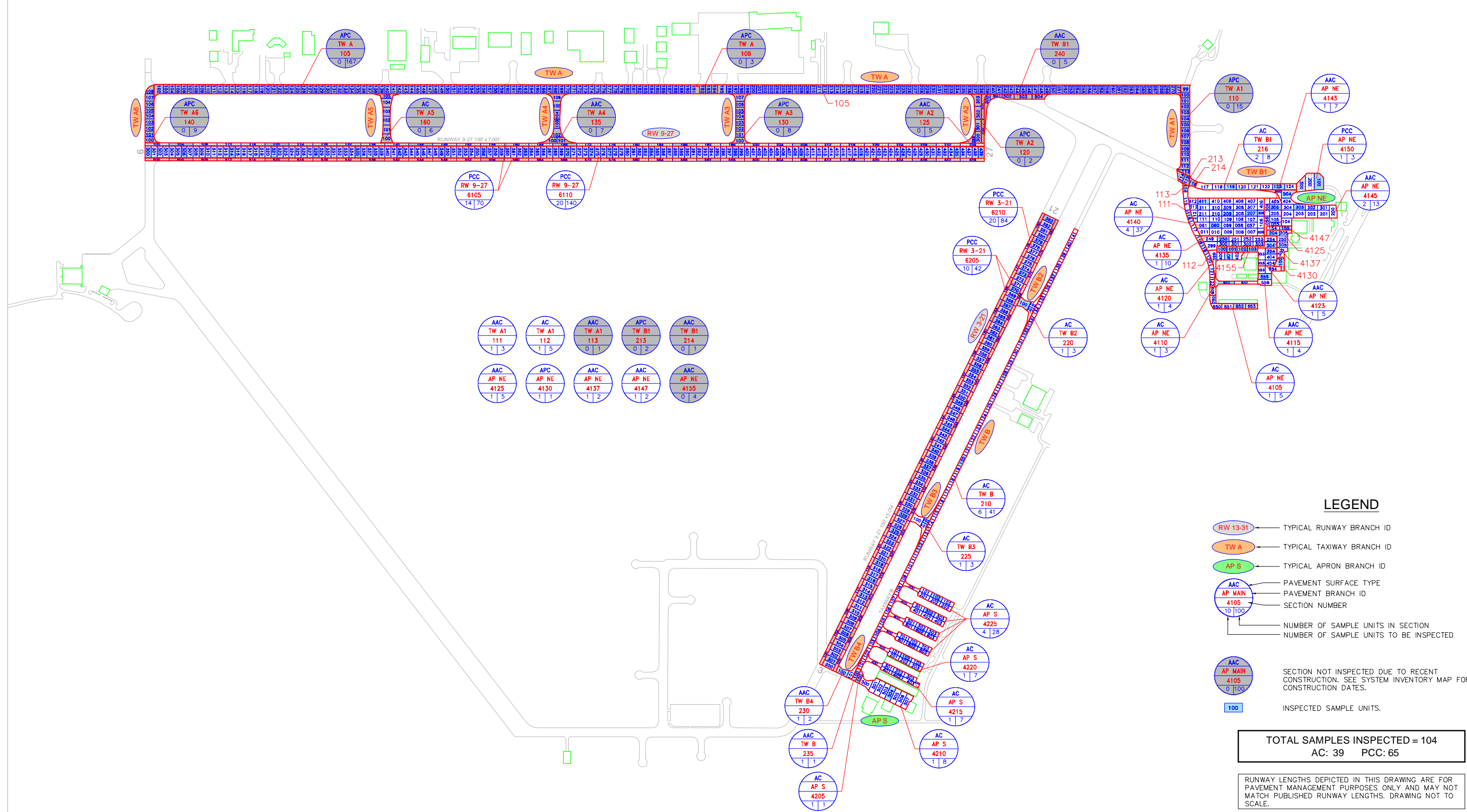
- RW 13-31 TYPICAL RUNWAY BRANCH ID
- TW A TYPICAL TAXIWAY BRANCH ID
- AP S TYPICAL APRON BRANCH ID

PROGRAM YEAR

	2021		2026
	2022		2027
	2023		2028
	2024		2029
	2025		2030

"BRANCH," "SECTION"
"YEAR," "REHAB ACTIVITY"
"EST. COST"

RUNWAY LENGTHS DEPICTED IN THIS DRAWING ARE FOR PAVEMENT MANAGEMENT PURPOSES ONLY AND MAY NOT MATCH PUBLISHED RUNWAY LENGTHS. DRAWING NOT TO SCALE.

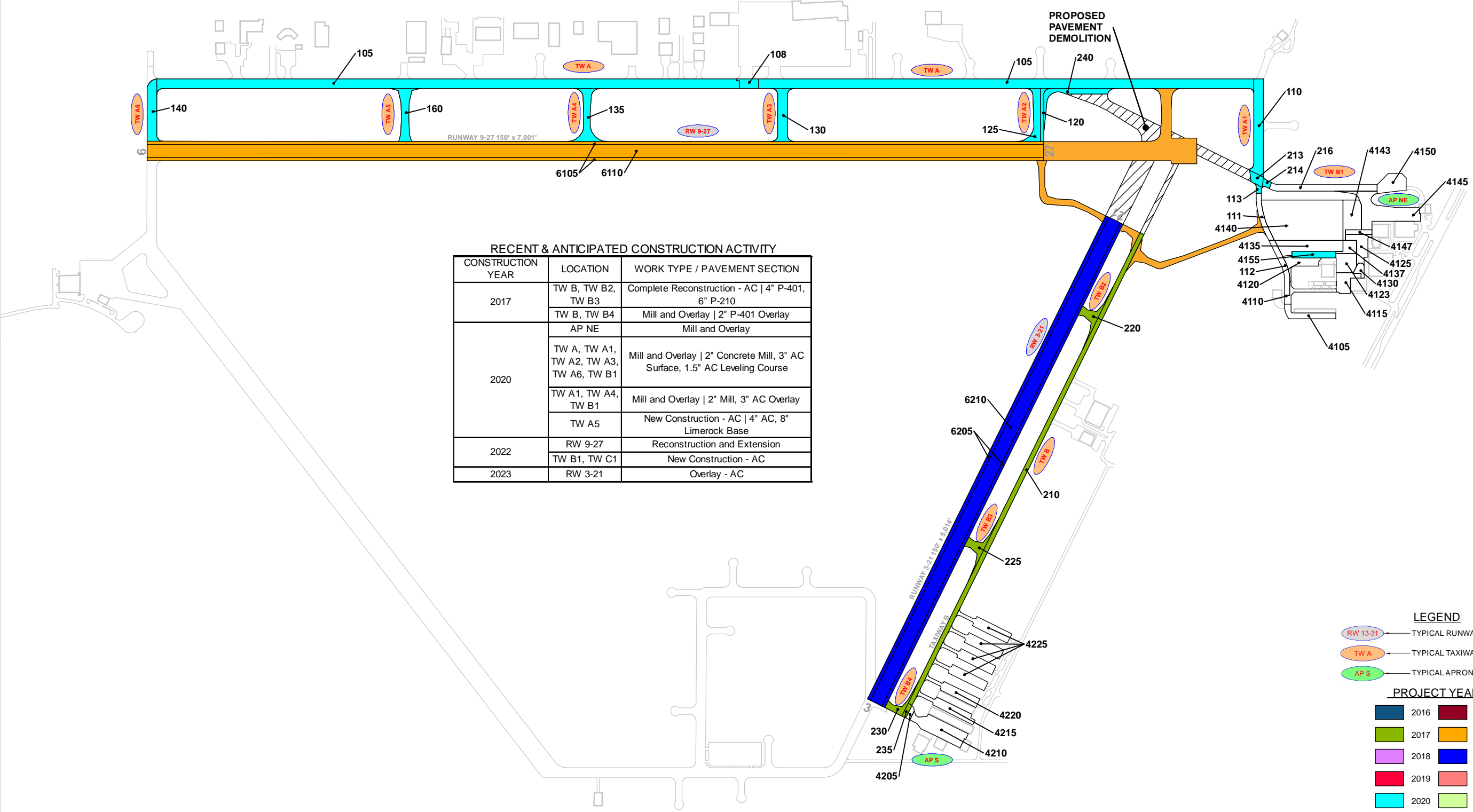


LEGEND

- RW 13-31 — TYPICAL RUNWAY BRANCH ID
- TW A — TYPICAL TAXIWAY BRANCH ID
- AP S — TYPICAL APRON BRANCH ID
- AAC — PAVEMENT SURFACE TYPE
- AP MAIN — PAVEMENT BRANCH ID
- 105 — SECTION NUMBER
- 4105 — NUMBER OF SAMPLE UNITS IN SECTION
- 100 — NUMBER OF SAMPLE UNITS TO BE INSPECTED
- AAC
AP MAIN
4105
0 | 100 — SECTION NOT INSPECTED DUE TO RECENT CONSTRUCTION. SEE SYSTEM INVENTORY MAP FOR CONSTRUCTION DATES.
- 100 — INSPECTED SAMPLE UNITS.

TOTAL SAMPLES INSPECTED = 104
 AC: 39 PCC: 65

RUNWAY LENGTHS DEPICTED IN THIS DRAWING ARE FOR PAVEMENT MANAGEMENT PURPOSES ONLY AND MAY NOT MATCH PUBLISHED RUNWAY LENGTHS. DRAWING NOT TO SCALE.



RECENT & ANTICIPATED CONSTRUCTION ACTIVITY

CONSTRUCTION YEAR	LOCATION	WORK TYPE / PAVEMENT SECTION
2017	TW B, TW B2, TW B3	Complete Reconstruction - AC 4" P-401, 6" P-210
	TW B, TW B4	Mill and Overlay 2" P-401 Overlay
2020	AP NE	Mill and Overlay
	TW A, TW A1, TW A2, TW A3, TW A6, TW B1	Mill and Overlay 2" Concrete Mill, 3" AC Surface, 1.5" AC Leveling Course
	TW A1, TW A4, TW B1	Mill and Overlay 2" Mill, 3" AC Overlay
	TW A5	New Construction - AC 4" AC, 8" Limerock Base
2022	RW 9-27	Reconstruction and Extension
	TW B1, TW C1	New Construction - AC
2023	RW 3-21	Overlay - AC

LEGEND

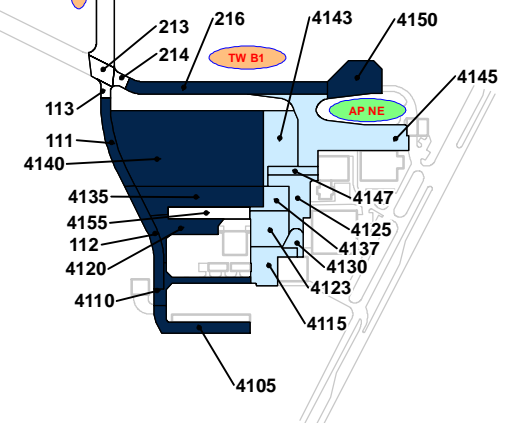
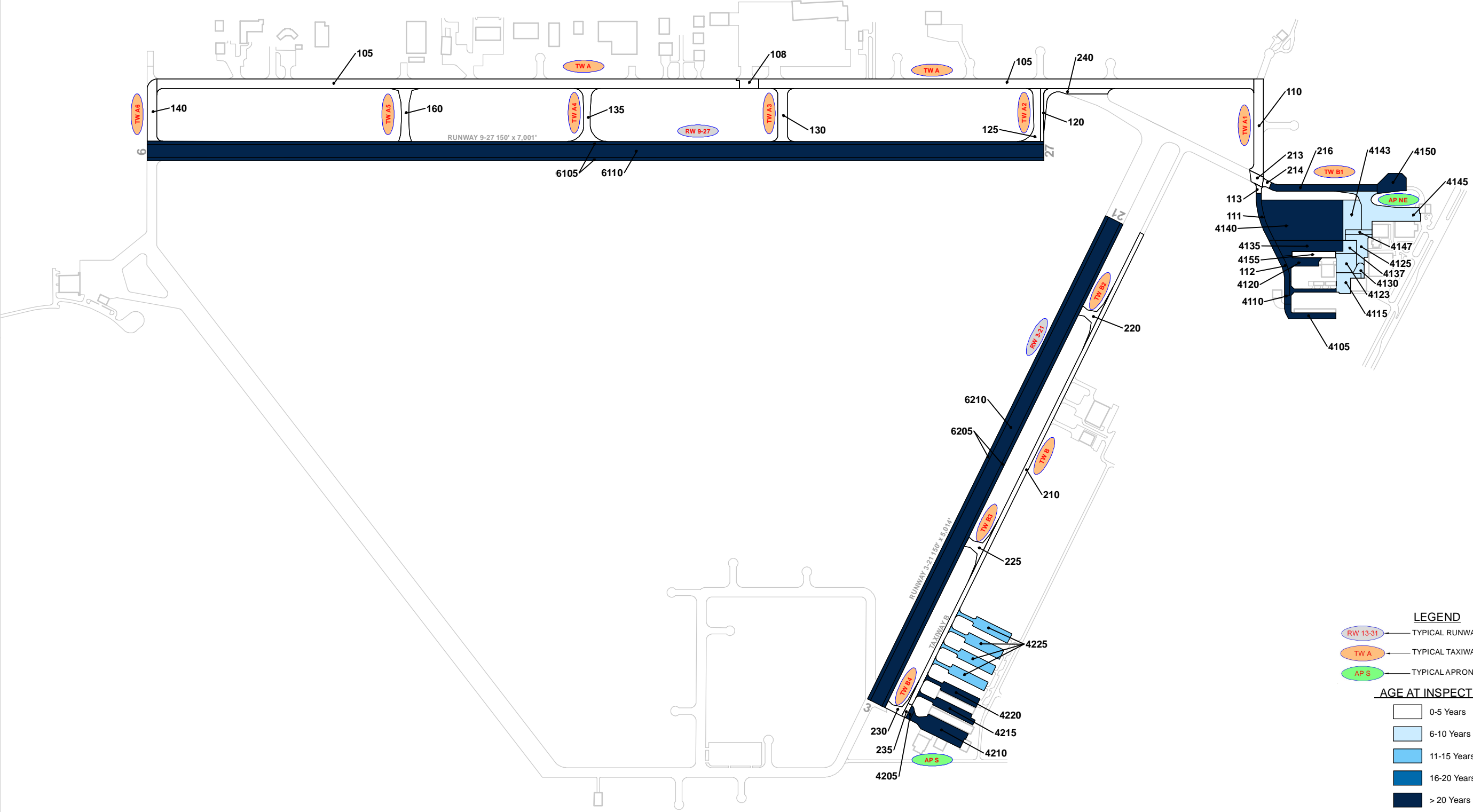
- RW 13-31 TYPICAL RUNWAY BRANCH ID
- TW A TYPICAL TAXIWAY BRANCH ID
- AP S TYPICAL APRON BRANCH ID

PROJECT YEAR

 2016	 2021
 2017	 2022
 2018	 2023
 2019	 2024
 2020	 2025

RUNWAY LENGTHS DEPICTED IN THIS DRAWING ARE FOR PAVEMENT MANAGEMENT PURPOSES ONLY AND MAY NOT MATCH PUBLISHED RUNWAY LENGTHS. DRAWING NOT TO SCALE.





LEGEND

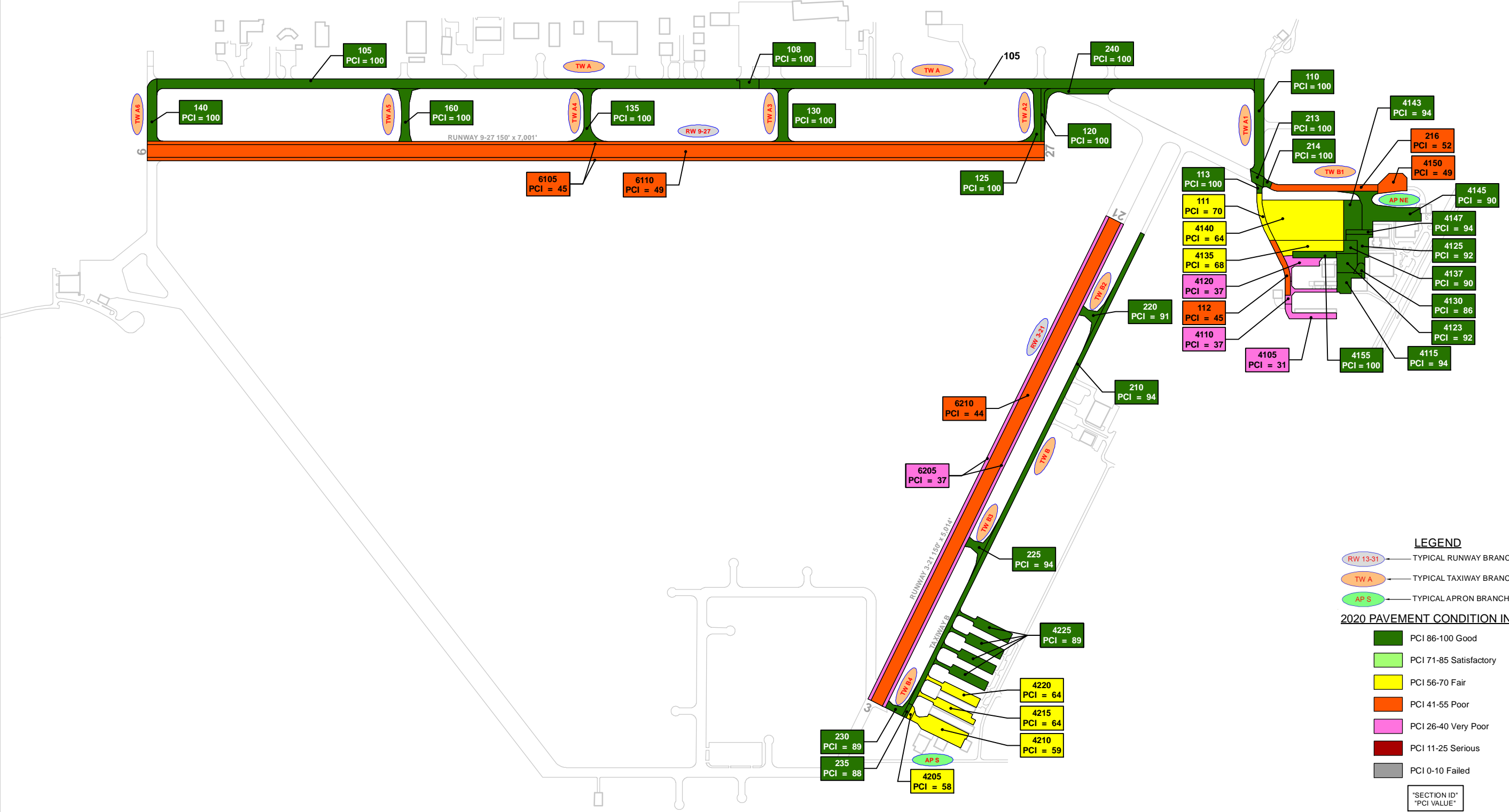
- RW 13-31 — TYPICAL RUNWAY BRANCH ID
- TW A — TYPICAL TAXIWAY BRANCH ID
- AP S — TYPICAL APRON BRANCH ID

AGE AT INSPECTION

- 0-5 Years
- 6-10 Years
- 11-15 Years
- 16-20 Years
- > 20 Years

RUNWAY LENGTHS DEPICTED IN THIS DRAWING ARE FOR PAVEMENT MANAGEMENT PURPOSES ONLY AND MAY NOT MATCH PUBLISHED RUNWAY LENGTHS. DRAWING NOT TO SCALE.





LEGEND

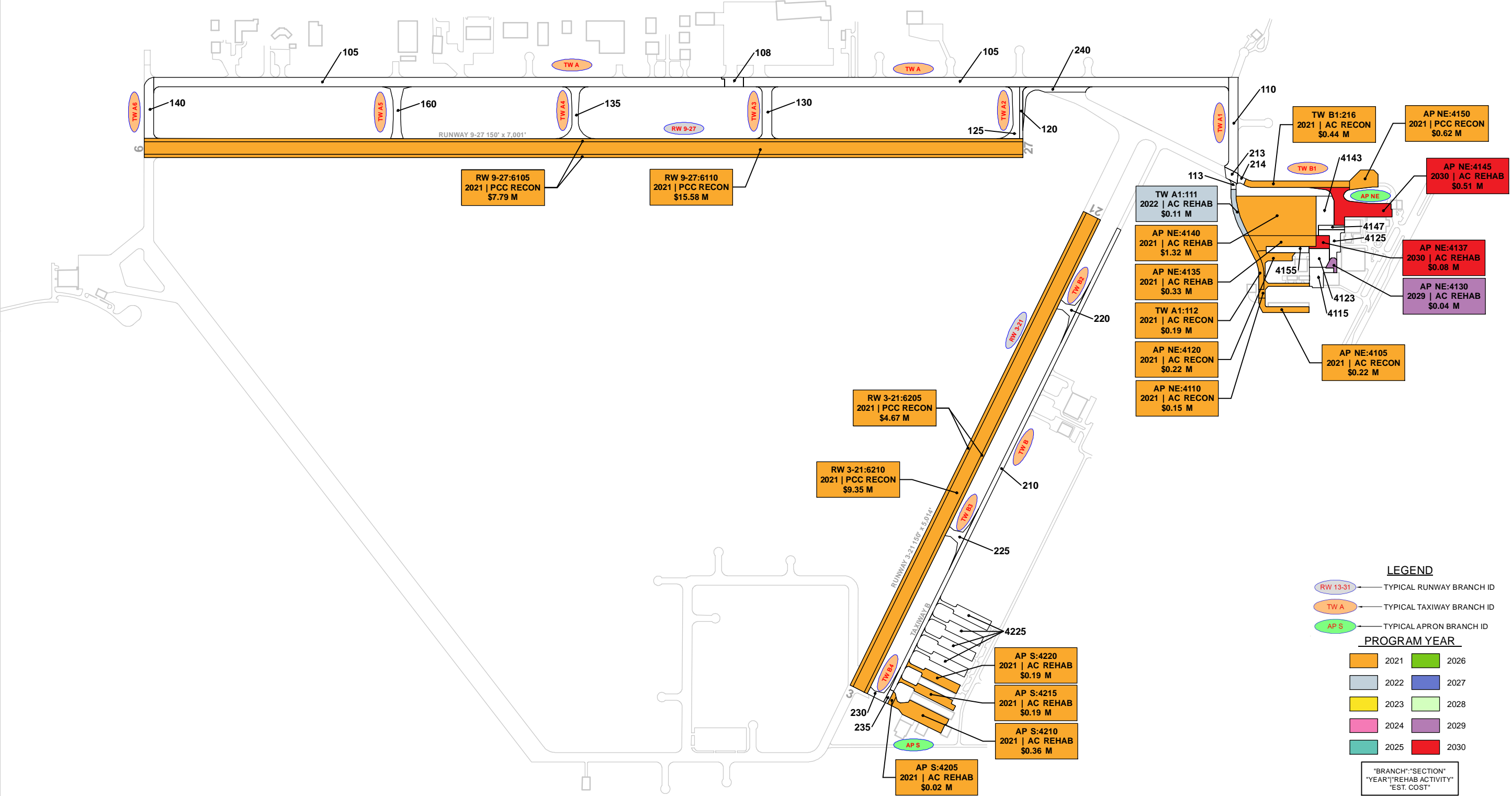
- RW 13-31 — TYPICAL RUNWAY BRANCH ID
- TW A — TYPICAL TAXIWAY BRANCH ID
- AP S — TYPICAL APRON BRANCH ID

2020 PAVEMENT CONDITION INDEX

- PCI 86-100 Good
- PCI 71-85 Satisfactory
- PCI 56-70 Fair
- PCI 41-55 Poor
- PCI 26-40 Very Poor
- PCI 11-25 Serious
- PCI 0-10 Failed

SECTION ID
PCI VALUE

RUNWAY LENGTHS DEPICTED IN THIS DRAWING ARE FOR PAVEMENT MANAGEMENT PURPOSES ONLY AND MAY NOT MATCH PUBLISHED RUNWAY LENGTHS. DRAWING NOT TO SCALE.



