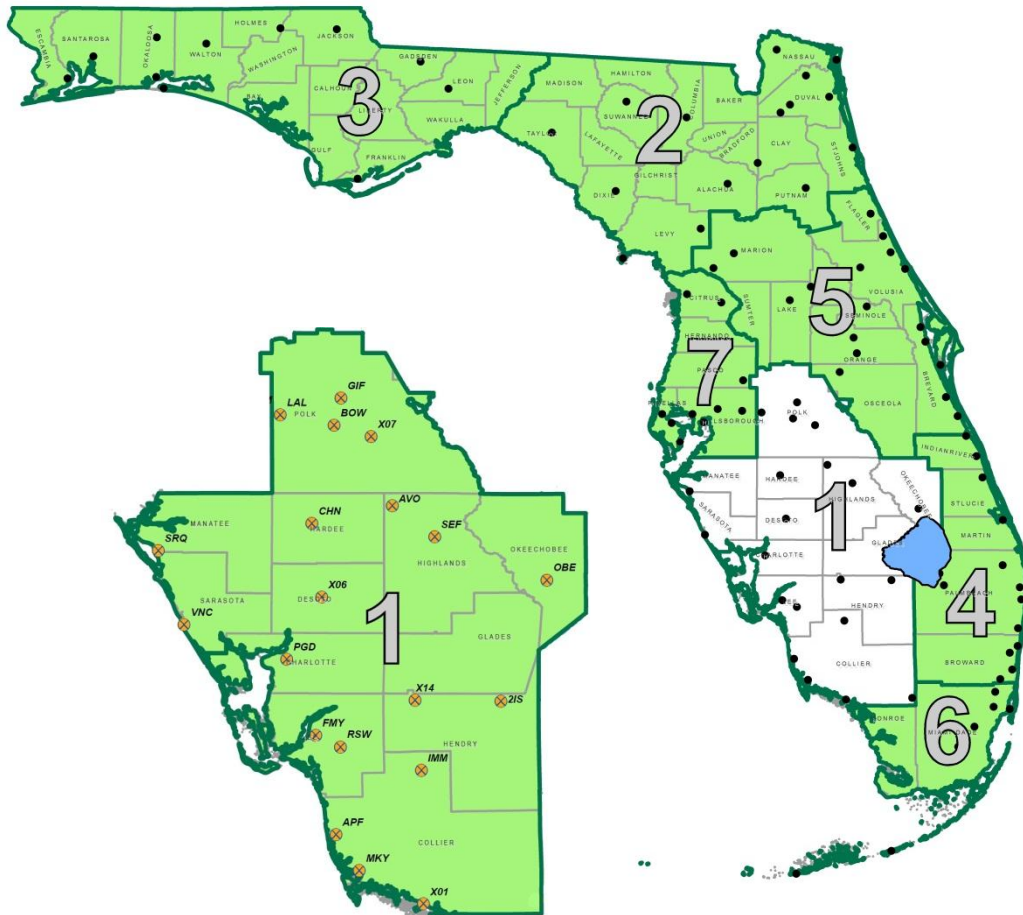


**STATE OF FLORIDA  
DEPARTMENT OF TRANSPORTATION  
AVIATION OFFICE**

**Statewide Airfield Pavement  
Management Program**

**District 1 Report**



June 2012

**TABLE OF CONTENTS**

	<b>PAGE NO.</b>
Executive Summary .....	iii
1. Introduction .....	1
2. System Inventory and Airport Network Definition Development.....	4
3. Pavement Evaluation.....	8
4. MicroPAVER Analysis .....	14
5. Conclusion.....	24

**LIST OF FIGURES**

Figure I-A: Runway Condition.....	vi
Figure I-B: Runway Pavement Condition Comparison to FDOT Minimum PCI.....	vii
Figure II: PCI by Pavement Use by Airport.....	ix
Figure III: Pictorial Representation of PCIs and Ratings.....	x
Figure 1-1: Pavement Life Cycle.....	2
Figure 2-1: District Pavement Area by Use .....	6
Figure 2-2: Pavement Area by Use by Airport.....	7
Figure 3-1: PCI Rating Scale.....	9
Figure 3-2: PCI by Pavement Use by Airport .....	11
Figure 3-3: PCI by Pavement Use .....	12
Figure 3-4: PCI by Pavement Rank .....	13
Figure 3-5: PCI by Surface Type.....	13
Figure 4-1: Example Performance Model: FDOT-GA-RW-AC .....	14
Figure 4-2: Summary of 10-Year Major Rehabilitation and Maintenance Costs by Plan Year....	21

**LIST OF TABLES**

Table I: Condition Summary by Airport.....	iv
Table II: Runway Condition Summary by Airport.....	v
Table III: Summary of Area by Use by Airport .....	viii
Table IV: Summary of Immediate Major Rehabilitation Needs .....	xi
Table V: Summary of 10-Year Major Rehabilitation Costs by Airport.....	xii
Table VI: M&R Activities by Condition.....	xiii
Table 2-1: Summary of Area by Use by Airport .....	5

**TABLE OF CONTENTS**

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	<b>PAGE NO.</b>
Table 3-1: Sampling Rate for FDOT Condition Surveys.....	8
Table 3-2: Condition Summary by Airport .....	10
Table 4-1: Routine Maintenance Activities for Airfield Pavements .....	16
Table 4-2: M&R Activities by Condition.....	17
Table 4-3: FDOT Minimum Service Levels .....	17
Table 4-4: Summary of Immediate Major Rehabilitation Needs .....	19
Table 4-5: Summary of 10-Year Major Rehabilitation Costs by Airport .....	20
Table 4-6: 10-Year Major Rehabilitation Costs by Airport by Year .....	22
Table 4-7: 10-Year Maintenance Costs by Airport by Year .....	23

**APPENDICES**

- Appendix A Glossary of Terms
- Appendix B M&R Cost Schedules and Critical PCIs
- Appendix C Airport Condition Maps and Major Rehabilitation Project Tables

## **EXECUTIVE SUMMARY**

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

In 2010, the FDOT Aviation Office selected a Consultant team consisting of Kimley-Horn and Associates, Inc. and their Subconsultants, AMEC, Penuel Consulting, LLC and All About Pavements, Inc., to provide services in support of FDOT in the continuing evaluation and updating of the existing SAPMP to be completed over fiscal years 2011 and 2012. Pavement condition surveys were performed for airside pavements for the following airports located in District 1:

- 2IS – AirGlades Airport
- APF – Naples Municipal Airport
- AVO – Avon Park Executive Airport
- BOW – Bartow Municipal Airport
- CHN – Wauchula Municipal Airport
- FMY – Page Field
- GIF – Winter Haven’s Gilbert Airport
- IMM – Immokalee Regional Airport
- LAL – Lakeland Linder Regional Airport
- MKY – Marco Island Executive Airport
- OBE – Okeechobee County Airport
- PGD – Punta Gorda Airport
- RSW – Southwest Florida International Airport
- SEF – Sebring Regional Airport
- VNC – Venice Municipal Airport
- X01 – Everglades Airpark
- X06 – Arcadia Municipal Airport
- X07 – Lake Wales Municipal Airport
- X14 – La Belle Municipal Airport

Sarasota Bradenton International Airport (SRQ), which is managed by the Sarasota Manatee Airport Authority, declined to participate in the FDOT SAPMP and therefore was not inspected as part of this update.

District 1’s overall PCI is at a 68, which corresponds to a ‘Fair’ condition. **Table I: Condition Summary by Airport** below represents the results of the PCI inspection at each airport within the District. Average PCI values for the airports in District 1 ranged from 36 (Very Poor) to 87 (Good). Specific individual airport results are identified in individual airport reports provided to the airports. **Table II: Runway Condition Summary by Airport** indicates the PCI values for every runway within the District, grouped by airport. **Figure I-A: Runway Condition** graphically depicts the percentage of the District’s runways below the FDOT Minimum PCI, and **Figure I-B: Runway Pavement Condition Comparison to FDOT Minimum PCI** shows the PCIs of the District’s runways in comparison to the FDOT Minimum PCI.

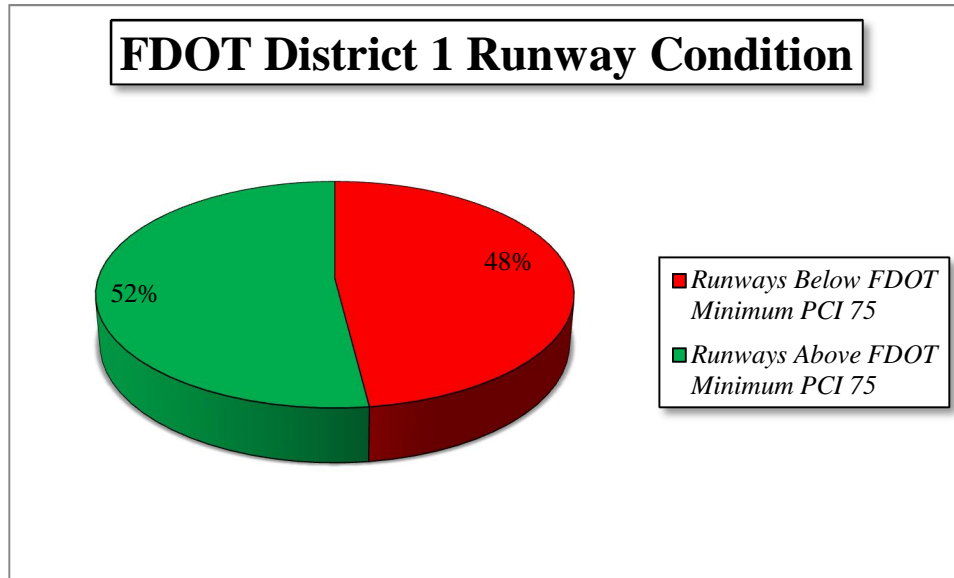
**Table I: Condition Summary by Airport**

FAA Identifier	Airport Name	Type	Runway PCI	Taxiway PCI	Apron PCI	Overall PCI	Overall Condition Rating
2IS	AirGlades Airport	GA	100	59	43	68	Fair
APF	Naples Municipal Airport	PR	88	98	80	86	Good
AVO	Avon Park Executive Airport	GA	81	70	64	76	Satisfactory
BOW	Bartow Municipal Airport	GA	74	71	44	65	Fair
CHN	Wauchula Municipal Airport	GA	67	74	74	70	Fair
FMY	Page Field	RL	70	83	87	81	Satisfactory
GIF	Winter Haven's Gilbert Airport	GA	91	69	71	77	Satisfactory
IMM	Immokalee Regional Airport	GA	28	37	86	36	Very Poor
LAL	Lakeland Linder Regional Airport	PR	81	77	52	73	Satisfactory
MKY	Marco Island Executive Airport	GA	30	21	56	40	Very Poor
OBE	Okeechobee County Airport	GA	60	90	88	69	Fair
PGD	Punta Gorda Airport	PR	81	86	84	83	Satisfactory
RSW	Southwest Florida International Airport	PR	97	93	80	87	Good
SEF	Sebring Regional Airport	GA	100	91	26	65	Fair
VNC	Venice Municipal Airport	GA	59	59	27	49	Poor
X01	Everglades Airpark	GA	54	78	80	65	Fair
X06	Arcadia Municipal Airport	GA	58	63	65	61	Fair
X07	Lake Wales Municipal Airport	GA	64	66	70	65	Fair
X14	La Belle Municipal Airport	GA	78	78	52	70	Fair
<b>District 1 Overall =</b>			<b>72</b>	<b>72</b>	<b>65</b>	<b>68</b>	<b>Fair</b>

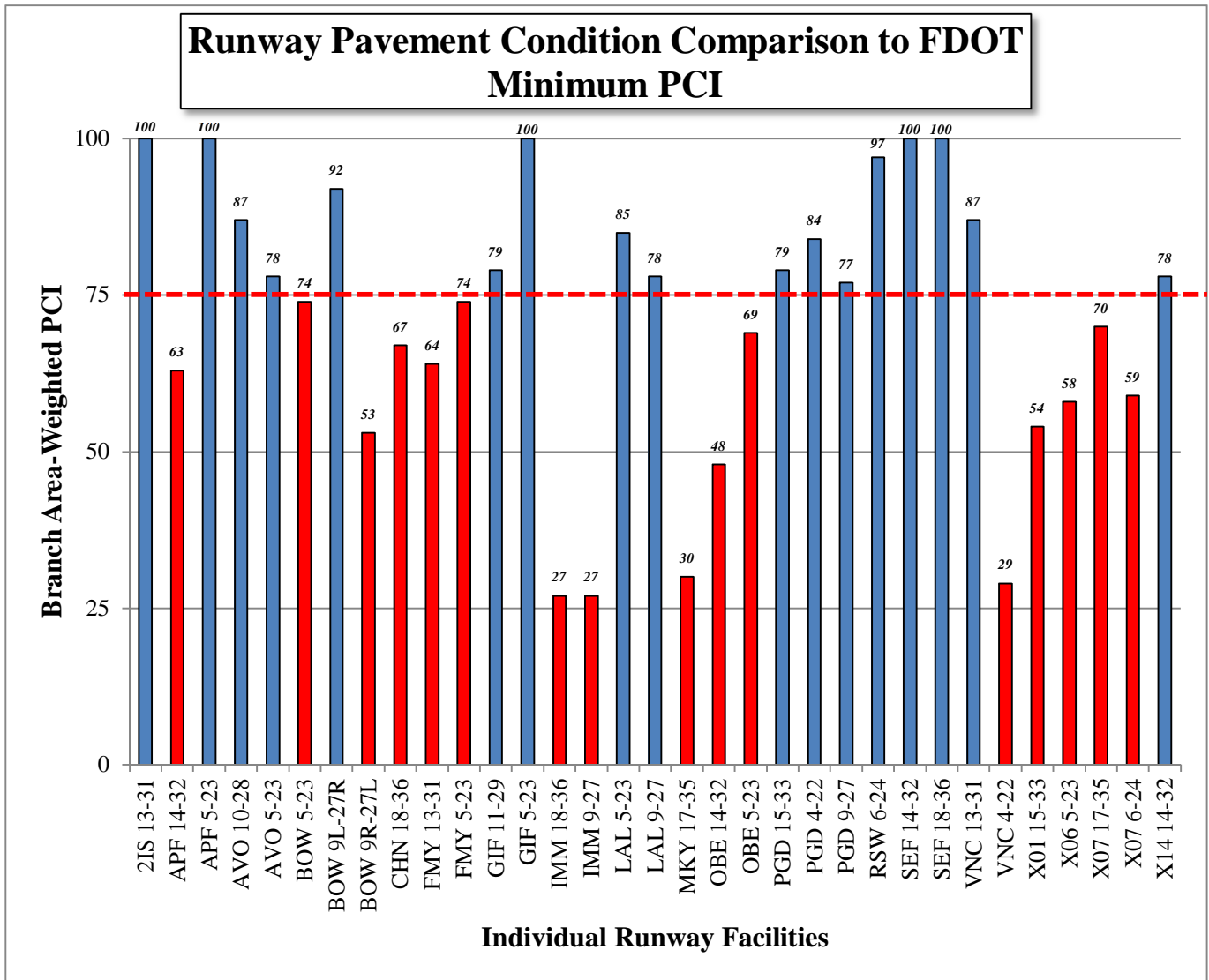
**Table II: Runway Condition Summary by Airport**

FAA Identifier	Airport Name	Airport Type	Runway Facility	Length	Width	Weighted Average PCI	Below Critical	Below FDOT
2IS	AirGlades Airport	GA	13-31	5,901	75	100		
APF	Naples Municipal Airport	PR	14-32	5,000	100	63	X	X
APF	Naples Municipal Airport	PR	5-23	5,290	150	100		
AVO	Avon Park Executive Airport	GA	10-28	3,844	75	87		
AVO	Avon Park Executive Airport	GA	5-23	5,374	100	78		
BOW	Bartow Municipal Airport	GA	5-23	5,000	100	74	X	X
BOW	Bartow Municipal Airport	GA	9L-27R	5,000	150	92		
BOW	Bartow Municipal Airport	GA	9R-27L	4,400	150	53	X	X
CHN	Wauchula Municipal Airport	GA	18-36	4,005	75	67		X
FMY	Page Field	RL	13-31	4,912	150	64	X	X
FMY	Page Field	RL	5-23	6,406	150	74		X
GIF	Winter Haven's Gilbert Airport	GA	11-29	4,001	100	79		
GIF	Winter Haven's Gilbert Airport	GA	5-23	5,005	100	100		
IMM	Immokalee Regional Airport	GA	18-36	5,000	150	27	X	X
IMM	Immokalee Regional Airport	GA	9-27	5,000	150	27	X	X
LAL	Lakeland Linder Regional Airport	PR	5-23	5,005	150	85		
LAL	Lakeland Linder Regional Airport	PR	9-27	8,499	150	78		
MKY	Marco Island Executive Airport	GA	17-35	5,000	100	30	X	X
OBE	Okeechobee County Airport	GA	14-32	4,001	75	48	X	X
OBE	Okeechobee County Airport	GA	5-23	5,000	100	69		X
PGD	Punta Gorda Airport	PR	15-33	5,688	150	79		
PGD	Punta Gorda Airport	PR	4-22	7,193	150	84		
PGD	Punta Gorda Airport	PR	9-27	2,636	60	77		
RSW	Southwest Florida International Airport	PR	6-24	12,000	150	97		
SEF	Sebring Regional Airport	GA	14-32	4,990	100	100		
SEF	Sebring Regional Airport	GA	18-36	5,234	100	100		
VNC	Venice Municipal Airport	GA	13-31	4,999	150	87		
VNC	Venice Municipal Airport	GA	5-23	5,000	150	29	X	X
X01	Everglades Airpark	GA	15-33	2,400	60	54	X	X
X06	Arcadia Municipal Airport	GA	5-23	3,700	75	58	X	X
X07	Lake Wales Municipal Airport	GA	17-35	3,999	75	70		X
X07	Lake Wales Municipal Airport	GA	6-24	3,999	100	59	X	X
X14	La Belle Municipal Airport	GA	14-32	5,254	75	78		
<b>Weighted Average =</b>						<b>73</b>		<b>48%</b>

**Figure I-A: Runway Condition**



**Figure I-B: Runway Pavement Condition Comparison to FDOT Minimum PCI**



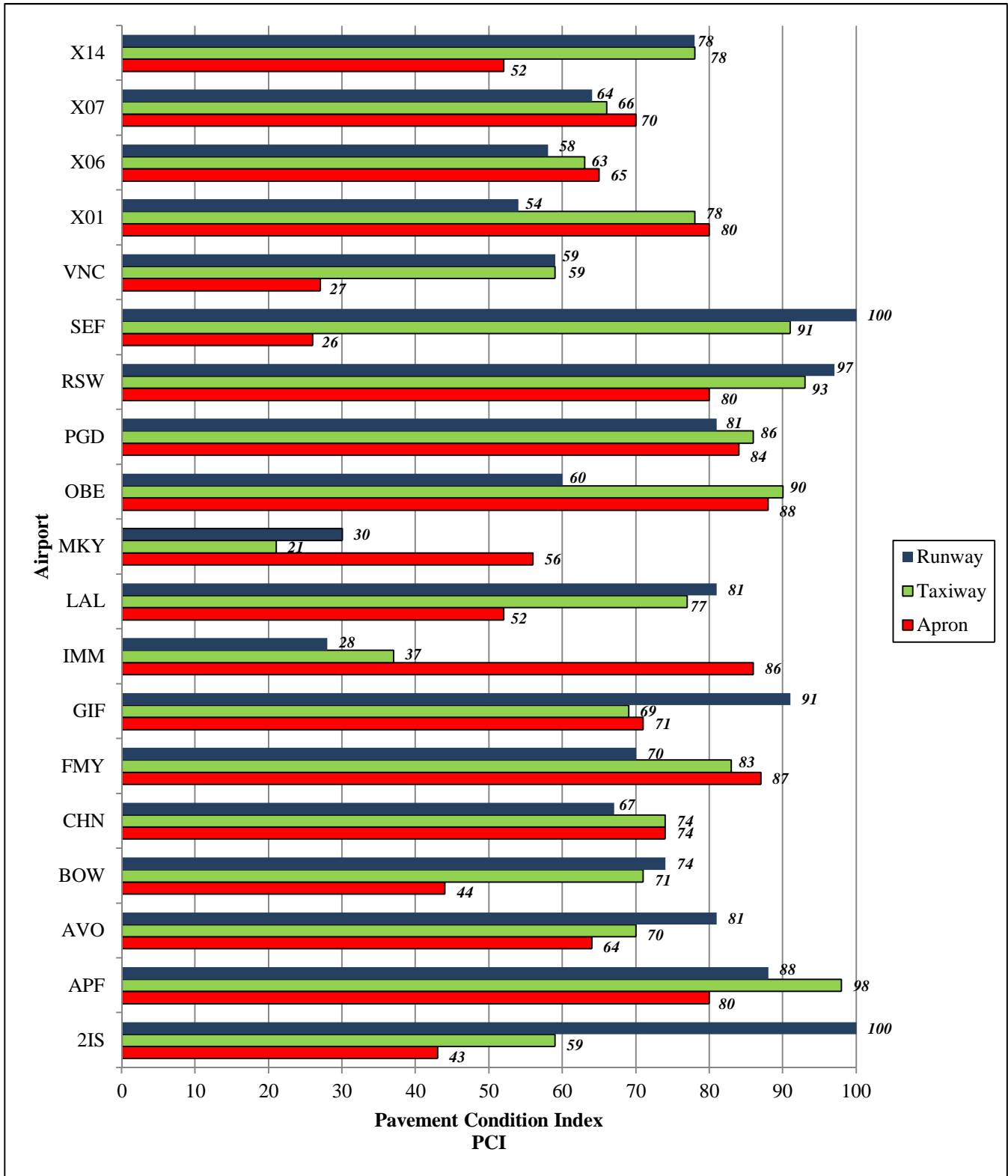
Pavement use has an influence on the pavement condition of each facility. For example, the amount and type of distresses observed on a primary runway can vary from a maintenance apron based on frequency and variety of traffic loads experienced. **Table III: Summary of Area by Use by Airport** provides a breakdown of the airport areas by pavement use. **Figure II: PCI by Pavement Use by Airport** graphically shows the PCI for each pavement use at each airport.