LEGEND

- RW 13-31 TYPICAL RUNWAY BRANCH ID
- TW A TYPICAL TAXIWAY BRANCH ID
- AP S TYPICAL APRON BRANCH ID

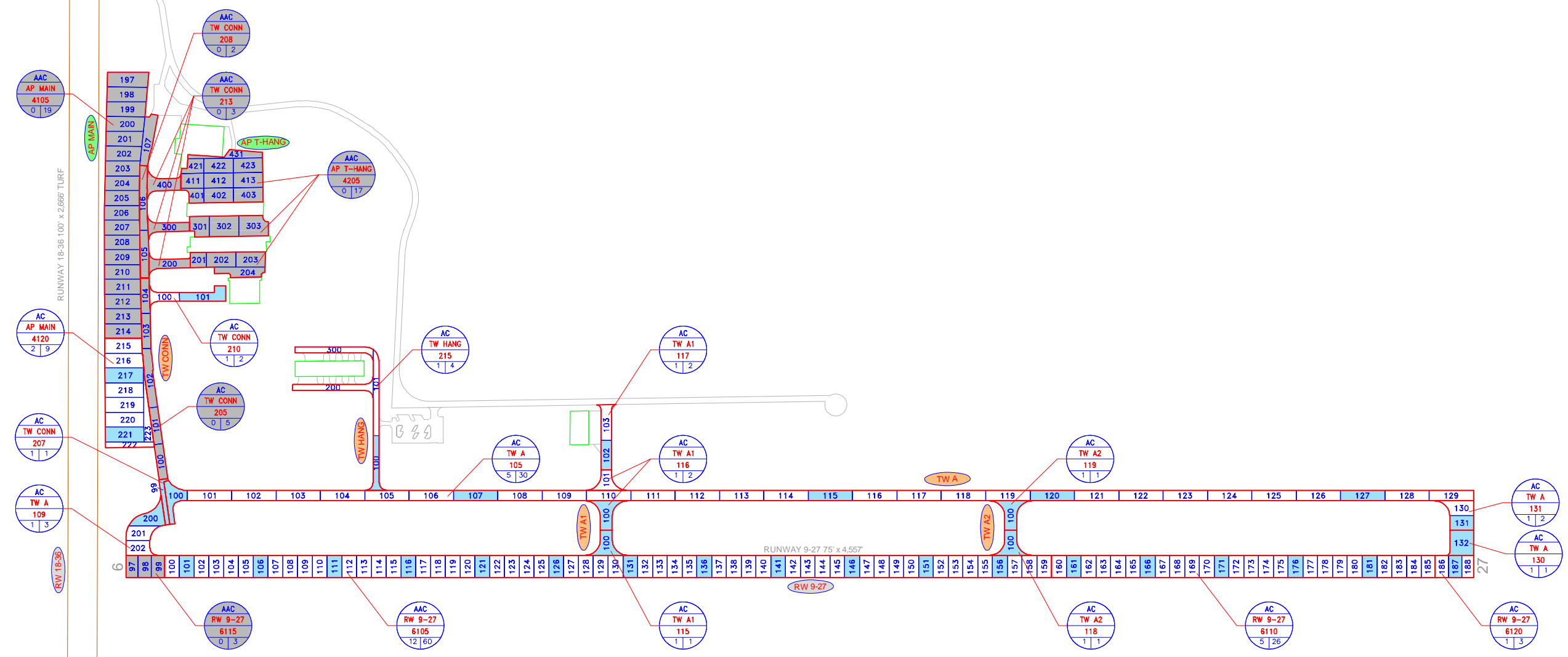
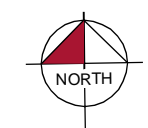
PROGRAM YEAR

	2021		2026
	2022		2027
	2023		2028
	2024		2029
	2025		2030

"BRANCH," "SECTION"
"YEAR," "REHAB ACTIVITY"
"EST. COST"

RUNWAY LENGTHS DEPICTED IN THIS DRAWING ARE FOR PAVEMENT MANAGEMENT PURPOSES ONLY AND MAY NOT MATCH PUBLISHED RUNWAY LENGTHS. DRAWING NOT TO SCALE.



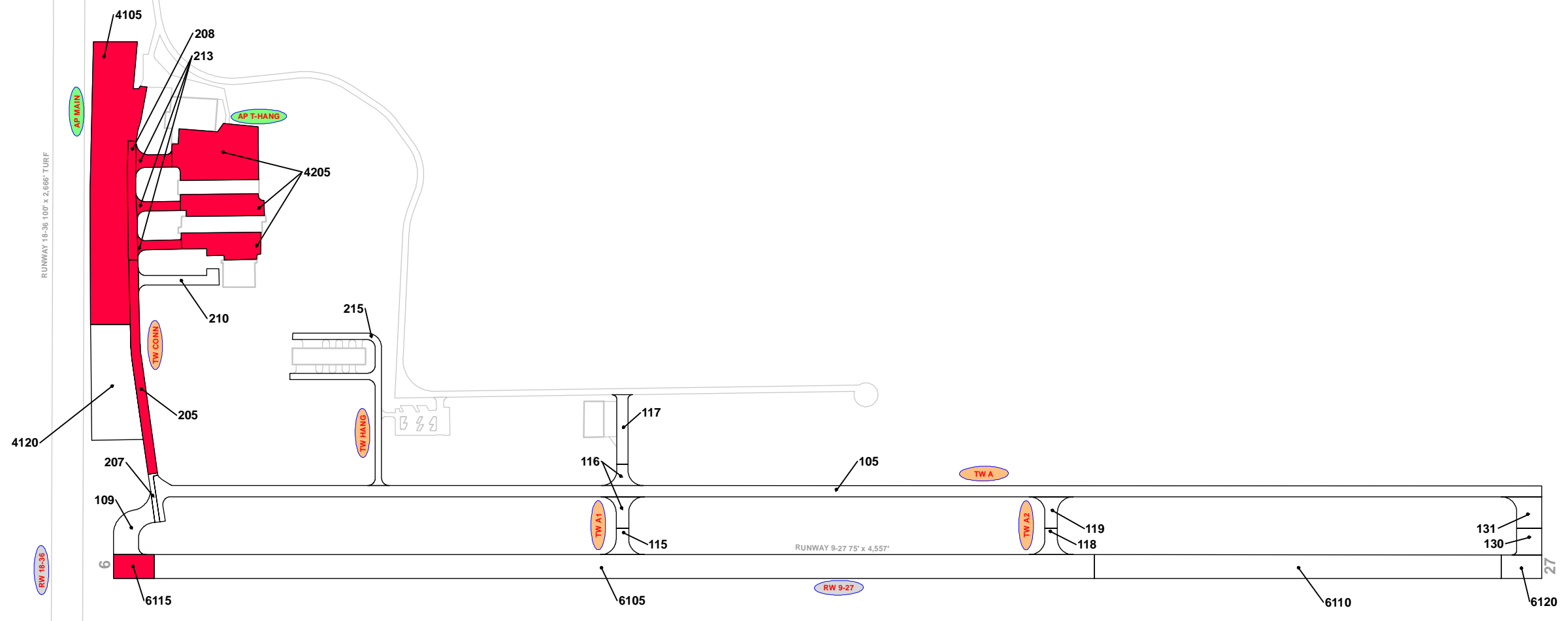


LEGEND

- RW 13-31 — TYPICAL RUNWAY BRANCH ID
- TW A — TYPICAL TAXIWAY BRANCH ID
- AP S — TYPICAL APRON BRANCH ID
- AAC — PAVEMENT SURFACE TYPE
- AP MAIN — PAVEMENT BRANCH ID
- 4105 — SECTION NUMBER
- 10 — NUMBER OF SAMPLE UNITS IN SECTION
- 100 — NUMBER OF SAMPLE UNITS TO BE INSPECTED
- AAC
AP MAIN
4105
0 — SECTION NOT INSPECTED DUE TO RECENT CONSTRUCTION. SEE SYSTEM INVENTORY MAP FOR CONSTRUCTION DATES.
- 100 — INSPECTED SAMPLE UNITS.

TOTAL SAMPLES INSPECTED = 36
AC: 36 PCC: 0

RUNWAY LENGTHS DEPICTED IN THIS DRAWING ARE FOR PAVEMENT MANAGEMENT PURPOSES ONLY AND MAY NOT MATCH PUBLISHED RUNWAY LENGTHS. DRAWING NOT TO SCALE



RECENT & ANTICIPATED CONSTRUCTION ACTIVITY

CONSTRUCTION YEAR	LOCATION	WORK TYPE / PAVEMENT SECTION
2019	TW CONN	Complete Reconstruction - AC
	AP MAIN, AP T-HANG, RW 9-27, TW CONN	Mill and Overlay

LEGEND

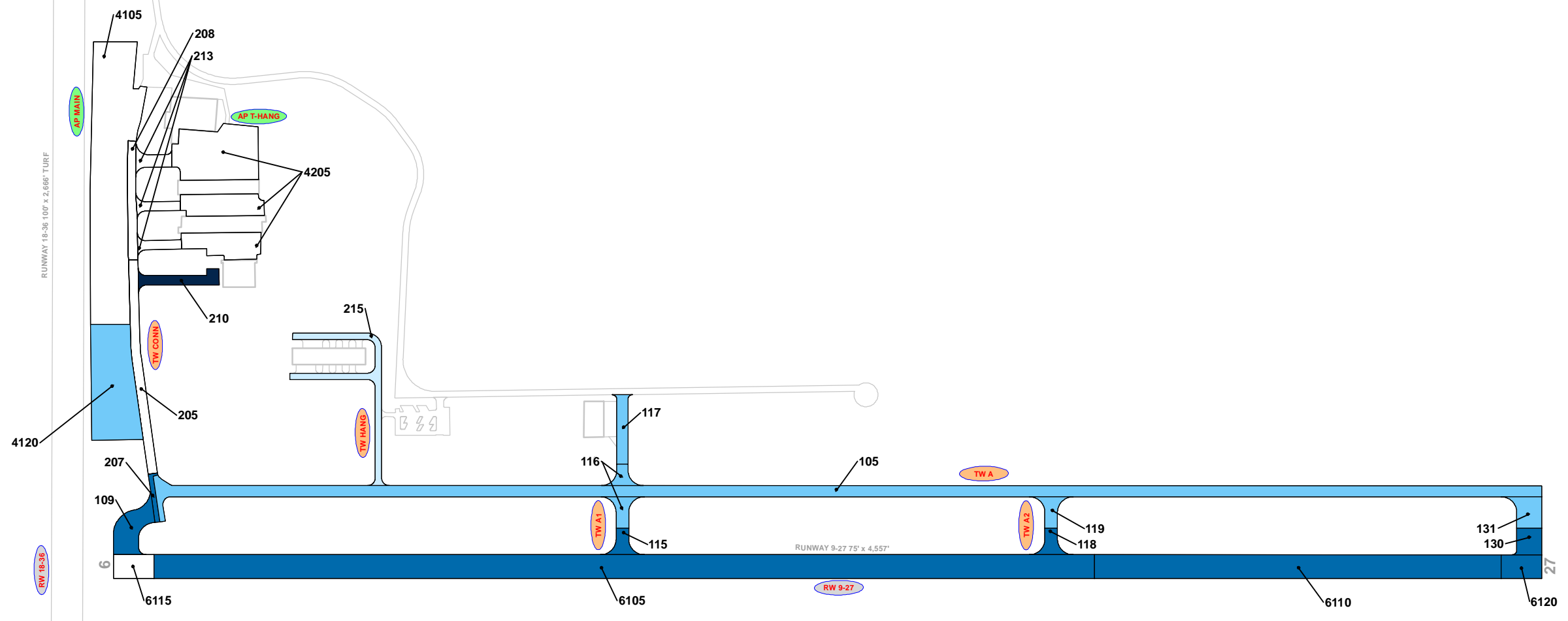
- RW 13-31 ← TYPICAL RUNWAY BRANCH ID
- TW A ← TYPICAL TAXIWAY BRANCH ID
- AP S ← TYPICAL APRON BRANCH ID

PROJECT YEAR

2016	2021
2017	2022
2018	2023
2019	2024
2020	2025

RUNWAY LENGTHS DEPICTED IN THIS DRAWING ARE FOR PAVEMENT MANAGEMENT PURPOSES ONLY AND MAY NOT MATCH PUBLISHED RUNWAY LENGTHS. DRAWING NOT TO SCALE.





LEGEND

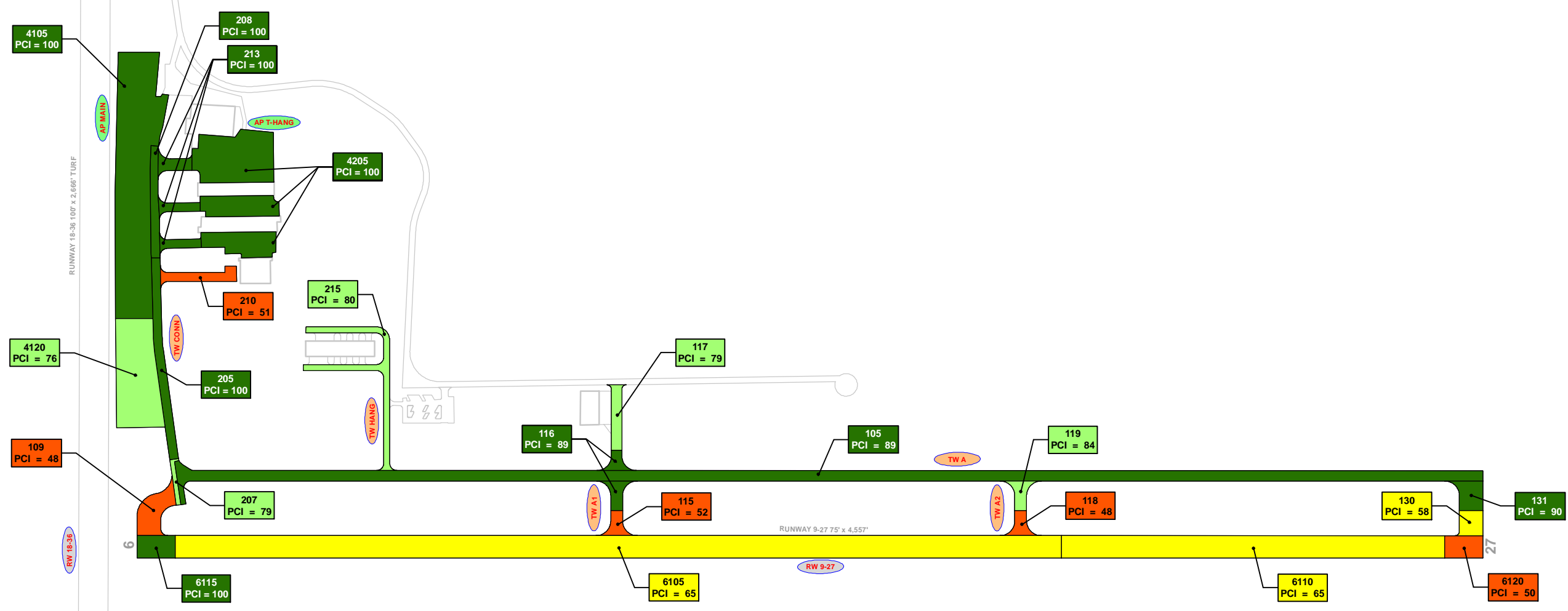
- RW 13-31 — TYPICAL RUNWAY BRANCH ID
- TW A — TYPICAL TAXIWAY BRANCH ID
- AP S — TYPICAL APRON BRANCH ID

AGE AT INSPECTION

- 0-5 Years
- 6-10 Years
- 11-15 Years
- 16-20 Years
- > 20 Years

RUNWAY LENGTHS DEPICTED IN THIS DRAWING ARE FOR PAVEMENT MANAGEMENT PURPOSES ONLY AND MAY NOT MATCH PUBLISHED RUNWAY LENGTHS. DRAWING NOT TO SCALE.





LEGEND

- RW 13-31 TYPICAL RUNWAY BRANCH ID
- TW A TYPICAL TAXIWAY BRANCH ID
- AP S TYPICAL APRON BRANCH ID

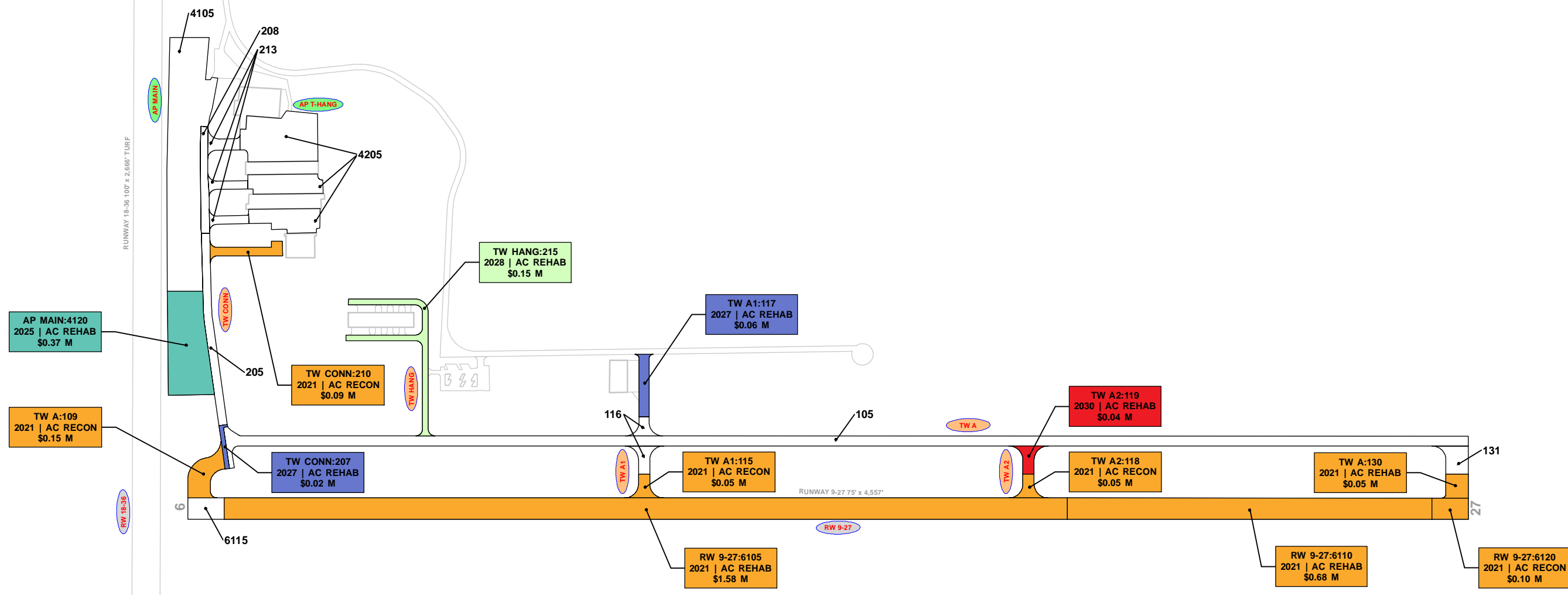
2020 PAVEMENT CONDITION INDEX

- PCI 86-100 Good
- PCI 71-85 Satisfactory
- PCI 56-70 Fair
- PCI 41-55 Poor
- PCI 26-40 Very Poor
- PCI 11-25 Serious
- PCI 0-10 Failed

"SECTION ID"
"PCI VALUE"

RUNWAY LENGTHS DEPICTED IN THIS DRAWING ARE FOR PAVEMENT MANAGEMENT PURPOSES ONLY AND MAY NOT MATCH PUBLISHED RUNWAY LENGTHS. DRAWING NOT TO SCALE.





LEGEND

- RW 13-31 TYPICAL RUNWAY BRANCH ID
- TW A TYPICAL TAXIWAY BRANCH ID
- AP S TYPICAL APRON BRANCH ID

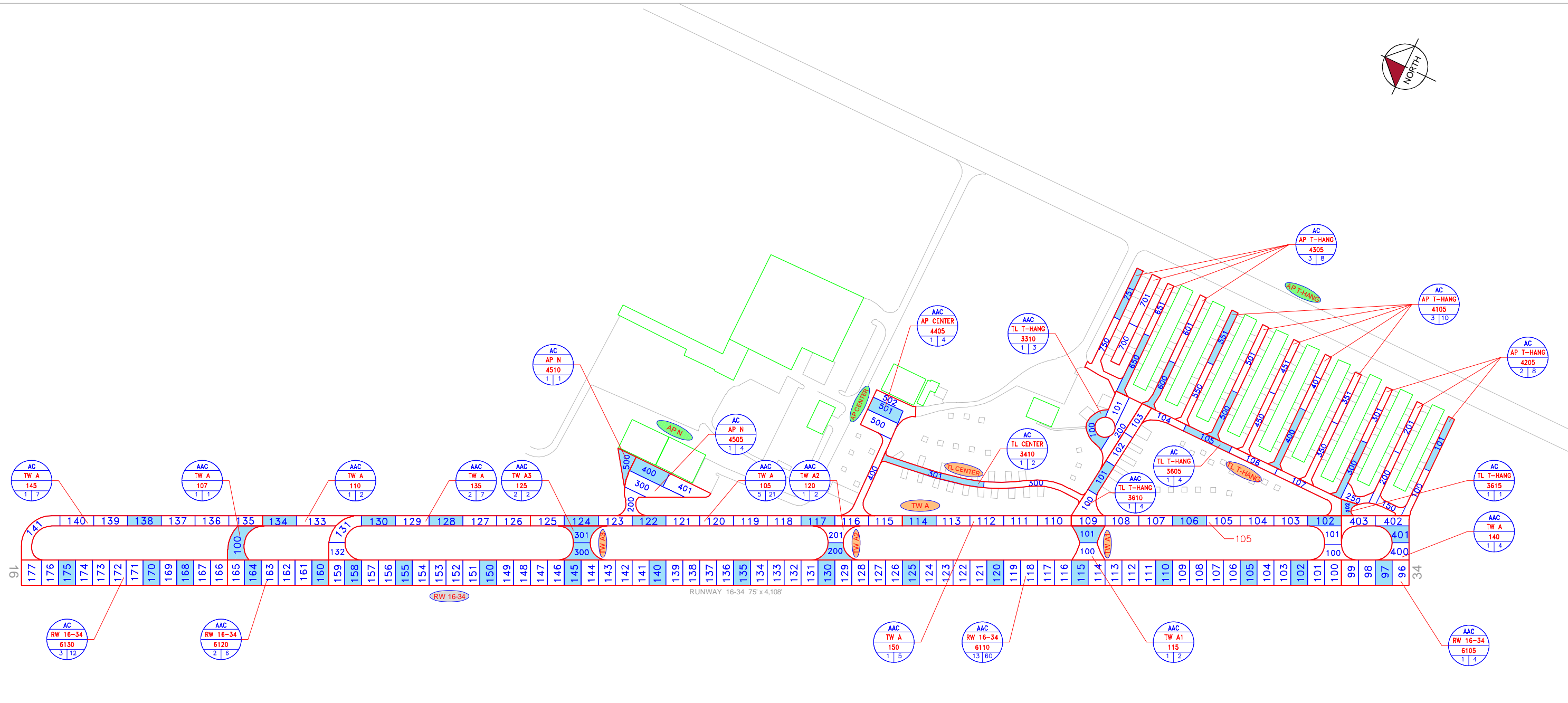
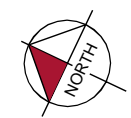
PROGRAM YEAR

	2021		2026
	2022		2027
	2023		2028
	2024		2029
	2025		2030











"BRANCH," "SECTION"
"YEAR," "REHAB ACTIVITY"
"EST. COST"

RUNWAY LENGTHS DEPICTED IN THIS DRAWING ARE FOR PAVEMENT MANAGEMENT PURPOSES ONLY AND MAY NOT MATCH PUBLISHED RUNWAY LENGTHS. DRAWING NOT TO SCALE.



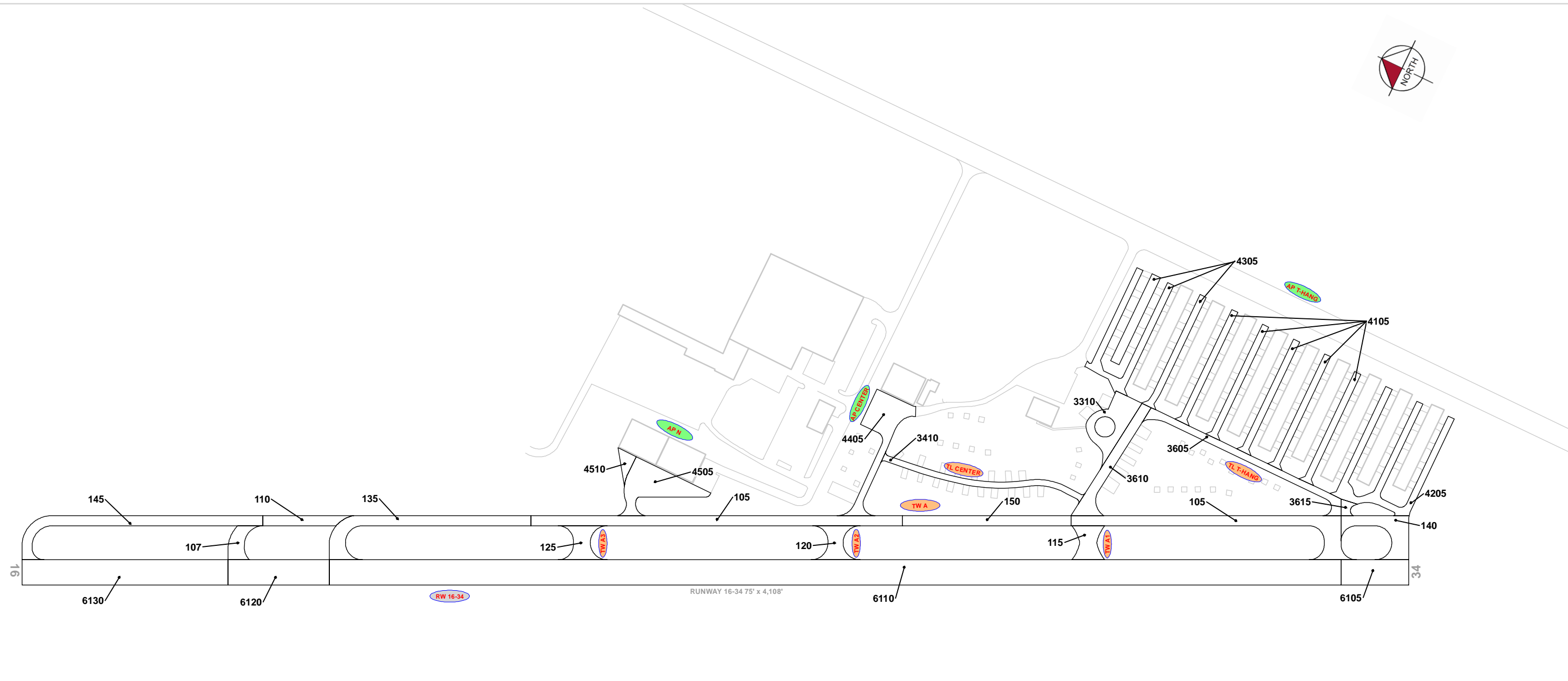


LEGEND

-  TYPICAL RUNWAY BRANCH ID
-  TYPICAL TAXIWAY BRANCH ID
-  TYPICAL APRON BRANCH ID
-  PAVEMENT SURFACE TYPE
-  PAVEMENT BRANCH ID
-  SECTION NUMBER
-  NUMBER OF SAMPLE UNITS IN SECTION
-  NUMBER OF SAMPLE UNITS TO BE INSPECTED
-  SECTION NOT INSPECTED DUE TO RECENT CONSTRUCTION. SEE SYSTEM INVENTORY MAP FOR CONSTRUCTION DATES.
-  INSPECTED SAMPLE UNITS.

TOTAL SAMPLES INSPECTED = 51
 AC: 51 PCC: 0

RUNWAY LENGTHS DEPICTED IN THIS DRAWING ARE FOR PAVEMENT MANAGEMENT PURPOSES ONLY AND MAY NOT MATCH PUBLISHED RUNWAY LENGTHS. DRAWING NOT TO SCALE.



RECENT & ANTICIPATED CONSTRUCTION ACTIVITY

CONSTRUCTION YEAR	LOCATION	WORK TYPE / PAVEMENT SECTION
NO INFORMATION PROVIDED		

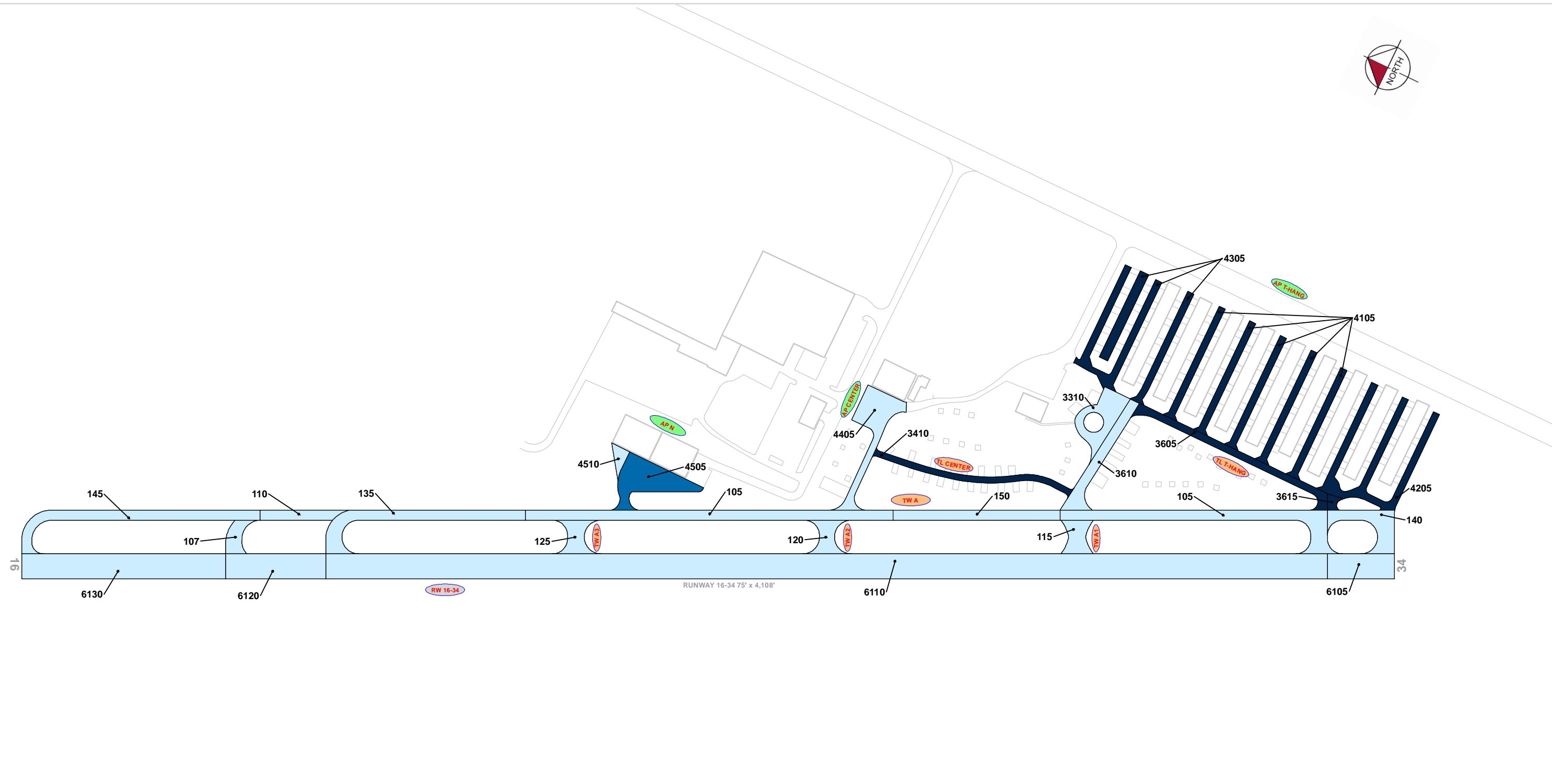
LEGEND

- RW 13-31 — TYPICAL RUNWAY BRANCH ID
- TW A — TYPICAL TAXIWAY BRANCH ID
- AP S — TYPICAL APRON BRANCH ID

PROJECT YEAR

2017	2022
2018	2023
2019	2024
2020	2025
2021	2026

RUNWAY LENGTHS DEPICTED IN THIS DRAWING ARE FOR PAVEMENT MANAGEMENT PURPOSES ONLY AND MAY NOT MATCH PUBLISHED RUNWAY LENGTHS. DRAWING NOT TO SCALE.



LEGEND

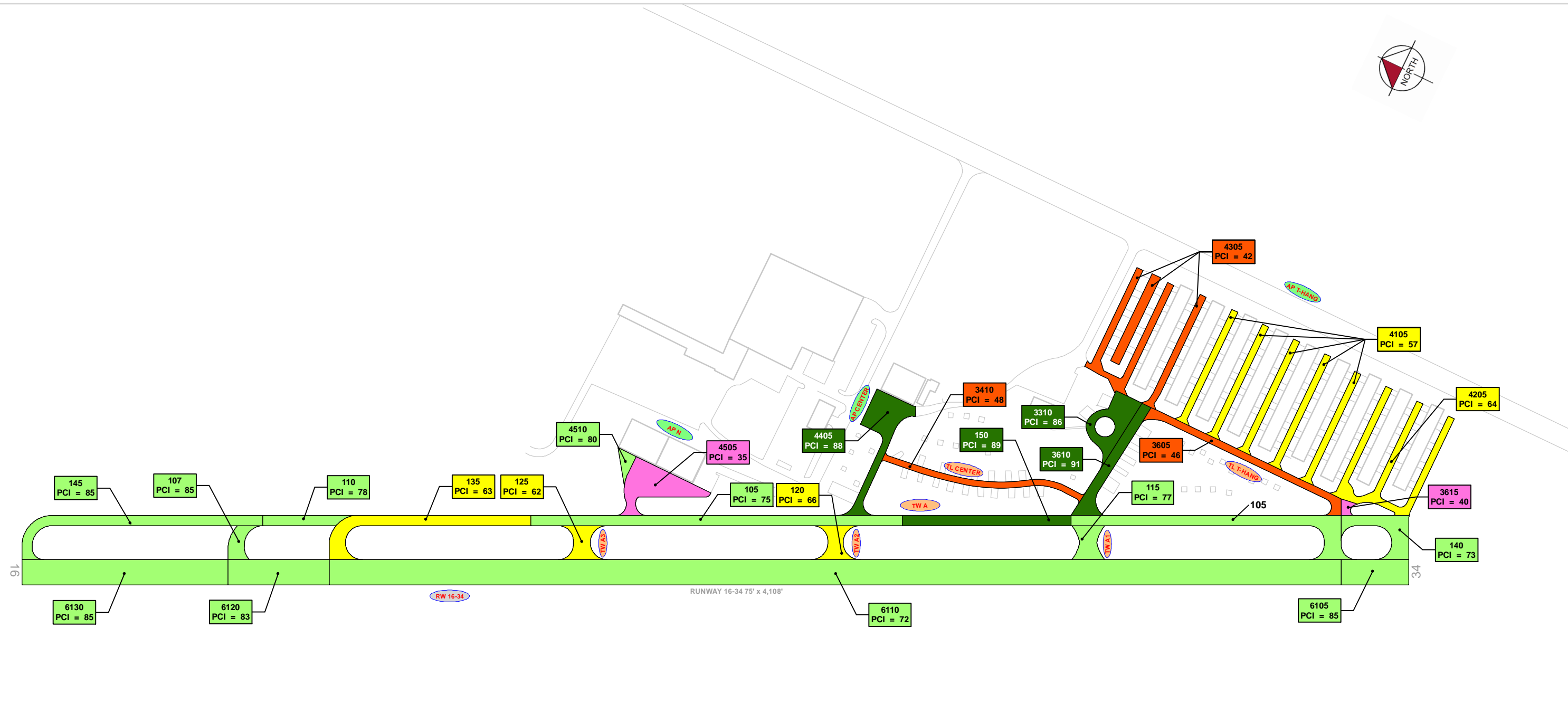
- RW 13-31 — TYPICAL RUNWAY BRANCH ID
- TW A — TYPICAL TAXIWAY BRANCH ID
- AP S — TYPICAL APRON BRANCH ID

AGE AT INSPECTION

- 0-5 Years
- 6-10 Years
- 11-15 Years
- 16-20 Years
- > 20 Years

RUNWAY LENGTHS DEPICTED IN THIS DRAWING ARE FOR PAVEMENT MANAGEMENT PURPOSES ONLY AND MAY NOT MATCH PUBLISHED RUNWAY LENGTHS. DRAWING NOT TO SCALE.





LEGEND

- RW 13-31 — TYPICAL RUNWAY BRANCH ID
- TW A — TYPICAL TAXIWAY BRANCH ID
- AP S — TYPICAL APRON BRANCH ID

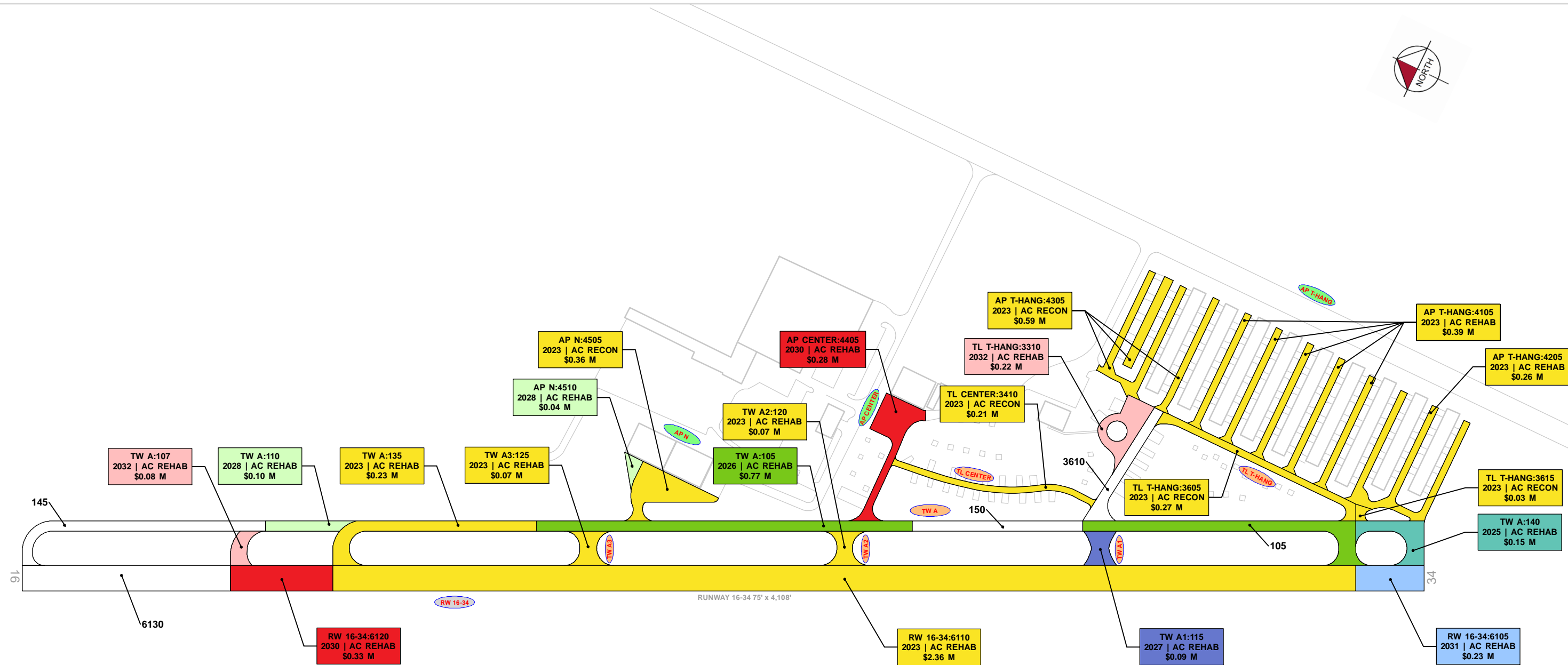
2022 PAVEMENT CONDITION INDEX

- PCI 86-100 Good
- PCI 71-85 Satisfactory
- PCI 56-70 Fair
- PCI 41-55 Poor
- PCI 26-40 Very Poor
- PCI 11-25 Serious
- PCI 0-10 Failed

"SECTION ID" / "PCI VALUE"

RUNWAY LENGTHS DEPICTED IN THIS DRAWING ARE FOR PAVEMENT MANAGEMENT PURPOSES ONLY AND MAY NOT MATCH PUBLISHED RUNWAY LENGTHS. DRAWING NOT TO SCALE.





LEGEND

- TYPICAL RUNWAY BRANCH ID
- TYPICAL TAXIWAY BRANCH ID
- TYPICAL APRON BRANCH ID

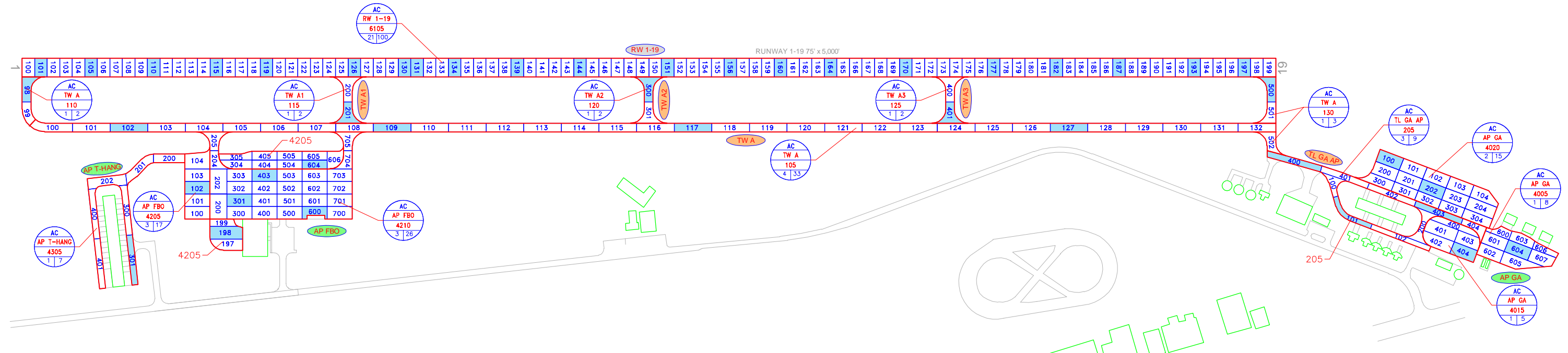
PROGRAM YEAR

2023	2028
2024	2029
2025	2030
2026	2031
2027	2032

"BRANCH"-"SECTION"
"YEAR"|"REHAB ACTIVITY"
"EST. COST"

RUNWAY LENGTHS DEPICTED IN THIS DRAWING ARE FOR PAVEMENT MANAGEMENT PURPOSES ONLY AND MAY NOT MATCH PUBLISHED RUNWAY LENGTHS. DRAWING NOT TO SCALE.



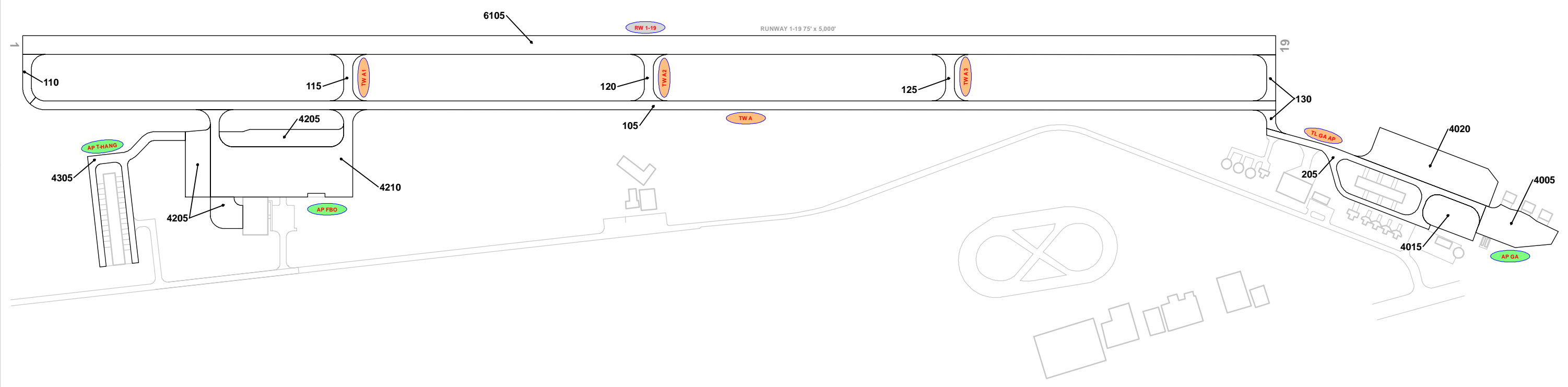


LEGEND

- TYPICAL RUNWAY BRANCH ID
- TYPICAL TAXIWAY BRANCH ID
- TYPICAL APRON BRANCH ID
- PAVEMENT SURFACE TYPE
- PAVEMENT BRANCH ID
- SECTION NUMBER
- NUMBER OF SAMPLE UNITS IN SECTION
NUMBER OF SAMPLE UNITS TO BE INSPECTED
- SECTION NOT INSPECTED DUE TO RECENT CONSTRUCTION. SEE SYSTEM INVENTORY MAP FOR CONSTRUCTION DATES.
- INSPECTED SAMPLE UNITS.

TOTAL SAMPLES INSPECTED = 44
AC: 44 PCC: 0

RUNWAY LENGTHS DEPICTED IN THIS DRAWING ARE FOR PAVEMENT MANAGEMENT PURPOSES ONLY AND MAY NOT MATCH PUBLISHED RUNWAY LENGTHS. DRAWING NOT TO SCALE



RECENT & ANTICIPATED CONSTRUCTION ACTIVITY

CONSTRUCTION YEAR	LOCATION	WORK TYPE / PAVEMENT SECTION
NO INFORMATION PROVIDED		

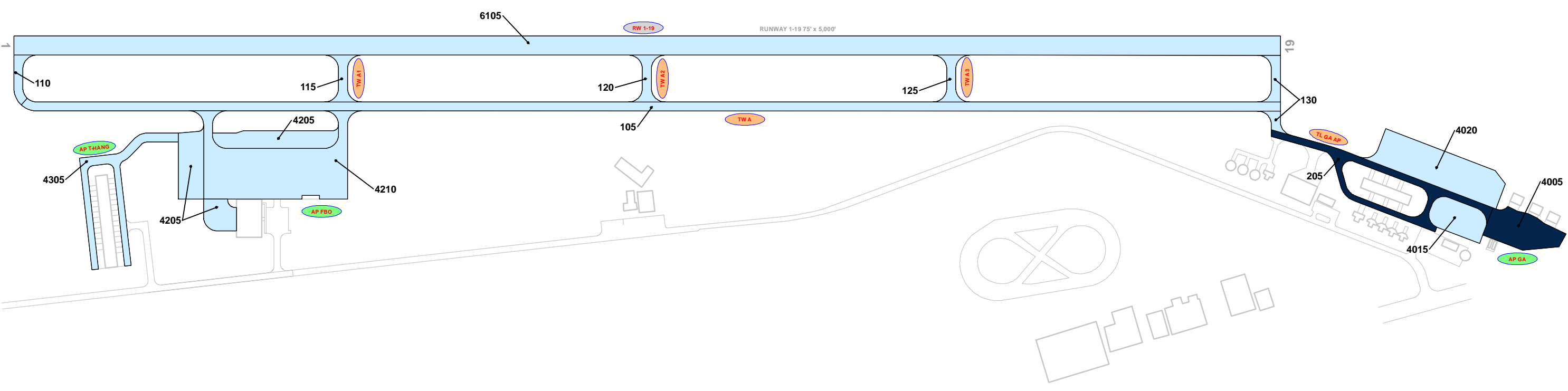
LEGEND

- RW 13-31 — TYPICAL RUNWAY BRANCH ID
- TW A — TYPICAL TAXIWAY BRANCH ID
- AP S — TYPICAL APRON BRANCH ID

PROJECT YEAR

2016	2021
2017	2022
2018	2023
2019	2024
2020	2025

RUNWAY LENGTHS DEPICTED IN THIS DRAWING ARE FOR PAVEMENT MANAGEMENT PURPOSES ONLY AND MAY NOT MATCH PUBLISHED RUNWAY LENGTHS. DRAWING NOT TO SCALE.