**Table III: Summary of Area by Use by Airport**



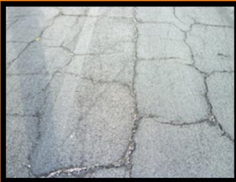

<b>FAA Identifier</b>	<b>Airport Name</b>	<b>Type</b>	<b>Runway Area (SqFt)</b>	<b>Taxiway Area (SqFt)</b>	<b>Apron Area (SqFt)</b>	<b>Total Area (SqFt)</b>
2IS	AirGlades Airport	GA	442,500	525,730	357,336	1,325,566
APF	Naples Municipal Airport	PR	1,468,740	1,369,947	2,545,260	5,383,947
AVO	Avon Park Executive Airport	GA	821,760	392,730	214,860	1,429,350
BOW	Bartow Municipal Airport	GA	1,865,978	720,626	910,084	3,496,688
CHN	Wauchula Municipal Airport	GA	300,300	263,805	53,325	617,430
FMY	Page Field	RL	1,689,826	1,862,591	2,609,466	6,161,883
GIF	Winter Haven's Gilbert Airport	GA	890,709	1,085,730	853,948	2,830,387
IMM	Immokalee Regional Airport	GA	1,522,000	824,018	247,579	2,593,597
LAL	Lakeland Linder Regional Airport	PR	1,993,925	3,187,579	1,361,919	6,543,424
MKY	Marco Island Executive Airport	GA	500,000	7,880	336,875	844,755
OBE	Okeechobee County Airport	GA	1,325,660	407,690	229,150	1,962,500
PGD	Punta Gorda Airport	PR	2,022,430	1,316,226	1,063,610	4,402,266
RSW	Southwest Florida International Airport	PR	1,800,000	4,217,229	5,659,813	11,677,042
SEF	Sebring Regional Airport	GA	1,007,671	510,721	1,195,214	2,713,606
VNC	Venice Municipal Airport	GA	1,477,500	581,450	855,395	2,914,345
X01	Everglades Airpark	GA	120,600	56,392	44,600	221,592
X06	Arcadia Municipal Airport	GA	277,500	209,030	85,435	571,965
X07	Lake Wales Municipal Airport	GA	693,280	265,110	202,860	1,161,250
X14	La Belle Municipal Airport	GA	413,830	272,565	300,993	987,388
<b>District 1 Overall =</b>			<b>20,634,209</b>	<b>18,077,050</b>	<b>19,127,720</b>	<b>57,838,980</b>

**Figure II: PCI by Pavement Use by Airport**



**Figure III: Pictorial Representation of PCIs and Ratings** below illustrates characteristic pavement surfaces associated with various ranges of PCIs and Ratings, along with typical repair activities for the PCI ranges.

**Figure III: Pictorial Representation of PCIs and Ratings**

	PCI	REPRESENTATIVE PAVEMENT SURFACE	REPAIR ACTIVITIES
ROUTINE MAINTENANCE	86 - 100		Pavements with PCI indexes above 85, or 'Good' may require periodic joint/crack sealing and local patching.
PAVEMENT PRESERVATION	65 - 85		Pavements with PCI conditions ranging from 'Satisfactory' to 'Good' may require surface treatments (seal coat), thin overlays, and/or joint/crack sealing.
MAJOR REHABILITATION	40 - 64		Pavements that have deteriorated below a PCI 65, or within the range of 'Poor' to 'Fair' conditions may require major rehabilitation such as pavement mill and overlay or PCC restoration activity.
MAJOR REHABILITATION	0 - 39		Pavements that have deteriorated below a PCI 40, or within the range of 'Failed' to 'Very Poor' conditions may require major reconstruction.

The immediate major rehabilitation needs, or needs that have been programmed to be completed in the first year of the 10-year M&R plan based on an unlimited budget in District 1 are summarized in **Table IV: Summary of Immediate Major Rehabilitation Needs**.

**Table IV: Summary of Immediate Major Rehabilitation Needs**

FAA Identifier	Airport Name	Type	Current Average PCI	Current Condition Rating	Immediate Major Rehabilitation Need Costs
2IS	AirGlades Airport	GA	68	Fair	\$3,860,903.42
APF	Naples Municipal Airport	PR	86	Good	\$5,404,189.60
AVO	Avon Park Executive Airport	GA	76	Satisfactory	\$1,162,405.78
BOW	Bartow Municipal Airport	GA	65	Fair	\$11,992,346.90
CHN	Wauchula Municipal Airport	GA	70	Fair	\$0.00
FMY	Page Field	RL	81	Satisfactory	\$2,323,032.86
GIF	Winter Haven's Gilbert Airport	GA	77	Satisfactory	\$3,312,124.65
IMM	Immokalee Regional Airport	GA	36	Very Poor	\$29,417,051.32
LAL	Lakeland Linder Regional Airport	PR	73	Satisfactory	\$17,617,145.76
MKY	Marco Island Executive Airport	GA	40	Very Poor	\$8,185,357.06
OBE	Okeechobee County Airport	GA	69	Fair	\$7,310,673.57
PGD	Punta Gorda Airport	PR	83	Satisfactory	\$1,226,211.84
RSW	Southwest Florida International Airport	PR	87	Good	\$8,956,442.29
SEF	Sebring Regional Airport	GA	65	Fair	\$13,004,323.29
VNC	Venice Municipal Airport	GA	49	Poor	\$22,576,521.29
X01	Everglades Airpark	GA	65	Fair	\$486,261.03
X06	Arcadia Municipal Airport	GA	61	Fair	\$1,732,505.24
X07	Lake Wales Municipal Airport	GA	65	Fair	\$2,198,017.65
X14	La Belle Municipal Airport	GA	70	Fair	\$1,998,186.63
<b>District 1 Overall =</b>			<b>68</b>	<b>Fair</b>	<b>\$142,763,700.18</b>

The identified major rehabilitation projects summarized above and further explained in each individual airport report have been determined based on the Critical Pavement Condition Index Criteria. The criteria establishes recommended minimum PCI values that pavement facilities should not deteriorate past based on facility use and airport type.

A forecast of major rehabilitation needs for a 10-year period was developed using an unlimited budget. The analysis identified ongoing maintenance needs and major rehabilitation during that interval. The resulting major rehabilitation needs, excluding maintenance needs, by airport are provided in **Table V: Summary of 10-Year Major Rehabilitation Costs by Airport** below.

**Table V: Summary of 10-Year Major Rehabilitation Costs by Airport**

FAA Identifier	Airport Name	Type	Current Average PCI	Current Condition Rating	10-Year Major Rehabilitation Need Cost
2IS	AirGlades Airport	GA	68	Fair	\$4,749,081.36
APF	Naples Municipal Airport	PR	86	Good	\$8,002,802.46
AVO	Avon Park Executive Airport	GA	76	Satisfactory	\$2,817,723.85
BOW	Bartow Municipal Airport	GA	65	Fair	\$13,714,575.94
CHN	Wauchula Municipal Airport	GA	70	Fair	\$1,569,114.30
FMY	Page Field	RL	81	Satisfactory	\$11,005,887.28
GIF	Winter Haven's Gilbert Airport	GA	77	Satisfactory	\$6,408,301.57
IMM	Immokalee Regional Airport	GA	36	Very Poor	\$29,675,664.22
LAL	Lakeland Linder Regional Airport	PR	73	Satisfactory	\$24,749,983.84
MKY	Marco Island Executive Airport	GA	40	Very Poor	\$8,185,357.06
OBE	Okeechobee County Airport	GA	69	Fair	\$8,646,906.67
PGD	Punta Gorda Airport	PR	83	Satisfactory	\$10,469,424.85
RSW	Southwest Florida International Airport	PR	87	Good	\$11,860,203.42
SEF	Sebring Regional Airport	GA	65	Fair	\$13,095,011.37
VNC	Venice Municipal Airport	GA	49	Poor	\$23,187,015.34
X01	Everglades Airpark	GA	65	Fair	\$726,165.09
X06	Arcadia Municipal Airport	GA	61	Fair	\$2,389,933.28
X07	Lake Wales Municipal Airport	GA	65	Fair	\$3,792,781.89
X14	La Belle Municipal Airport	GA	70	Fair	\$3,519,857.10
<b>District 1 Overall =</b>			<b>68</b>	<b>Fair</b>	<b>\$188,565,790.89</b>

The development of the aforementioned costs is based on planning level assumptions with regards to the type of rehabilitation being performed. **Table VI: M&R Activities by Condition** summarizes the M&R activities based on PCI values, as established by the FDOT.

**Table VI: M&R Activities by Condition**

	<b>Activity</b>	<b>PCI Trigger</b>
Maintenance	Crack Sealing and Full-Depth Patching	90
		80
Rehabilitation	Mill and Overlay (AC) or Concrete Pavement Restoration (PCC)	70
		60
		50
		40
	Reconstruction	30
		20

It is important to state that design level efforts are necessary in determining the final rehabilitative construction activity.

## **1. INTRODUCTION**

### **1.1 Project Background**

The State of Florida has more than 100 public airports that are vital to the Florida economy as well as the economy of the United States. There are millions of square yards of pavement for the runways, taxiways, aprons and other areas of these airports that support aircraft operations. The timely and proper maintenance and rehabilitation of these pavements allows the airports to operate efficiently, economically and without excessive down time.

In order to support the planning, scheduling, and design of the M&R activities based on pavement evaluation and pavement management performance trends, the Florida Department of Transportation (FDOT) Aviation Office implemented the Statewide Airfield Pavement Management Program (SAPMP) in 1992.

In 2010, the FDOT Aviation Office selected a Consultant team consisting of Kimley-Horn and Associates, Inc. and their Subconsultants, AMEC, Penuel Consulting, LLC and All About Pavements, Inc., to provide services in support of FDOT in the continuing evaluation and updating of the existing SAPMP to be completed over fiscal years 2011 and 2012. Pavement condition surveys were performed for airside pavements for the following airports located in District 1:

- 2IS – AirGlades Airport
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- SEF – Sebring Regional Airport
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- X01 – Everglades Airpark
- X06 – Arcadia Municipal Airport
- X07 – Lake Wales Municipal Airport
- X14 – La Belle Municipal Airport

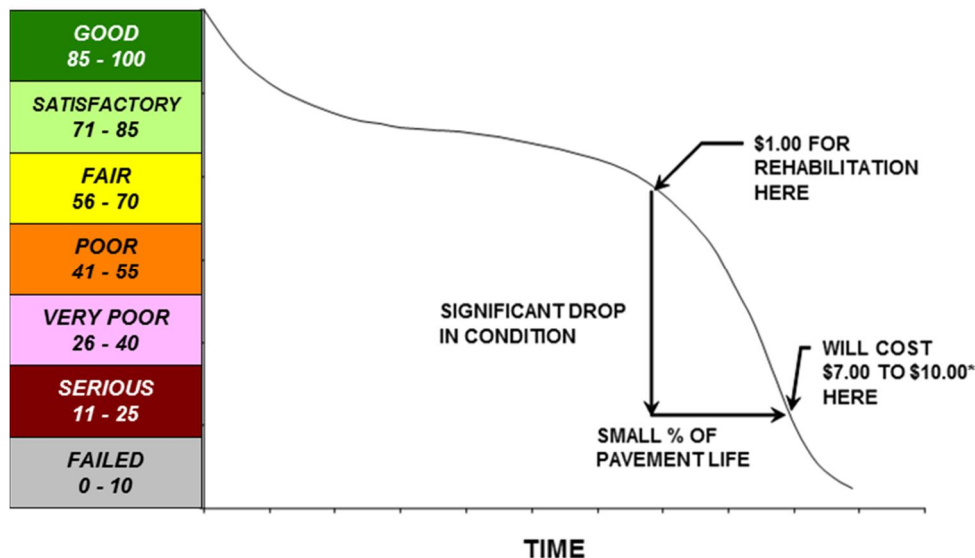
Sarasota Bradenton International Airport (SRQ), which is managed by the Sarasota Manatee Airport Authority, declined to participate in the FDOT SAPMP and therefore was not inspected as part of this update.

## 1.2 Purpose

The primary goal of the SAPMP update is to provide individual airports with pavement condition ratings as well as recommendations for immediate and long-term major rehabilitation on the basis of pavement condition. This approach is intended to focus pavement M&R in areas where the most urgent need is with the overall goal of minimizing costs by improving pavements before they deteriorate to a point where the cost to rehabilitate is increasing at a higher rate than would have been experienced if repaired earlier.

**Figure 1-1: Pavement Life Cycle** below, taken from FAA/AC 5380-7A “Airport Pavement Management Program”, illustrates how a pavement generally deteriorates and the relative cost of rehabilitation at various times throughout its life. Note that during the first portion of a pavement’s life, it performs relatively well. After that, however, it begins to deteriorate rapidly. The number of years a pavement stays in “good” condition depends on how well it is maintained. As the illustration demonstrates, the cost of maintaining the pavement above a critical condition before rapid deterioration occurs is much less compared to maintaining pavements after substantial deterioration has occurred.

**Figure 1-1: Pavement Life Cycle**



Source: FAA/AC 150/5380-7A “Airport Pavement Management Program”

\*Modified to reflect current construction costs.



The inspections and analysis that were done were performed in accordance with the methods identified in ASTM D 5340-04 and in the FAA Advisory Circular 150/5380-6B to comply with the FAA Airport Improvement Program (AIP) requirements. The tasks required to achieve this objectives at each airport include:

- Obtain recent construction history from the Airport to update the Pavement Inventory CADD drawings and database from the previous SAPMP update;
- Perform a visual Pavement Condition Index (PCI) survey of the airfield pavements at the Airport;
- Update the MicroPAVER database to analyze the PCI field data and determine the current condition of the airfield pavements;
- Predict the future deterioration of the pavements using performance models based on condition data collected from current and previous inspections;
- Develop a 10-year M&R plan to address the pavement maintenance/rehabilitation needs;
- Estimate the anticipated costs associated with the suggested immediate and future M&R activities based on statewide average construction costs.

This document is intended to serve as a district summary of airport facility pavement condition and both immediate and long-term major rehabilitation based on needs for each airport. Furthermore, this document is intended to:

- Describe, briefly, the Florida Department of Transportation Aviation Office Statewide Airfield Pavement Management Program and the roles and responsibilities of the program's participants;
- Provide information on the pavement management principles, objectives, and methods used to update the existing program;
- Provide average results of the PCI survey at each airport based on pavement facility use, ranking, and type (i.e. Runway, Taxiway, Apron, Primary, Secondary, Tertiary, AC, AAC, APC, PCC, etc.);
- Provide the results of the M&R Analysis that identified both the immediate and 10-Year major rehabilitation project needs on an airport and district wide basis.

## **2. SYSTEM INVENTORY AND AIRPORT NETWORK DEFINITION DEVELOPMENT**

### **2.1 System Inventory Update**

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

This information was considered during the updating of pavement section areas on the individual airport Network Definition Map. The construction activity information provided by the airport is depicted on the System Inventory Update Map for each facility. This information was also included in the updates to the SAPMP specific MicroPAVER software database.

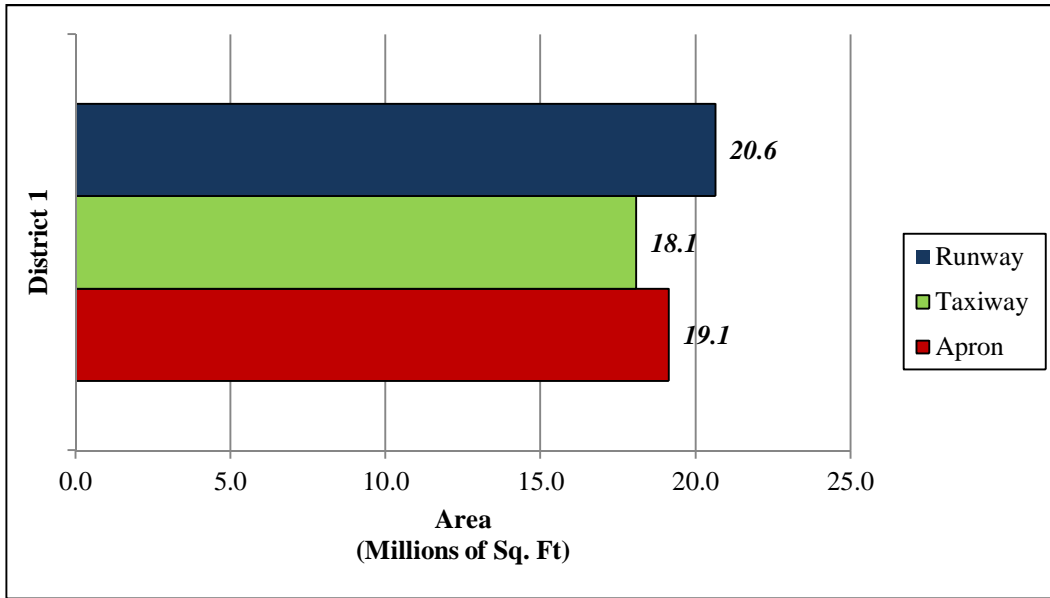
### **2.2 Network Definition Update**

Based on the information identified in the System Inventory Map, the geometry of the Network Definition specific to the pavement area sections has been updated to reflect the changes. The purpose of developing pavement area sections is to track future pavement performance as well as to plan for future projects. The Network Definition Map categorically identifies pavement geometry, pavement composition, and sample identification. The updated areas by use for each airport are summarized in **Table 2-1: Summary of Area by Use by Airport**. **Figure 2-1: District Pavement Area by Use** below depicts the district pavement area by use, and **Figure 2-2: Pavement Area by Use by Airport** provides a breakdown of pavement area by usage at each airport.

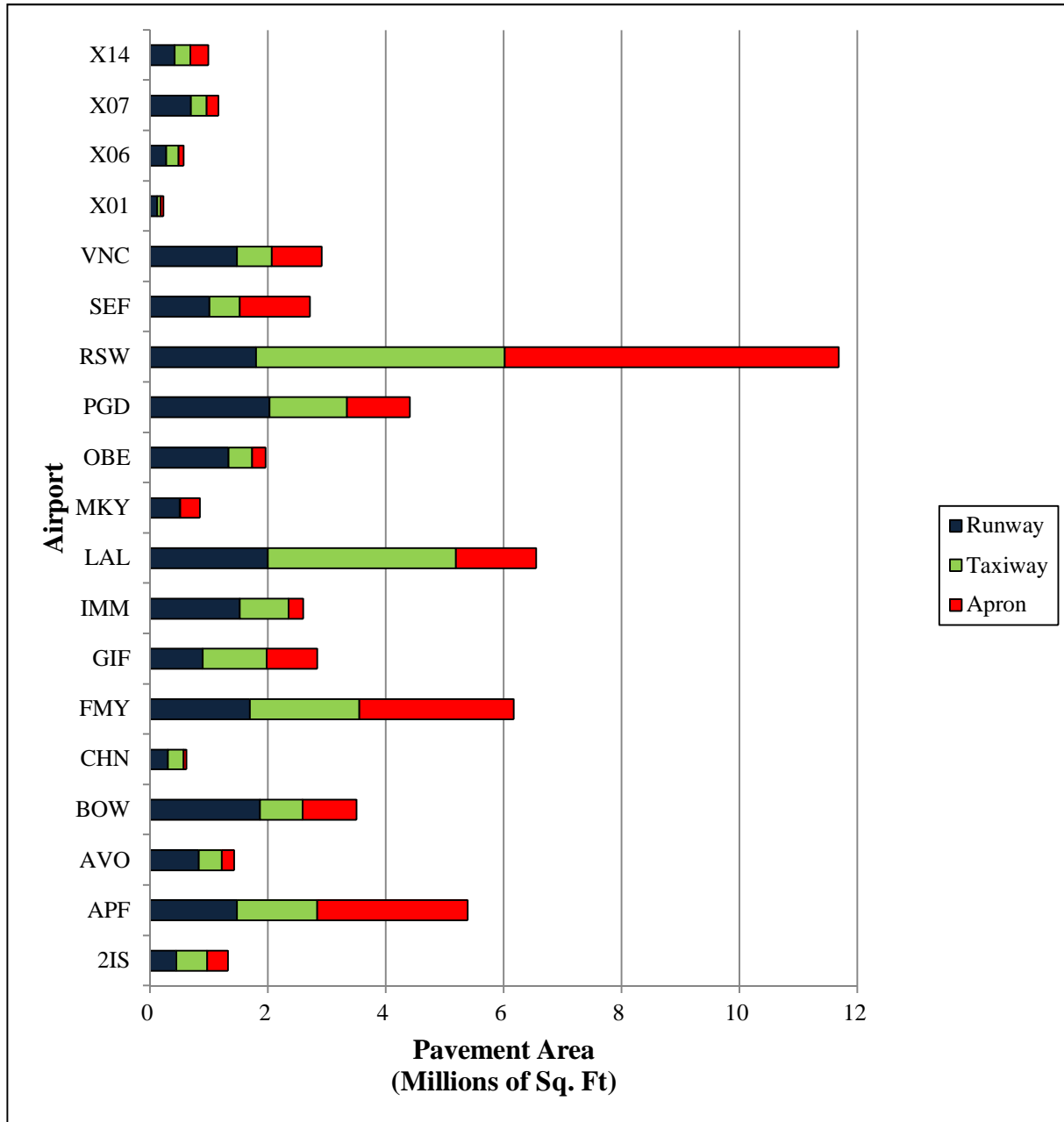
**Table 2-1: Summary of Area by Use by Airport**

<b>FAA Identifier</b>	<b>Airport Name</b>	<b>Type</b>	<b>Runway Area (SqFt)</b>	<b>Taxiway Area (SqFt)</b>	<b>Apron Area (SqFt)</b>	<b>Total Area (SqFt)</b>
2IS	AirGlades Airport	GA	442,500	525,730	357,336	1,325,566
APF	Naples Municipal Airport	PR	1,468,740	1,369,947	2,545,260	5,383,947
AVO	Avon Park Executive Airport	GA	821,760	392,730	214,860	1,429,350
BOW	Bartow Municipal Airport	GA	1,865,978	720,626	910,084	3,496,688
CHN	Wauchula Municipal Airport	GA	300,300	263,805	53,325	617,430
FMY	Page Field	RL	1,689,826	1,862,591	2,609,466	6,161,883
GIF	Winter Haven's Gilbert Airport	GA	890,709	1,085,730	853,948	2,830,387
IMM	Immokalee Regional Airport	GA	1,522,000	824,018	247,579	2,593,597
LAL	Lakeland Linder Regional Airport	PR	1,993,925	3,187,579	1,361,919	6,543,424
MKY	Marco Island Executive Airport	GA	500,000	7,880	336,875	844,755
OBE	Okeechobee County Airport	GA	1,325,660	407,690	229,150	1,962,500
PGD	Punta Gorda Airport	PR	2,022,430	1,316,226	1,063,610	4,402,266
RSW	Southwest Florida International Airport	PR	1,800,000	4,217,229	5,659,813	11,677,042
SEF	Sebring Regional Airport	GA	1,007,671	510,721	1,195,214	2,713,606
VNC	Venice Municipal Airport	GA	1,477,500	581,450	855,395	2,914,345
X01	Everglades Airpark	GA	120,600	56,392	44,600	221,592
X06	Arcadia Municipal Airport	GA	277,500	209,030	85,435	571,965
X07	Lake Wales Municipal Airport	GA	693,280	265,110	202,860	1,161,250
X14	La Belle Municipal Airport	GA	413,830	272,565	300,993	987,388
<b>District 1 Overall =</b>			<b>20,634,209</b>	<b>18,077,050</b>	<b>19,127,720</b>	<b>57,838,980</b>

**Figure 2-1: District Pavement Area by Use**



**Figure 2-2: Pavement Area by Use by Airport**



As part of this process, the individual airport network maps have been referenced in the State Plane Coordinate System. This update included the referencing of aerial imagery supplied by FDOT to the Network Definition Maps resulting in a GIS based navigation map for use on mobile GPS data collection units.