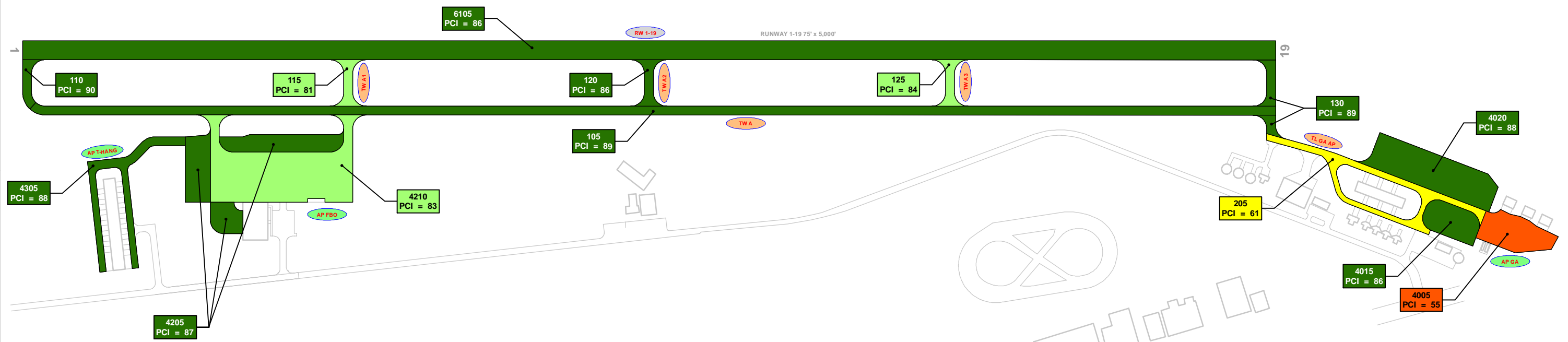
LEGEND

- RW 13-31 — TYPICAL RUNWAY BRANCH ID
- TW A — TYPICAL TAXIWAY BRANCH ID
- AP S — TYPICAL APRON BRANCH ID

AGE AT INSPECTION

- 0-5 Years
- 6-10 Years
- 11-15 Years
- 16-20 Years
- > 20 Years

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LEGEND

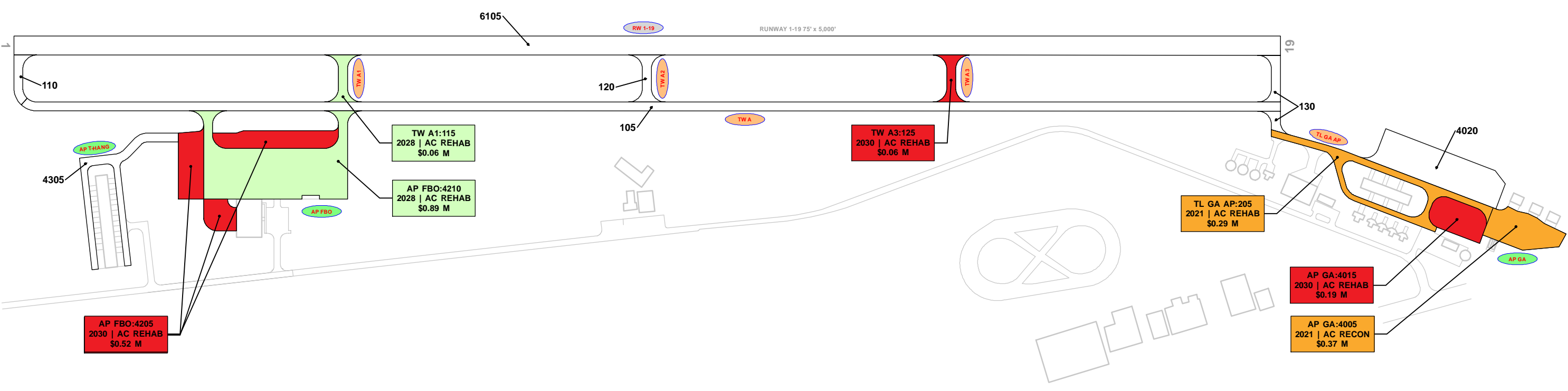
- TYPICAL RUNWAY BRANCH ID
- TYPICAL TAXIWAY BRANCH ID
- TYPICAL APRON BRANCH ID

2020 PAVEMENT CONDITION INDEX

- PCI 86-100 Good
- PCI 71-85 Satisfactory
- PCI 56-70 Fair
- PCI 41-55 Poor
- PCI 26-40 Very Poor
- PCI 11-25 Serious
- PCI 0-10 Failed

**"SECTION ID"
"PCI VALUE"**

RUNWAY LENGTHS DEPICTED IN THIS DRAWING ARE FOR PAVEMENT MANAGEMENT PURPOSES ONLY AND MAY NOT MATCH PUBLISHED RUNWAY LENGTHS. DRAWING NOT TO SCALE.



LEGEND

- RW 13-31 TYPICAL RUNWAY BRANCH ID
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- AP S TYPICAL APRON BRANCH ID

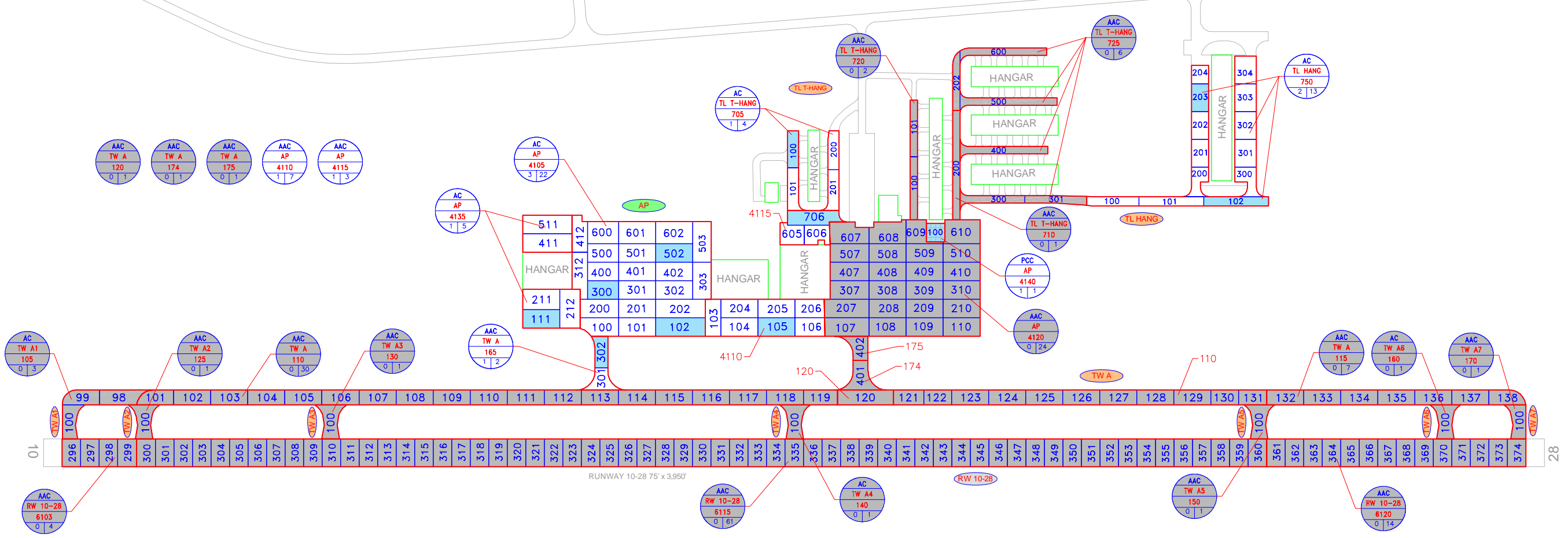
PROGRAM YEAR

	2021		2026
	2022		2027
	2023		2028
	2024		2029
	2025		2030

"BRANCH"; "SECTION"
"YEAR"; "REHAB ACTIVITY"
"EST. COST"

RUNWAY LENGTHS DEPICTED IN THIS DRAWING ARE FOR PAVEMENT MANAGEMENT PURPOSES ONLY AND MAY NOT MATCH PUBLISHED RUNWAY LENGTHS. DRAWING NOT TO SCALE.





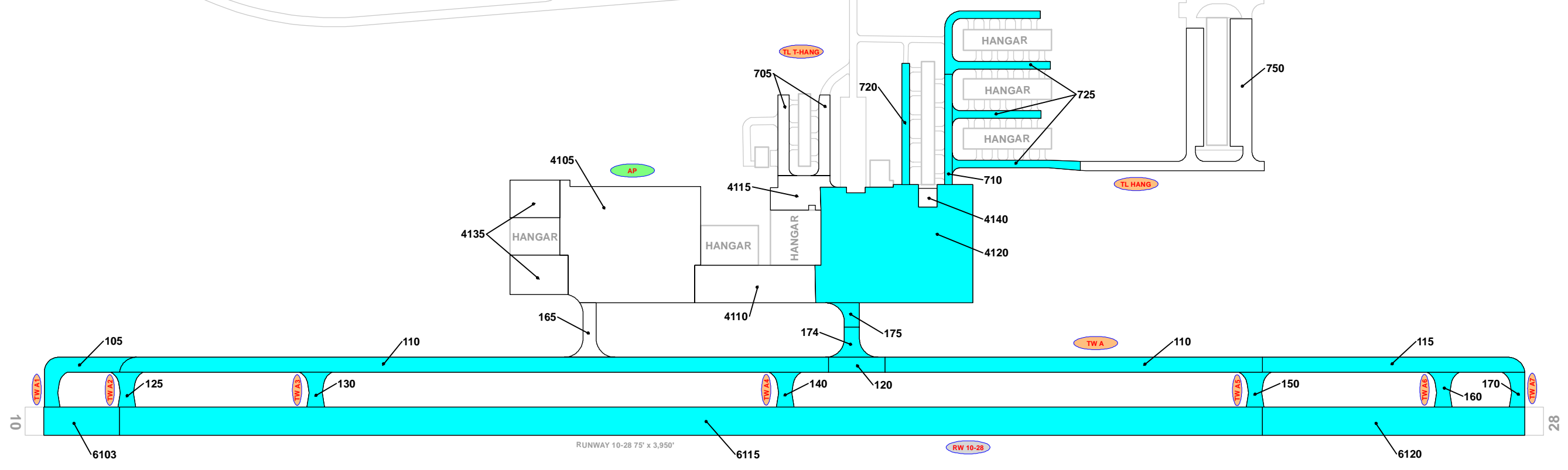
LEGEND

- RW 13-31 — TYPICAL RUNWAY BRANCH ID
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- AP S — TYPICAL APRON BRANCH ID
- AAC — PAVEMENT SURFACE TYPE
- AP MAIN — PAVEMENT BRANCH ID
- 4105 — SECTION NUMBER
- 10 — NUMBER OF SAMPLE UNITS IN SECTION
- 100 — NUMBER OF SAMPLE UNITS TO BE INSPECTED

- AAC
AP MAIN
4105
0 | 100 — SECTION NOT INSPECTED DUE TO RECENT CONSTRUCTION. SEE SYSTEM INVENTORY MAP FOR CONSTRUCTION DATES.
- 100 — INSPECTED SAMPLE UNITS.

TOTAL SAMPLES INSPECTED = 11
 AC: 10 PCC: 1

RUNWAY LENGTHS DEPICTED IN THIS DRAWING ARE FOR PAVEMENT MANAGEMENT PURPOSES ONLY AND MAY NOT MATCH PUBLISHED RUNWAY LENGTHS. DRAWING NOT TO SCALE.



RECENT & ANTICIPATED CONSTRUCTION ACTIVITY

CONSTRUCTION YEAR	LOCATION	WORK TYPE / PAVEMENT SECTION
2020	AP, RW 10-28, TL T-HANG, TW A, TW A2, TW A3, TW A5, TW A7	Mill and Overlay
	TW A1, TW A4, TW A6	New Construction - AC

LEGEND

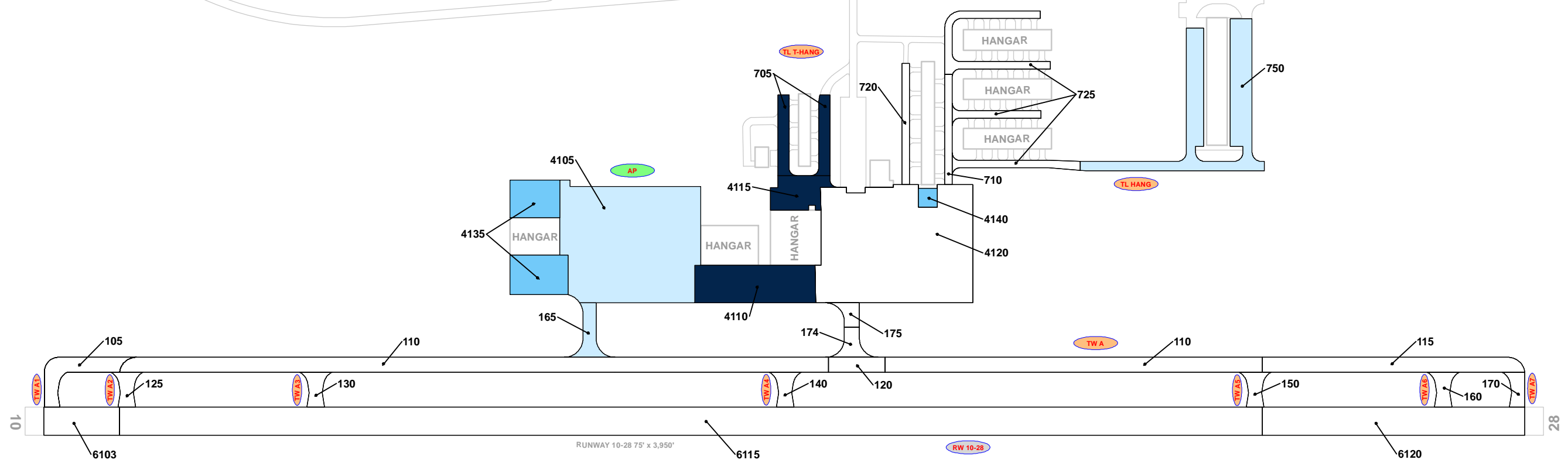
- RW 13-31 TYPICAL RUNWAY BRANCH ID
- TW A TYPICAL TAXIWAY BRANCH ID
- AP S TYPICAL APRON BRANCH ID

PROJECT YEAR

2016	2021
2017	2022
2018	2023
2019	2024
2020	2025

RUNWAY LENGTHS DEPICTED IN THIS DRAWING ARE FOR PAVEMENT MANAGEMENT PURPOSES ONLY AND MAY NOT MATCH PUBLISHED RUNWAY LENGTHS. DRAWING NOT TO SCALE.





LEGEND

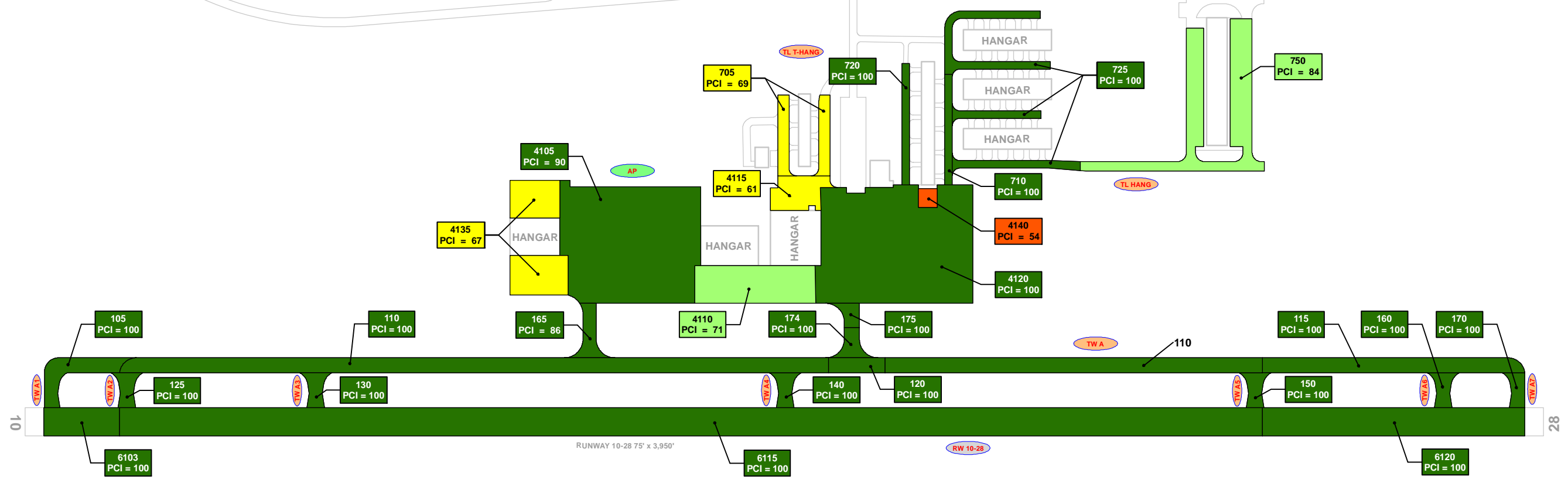
- TYPICAL RUNWAY BRANCH ID
- TYPICAL TAXIWAY BRANCH ID
- TYPICAL APRON BRANCH ID

AGE AT INSPECTION

- 0-5 Years
- 6-10 Years
- 11-15 Years
- 16-20 Years
- > 20 Years

RUNWAY LENGTHS DEPICTED IN THIS DRAWING ARE FOR PAVEMENT MANAGEMENT PURPOSES ONLY AND MAY NOT MATCH PUBLISHED RUNWAY LENGTHS. DRAWING NOT TO SCALE.





LEGEND

- TYPICAL RUNWAY BRANCH ID
- TYPICAL TAXIWAY BRANCH ID
- TYPICAL APRON BRANCH ID

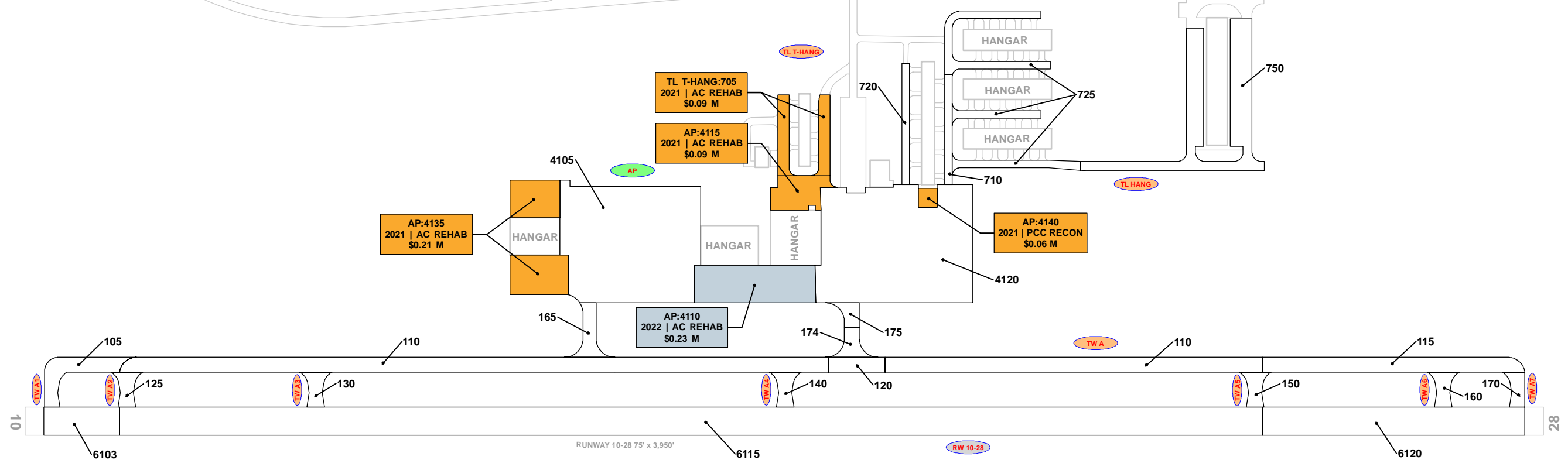
2020 PAVEMENT CONDITION INDEX

- PCI 86-100 Good
- PCI 71-85 Satisfactory
- PCI 56-70 Fair
- PCI 41-55 Poor
- PCI 26-40 Very Poor
- PCI 11-25 Serious
- PCI 0-10 Failed

"SECTION ID"
"PCI VALUE"

RUNWAY LENGTHS DEPICTED IN THIS DRAWING ARE FOR PAVEMENT MANAGEMENT PURPOSES ONLY AND MAY NOT MATCH PUBLISHED RUNWAY LENGTHS. DRAWING NOT TO SCALE.





LEGEND

- RW 13-31 TYPICAL RUNWAY BRANCH ID
- TW A TYPICAL TAXIWAY BRANCH ID
- AP S TYPICAL APRON BRANCH ID

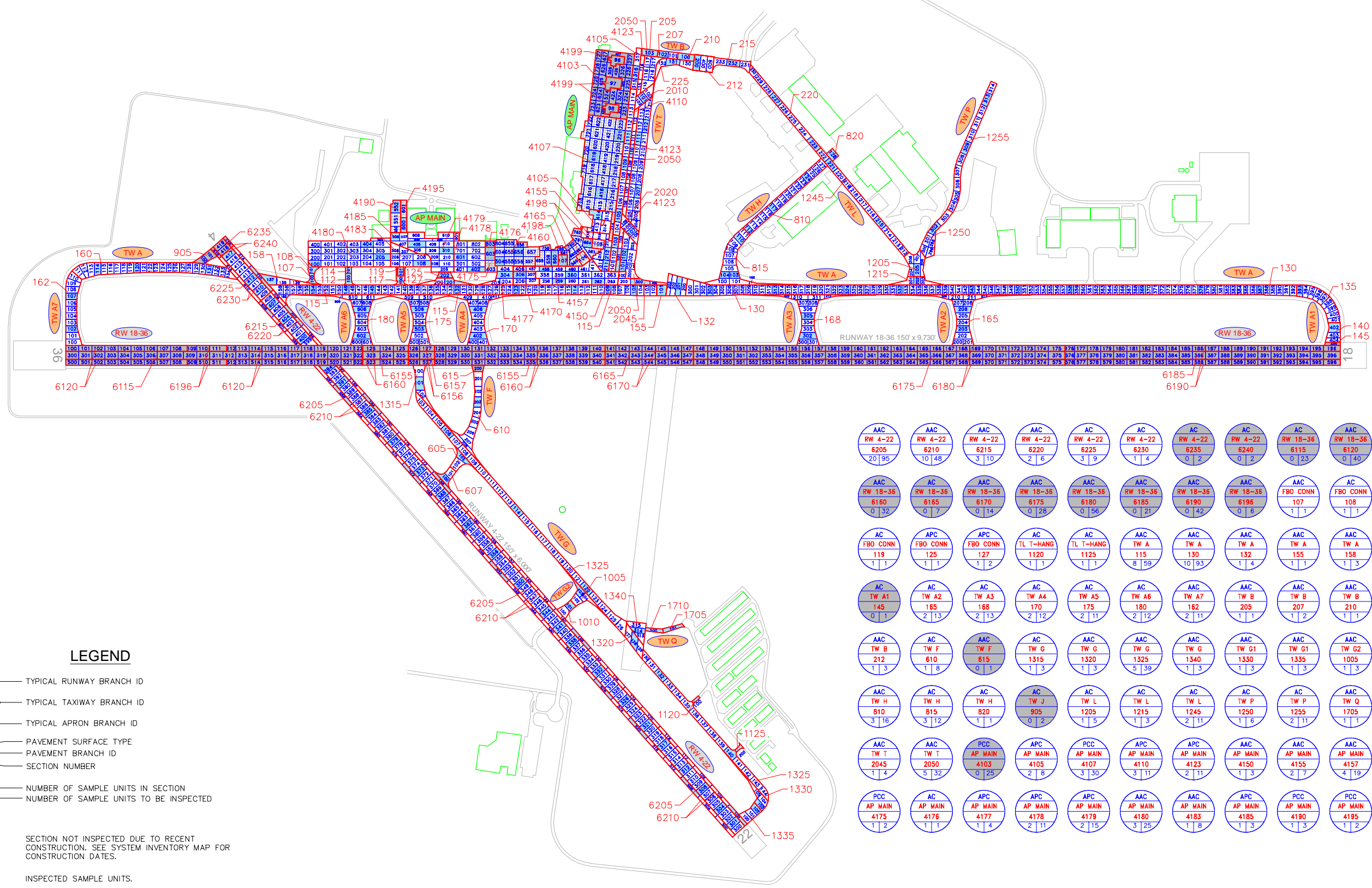
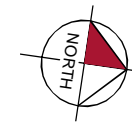
PROGRAM YEAR

	2021		2026
	2022		2027
	2023		2028
	2024		2029
	2025		2030

"BRANCH"; "SECTION"
"YEAR"; "REHAB ACTIVITY"
"EST. COST"

RUNWAY LENGTHS DEPICTED IN THIS DRAWING ARE FOR PAVEMENT MANAGEMENT PURPOSES ONLY AND MAY NOT MATCH PUBLISHED RUNWAY LENGTHS. DRAWING NOT TO SCALE.





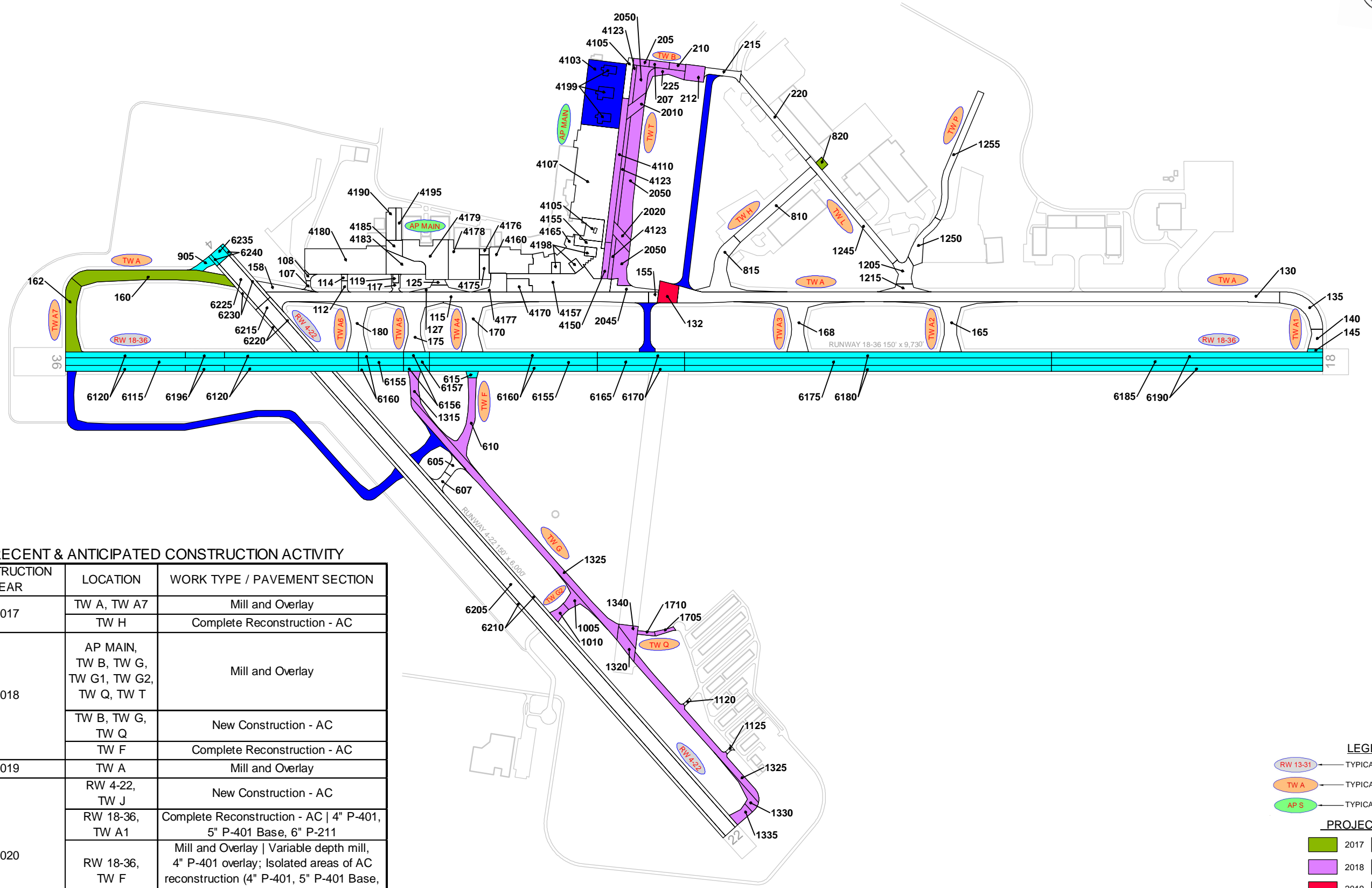
LEGEND

- TYPICAL RUNWAY BRANCH ID
- TYPICAL TAXIWAY BRANCH ID
- TYPICAL APRON BRANCH ID
- PAVEMENT SURFACE TYPE
- PAVEMENT BRANCH ID
- SECTION NUMBER
- NUMBER OF SAMPLE UNITS IN SECTION
- NUMBER OF SAMPLE UNITS TO BE INSPECTED
- SECTION NOT INSPECTED DUE TO RECENT CONSTRUCTION. SEE SYSTEM INVENTORY MAP FOR CONSTRUCTION DATES.
- INSPECTED SAMPLE UNITS.

TOTAL SAMPLES INSPECTED = 171
 AC: 160 PCC: 11

RUNWAY LENGTHS DEPICTED IN THIS DRAWING ARE FOR PAVEMENT MANAGEMENT PURPOSES ONLY AND MAY NOT MATCH PUBLISHED RUNWAY LENGTHS. DRAWING NOT TO SCALE.

AAC RW 4-22 6205 20 95	AAC RW 4-22 6210 10 48	AAC RW 4-22 6215 3 10	AAC RW 4-22 6220 2 6	AC RW 4-22 6225 3 9	AC RW 4-22 6230 1 4	AC RW 4-22 6235 0 2	AC RW 4-22 6240 0 2	AC RW 18-36 6115 0 23	AAC RW 18-36 6155 0 40	AAC RW 18-36 6157 0 16	AC RW 18-36 6158 0 4	AC RW 18-36 6159 0 2
AAC RW 18-36 6160 0 32	AC RW 18-36 6165 0 7	AAC RW 18-36 6170 0 14	AAC RW 18-36 6175 0 28	AAC RW 18-36 6180 0 56	AAC RW 18-36 6185 0 21	AAC RW 18-36 6190 0 42	AAC RW 18-36 6195 0 6	FBO CONN 107 1 1	AC FBO CONN 108 1 1	AAC FBO CONN 112 1 1	AC FBO CONN 114 1 1	AAC FBO CONN 117 1 1
AC FBO CONN 119 1 1	APC FBO CONN 125 1 1	APC FBO CONN 127 1 2	AC TL T-HANG 1120 1 1	AC TL T-HANG 1125 1 1	AAC TW A 115 8 59	AAC TW A 130 10 93	AAC TW A 132 1 4	AAC TW A 155 1 1	AAC TW A 158 1 3	AAC TW A 160 3 24	AAC TW A1 135 1 9	AAC TW A1 140 1 3
AC TW A1 145 0 1	AC TW A2 165 2 13	AC TW A3 168 2 13	AC TW A4 170 2 12	AC TW A5 175 2 11	AC TW A6 180 2 12	AAC TW A7 162 2 11	AAC TW B 205 1 1	AAC TW B 207 1 2	AAC TW B 210 1 1	AAC TW B 215 1 3	AC TW B 220 2 8	AC TW B 225 1 3
AAC TW B 212 1 3	AC TW F 610 1 8	AAC TW F 615 0 1	AC TW G 1315 1 3	AAC TW G 1320 1 3	AAC TW G 1325 5 39	AAC TW G 1340 1 3	AAC TW G1 1330 1 3	AAC TW G1 1335 1 3	AAC TW G2 1005 1 2	AAC TW G2 1010 1 2	AAC TW G3 605 1 2	AAC TW G3 607 1 2
AAC TW H 810 3 16	AC TW H 815 3 12	AAC TW H 820 1 1	AC TW J 905 0 2	AC TW L 1205 1 5	AC TW L 1215 1 3	AC TW L 1245 2 11	AC TW P 1250 1 6	AC TW P 1255 2 11	AAC TW Q 1705 3 1	AAC TW Q 1710 1 1	AAC TW T 2010 1 3	AAC TW T 2020 1 4
AAC TW T 2045 1 4	AAC TW T 2050 5 32	PCC AP MAIN 4103 0 25	APC AP MAIN 4105 2 8	PCC AP MAIN 4107 3 30	APC AP MAIN 4180 3 11	APC AP MAIN 4123 2 11	AAC AP MAIN 4150 1 3	AAC AP MAIN 4155 2 7	AAC AP MAIN 4157 4 19	PCC AP MAIN 4160 2 11	PCC AP MAIN 4165 2 14	AAC AP MAIN 4170 1 4
PCC AP MAIN 4175 1 2	AC AP MAIN 4176 1 1	APC AP MAIN 4178 1 4	APC AP MAIN 4178 2 11	APC AP MAIN 4179 2 15	AAC AP MAIN 4180 3 25	AAC AP MAIN 4185 1 8	APC AP MAIN 4190 1 3	PCC AP MAIN 4195 1 3	PCC AP MAIN 4198 1 2	PCC AP MAIN 4198 1 3	PCC AP MAIN 4199 0 3	



RECENT & ANTICIPATED CONSTRUCTION ACTIVITY

CONSTRUCTION YEAR	LOCATION	WORK TYPE / PAVEMENT SECTION
2017	TW A, TW A7	Mill and Overlay
	TW H	Complete Reconstruction - AC
2018	AP MAIN, TW B, TW G, TW G1, TW G2, TW Q, TW T	Mill and Overlay
	TW B, TW G, TW Q	New Construction - AC
	TW F	Complete Reconstruction - AC
2019	TW A	Mill and Overlay
2020	RW 4-22, TW J	New Construction - AC
	RW 18-36, TW A1	Complete Reconstruction - AC 4" P-401, 5" P-401 Base, 6" P-211
	RW 18-36, TW F	Mill and Overlay Variable depth mill, 4" P-401 overlay; Isolated areas of AC reconstruction (4" P-401, 5" P-401 Base, 6" P-211)
	RW 18-36	Mill and Overlay Variable depth mill, 2" P-401 overlay
2023	AP MAIN	Complete Reconstruction - PCC
	TW C, TW D, TW G3	New Construction

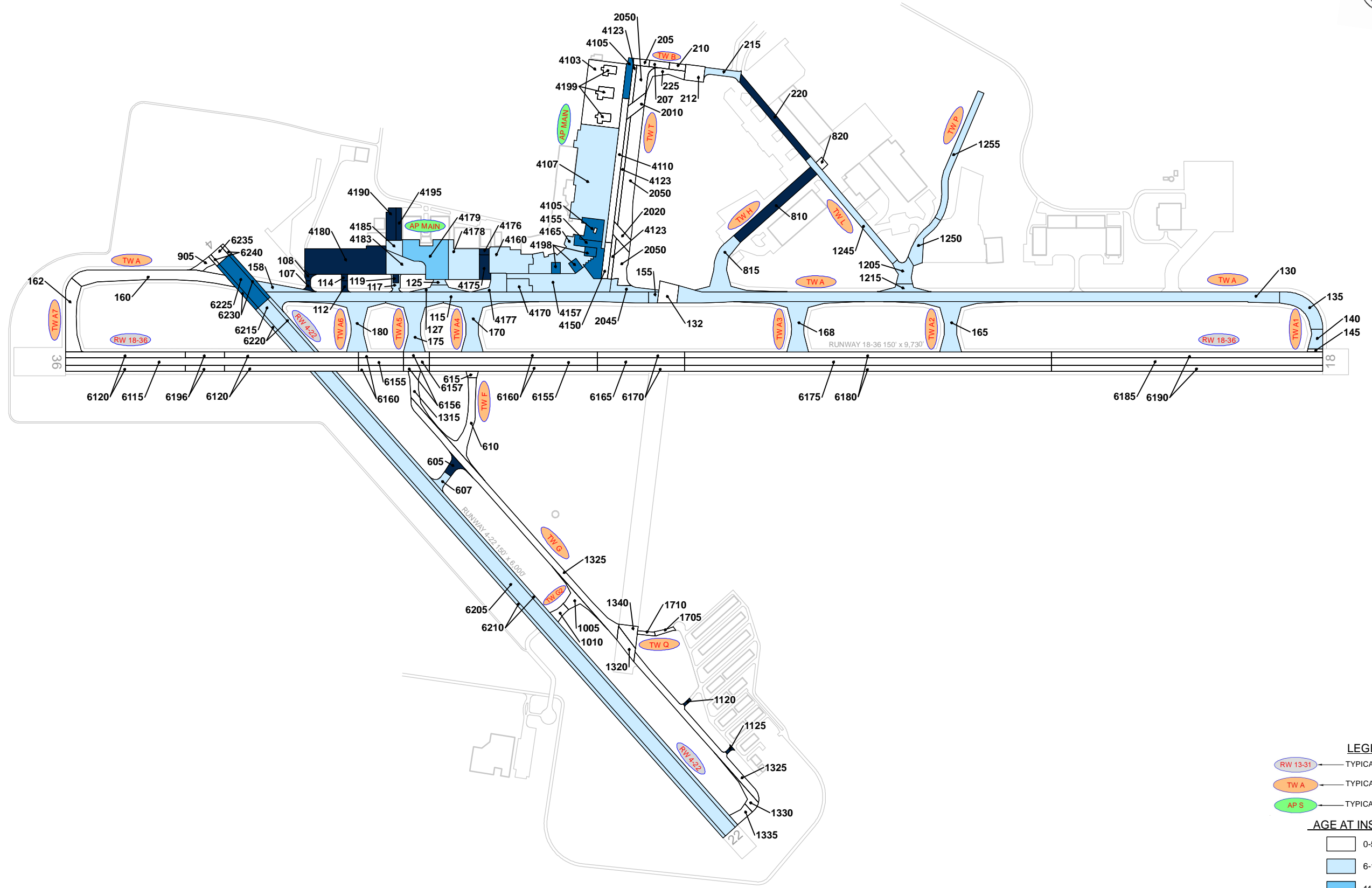
LEGEND

- TYPICAL RUNWAY BRANCH ID
- TYPICAL TAXIWAY BRANCH ID
- TYPICAL APRON BRANCH ID

PROJECT YEAR

- 2017
- 2018
- 2019
- 2020
- 2021
- 2022
- 2023
- 2024
- 2025
- 2026

RUNWAY LENGTHS DEPICTED IN THIS DRAWING ARE FOR PAVEMENT MANAGEMENT PURPOSES ONLY AND MAY NOT MATCH PUBLISHED RUNWAY LENGTHS. DRAWING NOT TO SCALE.



LEGEND

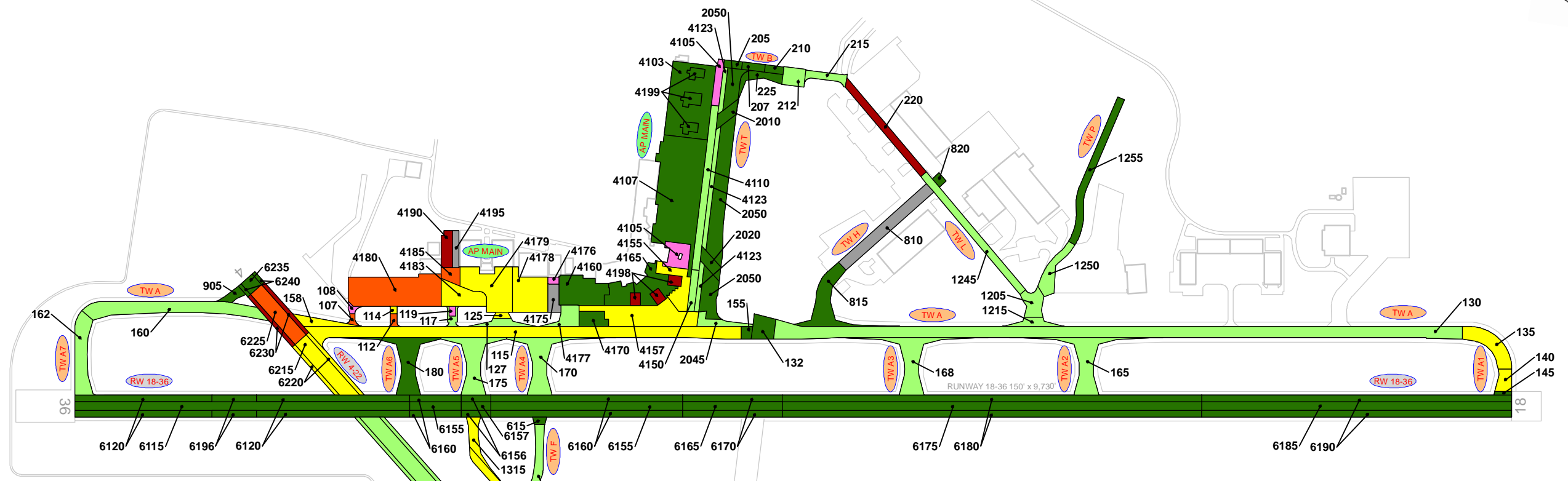
- RW 13-31 TYPICAL RUNWAY BRANCH ID
- TW A TYPICAL TAXIWAY BRANCH ID
- AP S TYPICAL APRON BRANCH ID

AGE AT INSPECTION

- 0-5 Years
- 6-10 Years
- 11-15 Years
- 16-20 Years
- > 20 Years

RUNWAY LENGTHS DEPICTED IN THIS DRAWING ARE FOR PAVEMENT MANAGEMENT PURPOSES ONLY AND MAY NOT MATCH PUBLISHED RUNWAY LENGTHS. DRAWING NOT TO SCALE.





107 PCI = 45	108 PCI = 32	112 PCI = 42	114 PCI = 59	115 PCI = 65	117 PCI = 77	119 PCI = 29
125 PCI = 58	127 PCI = 82	130 PCI = 71	132 PCI = 88	135 PCI = 64	140 PCI = 67	145 PCI = 100
155 PCI = 89	158 PCI = 63	160 PCI = 82	162 PCI = 83	165 PCI = 74	168 PCI = 77	170 PCI = 85
180 PCI = 86	205 PCI = 91	207 PCI = 90	210 PCI = 88	212 PCI = 80	215 PCI = 85	220 PCI = 16
225 PCI = 89	605 PCI = 24	607 PCI = 88	610 PCI = 76	615 PCI = 100	810 PCI = 5	815 PCI = 87
820 PCI = 88	905 PCI = 100	1005 PCI = 89	1010 PCI = 89	1120 PCI = 39	1125 PCI = 38	1205 PCI = 77
1215 PCI = 76	1245 PCI = 79	1250 PCI = 85	1255 PCI = 91	1315 PCI = 69	1320 PCI = 62	1325 PCI = 65
1330 PCI = 65	1335 PCI = 63	1340 PCI = 82	1705 PCI = 94	1710 PCI = 94	2010 PCI = 87	2020 PCI = 86
2045 PCI = 74	2050 PCI = 90	4103 PCI = 100	4105 PCI = 30	4107 PCI = 97	4110 PCI = 74	4123 PCI = 83
4150 PCI = 79	4155 PCI = 59	4157 PCI = 67	4160 PCI = 96	4165 PCI = 95	4170 PCI = 87	4175 PCI = 5
4176 PCI = 28	4177 PCI = 80	4178 PCI = 62	4179 PCI = 66	4180 PCI = 45	4183 PCI = 68	4185 PCI = 51
4190 PCI = 14	4195 PCI = 9	4198 PCI = 20	4199 PCI = 100	6115 PCI = 100	6120 PCI = 100	6155 PCI = 100
6156 PCI = 100	6157 PCI = 100	6160 PCI = 100	6165 PCI = 100	6170 PCI = 100	6175 PCI = 100	6180 PCI = 100
6185 PCI = 100	6190 PCI = 100	6196 PCI = 100	6205 PCI = 73	6210 PCI = 79	6215 PCI = 63	6220 PCI = 70
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LEGEND

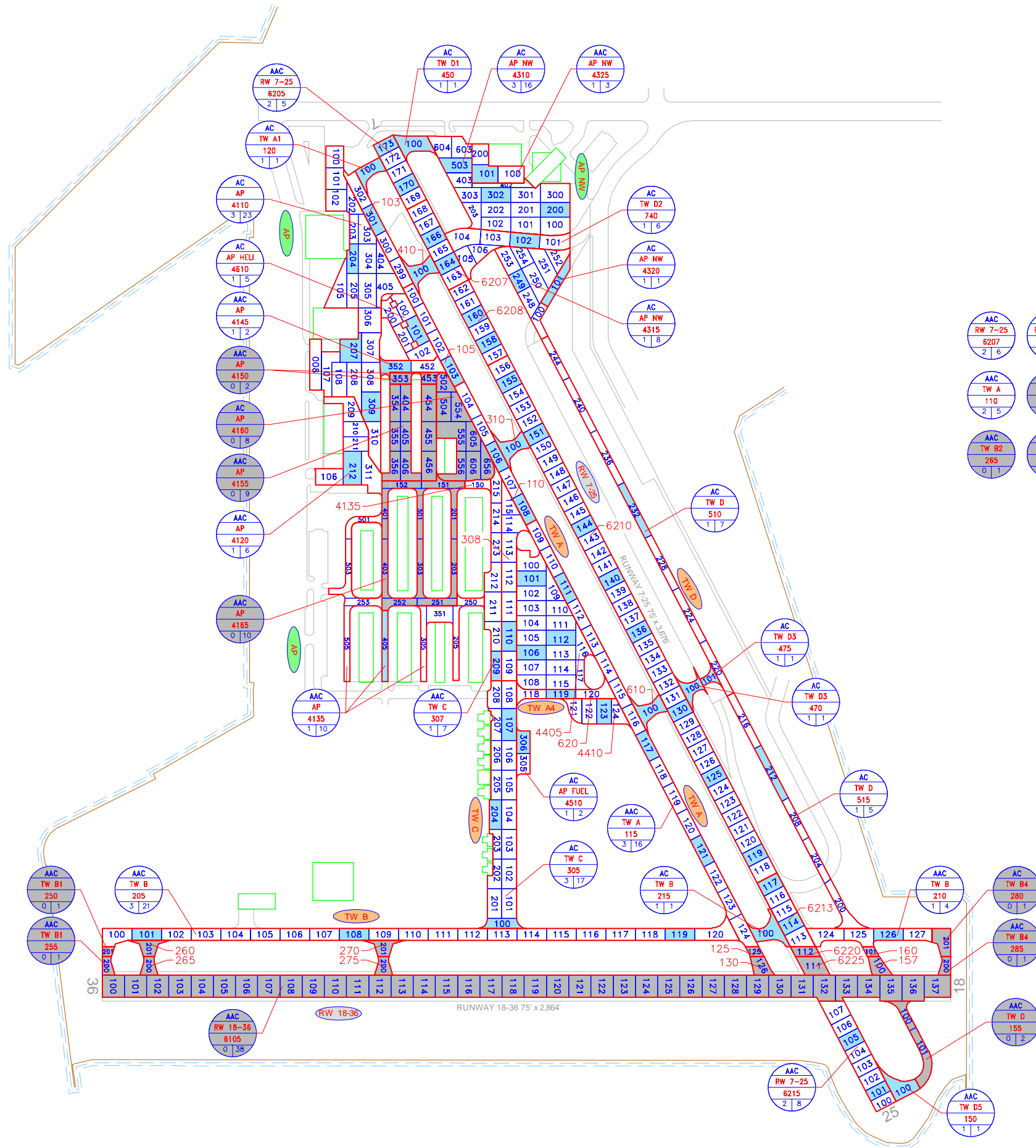
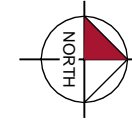
- TYPICAL RUNWAY BRANCH ID
- TYPICAL TAXIWAY BRANCH ID
- TYPICAL APRON BRANCH ID

2022 PAVEMENT CONDITION INDEX

- PCI 86-100 Good
- PCI 71-85 Satisfactory
- PCI 56-70 Fair
- PCI 41-55 Poor
- PCI 26-40 Very Poor
- PCI 11-25 Serious
- PCI 0-10 Failed

SECTION ID
PCI VALUE

RUNWAY LENGTHS DEPICTED IN THIS DRAWING ARE FOR PAVEMENT MANAGEMENT PURPOSES ONLY AND MAY NOT MATCH PUBLISHED RUNWAY LENGTHS. DRAWING NOT TO SCALE.