### 3. PAVEMENT EVALUATION

#### 3.1 Pavement Condition Survey

The pavement condition survey was performed using the methods described in ASTM D 5340-04 and FAA Advisory Circular 150/5380-6B. These inspections were performed by a minimum of two inspection personnel that have undergone appropriate FDOT training, demonstrated adequate experience, and have been approved by AO-PM. The visual surveys were performed with significant coordination with airport personnel to ensure minimal impacts on airport operations while maintaining safety. When appropriate, pavement inspectors were escorted by authorized airport personnel.

The inspection of pavement facilities is limited to the identified sample units. The number of sample units inspected in each pavement section was determined to achieve a confidence level of representative distresses throughout the facility. The sampling rate used for the FDOT SAPMP is identified in **Table 3-1: Sampling Rate for FDOT Condition Surveys**.

**Table 3-1: Sampling Rate for FDOT Condition Surveys**

AC Pavements			PCC Pavements		
N	n		N	n	
	Runway	Others		Runway	Others
1-4	1	1	1-3	1	1
5-10	2	1	4-6	2	1
11-15	3	2	7-10	3	2
16-30	5	3	11-15	4	2
31-40	7	4	16-20	5	3
41-50	8	5	21-30	7	3
≥51	20% but ≤20	10% but ≤10	31-40	8	4
			41-50	10	5
			≥51	20% but ≤20	10% but ≤10

Where  $N$  = total number of sample units in Section  
 $n$  = number of sample units to inspect

#### 3.2 Pavement Condition Summary

The pavement condition results from each airport have been developed by analyzing the specific pavement distresses using U.S. Army Corp of Engineers CERL MicroPAVER 5.2.4 software. In adherence to the ASTM D 5340-04, the pavement condition index ranges from 100 to 0 with corresponding condition ratings of “Good” to “Failed”, respectively. **Figure 3-1: PCI Rating Scale** depicts the standard index with the corresponding condition ratings and color identification used for this program update.

**Figure 3-1: PCI Rating Scale**

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

District 1’s overall PCI is at a 68, which corresponds to a ‘Fair’ condition. **Table 3-2: Condition Summary by Airport** below represents the results of the PCI inspection at each airport within the District. Specific individual airport results are identified in each individual airport report.

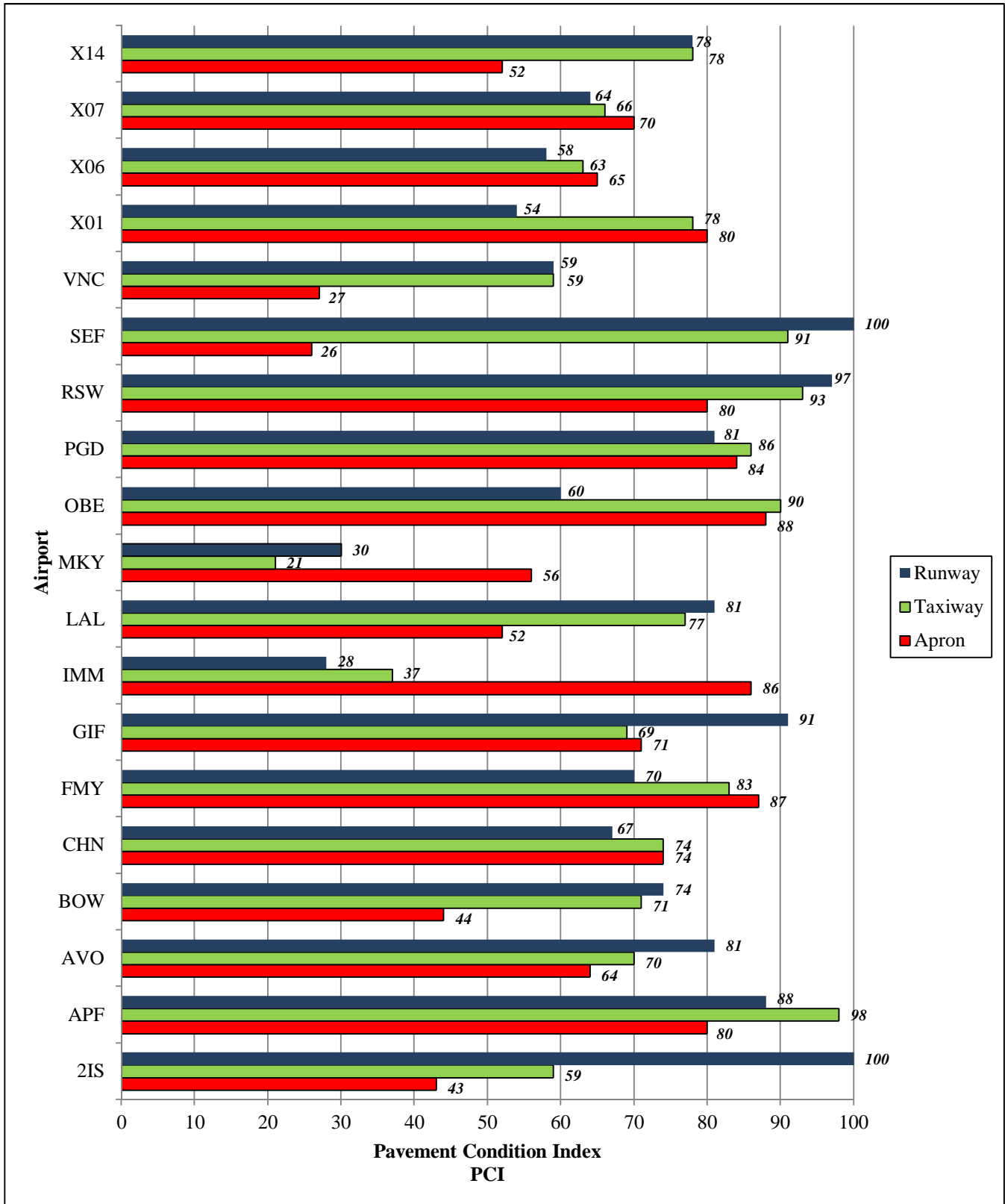
**Table 3-2: Condition Summary by Airport**

FAA Identifier	Airport Name	Type	Runway PCI	Taxiway PCI	Apron PCI	Overall PCI	Overall Condition Rating
2IS	AirGlades Airport	GA	100	59	43	68	Fair
APF	Naples Municipal Airport	PR	88	98	80	86	Good
AVO	Avon Park Executive Airport	GA	81	70	64	76	Satisfactory
BOW	Bartow Municipal Airport	GA	74	71	44	65	Fair
CHN	Wauchula Municipal Airport	GA	67	74	74	70	Fair
FMY	Page Field	RL	70	83	87	81	Satisfactory
GIF	Winter Haven's Gilbert Airport	GA	91	69	71	77	Satisfactory
IMM	Immokalee Regional Airport	GA	28	37	86	36	Very Poor
LAL	Lakeland Linder Regional Airport	PR	81	77	52	73	Satisfactory
MKY	Marco Island Executive Airport	GA	30	21	56	40	Very Poor
OBE	Okeechobee County Airport	GA	60	90	88	69	Fair
PGD	Punta Gorda Airport	PR	81	86	84	83	Satisfactory
RSW	Southwest Florida International Airport	PR	97	93	80	87	Good
SEF	Sebring Regional Airport	GA	100	91	26	65	Fair
VNC	Venice Municipal Airport	GA	59	59	27	49	Poor
X01	Everglades Airpark	GA	54	78	80	65	Fair
X06	Arcadia Municipal Airport	GA	58	63	65	61	Fair
X07	Lake Wales Municipal Airport	GA	64	66	70	65	Fair
X14	La Belle Municipal Airport	GA	78	78	52	70	Fair
<b>District 1 Overall =</b>			<b>72</b>	<b>72</b>	<b>65</b>	<b>68</b>	<b>Fair</b>

Pavement use has an influence on the pavement condition of each facility. For example, the amount and type of distresses observed on a primary runway can vary from a maintenance apron based on frequency and variety of traffic loads experienced. **Figure 3-2: PCI by Pavement Use by Airport** graphically shows the PCI for each pavement use at each airport within the District.

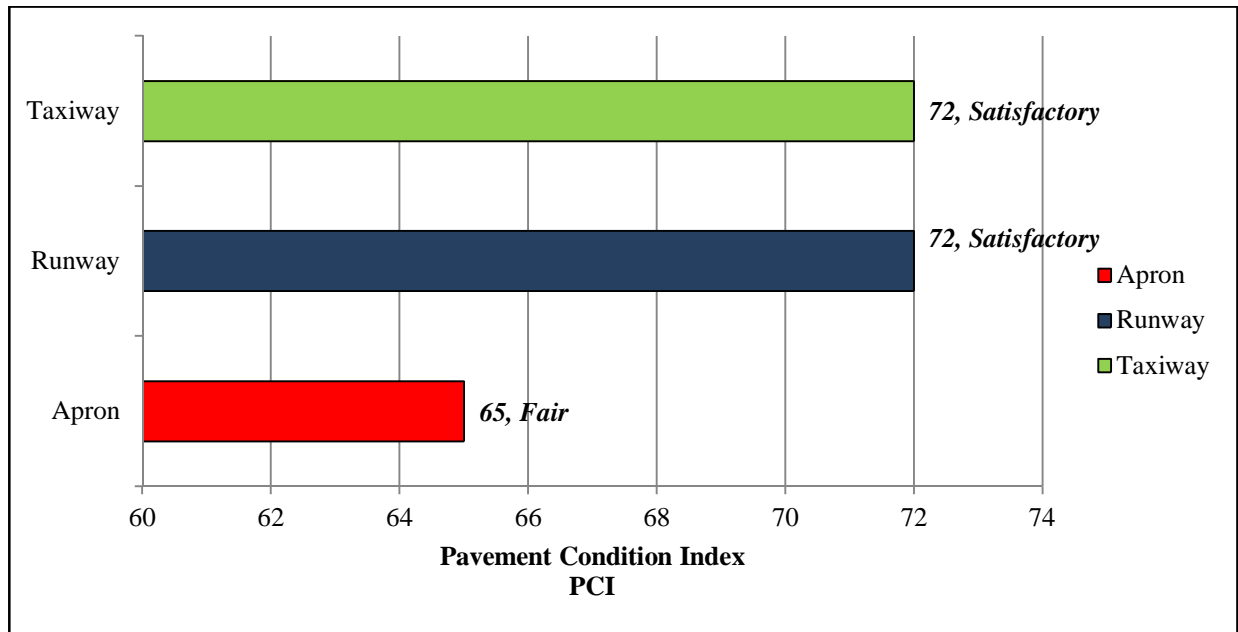


**Figure 3-2: PCI by Pavement Use by Airport**



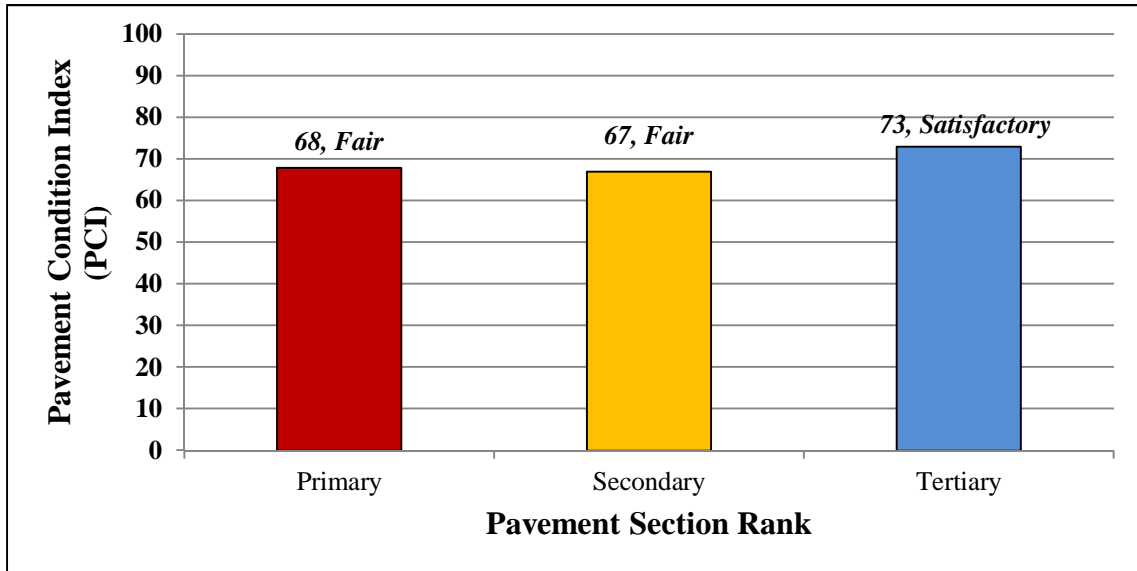
A summary of the area-weighted PCI for each pavement use for all pavements throughout the District are shown below in **Figure 3-3: PCI by Pavement Use**.

**Figure 3-3: PCI by Pavement Use**



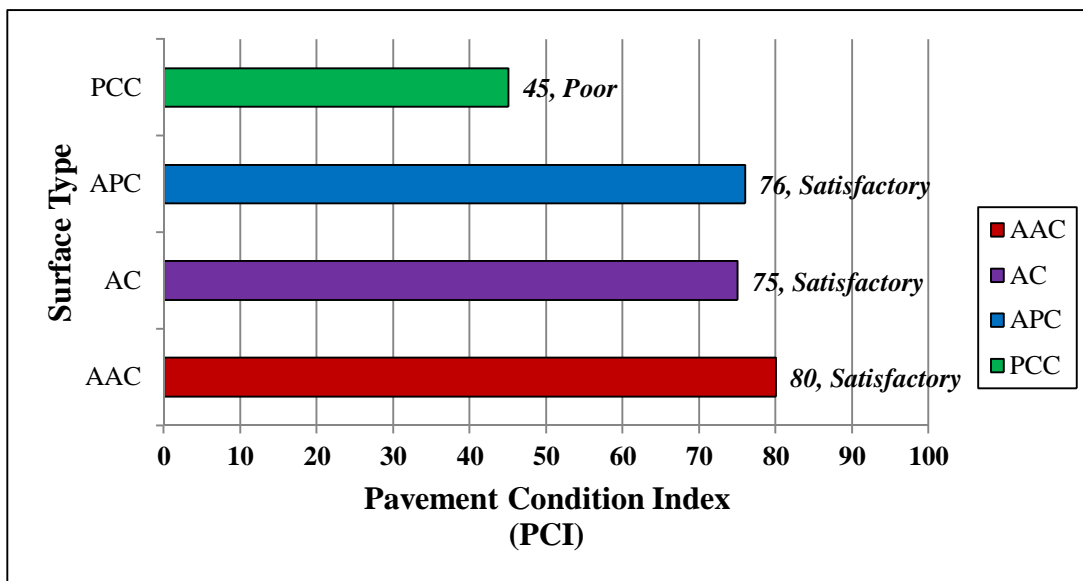
**Figure 3-4: PCI by Pavement Rank** below illustrates the area-weighted PCI within the District for Primary, Secondary and Tertiary pavements. The pavement facility ranking was established during the 1998/1999 survey and has been updated based on airport feedback. Primary pavements are considered to be of highest importance, examples include a primary runway and its parallel taxiway. Secondary pavements examples include a secondary crosswind runway and its parallel taxiway. Tertiary pavements examples can be active aprons such as a maintenance area or a non-active aircraft equipment storage apron.

**Figure 3-4: PCI by Pavement Rank**



Pavement facility surface types include four common types of pavement: Portland cement concrete (PCC), asphalt concrete overlaid on Portland cement concrete (APC), asphalt concrete (AC), and asphalt concrete overlay on asphalt concrete (AAC). **Figure 3-5: PCI by Surface Type** summarizes the PCI based on the various pavement types within the District. Whitetopping, a pavement type that consists of a thin concrete overlay on an asphalt concrete pavement does exist at several airports in the Florida Airport System. However, it does not exist at any airports in District 1.

**Figure 3-5: PCI by Surface Type**



#### 4. MICROPAYER ANALYSIS

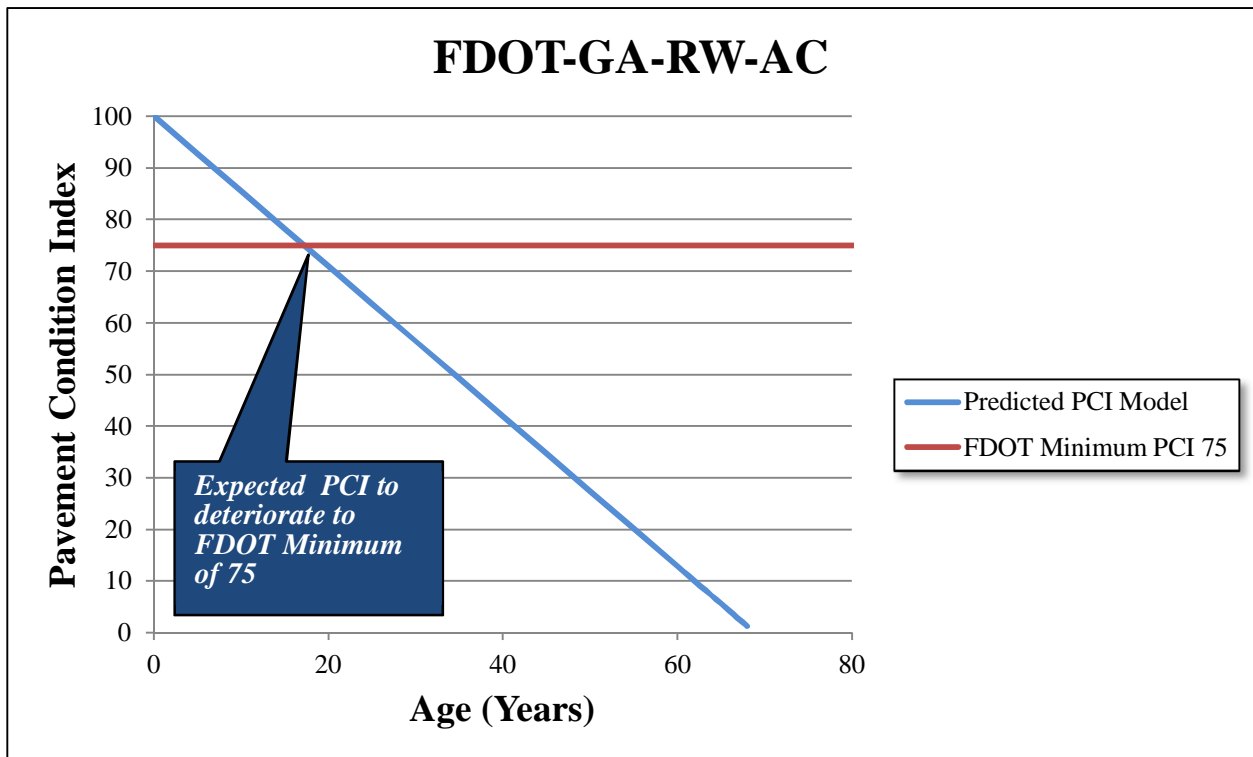
##### 4.1 Performance Modeling

A significant benefit of consolidating Florida’s Airport System’s pavement infrastructure within the FDOT SAPMP is the large amount of pavement condition data recorded using consistent methods of measurement. The historic pavement condition, or performance trend, has been compiled throughout the entire State system since the inception of the SAPMP and is used in the development of Performance Models. These models have been categorically arranged and developed to predict the future conditions of pavements based on Florida’s specific characteristics of climate, construction materials, and operations. Each model has been developed based on the following criteria:

- AIRPORT TYPE (Primary, Regional Reliever, or General Aviation)
- > FACILITY USE (Runway, Taxiway, or Apron)
- >>FACILITY SURFACE TYPE (AC, AAC, APC, or PCC)

The following figure, **Figure 4-1: Example Performance Model**, represents the condition data collected for all participating General Aviation airport runways constructed of AC pavement. The approximate deterioration observed for these pavement types, excluding outliers, is about 1.5 PCI points per year. Appropriate curves have been developed for the identified airport types, facility use, and pavement material.

**Figure 4-1: Example Performance Model: FDOT-GA-RW-AC**



The historic trends of pavement performance at Florida airport facilities for all performance models are consolidated within the program database. This information is utilized in the prediction of pavement performance based on the current PCI determined from the inspections that took place between 2011 and 2012. Major rehabilitation is planned based on the predicted PCI. The intent of this for both the individual airport and the District to be aware of anticipated rehabilitation work based on condition.

#### **4.2 Maintenance Policies**

FDOT utilizes the distress data collected to estimate maintenance work efforts for pavement area sections that would benefit from this work, specifically sections with a PCI ranging from 65 to 100. Examples of maintenance work include crack sealing, area patching, seal coat applications, and other routine maintenance efforts that typically can be performed in a short time frame by airport maintenance personnel. This maintenance, or repair-type activity, is intended to preserve and extend pavement condition above the critical condition.

**Table 4-1: Routine Maintenance Activities for Airfields** provides the list of the maintenance activities used in MicroPAVER to treat specific distress types based on the FDOT Distress Repair and Maintenance Manual. MicroPAVER applies repairs to these distresses and adjusts the PCI based on specific rules. These repairs are used only in the first year of an analysis.

**Table 4-1: Routine Maintenance Activities for Airfield Pavements**

Surface	Distress	Severity*	Work Type	MicroPAVER Code	Work Unit
Asphalt Concrete Pavement	Alligator Crack	M, H	Patching - AC Deep	PA-AD	SqFt
	Bleeding	N/A	No Localized M&R	NONE	N/A
	Block Crack	M, H	Crack Sealing – AC	CS-AC	SqFt
	Corrugation	L, M, H	Patching - AC Deep	PA-AD	SqFt
	Depression	M, H	Patching - AC Deep	PA-AD	SqFt
	Jet Blast	N/A	Patching - AC Deep	PA-AD	SqFt
	Joint Ref. Crack	M, H	Crack Sealing – AC	CS-AC	Ft
	L & T Crack	M, H	Crack Sealing – AC	CS-AC	Ft
	Oil Spillage	N/A	Patching - AC Shallow	PA-AS	SqFt
	Patching	M, H	Patching - AC Deep	PA-AD	SqFt
	Polished Agg.	N/A	No Localized M&R	NONE	N/A
	Raveling / Weathering	L	Surface Sealing - Rejuvenating	SS-RE	SqFt
		M	Surface Seal - Coal Tar	SS-CT	SqFt
		H	Microsurfacing	MI-AC	SqFt
	Rutting	M, H	Patching - AC Deep	PA-AD	SqFt
	Shoving	M, H	Grinding (Localized)	GR-LL	SqFt
	Slippage Crack	N/A	Patching - AC Shallow	PA-AS	SqFt
	Swelling	M, H	Patching - AC Deep	PA-AD	SqFt
Portland Cement Concrete Pavement	Blow-Up	L, M, H	Patching - PCC Full Depth	PA-PF	SqFt
	Corner Break	M, H	Patching - PCC Full Depth	PA-PF	SqFt
	Linear Crack	M, H	Crack Sealing – PCC	CS-PC	Ft
	Durability Crack	H	Slab Replacement – PCC	SL-PC	SqFt
		M	Patching - PCC Full Depth	PA-PF	SqFt
	Jt. Seal Damage	M, H	Joint Seal (Localized)	JS-LC	Ft
	Small Patch	M, H	Patching - PCC Partial Depth	PA-PP	SqFt
	Large Patch	M, H	Patching - PCC Full Depth	PA-PF	SqFt
	Popouts	N/A	No Localized M&R	NONE	N/A
	Pumping	N/A	No Localized M&R	NONE	N/A
	Scaling	H	Slab Replacement – PCC	SL-PC	SqFt
	Faulting	M, H	Grinding (Localized)	GR-PP	Ft
	Shattered Slab	M, H	Slab Replacement – PCC	SL-PC	SqFt
	Shrinkage Crack	N/A	No Localized M&R	NONE	N/A
	Joint Spall	M, H	Patching - PCC Partial Depth	PA-PP	SqFt
Corner Spall	M, H	Patching - PCC Partial Depth	PA-PP	SqFt	

\*L = Low, M = Medium, H = High

### 4.3 Major Rehabilitation Planning

Major rehabilitation is warranted when the pavement condition decreases below a critical point such that the deterioration is extensive or the rate of deterioration is so great that routine maintenance is no longer cost-efficient. This critical point is called “Critical PCI.” The critical PCI levels for different pavement and branch types established in the previous SAPMP update were used in this update for the development of the Major M&R plan for the airports. Sections

above critical PCI levels receive routine maintenances while pavements predicted to deteriorate below their respective critical PCI level during the analysis period will be identified for Major M&R. Appendix B identifies the Cost by Condition and Critical PCI used in the development of major rehabilitation. **Table 4-2: M&R Activities by Condition** summarizes the M&R activities based on PCI values, as established by the FDOT.

**Table 4-2: M&R Activities by Condition**

	Activity	PCI Trigger
Maintenance	Crack Sealing and Full-Depth Patching	90
		80
Rehabilitation	Mill and Overlay (AC) or Concrete Pavement Restoration (PCC)	70
		60
		50
		40
	Reconstruction	30
		20

Special consideration is given to pavements that exhibit a significant amount of structural distresses while maintaining a PCI above the critical condition. The presence of structural distresses may be attributed to the greater fatigue load being applied to the pavement than the original design capacity. Therefore in certain situations, pavement area sections may be triggered for work due to structural distresses found rather than solely based on PCI values determined.

**4.4 Budget Analysis Approach**

The scope of this update was to identify the overall work required for major rehabilitation using comparative costs based on the condition survey and predicted pavement performance. As mentioned previously, the criteria for major rehabilitation is based on the MicroPAVER set critical PCI of 65. From the previous SAPMP updates, FDOT has developed desired minimum PCI values based on the airport type and facility use, which are shown in **Table 4-3: FDOT Minimum Service Levels**. The rehabilitation activity identified is based on the critical PCI of 65.

**Table 4-3: FDOT Minimum Service Levels**

Use	FDOT Minimum PCI		
	GA	RL	PR
Runway	75	75	75
Taxiway	65	65	70
Apron	60	65	65

The development of major rehabilitation work expressed in the individual airport reports was based on an ‘unlimited budget’ or unconstrained budget scenario. This scenario was selected in particular as a means to identify project activity based on the condition need. This information is intended to be used as a planning tool to determine project selection based on airport priority, facility use, and traffic demand, among other factors.

The major rehabilitation costs of the projects identified are determined using a cost scale range based on the PCI of the pavement area sections. The cost study performed for pavement work such as mill and overlay and reconstruction identified varying costs based on airport type. The schedule of costs used for the major rehabilitation is referenced in Appendix B.

#### **4.5 Immediate Major Rehabilitation Need**

Based on the condition surveys performed in 2011 and 2012, major rehabilitation has been identified for pavement area sections that resulted in a current condition below 65. The following table, **Table 4-4: Summary of Immediate Major Rehabilitation Needs**, identifies the immediate major rehabilitation need for each airport under the unlimited funding scenario. The breakdown of these costs on an individual airport basis can be found in Appendix C.



**Table 4-4: Summary of Immediate Major Rehabilitation Needs**

FAA Identifier	Airport Name	Type	Current Average PCI	Current Condition Rating	Immediate Major Rehabilitation Need Costs
2IS	AirGlades Airport	GA	68	Fair	\$3,860,903.42
APF	Naples Municipal Airport	PR	86	Good	\$5,404,189.60
AVO	Avon Park Executive Airport	GA	76	Satisfactory	\$1,162,405.78
BOW	Bartow Municipal Airport	GA	65	Fair	\$11,992,346.90
CHN	Wauchula Municipal Airport	GA	70	Fair	\$0.00
FMY	Page Field	RL	81	Satisfactory	\$2,323,032.86
GIF	Winter Haven's Gilbert Airport	GA	77	Satisfactory	\$3,312,124.65
IMM	Immokalee Regional Airport	GA	36	Very Poor	\$29,417,051.32
LAL	Lakeland Linder Regional Airport	PR	73	Satisfactory	\$17,617,145.76
MKY	Marco Island Executive Airport	GA	40	Very Poor	\$8,185,357.06
OBE	Okeechobee County Airport	GA	69	Fair	\$7,310,673.57
PGD	Punta Gorda Airport	PR	83	Satisfactory	\$1,226,211.84
RSW	Southwest Florida International Airport	PR	87	Good	\$8,956,442.29
SEF	Sebring Regional Airport	GA	65	Fair	\$13,004,323.29
VNC	Venice Municipal Airport	GA	49	Poor	\$22,576,521.29
X01	Everglades Airpark	GA	65	Fair	\$486,261.03
X06	Arcadia Municipal Airport	GA	61	Fair	\$1,732,505.24
X07	Lake Wales Municipal Airport	GA	65	Fair	\$2,198,017.65
X14	La Belle Municipal Airport	GA	70	Fair	\$1,998,186.63
<b>District 1 Overall =</b>			<b>68</b>	<b>Fair</b>	<b>\$142,763,700.18</b>

#### 4.6 10-Year Major Rehabilitation Program

Based on the condition surveys performed in 2011 and 2012 and the predicted pavement condition using the performance models, major rehabilitation has been identified for additional pavement area sections that are expected to reach a condition below 65 in the next 10 years.

**Table 4-5: Summary of 10-Year Major Rehabilitation Costs by Airport** below identifies the major rehabilitation need for each airport over a program period of 10 years assuming an unlimited budget. It includes the immediate needs identified in **Table 4-4: Summary of Immediate Major Rehabilitation Needs**.

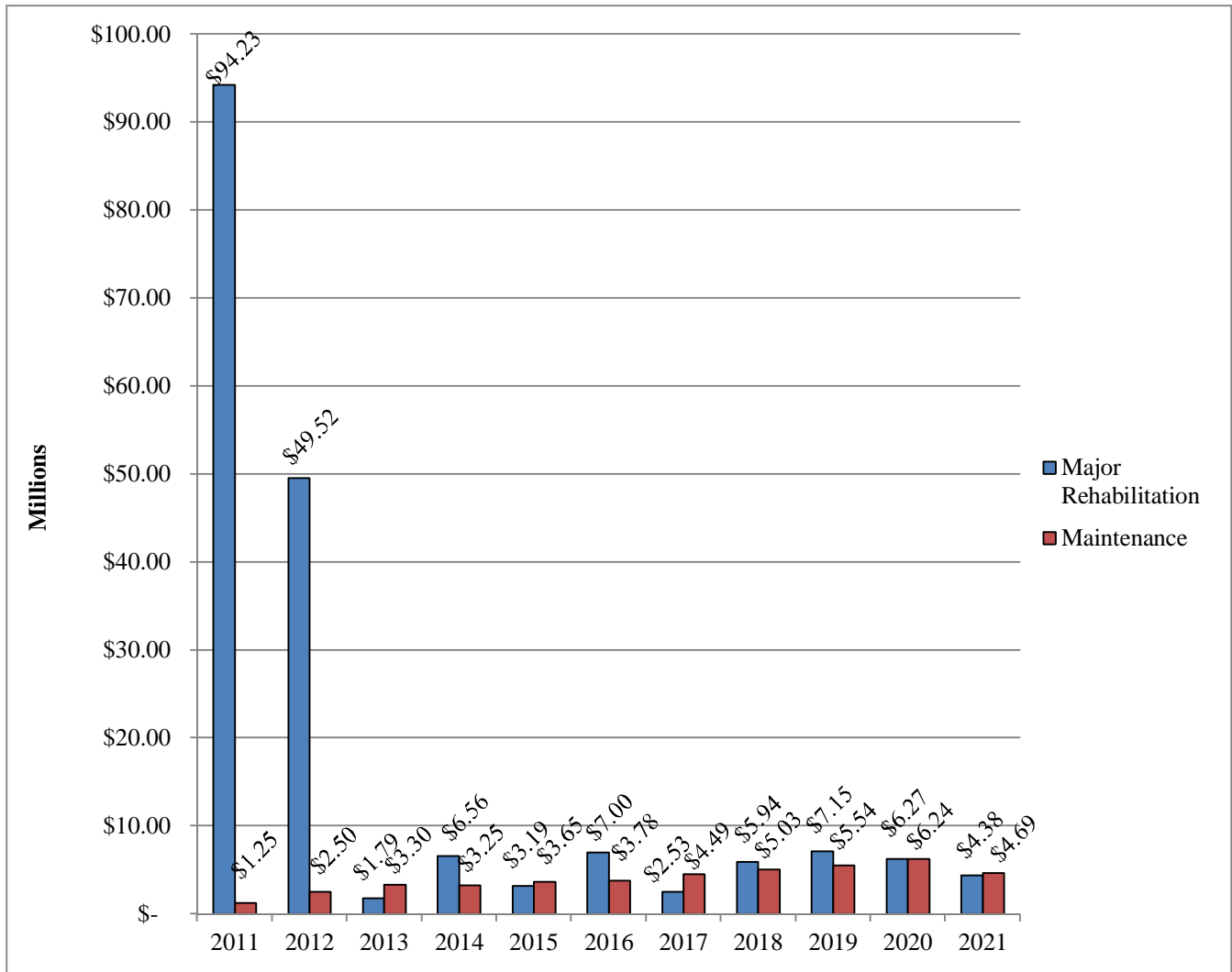
The breakdown of these costs on an individual airport basis can be found in Appendix C.

**Table 4-5: Summary of 10-Year Major Rehabilitation Costs by Airport**

FAA Identifier	Airport Name	Type	Current Average PCI	Current Condition Rating	10-Year Major Rehabilitation Need Cost
2IS	AirGlades Airport	GA	68	Fair	\$4,749,081.36
APF	Naples Municipal Airport	PR	86	Good	\$8,002,802.46
AVO	Avon Park Executive Airport	GA	76	Satisfactory	\$2,817,723.85
BOW	Bartow Municipal Airport	GA	65	Fair	\$13,714,575.94
CHN	Wauchula Municipal Airport	GA	70	Fair	\$1,569,114.30
FMY	Page Field	RL	81	Satisfactory	\$11,005,887.28
GIF	Winter Haven's Gilbert Airport	GA	77	Satisfactory	\$6,408,301.57
IMM	Immokalee Regional Airport	GA	36	Very Poor	\$29,675,664.22
LAL	Lakeland Linder Regional Airport	PR	73	Satisfactory	\$24,749,983.84
MKY	Marco Island Executive Airport	GA	40	Very Poor	\$8,185,357.06
OBE	Okeechobee County Airport	GA	69	Fair	\$8,646,906.67
PGD	Punta Gorda Airport	PR	83	Satisfactory	\$10,469,424.85
RSW	Southwest Florida International Airport	PR	87	Good	\$11,860,203.42
SEF	Sebring Regional Airport	GA	65	Fair	\$13,095,011.37
VNC	Venice Municipal Airport	GA	49	Poor	\$23,187,015.34
X01	Everglades Airpark	GA	65	Fair	\$726,165.09
X06	Arcadia Municipal Airport	GA	61	Fair	\$2,389,933.28
X07	Lake Wales Municipal Airport	GA	65	Fair	\$3,792,781.89
X14	La Belle Municipal Airport	GA	70	Fair	\$3,519,857.10
<b>District 1 Overall =</b>			<b>68</b>	<b>Fair</b>	<b>\$188,565,790.89</b>

**Figure 4-2: Summary of 10-Year Major Rehabilitation and Maintenance Costs by Plan Year** depicts the 10-year major rehabilitation and maintenance needs under an unlimited funding scenario for all airports in District 1 by plan year.

**Figure 4-2: Summary of 10-Year Major Rehabilitation and Maintenance Costs by Plan Year**



Tables 4-6 and 4-7 below list the major rehabilitation costs and maintenance needs costs, respectively, by airport for each plan year.

**Table 4-6: 10-Year Major Rehabilitation Costs by Airport by Year**

FAA Identifier	Type	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	Total
2IS	GA	\$3,860,903.41	\$221,373.64	\$88,813.17	\$268,658.12	\$0.00	\$218,391.46	\$46,533.11	\$0.00	\$0.00	\$44,408.45	n/a	\$4,749,081.36
APF	PR	n/a	\$5,404,189.58	\$0.00	\$759,795.18	\$397,036.08	\$1,115,990.12	\$175,426.97	\$0.00	\$0.00	\$63,101.58	\$87,262.95	\$8,002,802.46
AVO	GA	\$1,162,405.78	\$20,657.40	\$0.00	\$547,660.77	\$8,987.24	\$502,993.81	\$235,056.36	\$0.00	\$28,074.89	\$311,887.60	n/a	\$2,817,723.85
BOW	GA	\$11,992,346.89	\$178,284.31	\$151,767.14	\$94,214.98	\$39,302.79	\$1,072,985.16	\$0.00	\$0.00	\$185,674.67	\$0.00	n/a	\$13,714,575.94
CHN	GA	\$0.00	\$0.00	\$957,578.85	\$31,690.36	\$81,251.97	\$125,043.40	\$56,234.45	\$317,315.27	\$0.00	\$0.00	n/a	\$1,569,114.30
FMY	RL	n/a	\$2,323,032.85	\$359,370.40	\$1,412,096.43	\$775,844.02	\$1,738,368.69	\$577,027.49	\$1,202,845.04	\$743,992.57	\$1,141,830.76	\$731,479.03	\$11,005,887.28
GIF	GA	\$3,312,124.64	\$153,327.58	\$0.00	\$1,547,021.64	\$0.00	\$14,168.66	\$22,238.04	\$0.00	\$1,359,421.01	\$0.00	n/a	\$6,408,301.57
IMM	GA	\$29,417,051.31	\$0.00	\$86,921.18	\$0.00	\$0.00	\$171,691.73	\$0.00	\$0.00	\$0.00	\$0.00	n/a	\$29,675,664.22
LAL	PR	n/a	\$17,617,145.74	\$27,126.90	\$270,967.33	\$868,963.24	\$1,086,858.96	\$173,908.23	\$184,655.77	\$2,004,710.32	\$2,387,185.96	\$128,461.39	\$24,749,983.84
MKY	GA	\$8,185,357.06	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	n/a	\$8,185,357.06
OBE	GA	\$7,310,673.57	\$0.00	\$0.00	\$72,958.19	\$0.00	\$779,680.93	\$0.00	\$471,304.11	\$12,289.87	\$0.00	n/a	\$8,646,906.67
PGD	PR	n/a	\$1,226,211.84	\$113,560.47	\$60,674.10	\$82,793.92	\$75,605.59	\$977,318.36	\$3,688,678.09	\$1,199,641.07	\$909,535.59	\$2,135,405.82	\$10,469,424.85
RSW	PR	n/a	\$8,956,442.27	\$0.00	\$37,623.69	\$97,768.87	\$0.00	\$0.00	\$0.00	\$157,030.78	\$1,310,363.92	\$1,300,973.89	\$11,860,203.42
SEF	GA	n/a	\$13,004,323.29	\$0.00	\$0.00	\$0.00	\$90,688.08	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$13,095,011.37
VNC	GA	\$22,576,521.29	\$0.00	\$0.00	\$195,485.46	\$242,041.58	\$0.00	\$55,595.11	\$0.00	\$117,371.90	\$0.00	n/a	\$23,187,015.34
X01	GA	\$486,261.03	\$0.00	\$0.00	\$0.00	\$69,434.93	\$10,196.04	\$0.00	\$0.00	\$57,757.00	\$102,516.09	n/a	\$726,165.09
X06	GA	\$1,732,505.23	\$172,644.59	\$0.00	\$0.00	\$484,783.46	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	n/a	\$2,389,933.28
X07	GA	\$2,198,017.65	\$237,722.01	\$7,755.10	\$1,013,859.41	\$38,608.17	\$0.00	\$178,753.64	\$50,350.75	\$67,715.16	\$0.00	n/a	\$3,792,781.89
X14	GA	\$1,998,186.63	\$0.00	\$0.00	\$251,868.57	\$0.00	\$0.00	\$28,386.39	\$23,549.39	\$1,217,866.12	\$0.00	n/a	\$3,519,857.10
<b>Annual Total =</b>		<b>\$94,232,354.49</b>	<b>\$49,515,355.10</b>	<b>\$1,792,893.21</b>	<b>\$6,564,574.23</b>	<b>\$3,186,816.27</b>	<b>\$7,002,662.63</b>	<b>\$2,526,478.15</b>	<b>\$5,938,698.42</b>	<b>\$7,151,545.36</b>	<b>\$6,270,829.95</b>	<b>\$4,383,583.08</b>	<b>\$188,565,790.89</b>

**Table 4-7: 10-Year Maintenance Costs by Airport by Year**

FAA Identifier	Type	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	Total
2IS	GA	\$99,635.14	\$52,222.00	\$50,705.80	\$28,653.89	\$32,351.60	\$18,593.02	\$25,716.14	\$41,400.63	\$65,900.81	\$87,793.86	n/a	\$502,972.89
APF	PR	n/a	\$191,115.56	\$185,386.38	\$163,133.39	\$192,592.27	\$181,102.74	\$263,298.53	\$368,129.03	\$471,049.36	\$597,752.59	\$726,964.69	\$3,340,524.54
AVO	GA	\$163,045.19	\$146,420.32	\$168,746.01	\$139,238.07	\$152,998.01	\$124,972.05	\$118,621.30	\$139,944.21	\$158,671.50	\$152,458.33	n/a	\$1,465,114.99
BOW	GA	\$132,828.45	\$131,065.30	\$147,486.54	\$175,799.26	\$197,099.42	\$146,946.31	\$205,718.58	\$279,822.13	\$343,686.77	\$426,206.80	n/a	\$2,186,659.56
CHN	GA	\$164,596.07	\$133,785.89	\$44,720.98	\$48,433.09	\$44,672.04	\$38,443.74	\$37,366.63	\$10,511.54	\$12,777.63	\$16,878.05	n/a	\$552,185.66
FMY	RL	n/a	\$209,771.83	\$605,905.97	\$564,142.96	\$567,067.80	\$479,996.78	\$510,264.11	\$486,711.23	\$500,596.26	\$492,646.89	\$504,084.26	\$4,921,188.09
GIF	GA	\$116,447.66	\$205,935.67	\$236,631.98	\$101,991.52	\$119,481.32	\$149,787.11	\$187,310.02	\$234,688.89	\$153,899.15	\$199,301.78	n/a	\$1,705,475.10
IMM	GA	\$20,957.69	\$29,447.90	\$26,966.46	\$35,170.20	\$42,660.34	\$43,064.93	\$56,853.78	\$89,850.10	\$153,829.30	\$195,910.68	n/a	\$694,711.38
LAL	PR	n/a	\$430,222.56	\$515,232.28	\$576,363.30	\$616,923.39	\$604,404.66	\$696,051.46	\$794,104.86	\$753,476.40	\$706,744.16	\$796,178.53	\$6,489,701.60
MKY	GA	\$566.78	\$679.30	\$1,872.95	\$2,950.33	\$4,283.56	\$5,714.21	\$7,846.50	\$9,921.25	\$30,360.44	\$41,840.20	n/a	\$106,035.52
OBE	GA	\$71,003.77	\$100,289.92	\$116,931.24	\$136,089.67	\$162,473.53	\$109,518.38	\$140,683.58	\$130,884.08	\$167,620.71	\$202,388.53	n/a	\$1,337,883.41
PGD	PR	n/a	\$286,544.17	\$414,941.97	\$483,131.61	\$569,495.79	\$661,736.69	\$694,865.08	\$502,446.55	\$483,905.90	\$499,052.92	\$402,722.20	\$4,998,842.88
RSW	PR	n/a	\$213,380.47	\$341,343.12	\$433,119.29	\$595,883.71	\$782,549.23	\$1,004,676.09	\$1,272,928.84	\$1,514,092.90	\$1,721,305.17	\$1,898,976.65	\$9,778,255.47
SEF	GA	n/a	\$25,049.79	\$28,940.61	\$40,063.94	\$53,710.10	\$57,827.88	\$105,578.54	\$148,045.17	\$219,881.49	\$284,179.45	\$357,270.59	\$1,320,547.56
VNC	GA	\$103,675.00	\$89,697.41	\$114,218.42	\$119,611.85	\$127,151.99	\$180,796.26	\$227,798.52	\$283,527.85	\$355,125.19	\$427,133.82	n/a	\$2,028,736.31
X01	GA	\$25,053.99	\$18,468.02	\$20,943.54	\$24,232.07	\$18,895.67	\$20,615.20	\$23,045.88	\$25,495.24	\$24,104.91	\$16,313.55	n/a	\$217,168.07
X06	GA	\$48,736.21	\$35,343.41	\$40,068.62	\$45,020.31	\$1,443.47	\$2,030.63	\$2,658.22	\$4,253.02	\$12,690.86	\$19,229.94	n/a	\$211,474.69
X07	GA	\$184,437.47	\$108,364.34	\$120,763.45	\$26,963.50	\$27,549.37	\$33,187.65	\$29,073.30	\$39,095.02	\$52,155.02	\$76,713.73	n/a	\$698,302.85
X14	GA	\$121,722.70	\$96,029.89	\$113,202.82	\$104,954.17	\$119,744.97	\$138,254.65	\$155,415.74	\$171,731.44	\$65,943.04	\$77,557.72	n/a	\$1,164,557.14
<b>Annual Total =</b>		<b>\$1,252,706.12</b>	<b>\$2,503,833.75</b>	<b>\$3,295,009.14</b>	<b>\$3,249,062.42</b>	<b>\$3,646,478.35</b>	<b>\$3,779,542.12</b>	<b>\$4,492,842.00</b>	<b>\$5,033,491.08</b>	<b>\$5,539,767.64</b>	<b>\$6,241,408.17</b>	<b>\$4,686,196.92</b>	<b>\$43,720,337.71</b>

## **5. CONCLUSION**

The FDOT Aviation Office has updated the Statewide Airfield Pavement Management Program through the pavement condition surveys performed at each participating airport and preparation of M&R planning information in compliance with the FAA Advisory Circular 150/5380-6B. MicroPAVER software was utilized to determine pavement conditions in accordance with ASTM D 5340-04 and develop maintenance and rehabilitation policies consistent with the FDOT Aviation Office policies. These policies were used to identify pavement rehabilitation projects based on the condition of the pavement over a 10-year period that are detailed in the individual airport reports and in Appendix C.