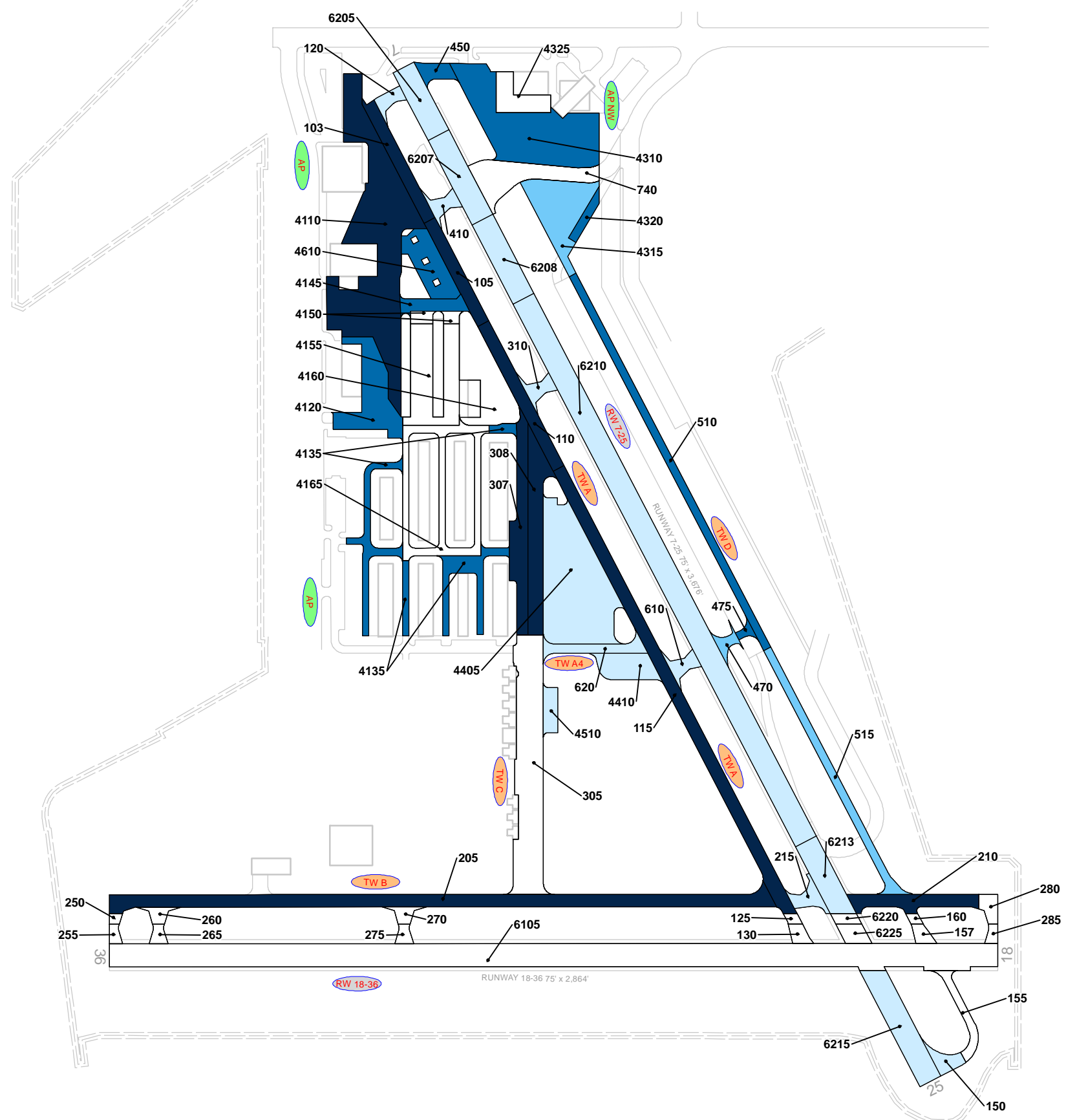
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AC TW A1 120 1 1	AC TW D2 740 1 6	AC AP NW 4320 1 1	AC AP NW 4315 1 8	AC TW B2 265 0 1	AC TW B3 270 0 1	AAC TW B3 275 0 1	AAC TW C 308 1 7
AC AP 4110 3 23	AC AP HELI 4610 1 5	AAC AP 4145 1 2	AAC AP 4150 0 2	AC AP 4160 0 8	AAC AP 4155 0 9	AAC AP 4120 1 6	AAC AP 4165 0 10
AC AP 4135 1 10	AAC TW B 250 0 1	AAC TW B1 255 0 1	AAC RW 18-36 6105 0 38	AC AP FUEL 4510 1 2	AAC TW A 115 3 16	AC TW C 305 3 17	AC TW B 210 1 1
AC AP NW 4310 3 16	AC AP NW 4325 1 3	AC TW D 510 1 7	AC TW D 475 1 1	AC TW D3 470 1 1	AC TW D 515 1 5	AC TW B 210 1 4	AC TW B4 280 0 1
AC AP NW 4315 1 8	AC TW D 510 1 7	AC TW D3 470 1 1	AC TW D 515 1 5	AC TW D 515 1 5	AC TW B 210 1 4	AC TW B4 285 0 1	AC TW D 155 0 2
AC RW 7-25 6207 2 6	AAC RW 7-25 6208 2 6	AAC RW 7-25 6210 8 39	AC RW 7-25 6213 2 5	AAC RW 7-25 6220 0 1	AAC RW 7-25 6225 0 1	AC TW A 103 1 4	AAC TW A 105 1 4
AAC TW A 110 2 5	AAC TW A 125 0 1	AAC TW A 130 0 1	AC TW A2 410 1 1	AC TW A3 310 1 1	AC TW A4 610 1 1	AC TW A4 620 1 3	AC TW B2 260 0 1
AAC TW B2 265 0 1	AC TW B3 270 0 1	AAC TW B3 275 0 1	AAC TW C 308 1 7	AAC TW D 157 0 1	AAC TW D 160 0 1	AC AP MID 4405 3 16	AC AP MID 4410 1 4

LEGEND

- RW 13-31 — TYPICAL RUNWAY BRANCH ID
- TW A — TYPICAL TAXIWAY BRANCH ID
- AP S — TYPICAL APRON BRANCH ID
- AAC — PAVEMENT SURFACE TYPE
- AP MAIN — PAVEMENT BRANCH ID
- 4105 — SECTION NUMBER
- 10 | 100 — NUMBER OF SAMPLE UNITS IN SECTION
- 10 | 100 — NUMBER OF SAMPLE UNITS TO BE INSPECTED
- AAC
AP MAIN
4105
0 | 100 — SECTION NOT INSPECTED DUE TO RECENT CONSTRUCTION. SEE SYSTEM INVENTORY MAP FOR CONSTRUCTION DATES.
- 100 — INSPECTED SAMPLE UNITS.

TOTAL SAMPLES INSPECTED = 65
AC: 65 PCC: 0

RUNWAY LENGTHS DEPICTED IN THIS DRAWING ARE FOR PAVEMENT MANAGEMENT PURPOSES ONLY AND MAY NOT MATCH PUBLISHED RUNWAY LENGTHS. DRAWING NOT TO SCALE.



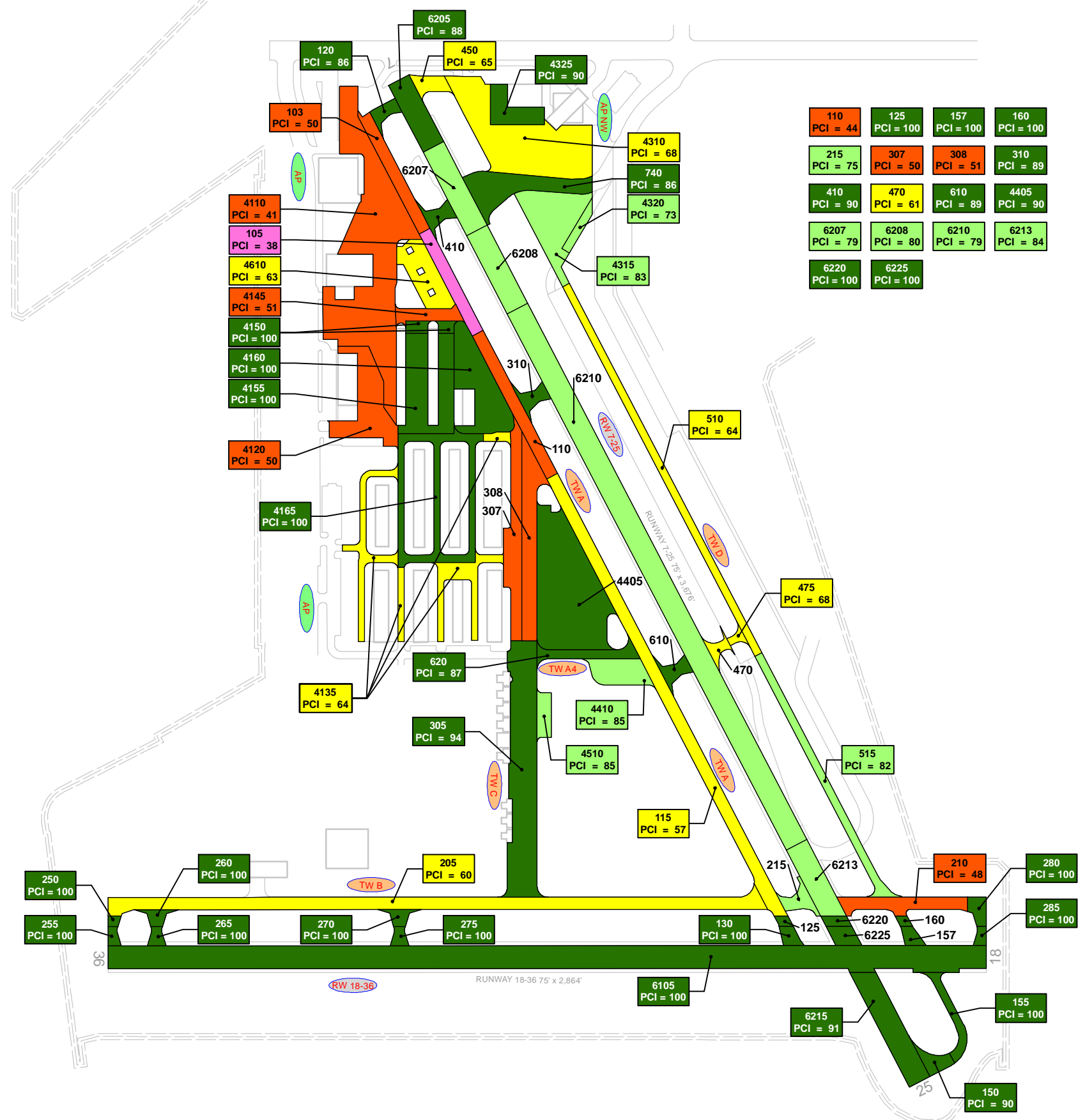
LEGEND

- TYPICAL RUNWAY BRANCH ID
- TYPICAL TAXIWAY BRANCH ID
- TYPICAL APRON BRANCH ID

AGE AT INSPECTION

- 0-5 Years
- 6-10 Years
- 11-15 Years
- 16-20 Years
- > 20 Years

RUNWAY LENGTHS DEPICTED IN THIS DRAWING ARE FOR PAVEMENT MANAGEMENT PURPOSES ONLY AND MAY NOT MATCH PUBLISHED RUNWAY LENGTHS. DRAWING NOT TO SCALE.



LEGEND

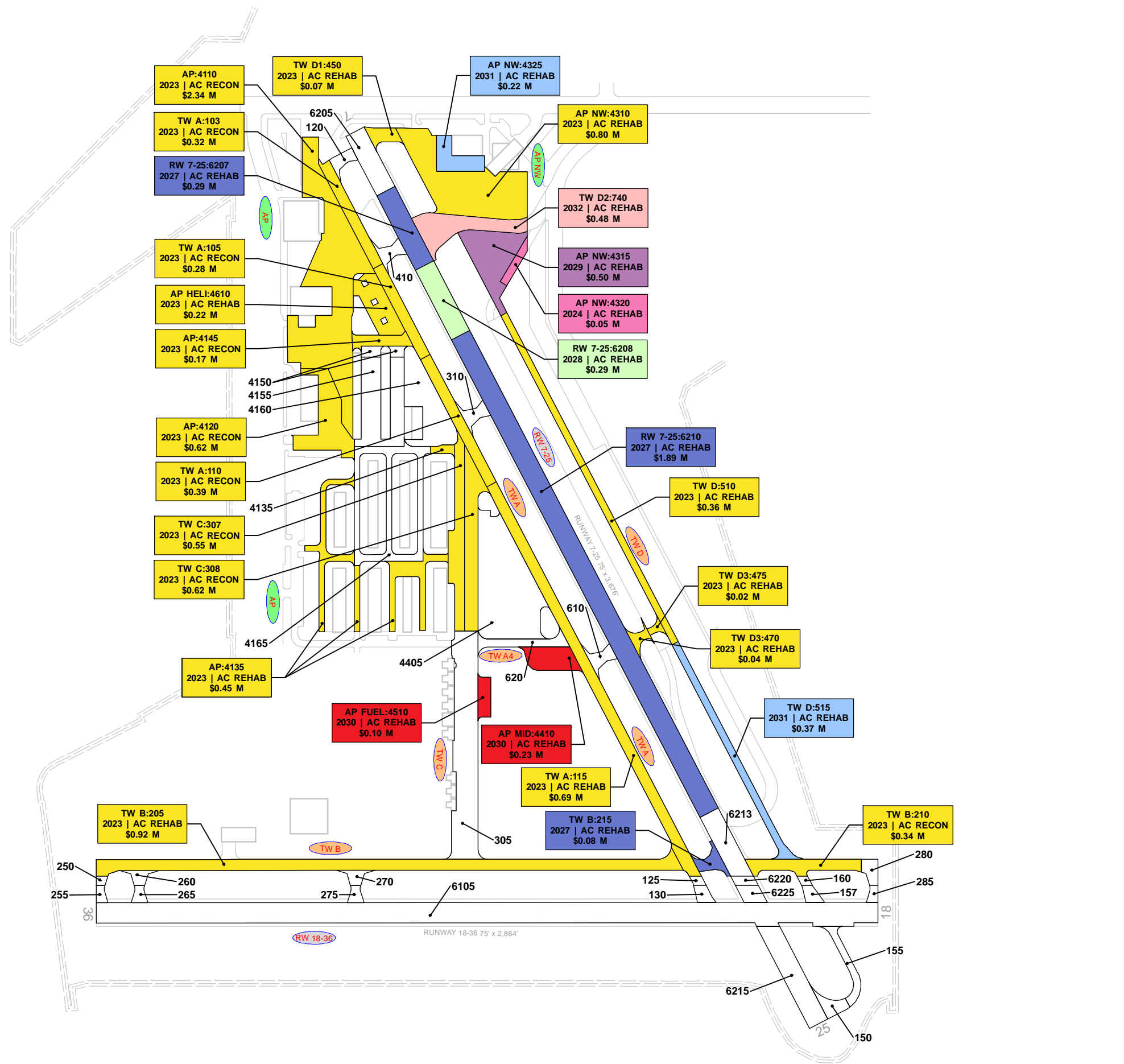
- RW 13-31 TYPICAL RUNWAY BRANCH ID
- TW A TYPICAL TAXIWAY BRANCH ID
- AP S TYPICAL APRON BRANCH ID

2022 PAVEMENT CONDITION INDEX

- PCI 86-100 Good
- PCI 71-85 Satisfactory
- PCI 56-70 Fair
- PCI 41-55 Poor
- PCI 26-40 Very Poor
- PCI 11-25 Serious
- PCI 0-10 Failed

SECTION ID
PCI VALUE

RUNWAY LENGTHS DEPICTED IN THIS DRAWING ARE FOR PAVEMENT MANAGEMENT PURPOSES ONLY AND MAY NOT MATCH PUBLISHED RUNWAY LENGTHS. DRAWING NOT TO SCALE.



LEGEND

- RW 13-31 TYPICAL RUNWAY BRANCH ID
- TW A TYPICAL TAXIWAY BRANCH ID
- AP S TYPICAL APRON BRANCH ID

PROGRAM YEAR

2023 2028
 2024 2029
 2025 2030
 2026 2031
 2027 2032

"BRANCH," "SECTION"
 "YEAR," "REHAB ACTIVITY"
 "EST. COST"

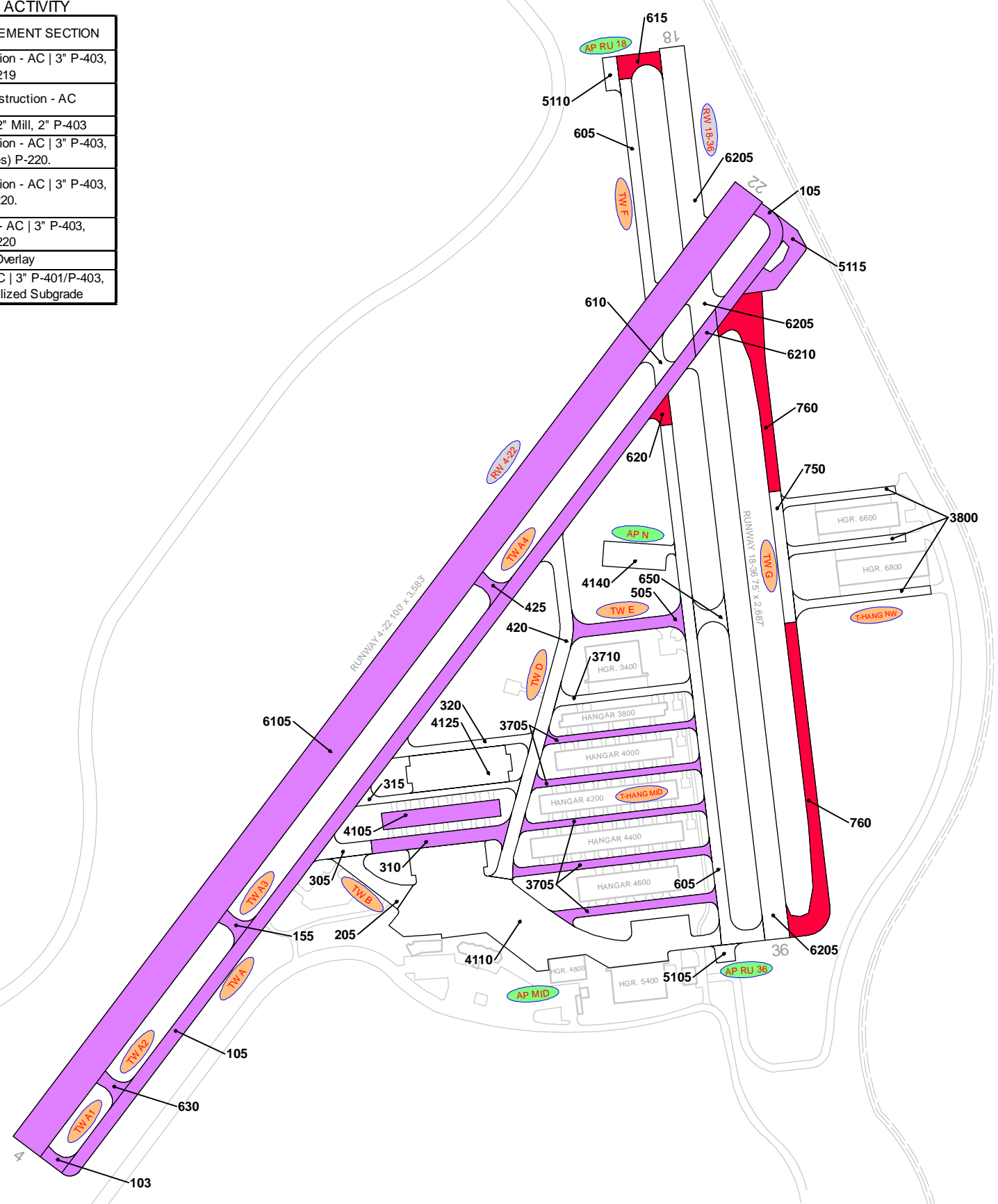
RUNWAY LENGTHS DEPICTED IN THIS DRAWING ARE FOR PAVEMENT MANAGEMENT PURPOSES ONLY AND MAY NOT MATCH PUBLISHED RUNWAY LENGTHS. DRAWING NOT TO SCALE.





RECENT & ANTICIPATED CONSTRUCTION ACTIVITY

CONSTRUCTION YEAR	LOCATION	WORK TYPE / PAVEMENT SECTION
2018	AP MID	Complete Reconstruction - AC 3" P-403, 6" P-219
	T-HANG MID, TW C, TW E	Complete Reconstruction - AC
	AP RU 22	Mill and Overlay 2" Mill, 2" P-403
	RW 4-22	Complete Reconstruction - AC 3" P-403, (Depth Varies) P-220.
	RW 18-36, TW A, TW A1, TW A2	Complete Reconstruction - AC 3" P-403, 9" P-220.
	TW A3, TW A4	New Construction - AC 3" P-403, 6" P-220
2019	TW F	Mill and Overlay
	TW G	New Construction - AC 3" P-401/P-403, 4" P-219, 6" Stabilized Subgrade



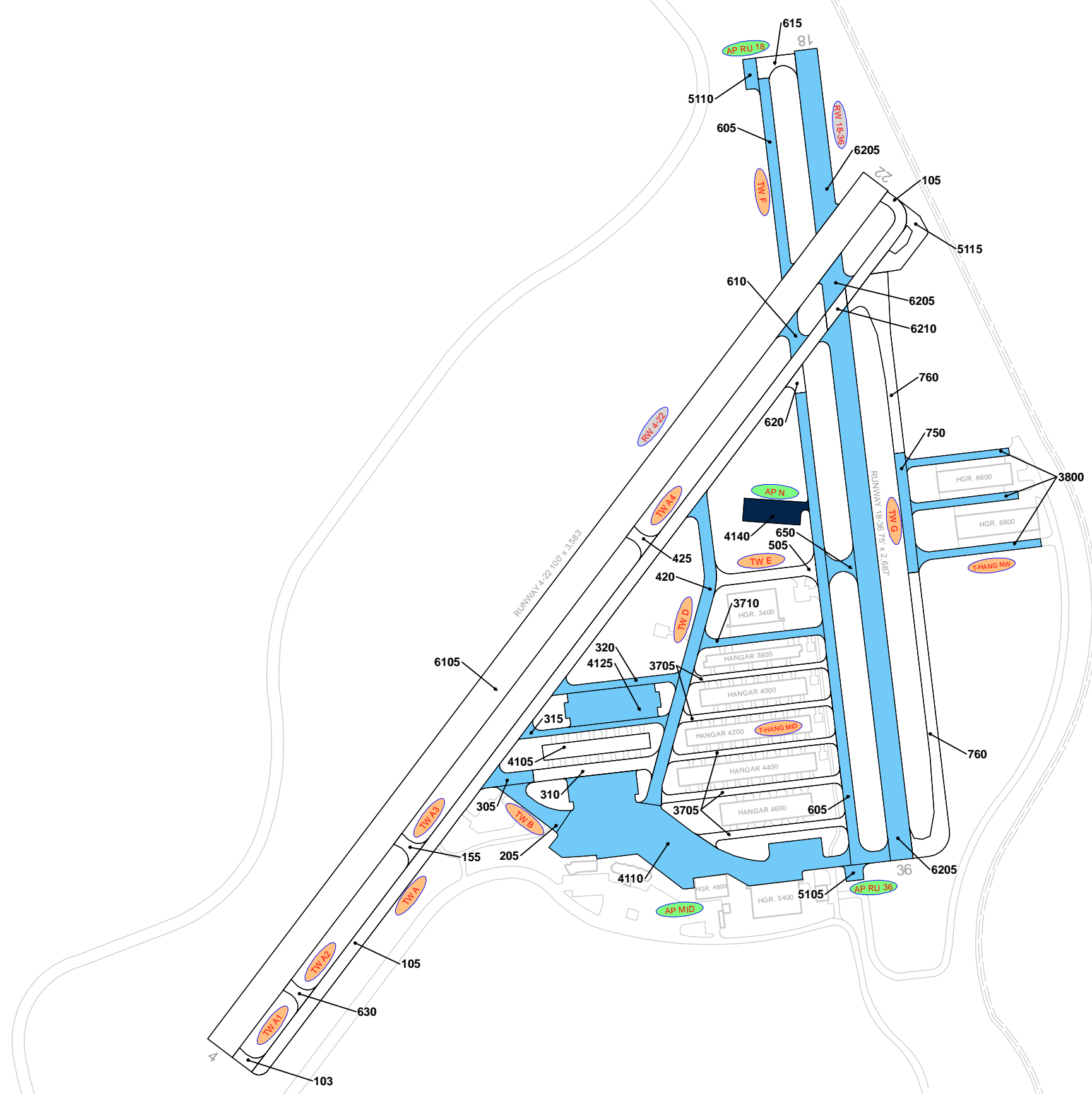
LEGEND

- TYPICAL RUNWAY BRANCH ID
- TYPICAL TAXIWAY BRANCH ID
- TYPICAL APRON BRANCH ID

PROJECT YEAR

2017	2022
2018	2023
2019	2024
2020	2025
2021	2026

RUNWAY LENGTHS DEPICTED IN THIS DRAWING ARE FOR PAVEMENT MANAGEMENT PURPOSES ONLY AND MAY NOT MATCH PUBLISHED RUNWAY LENGTHS. DRAWING NOT TO SCALE.



LEGEND

- RW 13-31 — TYPICAL RUNWAY BRANCH ID
- TW A — TYPICAL TAXIWAY BRANCH ID
- AP S — TYPICAL APRON BRANCH ID

AGE AT INSPECTION

- 0-5 Years
- 6-10 Years
- 11-15 Years
- 16-20 Years
- > 20 Years

RUNWAY LENGTHS DEPICTED IN THIS DRAWING ARE FOR PAVEMENT MANAGEMENT PURPOSES ONLY AND MAY NOT MATCH PUBLISHED RUNWAY LENGTHS. DRAWING NOT TO SCALE.