This study was focused on identifying current pavement condition and using a condition based tool to assist in the evaluation of pavement performance and identify and prioritize maintenance and rehabilitation needs and costs to maximize useful pavement life. The methods used to determine pavement condition for this program update, as with previous updates, have been performed in accordance with ASTM D 5340-04. The process is intended to provide airport sponsors with guidance in planning pavement maintenance and rehabilitation projects and funding agencies with planning tools for allocation of funds.

A detailed breakdown of pavement condition for each airport is included in Appendix C. As can be seen in this report and by comparing pavement conditions on an airport by airport basis, there is a wide variation in pavement conditions between airports. Recommended major rehabilitation recommendations for each airport are also included in Appendix C. High priority runway projects, based on pavement conditions below the FDOT recommended minimum service level PCI of 75, which the District should consider as immediate needs are listed below. These are not all the needs at each airport in the District and may not be the individual airport's priority, but should be considered in development of funding programs.

APF – Naples Municipal Airport

- ➔ **Runway 14-32, pavement mill and overlay \$2.28M**

BOW – Bartow Municipal Airport

- ➔ **Runway 5-23, pavement mill and overlay \$0.22M**
- ➔ **Runway 9R-27L, pavement mill and overlay \$3.29M**

CHN – Wauchula Municipal Airport

- ➔ **Runway 18-36, pavement mill and overlay \$0.74M**

FMY – Page Field

- ➔ **Runway 13-31, pavement mill and overlay \$2.29M**
- ➔ **Runway 5-23, pavement mill and overlay \$1.47M**

IMM – Immokalee Regional Airport

- ➔ **Runway 9-27, full depth pavement reconstruction \$9.67M**
- ➔ **Runway 18-36, full depth pavement reconstruction \$9.85M**

MKY – Marco Island Executive Airport

- **Runway 17-35, full depth pavement reconstruction \$6.38M**

VNC – Venice Municipal Airport

- **Runway 5-23, full depth pavement reconstruction \$9.32M**

X01 – Everlgades Airpark

- **Runway 15-33, pavement mill and overlay \$0.55M**

X06 – Arcadia Municipal Airport

- **Runway 5-23, pavement mill and overlay \$1.19M**

X07 – Lake Wales Municipal Airport

- **Runway 17-35, pavement mill and overlay \$0.75M**
- **Runway 6-24, pavement mill and overlay \$1.60M**

# **APPENDIX A**

## **GLOSSARY OF TERMS**



## **Glossary**

Aviation Office - The Aviation Office is charged with responsibility for promoting the safe development of aviation to serve the people of the State of Florida. The Aviation Office Program Manager (AO-PM) has review and approval authority for each program task of the SAPMP.

Branch - A Branch designates pavements that have common usage and functionality, such as an entire runway, taxiway, or apron.

Category - The Category classifies the airport according to the type and volume of aircraft traffic, as follows:

- GA – for general aviation or community airports;
- RL – for regional relievers or small hubs;
- PR – for primary (certified under Part 139 requirements).

Critical PCI - The PCI value considered to be the threshold for M&R decisions. PCI above the Critical generate economical activities expected to preserve and prolong acceptable condition. M&R for PCI values less than Critical make sense only for reasons of safety or to maintain a pavement in operable condition. A pavement section is expected to deteriorate very quickly once it reaches the Critical PCI and the unit cost of repair increases significantly.

Distress Type - A distress type is a defined visible defect in pavement evidenced by cracking, vertical displacement or deterioration of material. In PCI technology, 16 distinct distress types for asphalt surfaced and 15 for Portland Cement Concrete surfaced pavements have been described and rated according to the impact their presence has on pavement condition.

Florida DOT (FDOT) - Florida Department of Transportation was represented in this project by the Office of Aviation.

Localized M&R (Maintenance and Repair) - Localized M&R is a temporizing activity performed on existing pavement to extend its serviceability and/or to improve rideability. Localized M&R can be applied either as a safety (stop-gap) measure or preventive measure. Common localized maintenance methods include crack sealing, joint sealing, and patching.

Major M&R (e.g. Rehabilitation) - Activities performed over the entire area of a pavement Section that are intended to restore and/or maintain serviceability. This includes asphalt overlays, milling and replacing asphalt pavement, reconstruction with asphalt, reconstruction with Portland Cement Concrete (PCC) pavements, and PCC overlays.

MicroPAVER - A commercially available software subsidized by FAA and agencies in the US Department of Defense developed to support engineered management of pavement assets using a condition based approach. This software has the functionality such that, if properly implemented, maintained, and operated, it meets the pavement management program requirements described by the FAA in Advisory Circular 150/5380-7A.

Minimum Condition Level - A threshold PCI value established by FDOT to represent the targeted minimum pavement condition that is desirable in the Florida Airport System. These values were established with consideration of pavement function and airport type. For instance, runways have higher minimum condition levels than aprons, and Primary airports have higher minimum condition levels than General Aviation airports.

## **Glossary (Continued)**

Network Definition - A Network Definition is a Computer-Aided Drafting & Design (CADD) drawing which shows the airport pavement outline with Branch and Section boundaries. This drawing also includes the PCI sample units and is used to identify those sample units to be surveyed, i.e. the sampling plan. The Network Definition for the airport is in Appendix A along with a table of inventory data.

Pavement Condition Index (PCI) - The Pavement Condition Index is a number which represents the condition of a pavement segment at a specific point in time. It is based on visual identification and measurement of specific distress types commonly found in pavement which has been in service for a period of time. The definitions and procedures for determining the PCI are found in ASTM D 5340, published by ASTM International.

Pavement Evaluation - A systematic approach undertaken by trained and experienced personnel intended for determination of the condition, serviceability, and best corrective action for pavement. Techniques to standardize pavement evaluation include the Pavement Condition Index procedures.

Pavement Management System (PMS) - A Pavement Management System is a broad function that uses pavement evaluation and pavement performance trends as a basis for planning, programming, financing, and maintaining a pavement system.

Pavement Surface Type - The surface of pavement is identified as one of four types:

- AC – for asphalt surface pavements;
- PCC – for Portland Cement Concrete pavements;
- AAC – for asphalt surface pavements that have had an asphalt overlay at some point in their construction history;
- APC – for composite pavements, which consist of asphalt over Portland Cement Concrete pavement.
- PAC – for composite pavements, which consist of Portland Cement Concrete over asphalt pavement.

Rank - Pavement rank in MicroPAVER determines the priority to be assigned to a pavement Section when developing an M&R plan. Pavement Sections are ranked as follows according to their use:

- P – for Primary pavements, such as primary runways, primary taxiways, and primary aprons;
- S – or Secondary pavements, such as secondary runways, secondary taxiways, and secondary aprons;
- T – for Tertiary pavements such as “T” hangars and slightly used aprons.

Reconstruction - Reconstruction includes removal of existing pavement, preparation of subgrade, and construction of new pavement with new or recycled materials. Reconstruction is indicated when distress types evident at the surface indicate failure in the pavement structure or subgrade of a type, and to an extent, not correctable by less extensive construction.

## **Glossary (Continued)**

Rehabilitation - Rehabilitation represents construction using existing pavement for a foundation. Rehabilitation most commonly consists of an overlay of existing pavement with a new asphalt or concrete surface. Recently, technology has expanded the options to include recycling of existing pavement and incorporating engineering fabrics or thin layers of elasticized materials to retard reflection of distress types through the new surface.

Sample Unit - Uniformly sized portions of a Section as defined in ASTM D 5340. Sample units are a means to reduce the total amount of pavement actually surveyed using statistics to select and survey enough area to provide a representative measure of Section PCI. Sample Unit sizes are  $5,000 \pm 2,000$  square feet for AC-surfaced pavements and  $20 \pm 8$  slabs for PCC-surfaced pavements.

Section - Sections subdivide Branches into portions of similar pavement. Sections are prescribed by pavement structure, age, condition, and use. Sections are identified on the airport Network Definition. They are the smallest unit used for determining M&R requirements based on condition.

Statewide Airfield Pavement Management Program (SAPMP) – The Statewide Airfield Pavement Management Program is a program implemented in 1992 by the Florida Department of Transportation to plan, schedule, and design the maintenance and rehabilitation activities necessary for the airfield pavement on Florida’s public airports to allow the airports to operate efficiently, economically, and without excessive down time.

System Inventory - A System Inventory is a Computer-Aided Drafting & Design (CADD) drawing which shows the airport pavement outline and identifies airfield construction activities since the last inspection. The System Inventory for the airport is included in Appendix A.

Use - In MicroPAVER, Use is the term for the function of the pavement area. This is either Runway, Taxiway, or Apron for purposes of the FDOT Statewide Aviation Pavement Management System.

# **APPENDIX B**

## **M&R COST SCHEDULES AND CRITICAL PCIs**

**General Aviation Airports**

**M&R Activities and Unit Costs by Condition**

	<b>Activity</b>	<b>PCI Trigger</b>	<b>Cost/SqFt</b>
Maintenance	Crack Sealing and Full-Depth Patching	90	\$0.06
		80	\$0.24
Rehabilitation	Mill and Overlay (AC) or Concrete Pavement Restoration (PCC)	70	\$3.00
		60	\$3.42
		50	\$6.29
		40	\$6.29
		30	\$13.62
	Reconstruction	20	\$13.62

**Critical PCIs**

<b>Use</b>	<b>Critical PCI</b>
Runway	65
Taxiway	65
Apron	65

**FDOT Minimum Service Level PCIs**

<b>Minimum PCI</b>		
<b>Runway</b>	<b>Taxiway</b>	<b>Apron</b>
75	65	60

## Regional Reliever Airports

### M&R Activities and Unit Costs by Condition

	Activity	PCI Trigger	Cost/SqFt
Maintenance	Crack Sealing and Full-Depth Patching	90	\$0.10
		80	\$0.40
Rehabilitation	Mill and Overlay (AC) or Concrete Pavement Restoration (PCC)	70	\$0.90
		60	\$3.68
		50	\$7.61
		40	\$18.57
		30	\$18.57
	Reconstruction	20	\$18.57

### Critical PCIs

Use	Critical PCI
Runway	65
Taxiway	65
Apron	65

### FDOT Minimum Service Level PCIs

Minimum PCI		
Runway	Taxiway	Apron
75	65	65

**Primary Airports**

**M&R Activities and Unit Costs by Condition**

	<b>Activity</b>	<b>PCI Trigger</b>	<b>Cost/SqFt</b>
Maintenance	Crack Sealing and Full-Depth Patching	90	\$0.20
		80	\$0.80
Rehabilitation	Mill and Overlay (AC) or Concrete Pavement Restoration (PCC)	70	\$1.40
		60	\$4.23
		50	\$8.55
		40	\$8.55
		30	\$20.88
	Reconstruction	20	\$20.88

**Critical PCIs**

<b>Use</b>	<b>Critical PCI</b>
Runway	65
Taxiway	65
Apron	65

**FDOT Minimum Service Level PCIs**

<b>Minimum PCI</b>		
<b>Runway</b>	<b>Taxiway</b>	<b>Apron</b>
75	70	65

## Maintenance Unit Costs

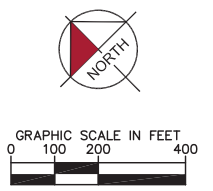
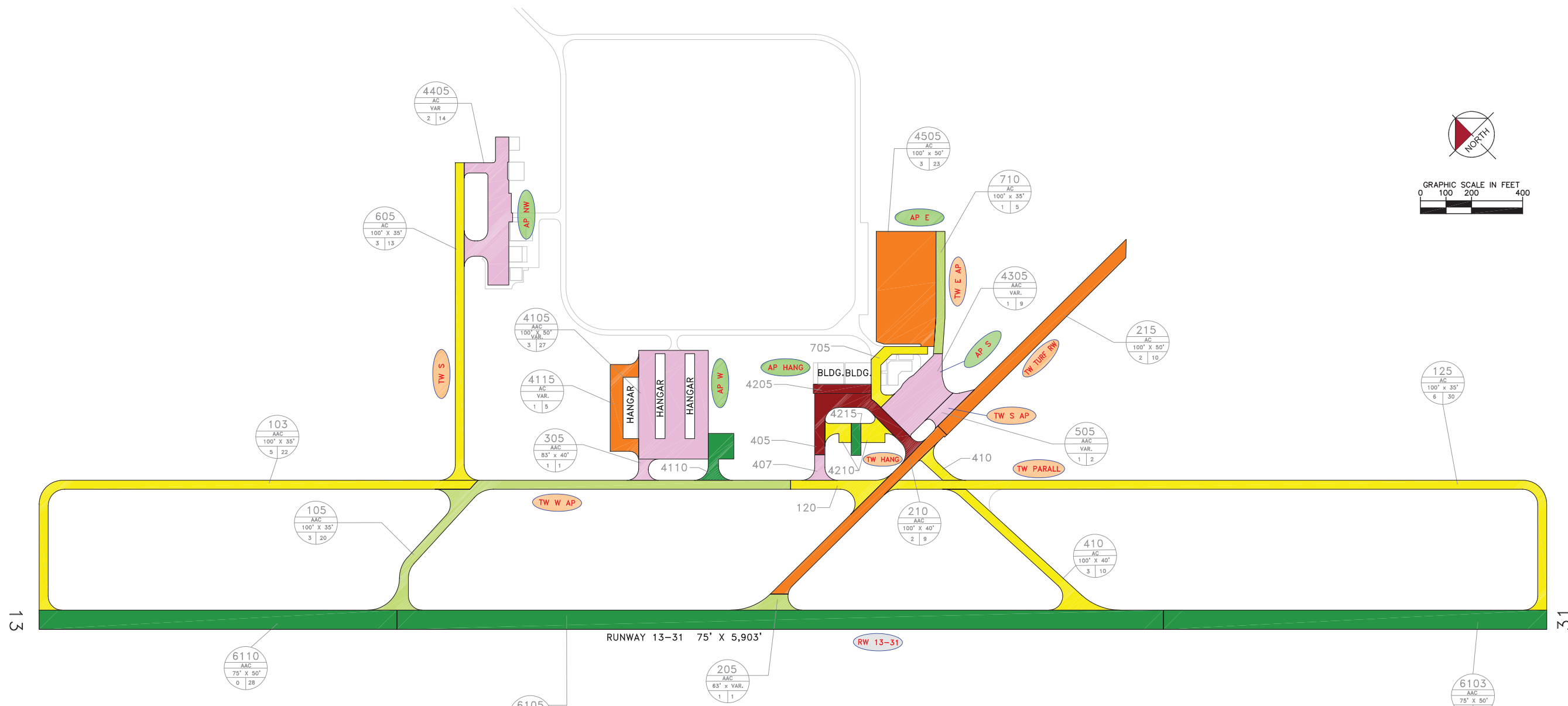
### Maintenance Unit Costs for FDOT

<b>Code</b>	<b>Name</b>	<b>Cost</b>	<b>Unit</b>
GR-LL	Grinding (Localized for AC)	\$2.10	SqFt
PA-AL	Patching – AC Leveling	\$2.30	SqFt
PA-AS	Patching – AC Shallow	\$2.90	SqFt
PA-PF	Patching – PCC Full Depth	\$38.11	SqFt
PA-PP	Patching – PCC Partial Depth	\$19.06	SqFt
SL-PC	Slab Replacement – PCC	\$39.11	SqFt
CS-PC	Crack Sealing – PCC	\$4.24	Ft
UN-PC	Undersealing – PCC	\$3.40	Ft
CS-AC	Crack Sealing – AC	\$2.25	Ft
GR-PP	Grinding (Localized for PCC)	\$22.51	Ft
JS-LC	Joint Seal (Localized)	\$2.00	Ft
SH-LE	Shoulder Leveling	\$2.81	Ft
JS-SI	Joint Seal – Silicon	\$2.81	Ft
PA-AD	Patching – AC Deep	\$4.90	SqFt
OL-AT	Overlay – AC Thin	\$2.80	SqFt
SS-CT	Surface Seal – Coal Tar	\$0.40	SqFt
SS-FS	Surface Seal – Fog Seal	\$0.40	SqFt
SS-RE	Surface Seal – Rejuvenating	\$0.40	SqFt
ST-SB	Surface Treatment – Single Bitum.	\$0.30	SqFt
ST-SS	Surface Treatment – Slurry Seal	\$0.55	SqFt
ST-ST	Surface Treatment – Sand Tar	\$0.28	SqFt
MI-AC	Microsurfacing - AC	\$0.65	SqFt



# **APPENDIX C**

## **AIRPORT CONDITION MAPS AND MAJOR REHABILITATION PROJECT TABLES**



**LEGEND**

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

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

NUMBER	DATE	REVISIONS
DESIGNED: ELT	DRAWN: ALB	CHECKED: DRB
DATE: _____		



2011 CONDITION MAP  
**AIRGLADES AIRPORT**  
**HENDRY COUNTY, FLORIDA**  
 FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION OFFICE

IDENTIFIER  
**2IS**  
 FOOTPRINT  
**1**

**AirGlades Airport (2IS)**

**Major Rehabilitation Plan by Year under Unlimited Funding Scenario**

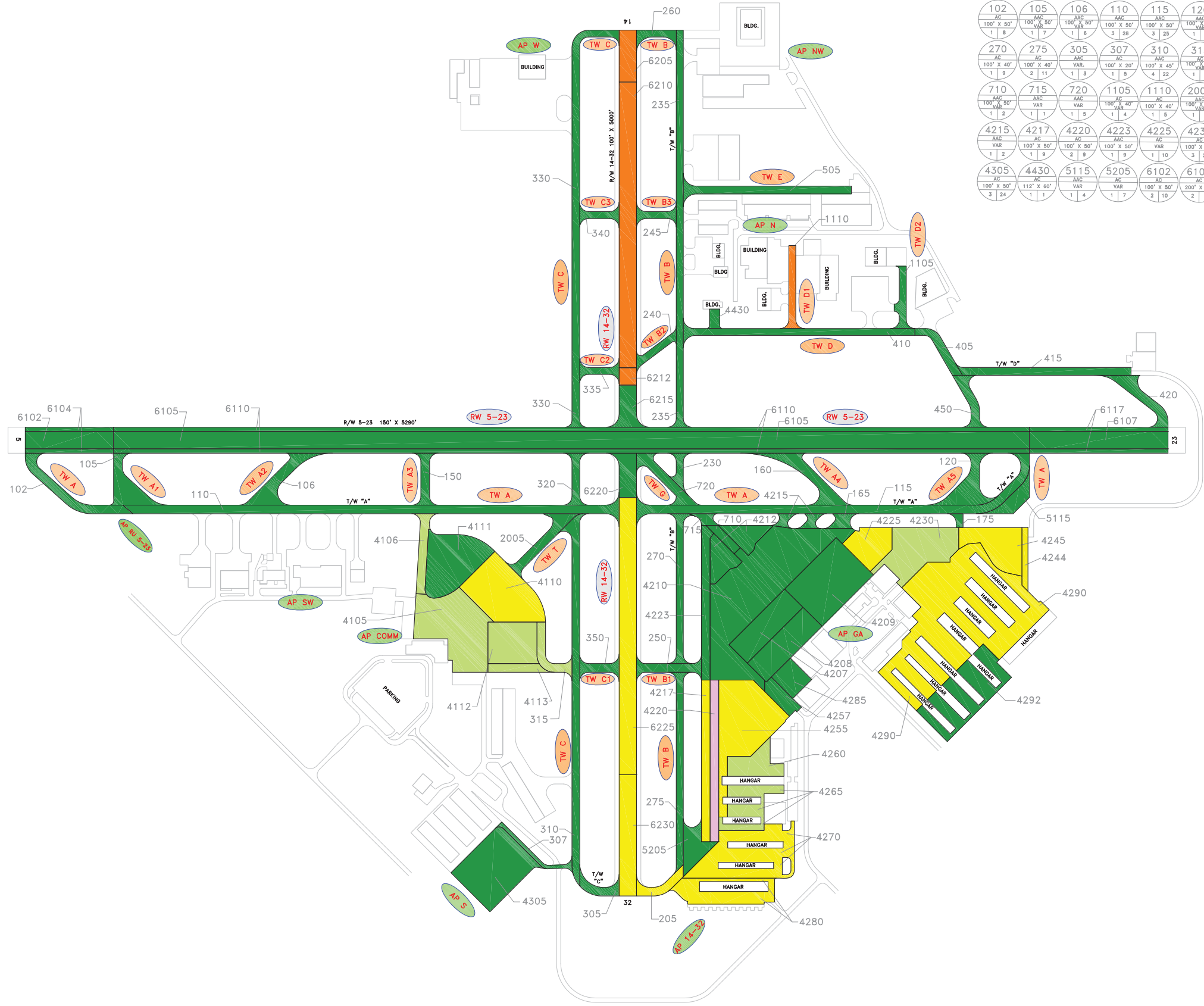
<b>Year</b>	<b>Branch Name</b>	<b>Section ID</b>	<b>Surface Type</b>	<b>Section Area (ft<sup>2</sup>)</b>	<b>Major M&amp;R Costs*</b>	<b>PCI Before M&amp;R</b>	<b>M&amp;R Activity</b>	<b>PCI After M&amp;R</b>
2011	East Apron	4505	AC	102,940	\$647,492.65	41	Mill and Overlay	100
2011	Concrete Apron at Hangar	4205	PCC	8,136	\$110,812.36	23	Reconstruction	100
2011	Fuel Ramp	4210	AC	14,280	\$37,142.30	63	Mill and Overlay	100
2011	Northwest Apron	4405	AC	56,020	\$393,428.53	39	Reconstruction	100
2011	South Ramp	4305	AAC	42,420	\$546,666.70	31	Reconstruction	100
2011	West Apron at T-Hangars	4105	AAC	90,580	\$569,748.31	40	Mill and Overlay	100
2011	West Apron at T-Hangars	4115	AC	23,590	\$121,299.81	54	Mill and Overlay	100
2011	Taxiway to Hangar	405	AAC	31,570	\$429,983.54	13	Reconstruction	100
2011	Taxiway to Hangar	407	AC	5,075	\$69,121.52	26	Reconstruction	100
2011	Taxiway A	120	AAC	16,640	\$52,366.12	61	Mill and Overlay	100
2011	Taxiway Connector to South Apron	505	AAC	8,350	\$113,727.04	28	Reconstruction	100
2011	Taxiway S	605	AC	45,015	\$179,790.01	58	Mill and Overlay	100
2011	Taxiway to Turf Runway	210	AAC	35,380	\$222,540.22	47	Mill and Overlay	100
2011	Taxiway to Turf Runway	215	AC	50,550	\$317,959.52	46	Mill and Overlay	100
2011	Taxiway Connector to West Apron	305	AAC	4,275	\$48,824.79	33	Reconstruction	100
2012	Taxiway to East Apron	705	AC	14,770	\$39,569.30	63	Mill and Overlay	100
2012	Taxiway A	103	AAC	75,820	\$181,804.34	64	Mill and Overlay	100
2013	Taxiway Connector A3	410	AC	35,960	\$88,813.17	64	Mill and Overlay	100
2014	Taxiway A	125	AC	105,610	\$268,658.12	64	Mill and Overlay	100
2016	Taxiway Connector A1	105	AAC	71,900	\$194,043.13	64	Mill and Overlay	100
2016	Taxiway Connector A2	205	AAC	8,075	\$24,348.34	63	Mill and Overlay	100

**AirGlades Airport (2IS)**

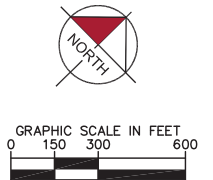
**Major Rehabilitation Plan by Year under Unlimited Funding Scenario (Continued)**

<b>Year</b>	<b>Branch Name</b>	<b>Section ID</b>	<b>Surface Type</b>	<b>Section Area (ft<sup>2</sup>)</b>	<b>Major M&amp;R Costs*</b>	<b>PCI Before M&amp;R</b>	<b>M&amp;R Activity</b>	<b>PCI After M&amp;R</b>
2017	Taxiway to East Apron	710	AC	16,740	\$46,533.11	64	Mill and Overlay	100
2020	West Apron at T-Hangars	4110	PCC	14,620	\$44,408.45	64	Concrete Pavement Restoration	100
<b>Total</b>					<b>\$4,749,081.38</b>	<b>48</b>		<b>100</b>

\* Costs are adjusted for inflation.



102	105	106	110	115	120	150	160	165	175	205	230	235	240	245	250	260
AC	AAC	AAC	AAC	AAC	AAC	AAC	AAC	AAC	AAC	AC	AAC	AAC	AAC	AAC	AAC	AAC
100' X 50'	100' X 50'	100' X 50'	100' X 50'	100' X 50'	100' X 50'	100' X 50'	100' X 50'	100' X 50'	100' X 50'	100' X 50'	100' X 50'	100' X 50'	100' X 50'	100' X 50'	100' X 50'	100' X 50'
1	1	1	3	3	1	1	1	1	1	1	1	3	1	1	1	1
2	1	1	3	3	1	1	1	1	1	1	1	3	1	1	1	1
1	1	1	3	3	1	1	1	1	1	1	1	3	1	1	1	1
270	275	305	307	310	315	320	330	335	340	350	405	410	415	420	450	505
AC	AC	AAC	AC	AC	AC	AC	AC	AC	AC	AC	AC	AC	AC	AC	AC	AC
100' X 40'	100' X 40'	100' X 40'	100' X 20'	100' X 45'	100' X 50'	100' X 50'	100' X 45'	100' X 40'	100' X 40'	100' X 50'	100' X 50'	100' X 50'	100' X 45'	100' X 50'	100' X 45'	100' X 45'
1	1	1	1	4	1	1	3	1	1	1	1	3	1	1	1	1
1	1	1	1	4	1	1	3	1	1	1	1	3	1	1	1	1
1	1	1	1	4	1	1	3	1	1	1	1	3	1	1	1	1
710	715	720	1105	1110	2005	4105	4106	4110	4111	4112	4113	4207	4208	4209	4210	4212
AC	AAC	AAC	AC	AC	AC	AC	AC	AC	AC	AC	AC	AC	AC	AC	AC	AC
100' X 50'	100' X 50'	100' X 50'	100' X 40'	100' X 50'	100' X 50'	100' X 50'	100' X 50'	100' X 50'	100' X 50'	100' X 50'	100' X 50'	100' X 50'	100' X 50'	100' X 50'	100' X 50'	100' X 50'
1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
4215	4217	4220	4223	4225	4230	4244	4245	4255	4257	4260	4265	4270	4280	4285	4290	4292
AC	AC	AC	AC	AC	AC	AC	AC	AC	AC	AC	AC	AC	AC	AC	AC	AC
100' X 50'	100' X 50'	100' X 50'	100' X 50'	100' X 50'	100' X 50'	100' X 50'	100' X 50'	100' X 50'	100' X 50'	100' X 50'	100' X 50'	100' X 50'	100' X 50'	100' X 50'	100' X 50'	100' X 50'
1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
4305	4430	5115	5205	6102	6104	6105	6107	6110	6117	6205	6210	6212	6215	6220	6225	6230
AC	AC	AC	AC	AC	AC	AC	AC	AC	AC	AC	AC	AC	AC	AC	AC	AC
100' X 50'	112' X 80'	100' X 50'	100' X 50'	100' X 50'	200' X 25'	100' X 50'	100' X 50'	100' X 50'	200' X 25'	200' X 25'	100' X 50'	100' X 50'	100' X 50'	100' X 50'	100' X 50'	100' X 50'
3	2	1	1	2	2	1	1	1	1	1	1	1	1	1	1	1
3	2	1	1	2	2	1	1	1	1	1	1	1	1	1	1	1



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

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

NUMBER	DATE	REVISIONS
DESIGNED: KHA	DRAWN: KHA	CHECKED: KHA
DATE:		



2012 CONDITION MAP  
**NAPLES MUNICIPAL AIRPORT**  
**COLLIER COUNTY, FLORIDA**  
 FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION OFFICE

IDENTIFIER  
**APF**  
 1

**Naples Municipal Airport (APF)**

**Major Rehabilitation Plan by Year under Unlimited Funding Scenario**

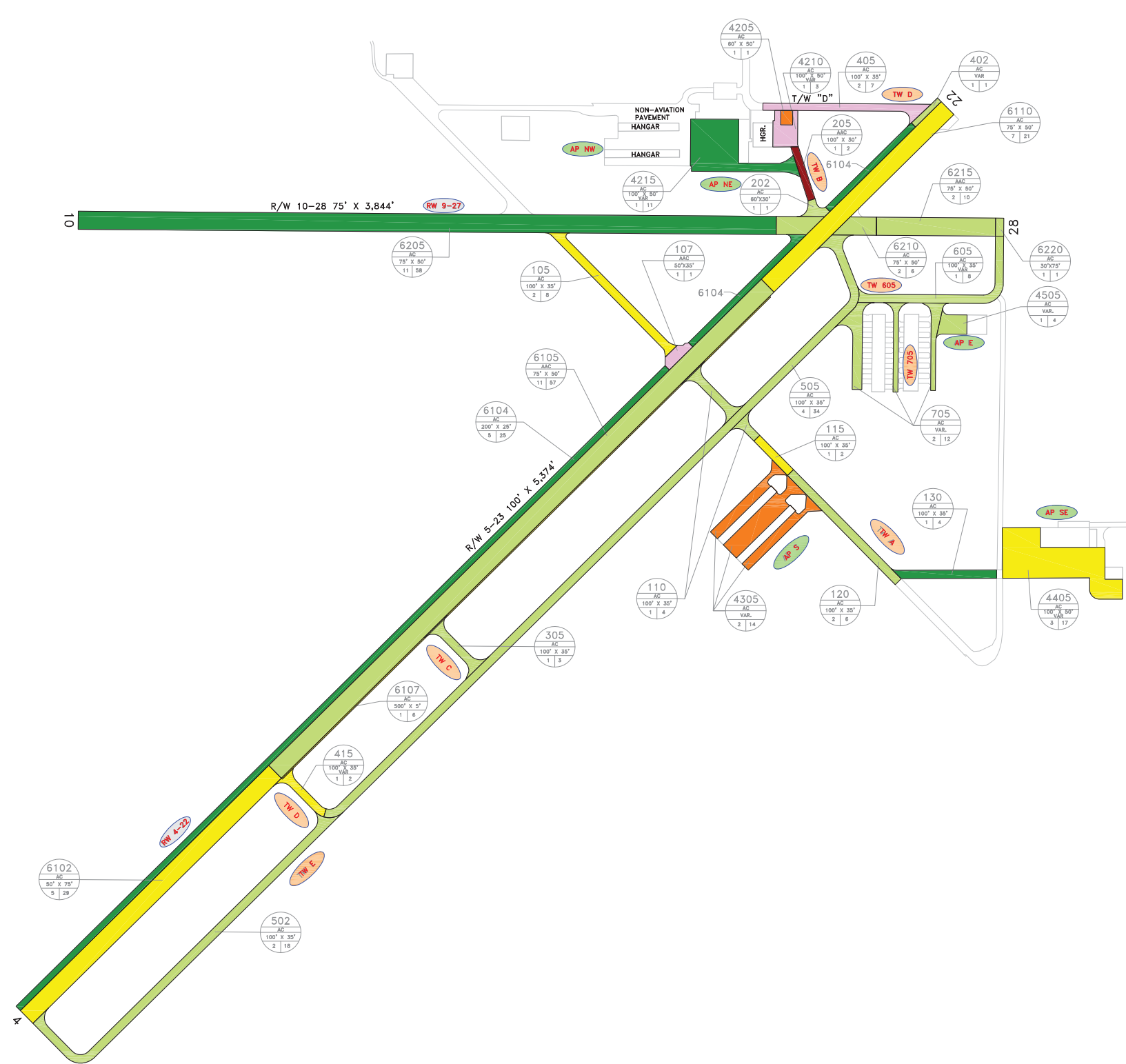
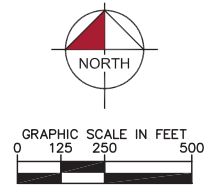
<b>Year</b>	<b>Branch Name</b>	<b>Section ID</b>	<b>Surface Type</b>	<b>Section Area (ft<sup>2</sup>)</b>	<b>Major M&amp;R Costs*</b>	<b>PCI Before M&amp;R</b>	<b>M&amp;R Activity</b>	<b>PCI After M&amp;R</b>
2012	Runway 14-32	6225	AAC	160,000	\$586,239.56	62	Mill and Overlay	100
2012	Runway 14-32	6212	AAC	10,000	\$85,499.97	45	Mill and Overlay	100
2012	Runway 14-32	6210	AAC	165,000	\$1,125,629.53	54	Mill and Overlay	100
2012	Runway 14-32	6205	AAC	30,000	\$256,499.91	49	Mill and Overlay	100
2012	GA Terminal Apron	4290	AC	350,391	\$1,085,511.05	64	Mill and Overlay	100
2012	GA Terminal Apron	4280	AC	59,765	\$330,258.64	57	Mill and Overlay	100
2012	GA Terminal Apron	4270	AC	119,805	\$506,774.73	60	Mill and Overlay	100
2012	GA Terminal Apron	4245	AC	66,438	\$262,229.90	61	Mill and Overlay	100
2012	GA Terminal Apron	4225	AC	47,646	\$201,540.34	60	Mill and Overlay	100
2012	GA Terminal Apron	4220	AC	46,700	\$514,447.02	38	Reconstruction	100
2012	GA Terminal Apron	4217	AC	46,700	\$184,324.75	61	Mill and Overlay	100
2012	Taxiway D-1	1110	AC	20,233	\$164,251.52	51	Mill and Overlay	100
2012	Taxiway Bravo	205	AC	16,949	\$100,982.68	56	Mill and Overlay	100
2014	Runway 14-32	6230	AAC	70,000	\$230,066.68	64	Mill and Overlay	100
2014	GA Terminal Apron	4255	AAC	147,755	\$485,621.85	64	Mill and Overlay	100
2014	GA Terminal Apron	4244	AC	12,297	\$44,106.65	63	Mill and Overlay	100
2015	Commercial Terminal Apron	4110	AC	117,284	\$397,036.08	64	Mill and Overlay	100
2016	GA Terminal Apron	4260	AC	40,671	\$154,768.06	63	Mill and Overlay	100
2016	GA Terminal Apron	4230	AC	97,406	\$370,662.99	63	Mill and Overlay	100
2016	Commercial Terminal Apron	4106	AC	24,709	\$86,154.46	64	Mill and Overlay	100
2016	Commercial Terminal Apron	4105	AC	144,660	\$504,404.60	64	Mill and Overlay	100

**Naples Municipal Airport (APF)**

**Major Rehabilitation Plan by Year under Unlimited Funding Scenario (Continued)**

<b>Year</b>	<b>Branch Name</b>	<b>Section ID</b>	<b>Surface Type</b>	<b>Section Area (ft<sup>2</sup>)</b>	<b>Major M&amp;R Costs*</b>	<b>PCI Before M&amp;R</b>	<b>M&amp;R Activity</b>	<b>PCI After M&amp;R</b>
2017	GA Terminal Apron	4265	AC	48,846	\$175,426.97	64	Mill and Overlay	100
2020	Commercial Terminal Apron	4113	AC	16,079	\$63,101.58	64	Mill and Overlay	100
2021	Taxiway Charlie	315	AC	21,588	\$87,262.95	64	Mill and Overlay	100
<b>Total</b>					<b>\$8,002,802.47</b>	<b>59</b>		<b>100</b>

\* Costs are adjusted for inflation.



**LEGEND**

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

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

NUMBER	DATE	REVISIONS
DESIGNED: ELT	DRAWN: ALB	CHECKED: DRB
DATE:		



2011 CONDITION MAP  
**AVON PARK EXECUTIVE AIRPORT**  
 AVON PARK, HIGHLANDS, FLORIDA  
 FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION OFFICE

IDENTIFIER  
**AVO**  
 FOOTPRINT  
 1



**Avon Park Executive Airport (AVO)**

**Major Rehabilitation Plan by Year under Unlimited Funding Scenario**

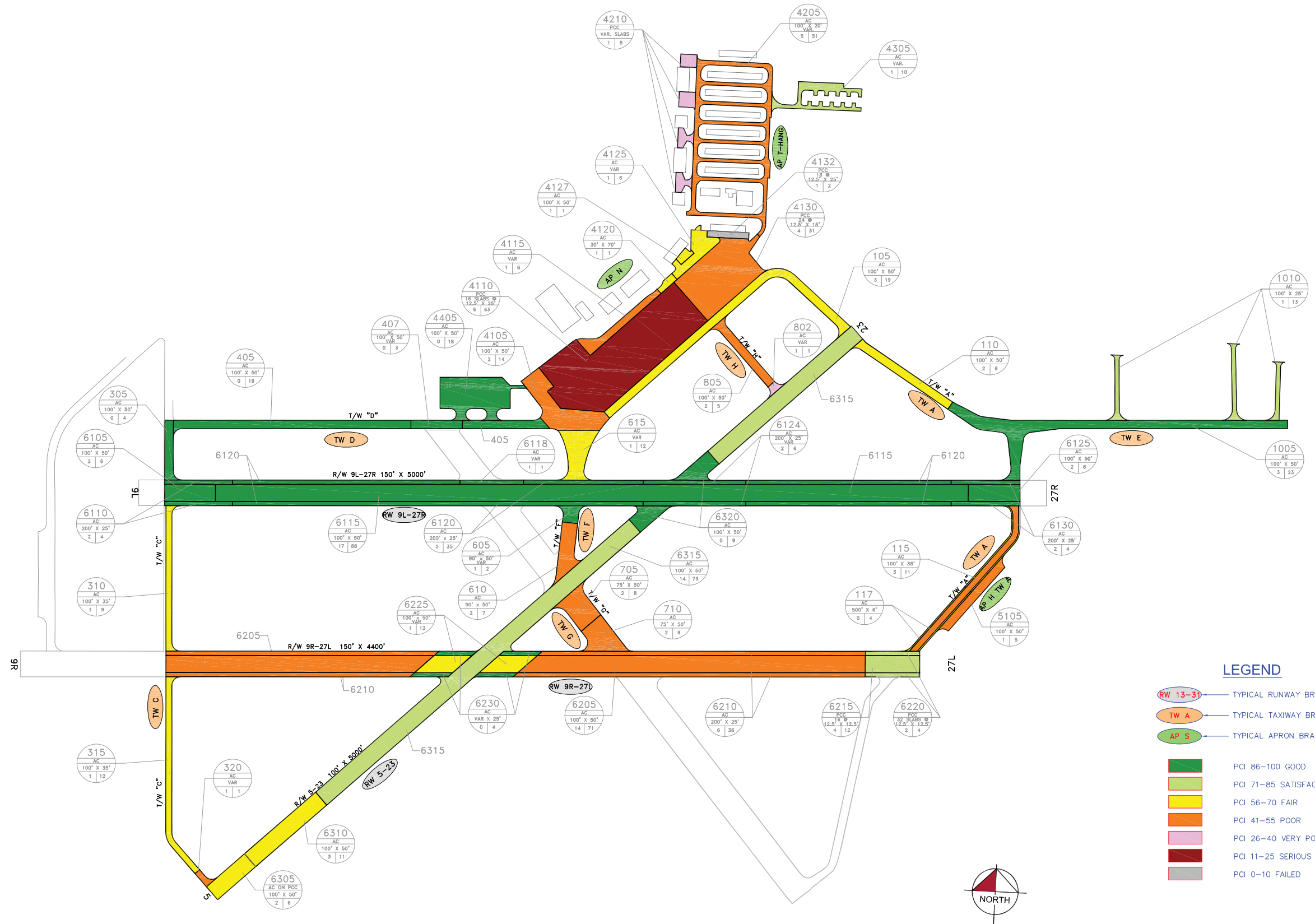
<b>Year</b>	<b>Branch Name</b>	<b>Section ID</b>	<b>Surface Type</b>	<b>Section Area (ft<sup>2</sup>)</b>	<b>Major M&amp;R Costs*</b>	<b>PCI Before M&amp;R</b>	<b>M&amp;R Activity</b>	<b>PCI After M&amp;R</b>
2011	NE Apron	4205	AC	3,000	\$17,148.00	52	Mill and Overlay	100
2011	NE Apron	4210	AC	12,330	\$104,669.40	37	Reconstruction	100
2011	South Apron	4305	AC	58,230	\$366,266.73	41	Mill and Overlay	100
2011	SE Apron	4405	AC	78,450	\$268,299.19	60	Mill and Overlay	100
2011	Runway 5-23	6107	AC	14,250	\$65,094.03	56	Mill and Overlay	100
2011	Taxiway Alpha	107	AAC	5,890	\$50,000.22	37	Reconstruction	100
2011	Taxiway Alpha	115	AC	6,890	\$23,563.82	60	Mill and Overlay	100
2011	Taxiway Bravo	205	AAC	6,920	\$94,250.43	21	Reconstruction	100
2011	Taxiway Delta	405	AAC	22,320	\$173,113.96	38	Reconstruction	100
2012	Taxiway Delta	415	AC	8,615	\$20,657.40	64	Mill and Overlay	100
2014	Runway 5-23	6102	AC	108,750	\$276,645.87	64	Mill and Overlay	100
2014	Runway 5-23	6110	AC	78,750	\$200,329.77	64	Mill and Overlay	100
2014	Taxiway Alpha	105	AC	24,870	\$70,685.13	63	Mill and Overlay	100
2015	Taxiway Delta	402	AC	3,430	\$8,987.24	64	Mill and Overlay	100
2016	Taxiway 705	705	AC	35,880	\$96,832.65	64	Mill and Overlay	100
2016	Taxiway Alpha	120	AC	22,300	\$67,240.60	63	Mill and Overlay	100
2016	Taxiway Bravo	202	AC	4,710	\$14,201.94	63	Mill and Overlay	100
2016	Taxiway Echo	505	AC	120,320	\$324,718.62	64	Mill and Overlay	100
2017	Runway 10-28	6210	AC	23,250	\$64,629.32	64	Mill and Overlay	100
2017	Taxiway 605	605	AC	28,725	\$89,212.15	63	Mill and Overlay	100
2017	Taxiway Alpha	110	AC	15,170	\$47,113.95	63	Mill and Overlay	100

**Avon Park Executive Airport (AVO)**

**Major Rehabilitation Plan by Year under Unlimited Funding Scenario (Continued)**

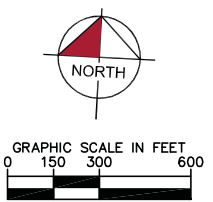
<b>Year</b>	<b>Branch Name</b>	<b>Section ID</b>	<b>Surface Type</b>	<b>Section Area (ft<sup>2</sup>)</b>	<b>Major M&amp;R Costs*</b>	<b>PCI Before M&amp;R</b>	<b>M&amp;R Activity</b>	<b>PCI After M&amp;R</b>
2017	Taxiway Charlie	305	AC	10,980	\$34,100.94	63	Mill and Overlay	100
2019	East Apron	4505	AC	9,520	\$28,074.89	64	Mill and Overlay	100
2020	Runway 10-28	6215	AAC	37,125	\$125,991.75	63	Mill and Overlay	100
2020	Taxiway Echo	502	AC	61,200	\$185,895.85	64	Mill and Overlay	100
<b>Total</b>					<b>\$2,817,723.85</b>	<b>57</b>		<b>100</b>

\* Costs are adjusted for inflation.