305 PCI = 73	310 PCI = 91	315 PCI = 71	320 PCI = 61	420 PCI = 75	425 PCI = 91	505 PCI = 97
620 PCI = 89	650 PCI = 68	3705 PCI = 88	3710 PCI = 53	4105 PCI = 93	4125 PCI = 62	4140 PCI = 41



LEGEND

- RW 13-31 TYPICAL RUNWAY BRANCH ID
- TW A TYPICAL TAXIWAY BRANCH ID
- AP S TYPICAL APRON BRANCH ID

2022 PAVEMENT CONDITION INDEX

- PCI 86-100 Good
- PCI 71-85 Satisfactory
- PCI 56-70 Fair
- PCI 41-55 Poor
- PCI 26-40 Very Poor
- PCI 11-25 Serious
- PCI 0-10 Failed

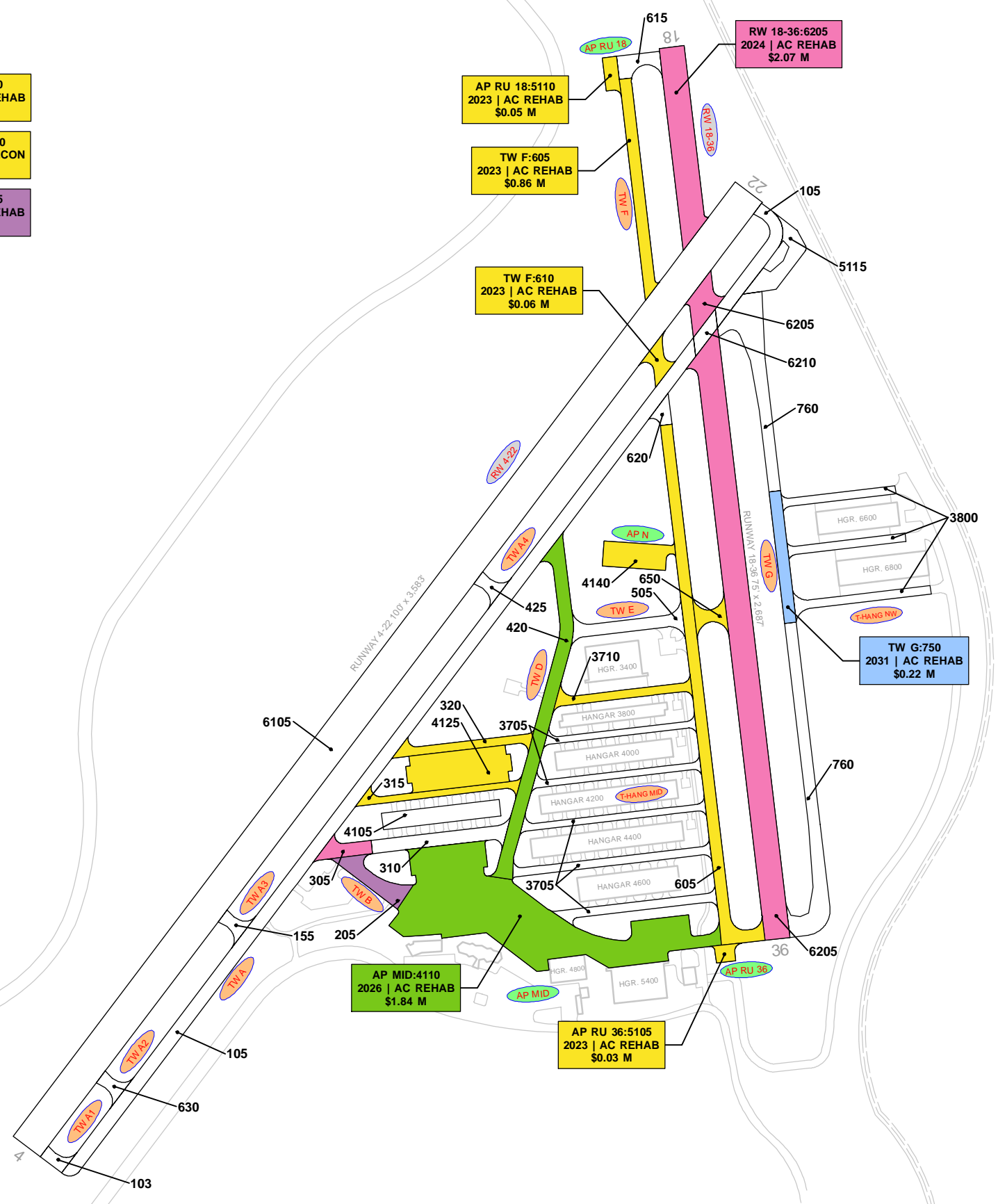
"SECTION ID"
"PCI VALUE"

RUNWAY LENGTHS DEPICTED IN THIS DRAWING ARE FOR PAVEMENT MANAGEMENT PURPOSES ONLY AND MAY NOT MATCH PUBLISHED RUNWAY LENGTHS. DRAWING NOT TO SCALE.





TW MID:315 2023 AC REHAB \$0.11 M	TW MID:320 2023 AC REHAB \$0.12 M	TW E:650 2023 AC REHAB \$0.06 M
T-HANG MID:3710 2023 AC RECON \$0.21 M	AP MID:4125 2023 AC REHAB \$0.35 M	AP N:4140 2023 AC RECON \$0.28 M
TW C:305 2024 AC REHAB \$0.08 M	TW D:420 2026 AC REHAB \$0.52 M	TW B:205 2029 AC REHAB \$0.17 M



LEGEND

- RW 13-31 — TYPICAL RUNWAY BRANCH ID
- TW A — TYPICAL TAXIWAY BRANCH ID
- AP S — TYPICAL APRON BRANCH ID

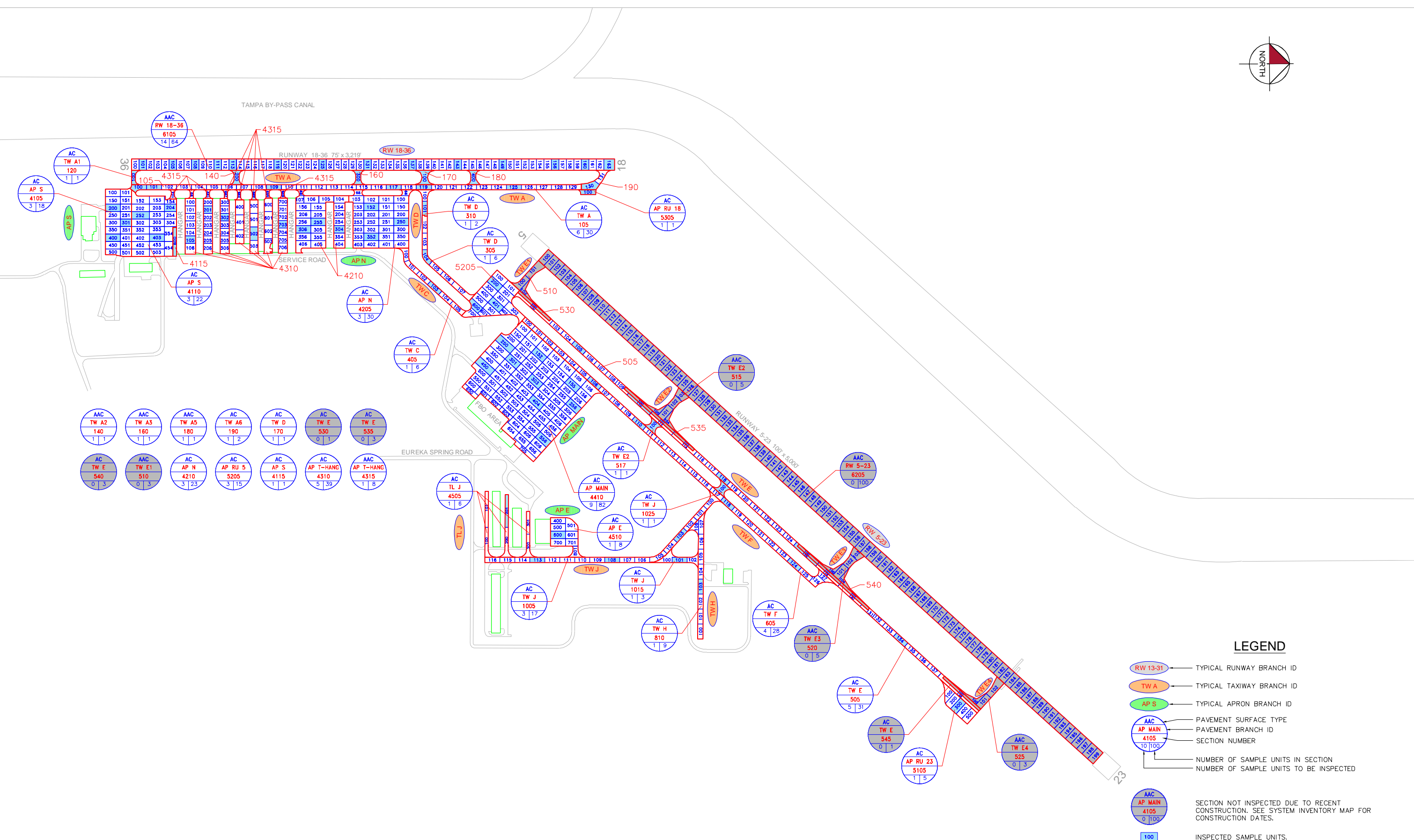
PROGRAM YEAR

2023	2028
2024	2029
2025	2030
2026	2031
2027	2032

"BRANCH," "SECTION"
"YEAR," "REHAB ACTIVITY"
"EST. COST"

RUNWAY LENGTHS DEPICTED IN THIS DRAWING ARE FOR PAVEMENT MANAGEMENT PURPOSES ONLY AND MAY NOT MATCH PUBLISHED RUNWAY LENGTHS. DRAWING NOT TO SCALE.



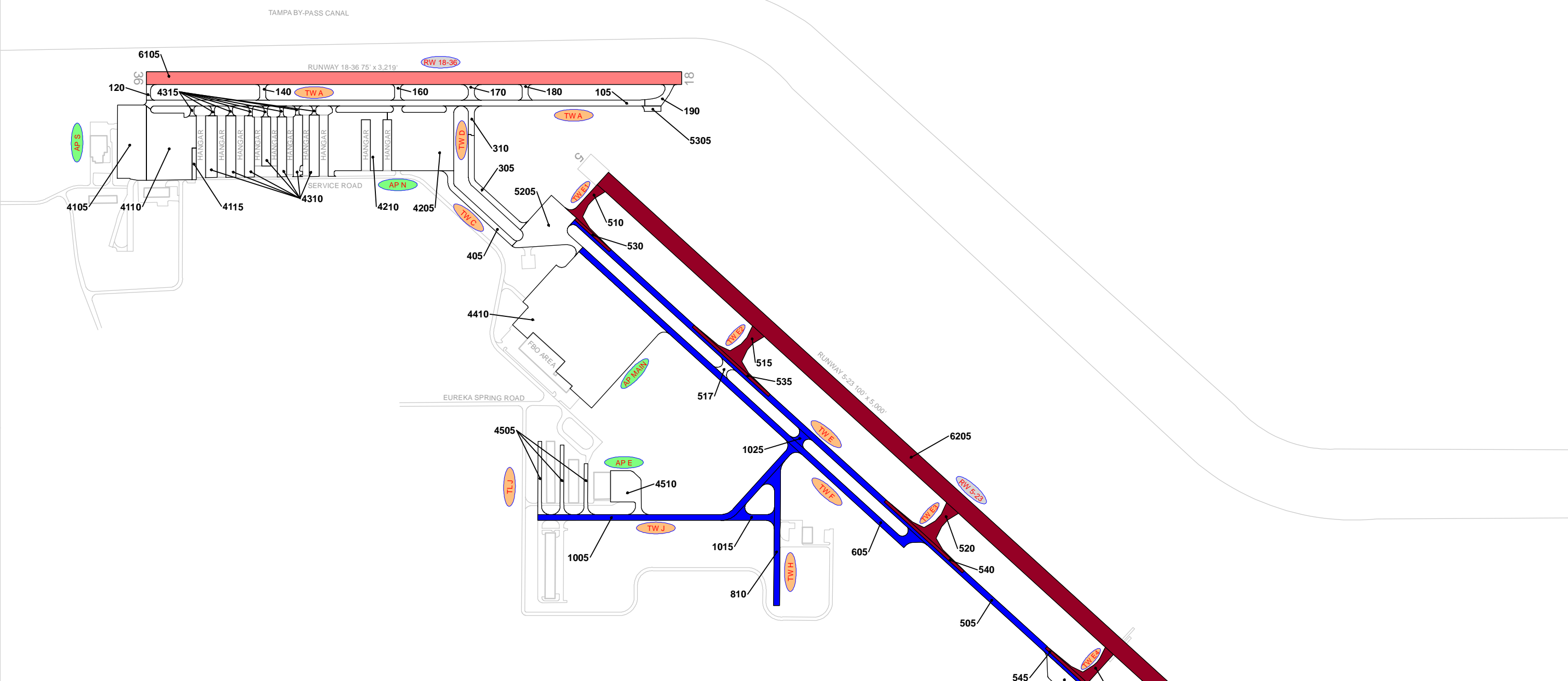
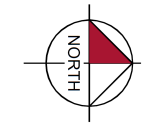


LEGEND

- RW 13-31 — TYPICAL RUNWAY BRANCH ID
- TW A — TYPICAL TAXIWAY BRANCH ID
- AP S — TYPICAL APRON BRANCH ID
- AAC — PAVEMENT SURFACE TYPE
- AP MAIN — PAVEMENT BRANCH ID
- 4105 — SECTION NUMBER
- 10 | 100 — NUMBER OF SAMPLE UNITS IN SECTION
NUMBER OF SAMPLE UNITS TO BE INSPECTED
- AAC
AP MAIN
4105
0 | 100 — SECTION NOT INSPECTED DUE TO RECENT CONSTRUCTION. SEE SYSTEM INVENTORY MAP FOR CONSTRUCTION DATES.
- 100 — INSPECTED SAMPLE UNITS.

TOTAL SAMPLES INSPECTED = 80
 AC: 80 PCC: 0

RUNWAY LENGTHS DEPICTED IN THIS DRAWING ARE FOR PAVEMENT MANAGEMENT PURPOSES ONLY AND MAY NOT MATCH PUBLISHED RUNWAY LENGTHS. DRAWING NOT TO SCALE.



RECENT & ANTICIPATED CONSTRUCTION ACTIVITY

CONSTRUCTION YEAR	LOCATION	WORK TYPE / PAVEMENT SECTION
2021	RW 5-23	Mill and Overlay 0.5" Mill, 2.5" P-401 Overlay
	TW E	Complete Reconstruction - AC 2" to 2.5" P-401, existing limerock
	TW E1, TW E2, TW E3, TW E4	Mill and Overlay 0.5" Mill, 2.5" P-401 Overlay; Fillet Widening 4" P-401, SP-200, 12" P-152
2023	TW E, TW F, TW H, TW J	Mill and Overlay
2024	RW 18-36	Mill and Overlay

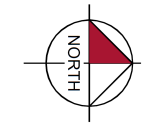
LEGEND

- TYPICAL RUNWAY BRANCH ID
- TYPICAL TAXIWAY BRANCH ID
- TYPICAL APRON BRANCH ID

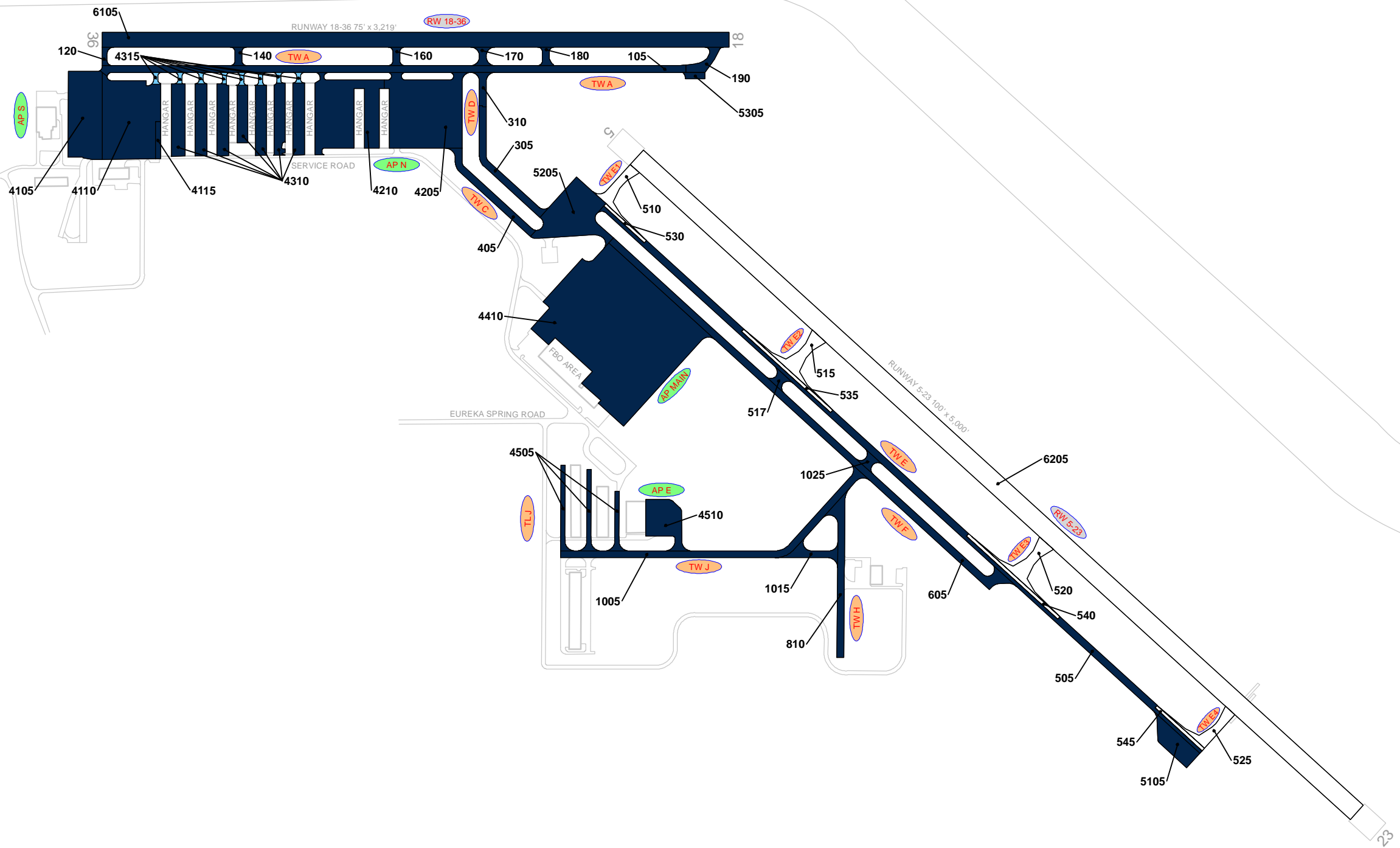
PROJECT YEAR

- 2017
- 2018
- 2019
- 2020
- 2021
- 2022
- 2023
- 2024
- 2025
- 2026

RUNWAY LENGTHS DEPICTED IN THIS DRAWING ARE FOR PAVEMENT MANAGEMENT PURPOSES ONLY AND MAY NOT MATCH PUBLISHED RUNWAY LENGTHS. DRAWING NOT TO SCALE.



TAMPA BY-PASS CANAL



LEGEND

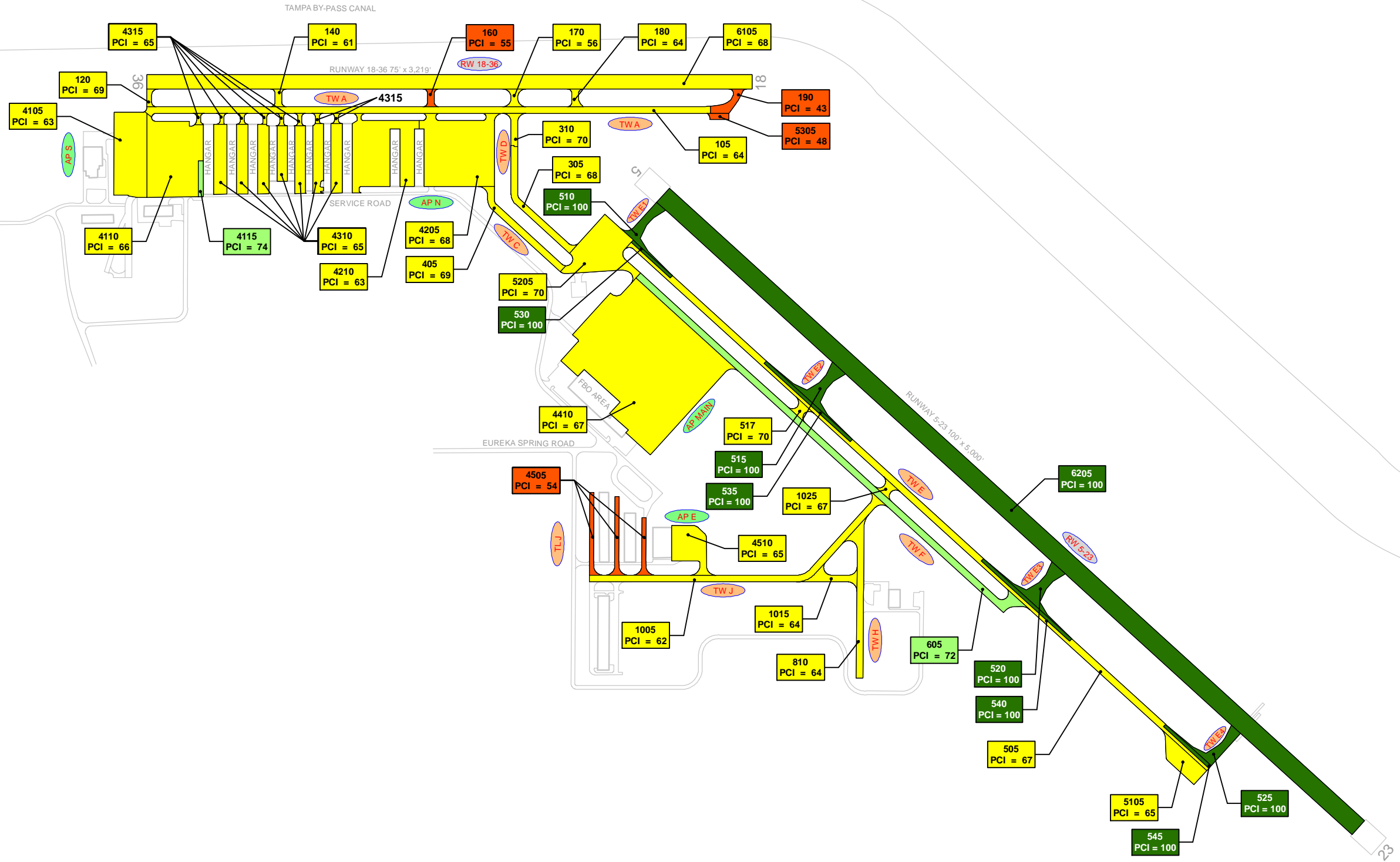
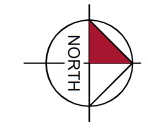
- RW 13-31 — TYPICAL RUNWAY BRANCH ID
- TWA — TYPICAL TAXIWAY BRANCH ID
- AP S — TYPICAL APRON BRANCH ID

AGE AT INSPECTION

- 0-5 Years
- 6-10 Years
- 11-15 Years
- 16-20 Years
- > 20 Years

RUNWAY LENGTHS DEPICTED IN THIS DRAWING ARE FOR PAVEMENT MANAGEMENT PURPOSES ONLY AND MAY NOT MATCH PUBLISHED RUNWAY LENGTHS. DRAWING NOT TO SCALE.





LEGEND

- RW 13-31 — TYPICAL RUNWAY BRANCH ID
- TW A — TYPICAL TAXIWAY BRANCH ID
- AP S — TYPICAL APRON BRANCH ID

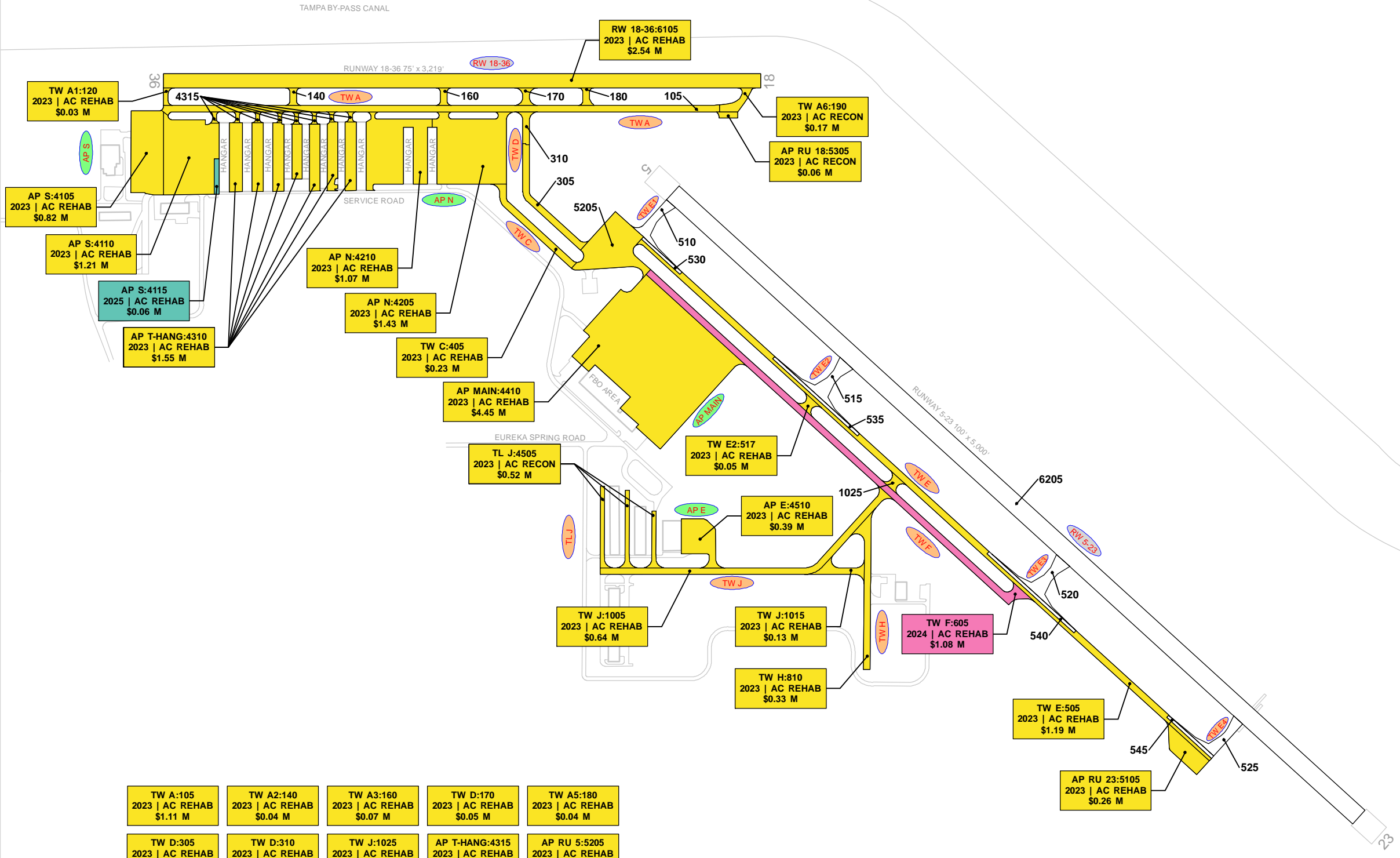
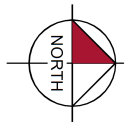
2022 PAVEMENT CONDITION INDEX

- PCI 86-100 Good
- PCI 71-85 Satisfactory
- PCI 56-70 Fair
- PCI 41-55 Poor
- PCI 26-40 Very Poor
- PCI 11-25 Serious
- PCI 0-10 Failed

SECTION ID
PCI VALUE

RUNWAY LENGTHS DEPICTED IN THIS DRAWING ARE FOR PAVEMENT MANAGEMENT PURPOSES ONLY AND MAY NOT MATCH PUBLISHED RUNWAY LENGTHS. DRAWING NOT TO SCALE.