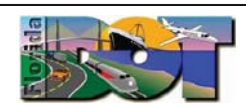
**LEGEND**

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



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

NUMBER	DATE	REVISIONS				
DESIGNED:	FL	DRAWN:	GB	CHECKED:	DATE:	MAY 2011



2011 CONDITION MAP  
**BARTOW MUNICIPAL AIRPORT**  
**POLK COUNTY, FLORIDA**  
 FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION OFFICE

IDENTIFIER  
**BOW**  
 FOOT DISTRICT  
**1**

**Bartow Municipal Airport (BOW)**

**Major Rehabilitation Plan by Year under Unlimited Funding Scenario**

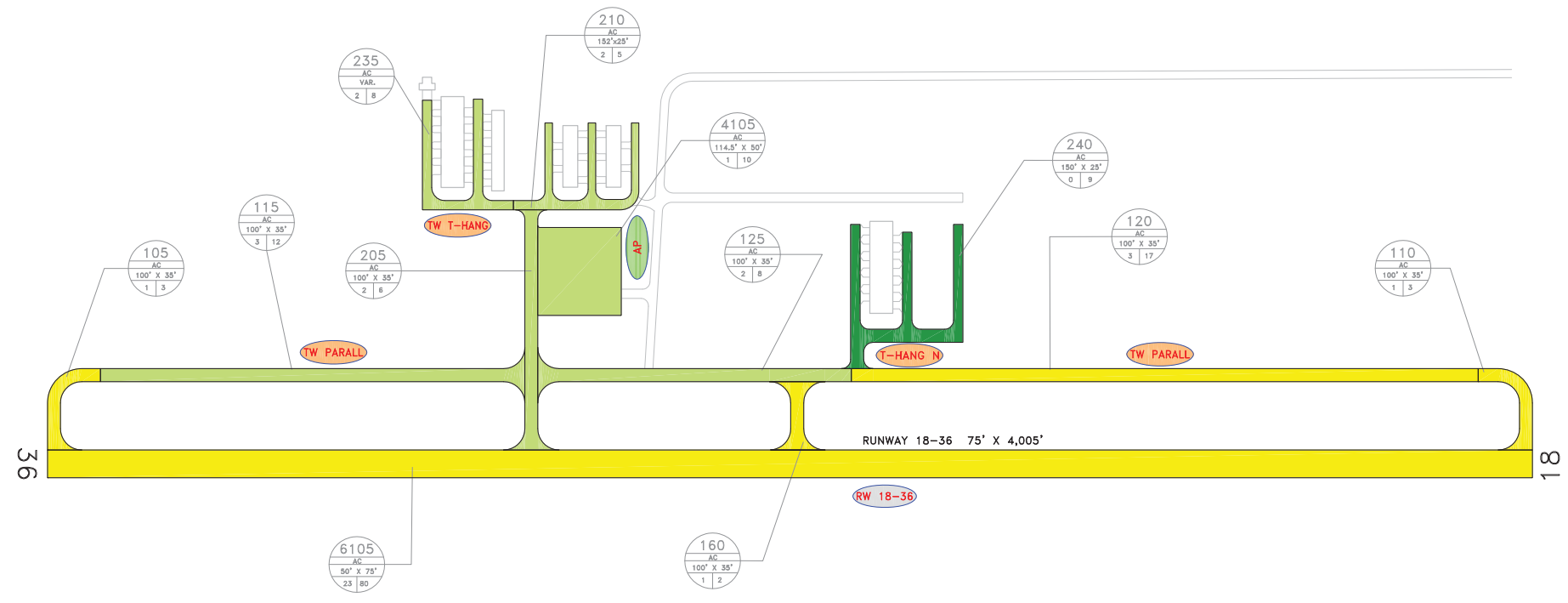
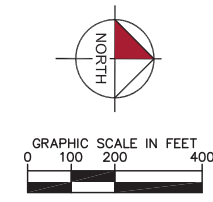
<b>Year</b>	<b>Branch Name</b>	<b>Section ID</b>	<b>Surface Type</b>	<b>Section Area (ft<sup>2</sup>)</b>	<b>Major M&amp;R Costs*</b>	<b>PCI Before M&amp;R</b>	<b>M&amp;R Activity</b>	<b>PCI After M&amp;R</b>
2011	Hold Apron on TW A	5105	AC	25,000	\$135,725.03	53	Mill and Overlay	100
2011	North Apron	4105	AAC	69,170	\$435,079.33	50	Mill and Overlay	100
2011	North Apron	4110	PCC	316,232	\$4,307,081.24	12	Reconstruction	100
2011	North Apron	4115	AAC	27,091	\$170,402.40	43	Mill and Overlay	100
2011	North Apron	4120	AAC	5,228	\$20,880.64	58	Mill and Overlay	100
2011	North Apron	4125	AC	33,500	\$114,570.08	60	Mill and Overlay	100
2011	North Apron	4127	AC	6,000	\$25,686.01	57	Mill and Overlay	100
2011	North Apron	4130	PCC	147,600	\$801,320.58	53	PCC Restoration	100
2011	North Apron	4132	PCC	11,200	\$152,544.05	7	Reconstruction	100
2011	T-Hangar Apron	4205	AC	150,745	\$775,130.99	54	Mill and Overlay	100
2011	T-Hangar Apron	4210	PCC	3,125	\$26,528.13	37	Reconstruction	100
2011	Runway 9R-27L	6205	AAC	346,869	\$2,181,806.18	44	Mill and Overlay	100
2011	Runway 9R-27L	6210	AAC	176,321	\$906,642.81	54	Mill and Overlay	100
2011	Taxiway Alpha	105	AAC	91,743	\$313,761.28	60	Mill and Overlay	100
2011	Taxiway Alpha	110	AAC	32,943	\$159,938.31	55	Mill and Overlay	100
2011	Taxiway Alpha	115	AAC	43,000	\$221,106.06	54	Mill and Overlay	100
2011	Taxiway Alpha	117	AC	13,200	\$83,028.02	40	Mill and Overlay	100
2011	Taxiway Charlie	310	AAC	30,600	\$79,590.65	63	Mill and Overlay	100
2011	Taxiway Charlie	315	AAC	41,550	\$130,757.94	61	Mill and Overlay	100
2011	Taxiway Charlie	320	AAC	4,800	\$30,192.00	43	Mill and Overlay	100
2011	Taxiway Foxtrot	610	AAC	31,600	\$198,764.02	50	Mill and Overlay	100

**Bartow Municipal Airport (BOW)**

**Major Rehabilitation Plan by Year under Unlimited Funding Scenario (Continued)**

<b>Year</b>	<b>Branch Name</b>	<b>Section ID</b>	<b>Surface Type</b>	<b>Section Area (ft<sup>2</sup>)</b>	<b>Major M&amp;R Costs*</b>	<b>PCI Before M&amp;R</b>	<b>M&amp;R Activity</b>	<b>PCI After M&amp;R</b>
2011	Taxiway Foxtrot	615	AAC	40,000	\$114,960.08	62	Mill and Overlay	100
2011	Taxiway Golf	705	AAC	31,500	\$198,135.02	41	Mill and Overlay	100
2011	Taxiway Golf	710	AAC	32,400	\$203,796.02	50	Mill and Overlay	100
2011	Taxiway Hotel	802	AC	3,500	\$47,670.02	30	Reconstruction	100
2011	Taxiway Hotel	805	AC	25,000	\$157,250.01	43	Mill and Overlay	100
2012	Runway 5-23	6305	AAC	29,427	\$70,561.28	64	Mill and Overlay	100
2012	Runway 9R-27L	6225	AAC	44,925	\$107,723.03	64	Mill and Overlay	100
2013	Runway 5-23	6310	AAC	55,000	\$151,767.14	63	Mill and Overlay	100
2014	Runway 9R-27L	6215	PCC	30,000	\$94,214.98	62	PCC Restoration	100
2015	Runway 9R-27L	6220	PCC	15,000	\$39,302.79	64	PCC Restoration	100
2016	Runway 5-23	6315	AAC	355,850	\$1,072,985.16	63	Mill and Overlay	100
2019	Runway 5-23	6320	AAC	40,111	\$118,289.05	64	Mill and Overlay	100
2019	Runway 9R-27L	6230	AAC	22,850	\$67,385.62	64	Mill and Overlay	100
<b>Total</b>					<b>\$13,714,575.95</b>	<b>53</b>		<b>100</b>

\* Costs are adjusted for inflation.



**LEGEND**

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

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

NUMBER	DATE	REVISIONS
DESIGNED: ELT	DRAWN: ALB	CHECKED: DRB
DATE: PLOTTED: July 11, 2011 - 3:38 PM BY: theolink Rev		



2011 CONDITION MAP  
**WAUCHULA MUNICIPAL AIRPORT**  
**HARDEE COUNTY, FLORIDA**  
 FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION OFFICE

IDENTIFIER  
**CHN**  
 FOOTPRINT  
**1**

**Wauchula Municipal Airport (CHN)**

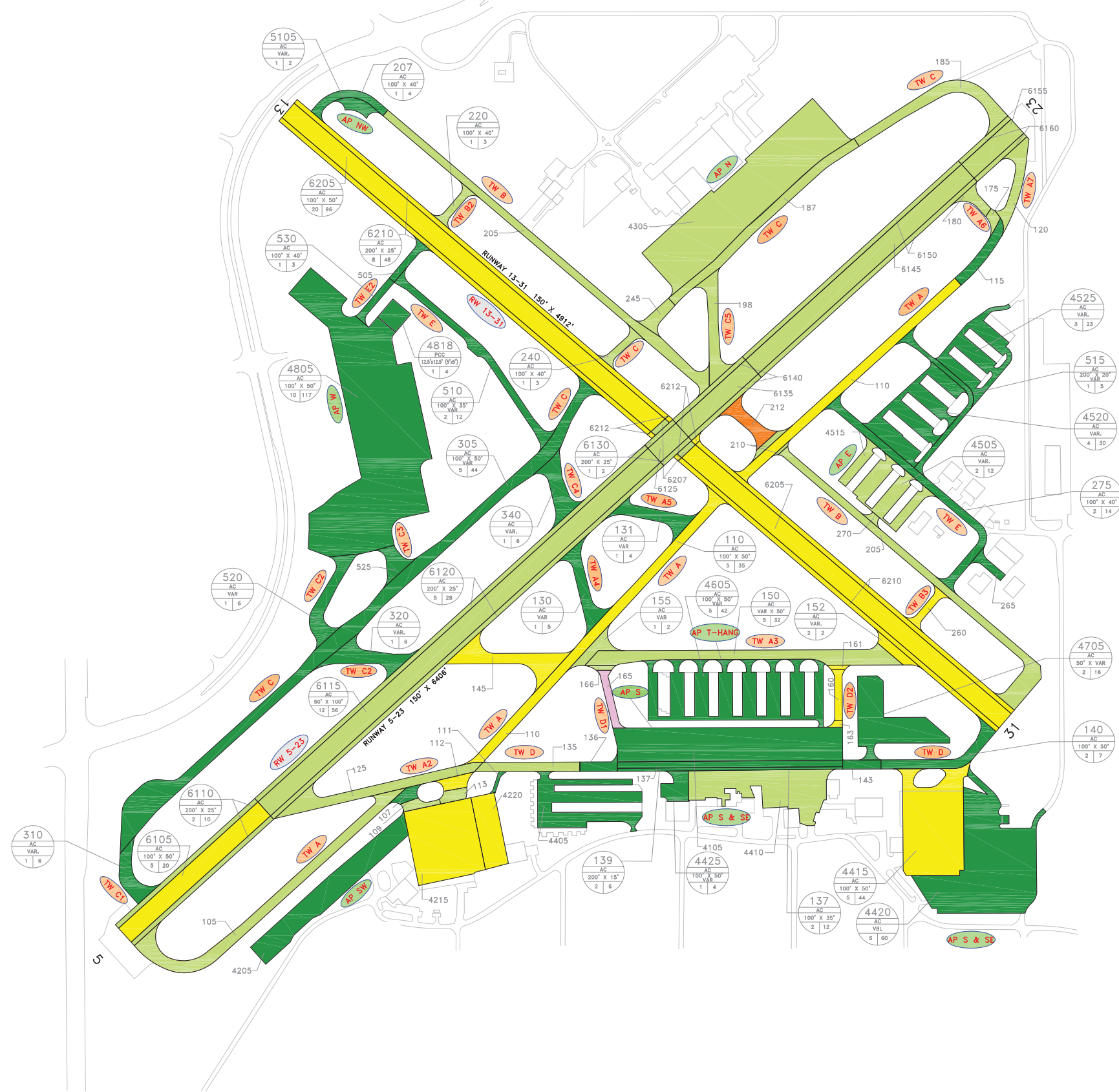
**Major Rehabilitation Plan by Year under Unlimited Funding Scenario**

<b>Year</b>	<b>Branch Name</b>	<b>Section ID</b>	<b>Surface Type</b>	<b>Section Area (ft<sup>2</sup>)</b>	<b>Major M&amp;R Costs*</b>	<b>PCI Before M&amp;R</b>	<b>M&amp;R Activity</b>	<b>PCI After M&amp;R</b>
2013	Runway 18-36	6105	AC	300,300	\$741,673.96	64	Mill and Overlay	100
2013	Taxiway Parallel	105	AC	11,020	\$27,216.94	64	Mill and Overlay	100
2013	Taxiway Parallel	120	AC	59,150	\$163,218.66	63	Mill and Overlay	100
2013	Taxiway Parallel	160	AC	9,230	\$25,469.29	63	Mill and Overlay	100
2014	Taxiway Parallel	110	AC	11,150	\$31,690.36	63	Mill and Overlay	100
2015	Taxiway Parallel	125	AC	31,010	\$81,251.97	64	Mill and Overlay	100
2016	Taxiway Parallel	115	AC	41,470	\$125,043.40	63	Mill and Overlay	100
2017	Taxiway to Hangars	235	AC	20,230	\$56,234.45	64	Mill and Overlay	100
2018	Apron	4105	AC	53,325	\$170,581.55	63	Mill and Overlay	100
2018	Taxiway to Hangars	205	AC	24,330	\$77,829.33	63	Mill and Overlay	100
2018	Taxiway to Hangars	210	AC	21,540	\$68,904.39	63	Mill and Overlay	100
<b>Total</b>					<b>\$1,569,114.30</b>	<b>63</b>		<b>100</b>

\* Costs are adjusted for inflation.



GRAPHIC SCALE IN FEET  
0 150 300 600



105	107	109	111	112	113	115	120
AC	AC	AC	AC	AC	AC	AC	AC
100' X 50'	100' X 50'	100' X 50'	100' X 50'	100' X 50'	100' X 50'	100' X 50'	100' X 50'
VAR.	VAR.	VAR.	VAR.	VAR.	VAR.	VAR.	VAR.
3   18	1   2	1   1	1   1	1   2	1   1	1   4	2   6
125	135	136	143	145	160	161	163
AC	AC	AC	AC	AC	AC	AC	AC
100' X 50'	100' X 50'	100' X 50'	100' X 50'	100' X 50'	100' X 50'	100' X 50'	100' X 50'
VAR.	VAR.	VAR.	VAR.	VAR.	VAR.	VAR.	VAR.
3   12	2   5	1   2	2   2	2   8	1   3	1   1	1   1
165	166	175	180	185	187	198	205
AC	AC	AC	AC	AC	AC	AC	AC
100' X 50'	100' X 50'	50' X 100'	100' X 50'	100' X 50'	100' X 50'	100' X 50'	100' X 50'
VAR.	VAR.	VAR.	VAR.	VAR.	VAR.	VAR.	VAR.
2   4	1   1	1   1	1   2	2   9	3   13	2   6	6   45
210	212	245	260	265	270	505	525
AC	AC	AC	AC	AC	AC	AC	AC
100' X 50'	100' X 50'	100' X 50'	100' X 50'	100' X 50'	100' X 50'	100' X 50'	100' X 50'
VAR.	VAR.	VAR.	VAR.	VAR.	VAR.	VAR.	VAR.
1   2	2   3	1   2	1   3	1   2	1   1	1   3	1   4
4105	4205	4215	4220	4305	4405	4410	4515
AC	AC	AC	AC	AC	AC	AC	AC
50' X 100'	50' X 100'	50' X 100'	50' X 100'	50' X 100'	50' X 100'	100' X 50'	100' X 50'
VAR.	VAR.	VAR.	VAR.	VAR.	VAR.	VAR.	VAR.
5   48	3   20	4   32	1   8	7   66	3   22	3   30	1   3
6125	6135	6140	6145	6150	6155	6160	6207
AC	AC	AC	AC	AC	AC	AC	AC
50' X 100'	50' X 100'	200' X 25'	50' X 100'	200' X 25'	100' X 50'	200' X 25'	50' X 100'
VAR.	VAR.	VAR.	VAR.	VAR.	VAR.	VAR.	VAR.
1   4	2   10	2   6	7   31	5   18	2   7	1   4	1   2
6212							
VAR X 25'							
1   4							

### LEGEND

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

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

NUMBER	DATE	REVISIONS
DESIGNED:	BAL	DRAWN: BAL
CHECKED:	EJV	DATE:



2012 CONDITION MAP  
**PAGE FIELD AIRPORT**  
**FORT MYERS, LEE, FLORIDA**  
 FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION OFFICE

IDENTIFIER  
**FMY**  
 FOOTPRINT  
**1**



**Page Field (FMY)**

**Major Rehabilitation Plan by Year under Unlimited Funding Scenario**

<b>Year</b>	<b>Branch Name</b>	<b>Section ID</b>	<b>Surface Type</b>	<b>Section Area (ft<sup>2</sup>)</b>	<b>Major M&amp;R Costs*</b>	<b>PCI Before M&amp;R</b>	<b>M&amp;R Activity</b>	<b>PCI After M&amp;R</b>
2012	South and SE Aprons	4415	AAC	168,144	\$691,716.54	58	Mill and Overlay	100
2012	Runway 13-31	6210	AAC	239,835	\$1,057,537.91	57	Mill and Overlay	100
2012	Taxiway A-3	145	AAC	53,444	\$158,205.48	62	Mill and Overlay	100
2012	Taxiway A-3	152	AC	11,423	\$33,814.14	62	Mill and Overlay	100
2012	Taxiway B	212	AC	22,626	\$146,589.09	46	Mill and Overlay	100
2012	Taxiway D-1	165	AAC	13,452	\$188,717.28	30	Reconstruction	100
2012	Taxiway D-2	160	AC	11,292	\$46,452.42	58	Mill and Overlay	100
2013	SW FBO Apron	4215	AAC	145,507	\$359,370.40	64	Mill and Overlay	100
2014	SW FBO Apron	4220	AAC	48,927	\$124,464.29	64	Mill and Overlay	100
2014	Runway 13-31	6205	AC	479,537	\$1,219,879.03	64	Mill and Overlay	100
2014	Runway 13-31	6212	AAC	3,772	\$9,596.06	64	Mill and Overlay	100
2014	Taxiway A	112	AAC	10,307	\$29,294.26	63	Mill and Overlay	100
2014	Taxiway B-3	260	AC	11,346	\$28,862.80	64	Mill and Overlay	100
2015	Runway 5-23	6105	AAC	100,000	\$292,745.02	63	Mill and Overlay	100
2015	Taxiway A	110	AAC	179,959	\$471,526.00	64	Mill and Overlay	100
2015	Taxiway D-2	161	AAC	2,333	\$6,112.76	64	Mill and Overlay	100
2015	Taxiway D-2	163	AAC	2,084	\$5,460.23	64	Mill and Overlay	100
2016	Runway 5-23	6115	AAC	280,000	\$755,661.69	64	Mill and Overlay	100
2016	Runway 5-23	6145	AAC	155,000	\$418,312.72	64	Mill and Overlay	100
2016	Taxiway A-2	125	AAC	59,980	\$161,873.02	64	Mill and Overlay	100
2016	Taxiway A-3	150	AAC	100,483	\$271,183.39	64	Mill and Overlay	100

**Page Field (FMY)**

**Major Rehabilitation Plan by Year under Unlimited Funding Scenario (Continued)**

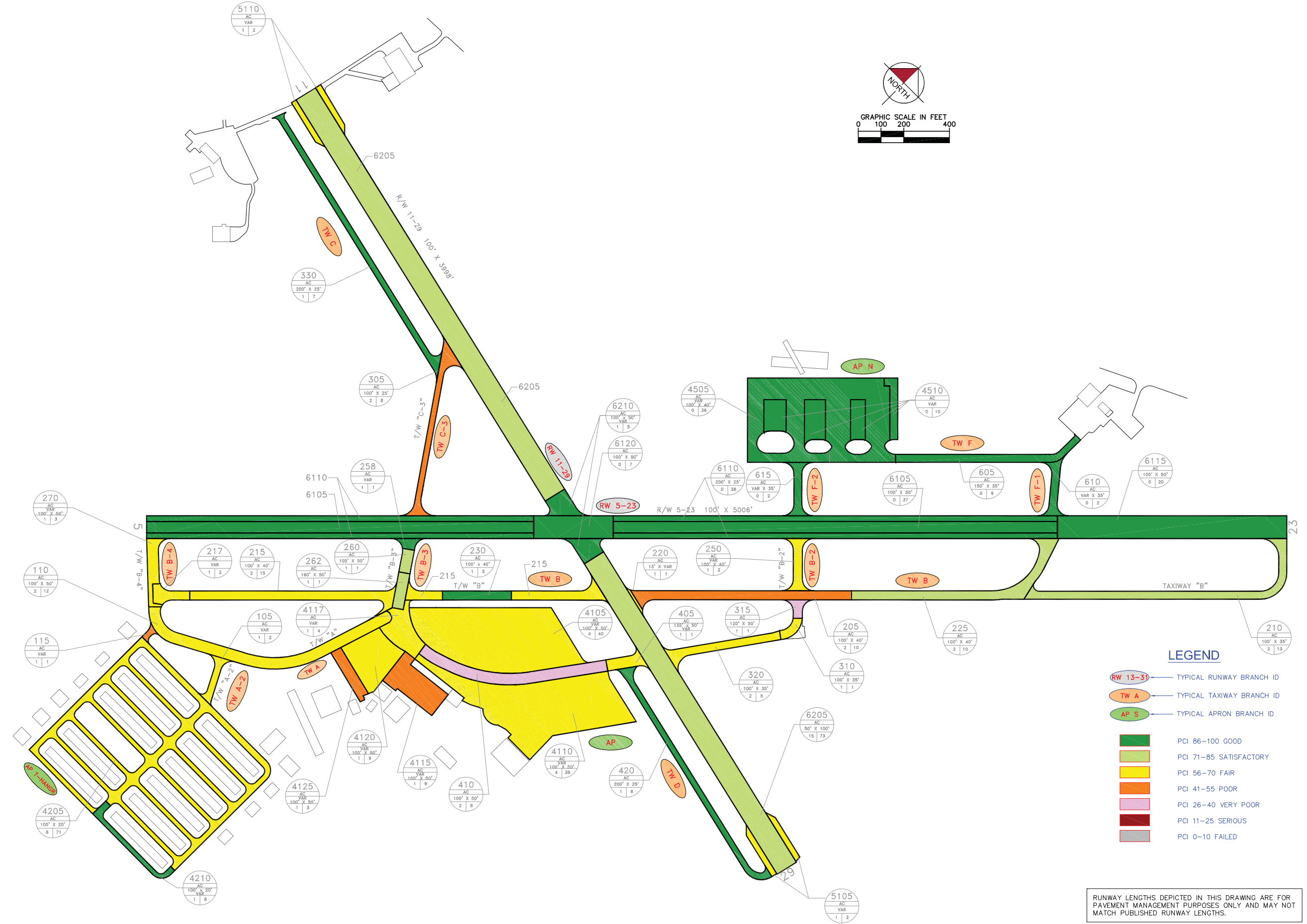
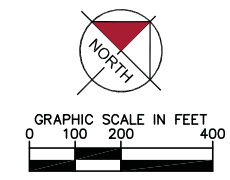
<b>Year</b>	<b>Branch Name</b>	<b>Section ID</b>	<b>Surface Type</b>	<b>Section Area (ft<sup>2</sup>)</b>	<b>Major M&amp;R Costs*</b>	<b>PCI Before M&amp;R</b>	<b>M&amp;R Activity</b>	<b>PCI After M&amp;R</b>
2016	Taxiway B	210	AAC	7,433	\$22,412.53	63	Mill and Overlay	100
2016	Taxiway C-5	198	AC	37,539	\$101,308.81	64	Mill and Overlay	100
2016	Taxiway D-1	166	AAC	2,822	\$7,616.53	64	Mill and Overlay	100
2017	Runway 5-23	6110	AAC	50,000	\$155,286.60	63	Mill and Overlay	100
2017	Runway 5-23	6120	AAC	139,543	\$387,895.59	64	Mill and Overlay	100
2017	Taxiway A-6	180	AAC	10,898	\$33,845.30	63	Mill and Overlay	100
2018	South and SE Aprons	4410	AAC	130,370	\$417,041.52	63	Mill and Overlay	100
2018	Runway 13-31	6207	AAC	6,238	\$17,861.43	64	Mill and Overlay	100
2018	Runway 5-23	6125	AAC	20,000	\$63,978.08	63	Mill and Overlay	100
2018	Runway 5-23	6130	AAC	10,000	\$31,989.04	63	Mill and Overlay	100
2018	Runway 5-23	6135	AAC	50,000	\$143,157.41	64	Mill and Overlay	100
2018	Runway 5-23	6140	AAC	25,000	\$71,578.70	64	Mill and Overlay	100
2018	Runway 5-23	6150	AAC	77,500	\$247,915.05	63	Mill and Overlay	100
2018	Taxiway A	113	AAC	8,317	\$26,605.22	63	Mill and Overlay	100
2018	Taxiway C	187	AAC	63,817	\$182,718.59	64	Mill and Overlay	100
2019	East AP T-Hangars	4505	AC	58,569	\$172,723.89	64	Mill and Overlay	100
2019	Runway 5-23	6160	AAC	17,800	\$52,492.96	64	Mill and Overlay	100
2019	Taxiway A	105	AC	103,547	\$305,364.96	64	Mill and Overlay	100
2019	Taxiway C	185	AC	57,455	\$169,435.77	64	Mill and Overlay	100
2019	Taxiway C	245	AC	13,347	\$43,975.00	63	Mill and Overlay	100
2020	North Apron	4305	AAC	336,135	\$1,021,014.42	64	Mill and Overlay	100

**Page Field (FMY)**

**Major Rehabilitation Plan by Year under Unlimited Funding Scenario (Continued)**

<b>Year</b>	<b>Branch Name</b>	<b>Section ID</b>	<b>Surface Type</b>	<b>Section Area (ft<sup>2</sup>)</b>	<b>Major M&amp;R Costs*</b>	<b>PCI Before M&amp;R</b>	<b>M&amp;R Activity</b>	<b>PCI After M&amp;R</b>
2020	Runway 5-23	6155	AAC	35,600	\$120,816.33	63	Mill and Overlay	100
2021	Taxiway A	109	AAC	7,769	\$27,158.30	63	Mill and Overlay	100
2021	Taxiway A-3	155	AAC	14,851	\$46,464.61	64	Mill and Overlay	100
2021	Taxiway B	205	AC	197,562	\$618,101.05	64	Mill and Overlay	100
2021	Taxiway C	240	AC	11,373	\$39,755.07	63	Mill and Overlay	100
<b>Total</b>					<b>\$11,005,887.29</b>	<b>62</b>		<b>100</b>

\* Costs are adjusted for inflation.