TW A:105 2023 AC REHAB \$1.11 M	TW A2:140 2023 AC REHAB \$0.04 M	TW A3:160 2023 AC REHAB \$0.07 M	TW D:170 2023 AC REHAB \$0.05 M	TW A5:180 2023 AC REHAB \$0.04 M
TW D:305 2023 AC REHAB \$0.26 M	TW D:310 2023 AC REHAB \$0.07 M	TW J:1025 2023 AC REHAB \$0.05 M	AP T-HANG:4315 2023 AC REHAB \$0.13 M	AP RU 5:5205 2023 AC REHAB \$0.75 M

LEGEND

- RW 13-31 TYPICAL RUNWAY BRANCH ID
- TW A TYPICAL TAXIWAY BRANCH ID
- AP S TYPICAL APRON BRANCH ID

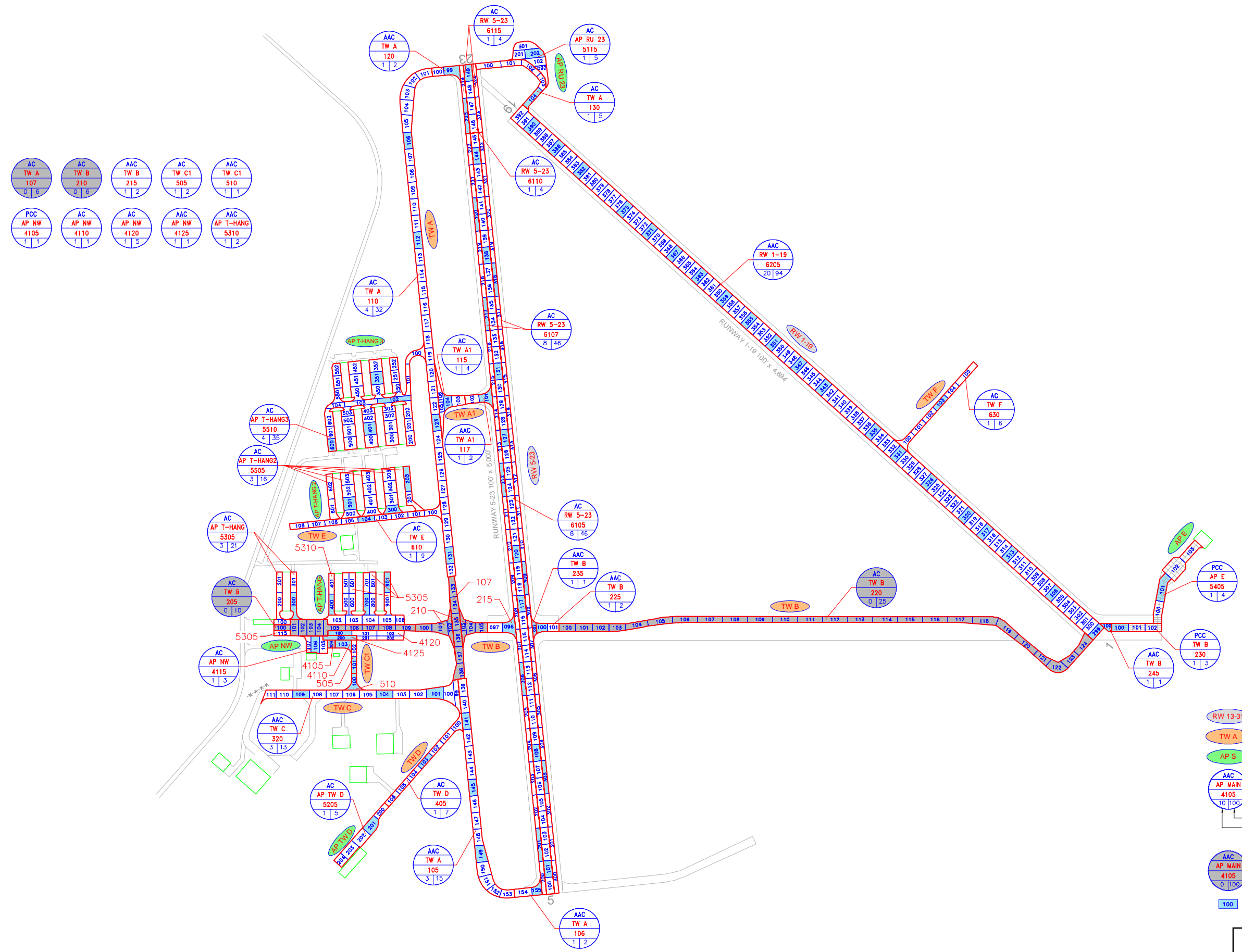
PROGRAM YEAR

	2023		2028
	2024		2029
	2025		2030
	2026		2031
	2027		2032

“BRANCH/SECTION”
“YEAR”
“REHAB ACTIVITY”
“EST. COST”

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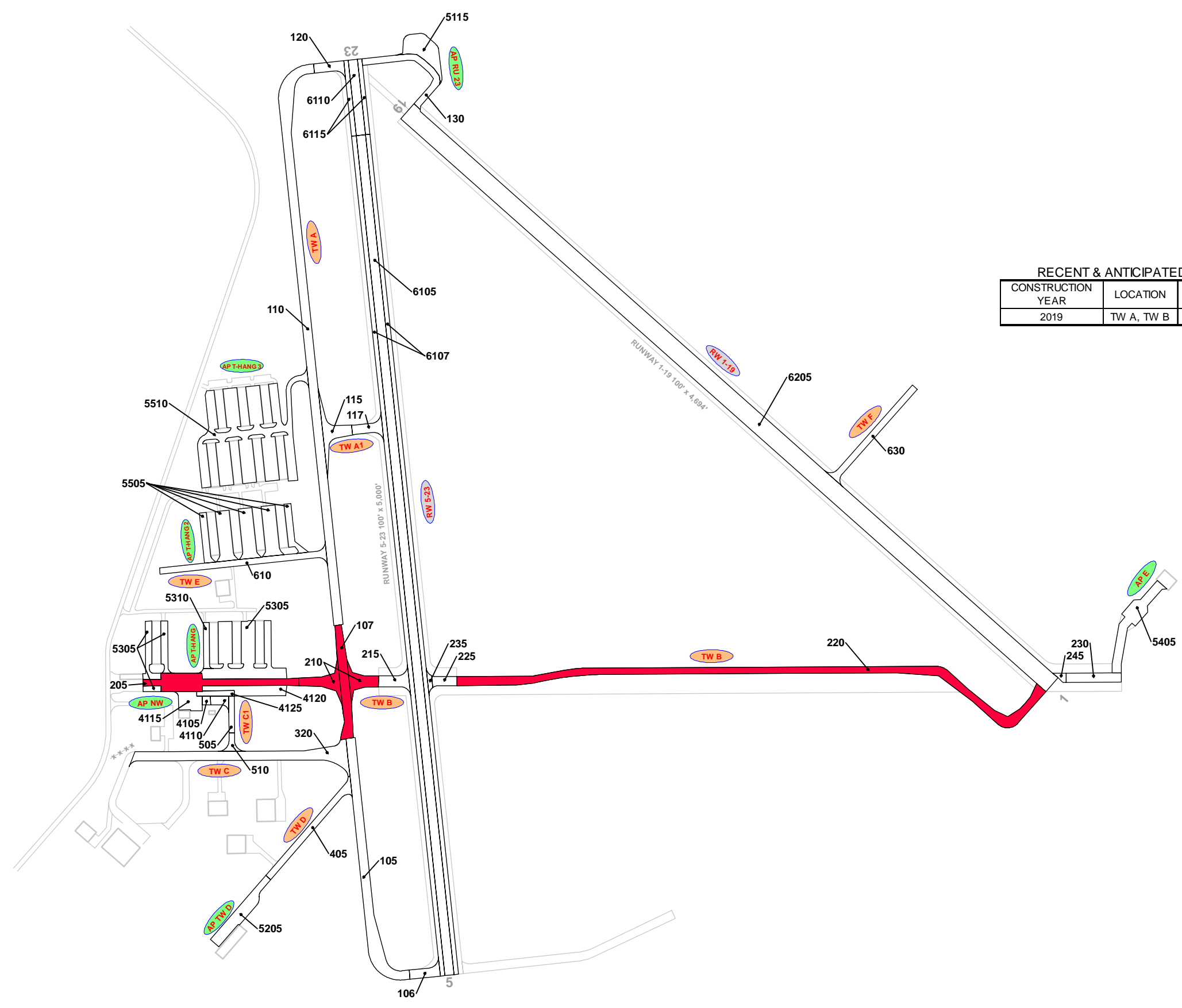
AC TW A 107 0 6	AC TW B 210 0 6	AAC TW B 215 1 2	AC TW C1 505 1 2	AAC TW C1 510 1 1
PCC AP NW 4105 1 1	AC AP NW 4110 1 1	AC AP NW 4120 1 5	AAC AP NW 4125 1 1	AAC AP T-HANG 5310 1 2

LEGEND

- RW 13-31 — TYPICAL RUNWAY BRANCH ID
- TW A — TYPICAL TAXIWAY BRANCH ID
- AP S — TYPICAL APRON BRANCH ID
- AAC — PAVEMENT SURFACE TYPE
- AP MAIN — PAVEMENT BRANCH ID
- 4105 — SECTION NUMBER
- 10 | 00 — NUMBER OF SAMPLE UNITS IN SECTION
- 100 — NUMBER OF SAMPLE UNITS TO BE INSPECTED
- AAC
AP MAIN
4105
0 | 100 — SECTION NOT INSPECTED DUE TO RECENT CONSTRUCTION. SEE SYSTEM INVENTORY MAP FOR CONSTRUCTION DATES.
- 100 — INSPECTED SAMPLE UNITS.

TOTAL SAMPLES INSPECTED = 82
AC: 79 PCC: 3

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RECENT & ANTICIPATED CONSTRUCTION ACTIVITY

CONSTRUCTION YEAR	LOCATION	WORK TYPE / PAVEMENT SECTION
2019	TW A, TW B	Complete Reconstruction - AC

LEGEND

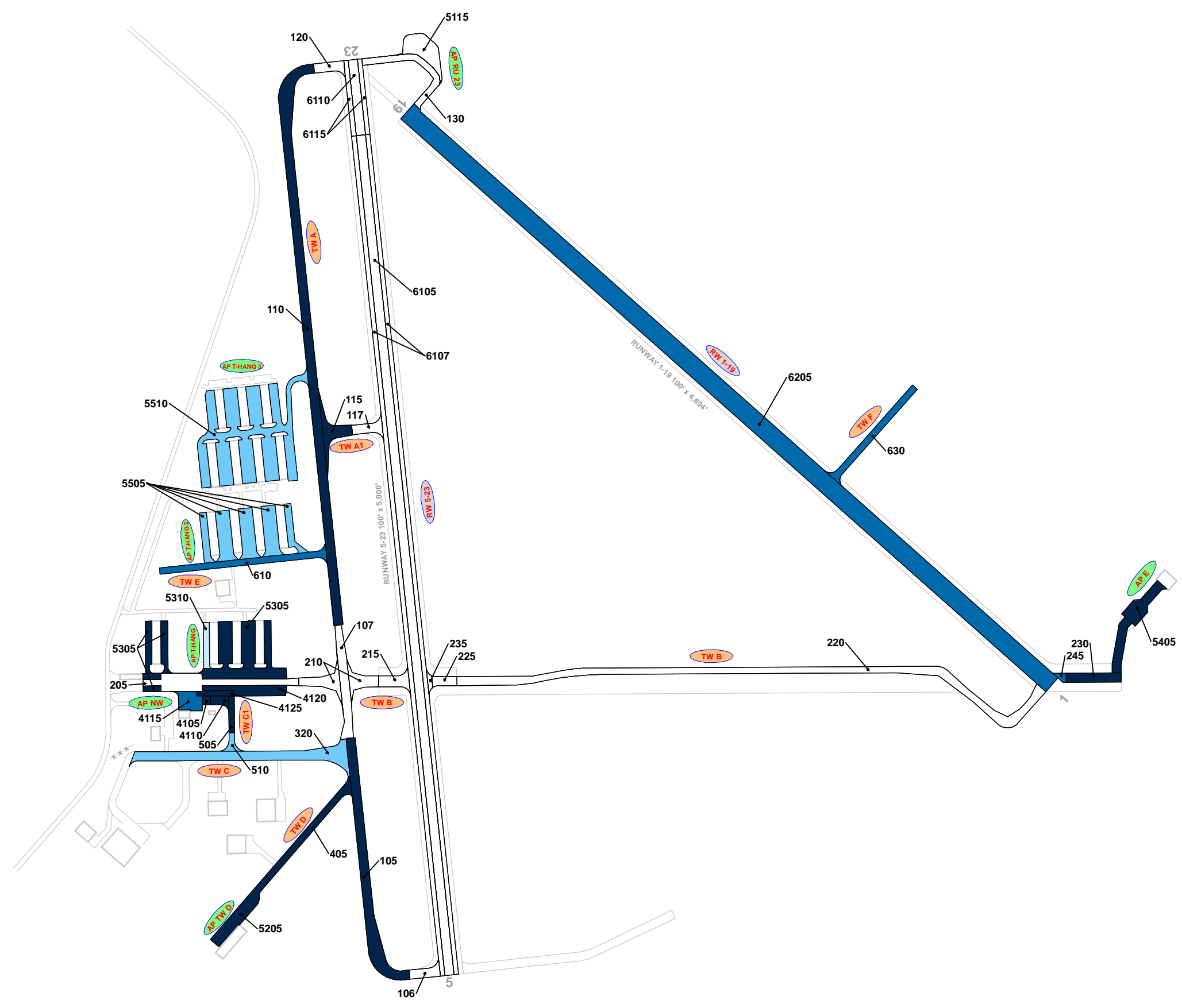
- RW 13-31 TYPICAL RUNWAY BRANCH ID
- TW A TYPICAL TAXIWAY BRANCH ID
- AP S TYPICAL APRON BRANCH ID

PROJECT YEAR

2016	2021
2017	2022
2018	2023
2019	2024
2020	2025

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LEGEND

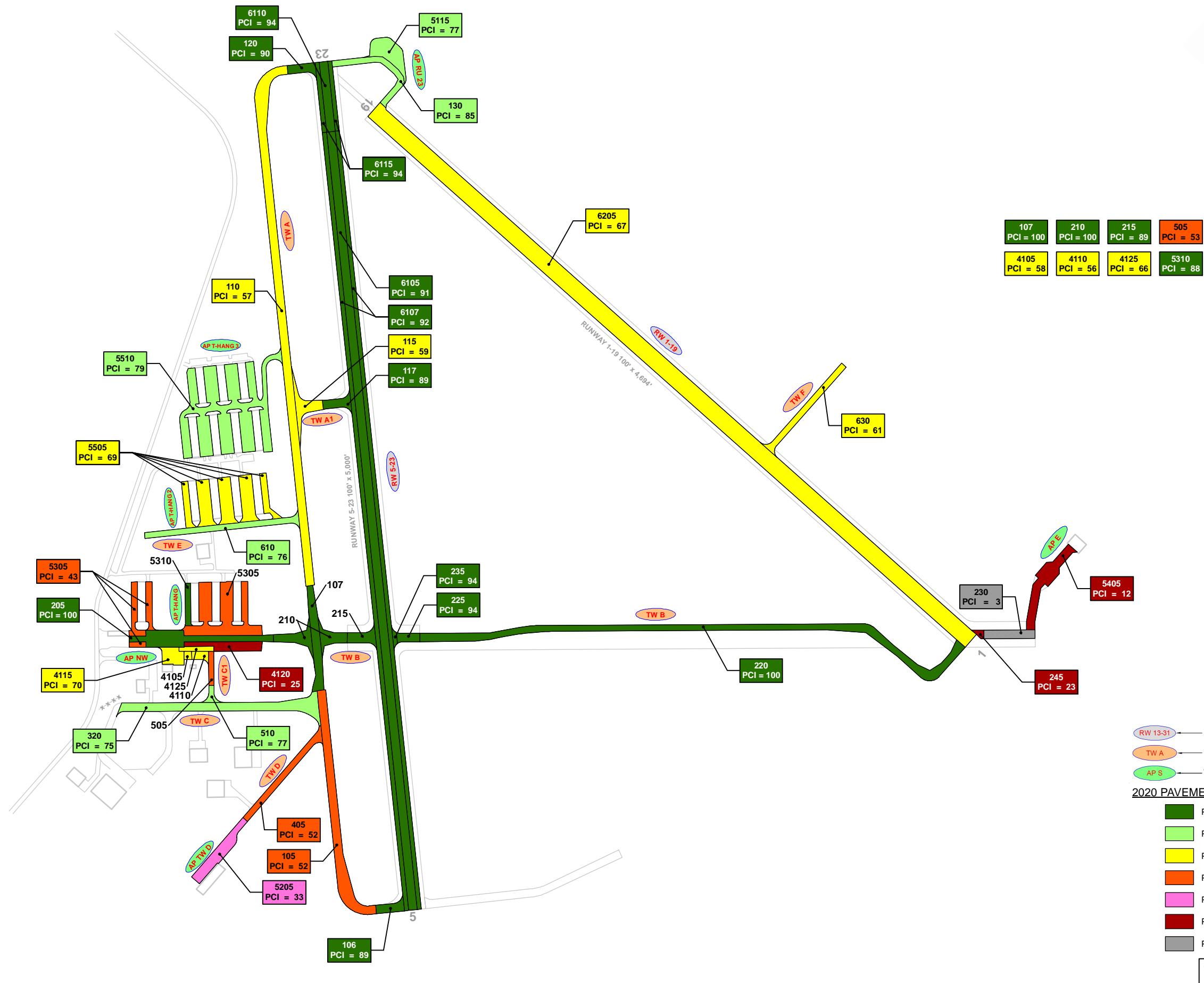
- RW 13-31 ← TYPICAL RUNWAY BRANCH ID
- TW A ← TYPICAL TAXIWAY BRANCH ID
- AP S ← TYPICAL APRON BRANCH ID

AGE AT INSPECTION

- 0-5 Years
- 6-10 Years
- 11-15 Years
- 16-20 Years
- > 20 Years

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LEGEND

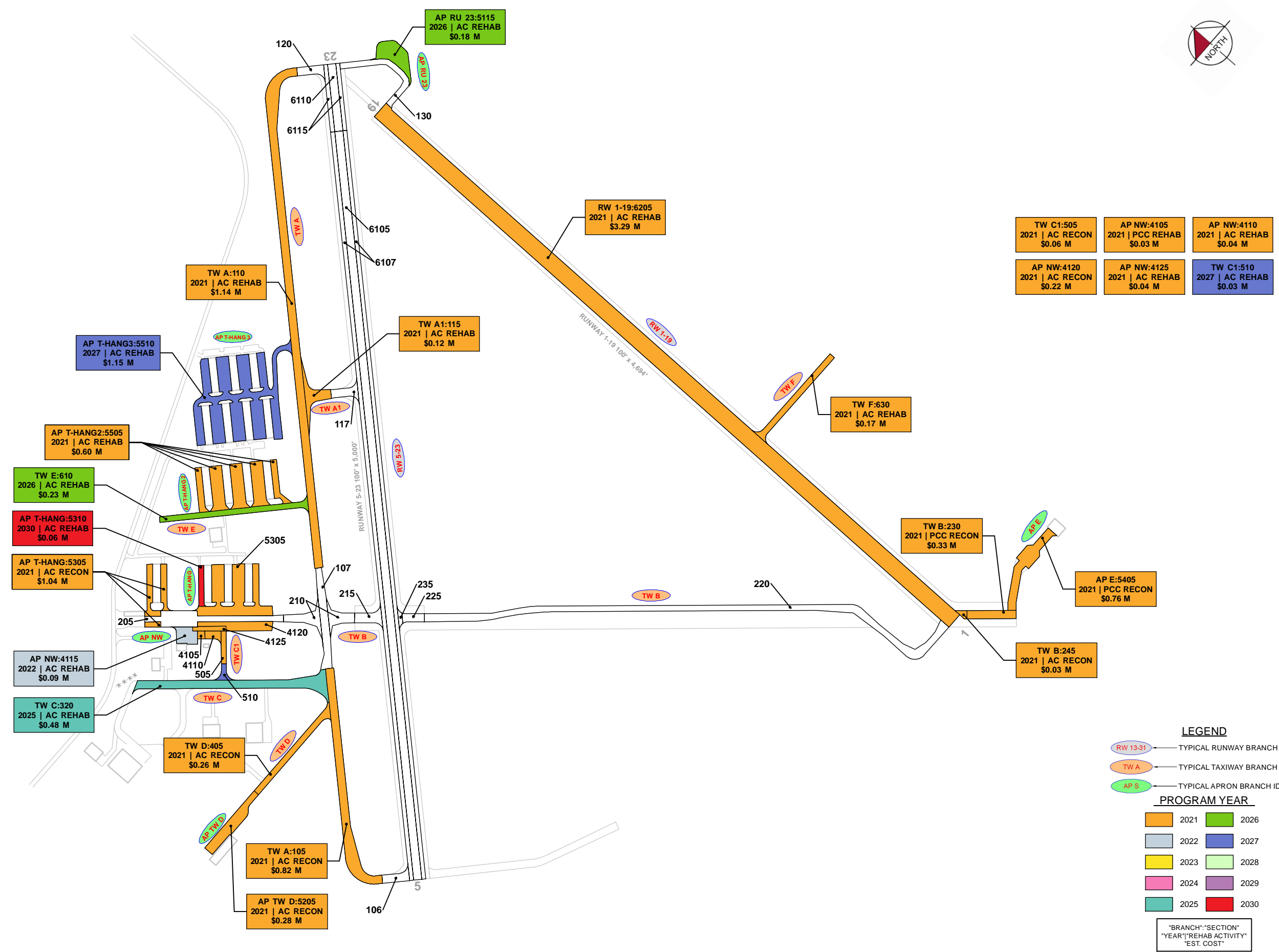
- RW 13-31 - TYPICAL RUNWAY BRANCH ID
- TW A - TYPICAL TAXIWAY BRANCH ID
- AP S - TYPICAL APRON BRANCH ID

2020 PAVEMENT CONDITION INDEX

- PCI 86-100 Good
- PCI 71-85 Satisfactory
- PCI 56-70 Fair
- PCI 41-55 Poor
- PCI 26-40 Very Poor
- PCI 11-25 Serious
- PCI 0-10 Failed

SECTION ID
PCI VALUE

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TW C1:505 2021 AC RECON \$0.06 M	AP NW:4105 2021 PCC REHAB \$0.03 M	AP NW:4110 2021 AC REHAB \$0.04 M
AP NW:4120 2021 AC RECON \$0.22 M	AP NW:4125 2021 AC REHAB \$0.04 M	TW C1:510 2027 AC REHAB \$0.03 M

LEGEND

- RW 13-31 TYPICAL RUNWAY BRANCH ID
- TW A TYPICAL TAXIWAY BRANCH ID
- AP S TYPICAL APRON BRANCH ID

PROGRAM YEAR

	2021		2026
	2022		2027
	2023		2028
	2024		2029
	2025		2030

“BRANCH”/“SECTION”
“YEAR”/“REHAB ACTIVITY”
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FLORIDA DEPARTMENT OF TRANSPORTATION | AVIATION OFFICE