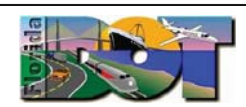


**LEGEND**

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

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

NUMBER	DATE	REVISIONS
DESIGNED:	FL	DRAWN: GB
CHECKED:		DATE: MAY 2011



2011 CONDITION MAP  
**WINTER HAVEN'S GILBERT AIRPORT**  
**POLK COUNTY, FLORIDA**  
 FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION OFFICE

**Winter Haven's Gilbert Airport (GIF)**

**Major Rehabilitation Plan by Year under Unlimited Funding Scenario**

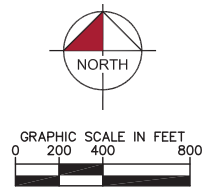
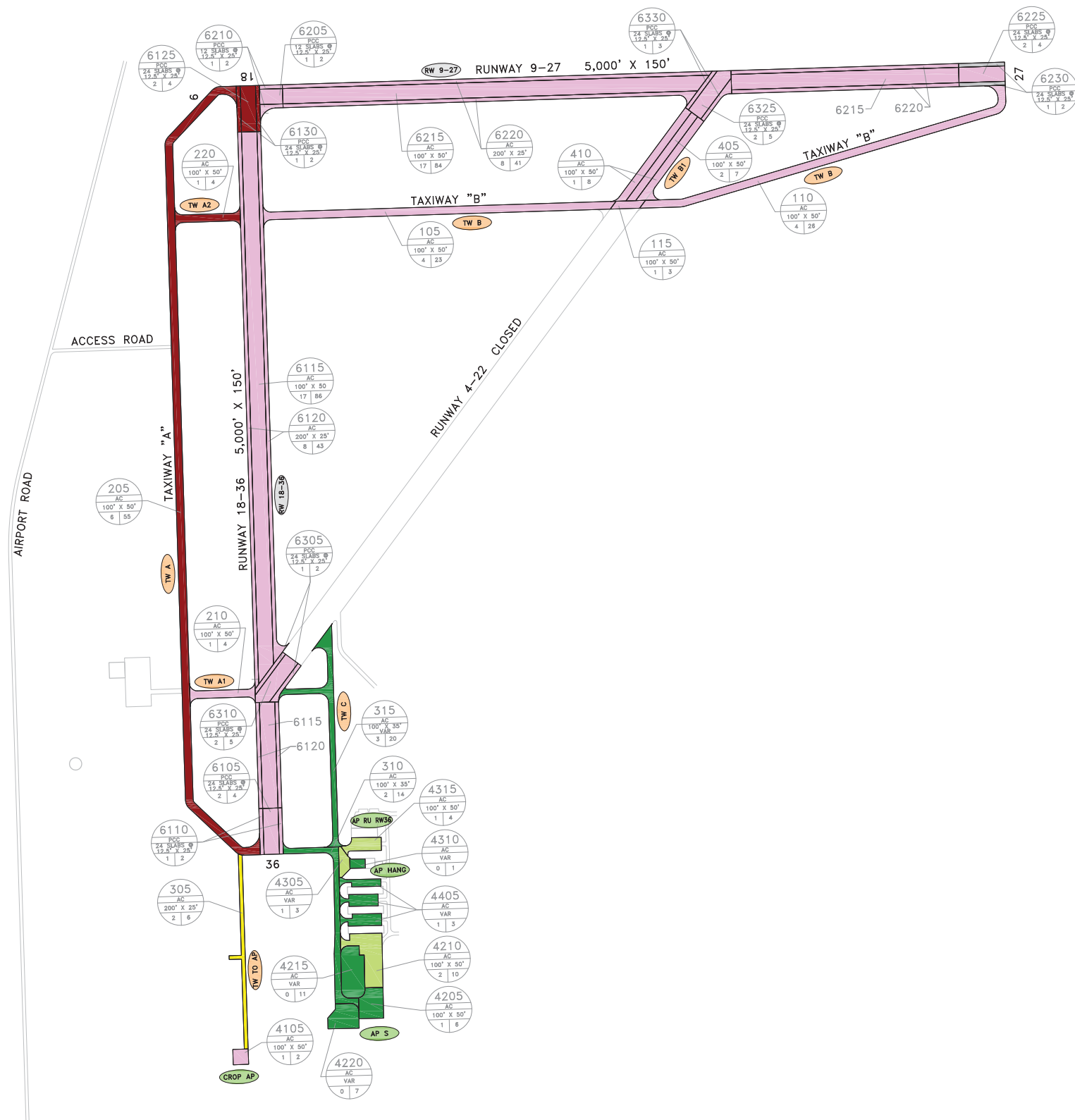
<b>Year</b>	<b>Branch Name</b>	<b>Section ID</b>	<b>Surface Type</b>	<b>Section Area (ft<sup>2</sup>)</b>	<b>Major M&amp;R Costs*</b>	<b>PCI Before M&amp;R</b>	<b>M&amp;R Activity</b>	<b>PCI After M&amp;R</b>
2011	Apron Area	4105	AAC	172,125	\$494,687.58	62	Mill and Overlay	100
2011	Apron Area	4110	AAC	169,518	\$533,473.52	61	Mill and Overlay	100
2011	Apron Area	4115	AC	35,625	\$193,408.17	53	Mill and Overlay	100
2011	Apron Area	4120	AC	42,000	\$143,640.10	60	Mill and Overlay	100
2011	Apron Area	4125	AC	12,500	\$75,037.51	51	Mill and Overlay	100
2011	Turnaround Apron RW 11-29	5105	AAC	12,500	\$60,687.52	55	Mill and Overlay	100
2011	Turnaround Apron RW 11-29	5110	AAC	11,000	\$40,777.02	59	Mill and Overlay	100
2011	Apron T-Hangars Taxilanes	4205	AC	160,203	\$504,159.20	61	Mill and Overlay	100
2011	Taxiway Alpha	115	AC	2,200	\$11,312.40	54	Mill and Overlay	100
2011	Taxiway	405	AC	7,532	\$25,759.46	60	Mill and Overlay	100
2011	Taxiway	410	AAC	44,000	\$470,272.14	34	Reconstruction	100
2011	Taxiway Bravo	205	AC	39,416	\$247,926.66	43	Mill and Overlay	100
2011	Taxiway Bravo	217	AC	7,000	\$25,949.02	59	Mill and Overlay	100
2011	Taxiway Bravo	220	AAC	1,700	\$5,349.90	61	Mill and Overlay	100
2011	Taxiway Bravo 2	250	AC	10,646	\$33,502.99	61	Mill and Overlay	100
2011	Taxiway Bravo 2	310	AAC	3,102	\$13,279.67	57	Mill and Overlay	100
2011	Taxiway Bravo 2	315	AC	6,192	\$84,335.07	30	Reconstruction	100
2011	Taxiway Bravo 2	320	AC	26,000	\$96,382.06	59	Mill and Overlay	100
2011	Taxiway Bravo 4	270	AAC	15,240	\$39,639.26	63	Mill and Overlay	100
2011	Taxiway Charlie 3	305	AAC	39,150	\$212,545.40	53	Mill and Overlay	100
2012	Taxiway Bravo	215	AC	63,944	\$153,327.58	64	Mill and Overlay	100

**Winter Haven's Gilbert Airport (GIF)**

**Major Rehabilitation Plan by Year under Unlimited Funding Scenario (Continued)**

<b>Year</b>	<b>Branch Name</b>	<b>Section ID</b>	<b>Surface Type</b>	<b>Section Area (ft<sup>2</sup>)</b>	<b>Major M&amp;R Costs*</b>	<b>PCI Before M&amp;R</b>	<b>M&amp;R Activity</b>	<b>PCI After M&amp;R</b>
2014	Apron Area	4117	AC	22,000	\$62,528.06	63	Mill and Overlay	100
2014	Taxiway Alpha	110	AAC	575,000	\$1,462,725.28	64	Mill and Overlay	100
2014	Taxiway Alpha 2	105	AC	7,659	\$21,768.29	63	Mill and Overlay	100
2016	Taxiway Bravo 3	260	AAC	5,250	\$14,168.66	64	Mill and Overlay	100
2017	Taxiway Bravo 3	262	AAC	8,000	\$22,238.04	64	Mill and Overlay	100
2019	Runway 11-29	6205	AAC	367,835	\$1,211,968.88	63	Mill and Overlay	100
2019	Taxiway Bravo	210	AC	50,000	\$147,452.13	64	Mill and Overlay	100
<b>Total</b>					<b>\$6,408,301.57</b>	<b>57</b>		<b>100</b>

\* Costs are adjusted for inflation.



- LEGEND**
- RW 13-31 TYPICAL RUNWAY BRANCH ID
  - TW A TYPICAL TAXIWAY BRANCH ID
  - AP S TYPICAL APRON BRANCH ID
  - PCI 86-100 GOOD
  - PCI 71-85 SATISFACTORY
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RUNWAY LENGTHS DEPICTED IN THIS DRAWING ARE FOR PAVEMENT MANAGEMENT PURPOSES ONLY AND MAY NOT MATCH PUBLISHED RUNWAY LENGTHS.

NUMBER	DATE	REVISIONS
DESIGNED: ELT	DRAWN: BAL	CHECKED: DRB
DATE: APRIL 2011		



**Immokalee Regional Airport (IMM)**

**Major Rehabilitation Plan by Year under Unlimited Funding Scenario**

<b>Year</b>	<b>Branch Name</b>	<b>Section ID</b>	<b>Surface Type</b>	<b>Section Area (ft<sup>2</sup>)</b>	<b>Major M&amp;R Costs*</b>	<b>PCI Before M&amp;R</b>	<b>M&amp;R Activity</b>	<b>PCI After M&amp;R</b>
2011	Crop Apron	4105	AC	10,000	\$70,230.01	39	Reconstruction	100
2011	Runway 18-36	6105	PCC	30,000	\$408,600.13	27	Reconstruction	100
2011	Runway 18-36	6110	PCC	15,000	\$204,300.07	30	Reconstruction	100
2011	Runway 18-36	6115	AC	422,500	\$5,754,451.87	28	Reconstruction	100
2011	Runway 18-36	6120	AC	211,250	\$2,877,225.93	29	Reconstruction	100
2011	Runway 18-36	6125	PCC	30,000	\$408,600.13	17	Reconstruction	100
2011	Runway 18-36	6130	PCC	15,000	\$204,300.07	23	Reconstruction	100
2011	Runway 4-22	6305	PCC	15,000	\$138,330.04	36	Reconstruction	100
2011	Runway 4-22	6310	PCC	35,000	\$348,425.09	35	Reconstruction	100
2011	Runway 4-22	6325	PCC	35,000	\$476,700.15	30	Reconstruction	100
2011	Runway 4-22	6330	PCC	15,000	\$171,315.06	33	Reconstruction	100
2011	Runway 9-27	6205	PCC	15,000	\$204,300.07	28	Reconstruction	100
2011	Runway 9-27	6210	PCC	7,500	\$102,150.03	25	Reconstruction	100
2011	Runway 9-27	6215	AC	420,500	\$5,727,211.86	28	Reconstruction	100
2011	Runway 9-27	6220	AC	210,250	\$2,863,605.93	28	Reconstruction	100
2011	Runway 9-27	6225	PCC	30,000	\$408,600.13	26	Reconstruction	100
2011	Runway 9-27	6230	PCC	15,000	\$204,300.07	4	Reconstruction	100
2011	Taxiway Alpha	205	AC	277,550	\$3,780,232.23	25	Reconstruction	100
2011	Taxiway Alpha 1	210	AC	23,450	\$319,389.10	26	Reconstruction	100
2011	Taxiway Alpha 2	220	AC	23,450	\$319,389.10	22	Reconstruction	100
2011	Taxiway Bravo	105	AC	117,050	\$1,594,221.52	26	Reconstruction	100

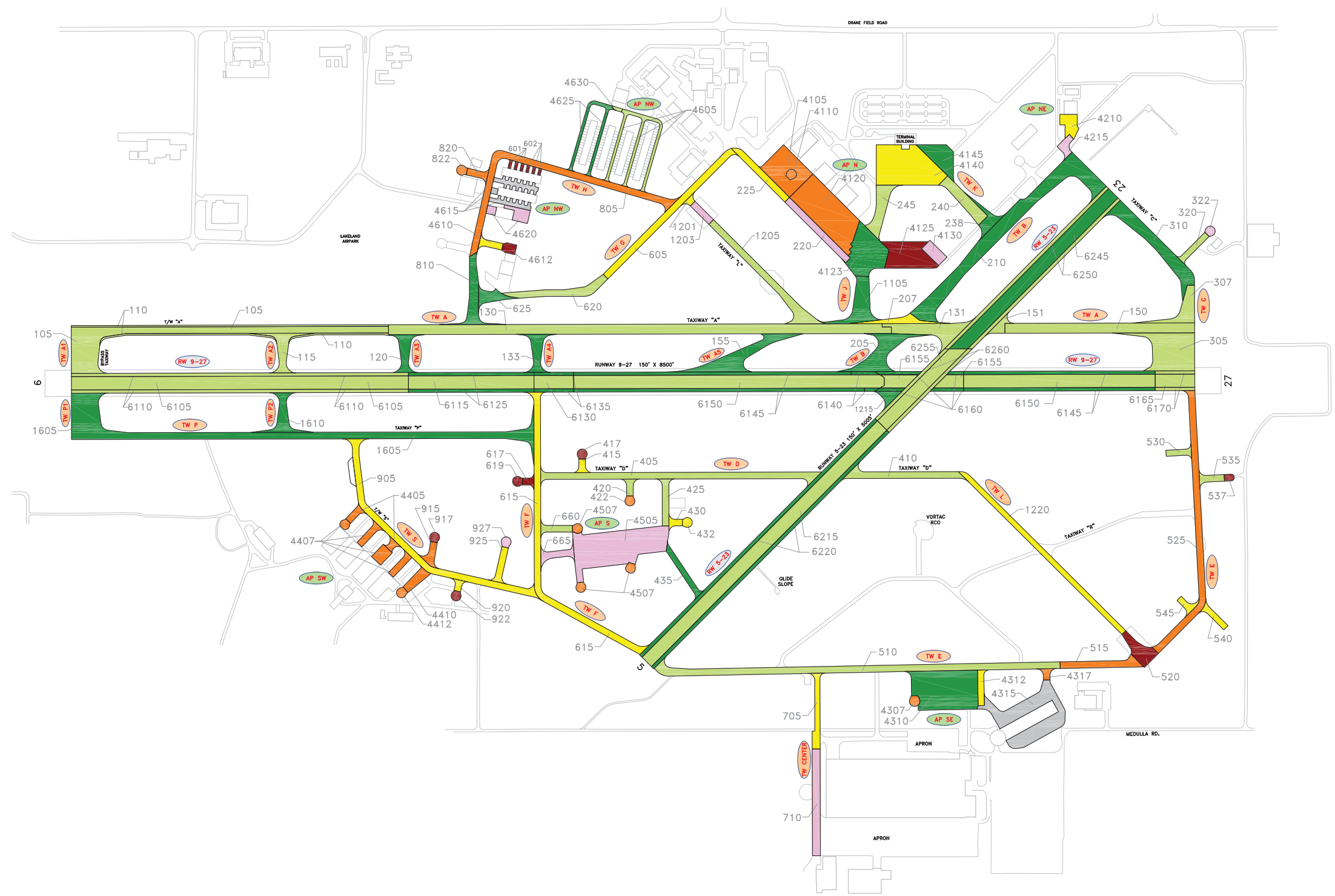
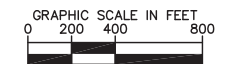


**Immokalee Regional Airport (IMM)**

**Major Rehabilitation Plan by Year under Unlimited Funding Scenario (Continued)**

<b>Year</b>	<b>Branch Name</b>	<b>Section ID</b>	<b>Surface Type</b>	<b>Section Area (ft<sup>2</sup>)</b>	<b>Major M&amp;R Costs*</b>	<b>PCI Before M&amp;R</b>	<b>M&amp;R Activity</b>	<b>PCI After M&amp;R</b>
2011	Taxiway Bravo	110	AC	132,650	\$1,417,763.62	34	Reconstruction	100
2011	Taxiway Bravo	115	AC	10,000	\$114,210.04	33	Reconstruction	100
2011	Taxiway Bravo 1	405	AC	33,000	\$352,704.10	34	Reconstruction	100
2011	Taxiway Bravo 1	410	AC	69,493	\$946,494.97	28	Reconstruction	100
2013	Taxiway to Crop Apron	305	AC	31,500	\$86,921.18	63	Mill and Overlay	100
2016	South Apron and Fueling Ramps	4210	AC	63,618	\$171,691.73	64	Mill and Overlay	100
<b>Total</b>					<b>\$29,675,664.23</b>	<b>30</b>		<b>100</b>

\* Costs are adjusted for inflation.



105	110	115	120	130	131	133	150	151	155
AC	AC	AC	AC	AC	AC	AC	AC	AC	AC
100' X 50'	12.5' X 400'	VAR X 50'	VAR X 50'	75' X 50'	VAR	VAR X 50'	75' X 50'	VAR	VAR
3 37	2 12	1 7	1 7	8 76	2 14	1 6	3 29	1 3	2 12
205	207	210	220	225	238	240	245	305	307
AC	AC	AC	AC	AC	AC	AC	AC	AC	AC
80' X 50'	VAR	VAR X 50'	VAR	100' X 50'	VAR	VAR X 50'	VAR X 50'	100' X 50'	VAR X 50'
2 15	1 4	0 41	2 7	2 6	1 5	2 8	1 7	3 23	1 8
310	320	322	405	410	415	417	420	422	425
AC	AC	AC	AC	AC	AC	AC	AC	AC	AC
VAR	100' X 40'	20' X 12.5'	100' X 50'	100' X 50'	AC	PCB	AC	PCB	50' X 100'
3 19	1 3	1 1	3 21	2 10	1 1	1 1	1 1	1 1	1 1
430	432	435	510	515	520	525	530	535	537
AC	AC	AC	AC	AC	AC	AC	AC	AC	AC
VAR	20' X 12.5'	100' X 40'	100' X 50'	100' X 50'	100' X 50'	100' X 50'	100' X 50'	100' X 50'	20' X 12.5'
1 1	1 1	1 5	5 32	2 8	1 6	4 21	1 2	1 1	1 1
540	545	601	602	605	615	617	619	620	625
AC	AC	AC	AC	AC	AC	AC	AC	AC	AC
VAR X 45'	VAR	VAR	VAR	100' X 50'	100' X 50'	100' X 50'	100' X 50'	100' X 50'	50' X 100'
1 3	1 2	1 3	1 3	3 14	4 24	1 1	1 1	1 8	1 4
660	665	705	710	805	810	820	822	905	915
AC	AC	AC	AC	AC	AC	AC	AC	AC	AC
VAR X 50'	VAR X 50'	40' X 100'	40' X 100'	VAR X 50'	VAR	80' X 50'	20' X 12.5'	100' X 50'	VAR
1 3	1 3	1 8	3 16	3 23	1 9	1 2	1 1	3 20	1 2
917	920	922	925	927	1105	1201	1203	1205	1215
AC	AC	AC	AC	AC	AC	AC	AC	AC	AC
VAR	VAR	VAR	VAR	VAR	VAR	VAR	VAR	VAR	VAR
1 1	1 1	1 1	1 1	1 1	1 9	1 1	1 2	2 13	1 2
1220	1605	1610	4105	4110	4120	4123	4125	4130	4140
AC	AC	AC	AC	AC	AC	AC	AC	AC	AC
100' X 40'	50' X 100'	VAR X 50'	100' X 50'	100' X 50'	100' X 50'	100' X 50'	100' X 50'	100' X 50'	100' X 50'
2 17	6 50	2 6	2 15	1 1	4 29	3 16	2 12	1 2	3 29
4145	4210	4215	4307	4310	4312	4315	4317	4405	4407
AC	AC	AC	AC	AC	AC	AC	AC	AC	AC
50' X VAR	VAR	VAR	20' X 12.5'	100' X 50'	50' X VAR	25' X 25'	100' X 50'	100' X 20'	VAR
3 29	1 4	1 2	1 1	4 30	1 3	1 13	1 1	1 2	2 7
4410	4412	4505	4507	4605	4610	4612	4615	4620	4625
AC	AC	AC	AC	AC	AC	AC	AC	AC	AC
VAR	50' X 100'	200' X 25'	50' X 100'	200' X 25'	50' X 100'	200' X 25'	VAR X 25'	200' X 25'	50' X 100'
1 1	1 1	11 51	5 26	5 19	2 10	2 6	1 4	7 36	16 76
4630	6105	6110	6115	6125	6130	6135	6140	6145	6150
AC	AC	AC	AC	AC	AC	AC	AC	AC	AC
VAR	50' X 100'	200' X 25'	50' X 100'	200' X 25'	50' X 100'	200' X 25'	VAR X 25'	200' X 25'	50' X 100'
1 1	11 51	5 26	5 19	2 10	2 6	1 4	7 36	16 76	16 76
6155	6160	6165	6170	6215	6220	6245	6250	6255	6260
AC	AC	AC	AC	AC	AC	AC	AC	AC	AC
50' X 100'	200' X 25'	50' X 100'	200' X 25'	50' X 100'	200' X 25'	100' X 50'	200' X 25'	100' X 50'	200' X 25'
2 9	2 6	2 6	1 4	11 51	5 26	7 34	5 17	5 16	3 8

**LEGEND**

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

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

NUMBER	DATE	REVISIONS
DESIGNED: KHA	DRAWN: KHA	CHECKED: KHA
DATE: _____		



2012 CONDITION MAP  
**LAKELAND LINDER REGIONAL AIRPORT**  
**POLK COUNTY, FLORIDA**  
 FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION OFFICE

IDENTIFIER  
**LAL**  
 FOOTPRINT  
**1**

**Lakeland Linder Regional Airport (LAL)**

**Major Rehabilitation Plan by Year under Unlimited Funding Scenario**

<b>Year</b>	<b>Branch Name</b>	<b>Section ID</b>	<b>Surface Type</b>	<b>Section Area (ft<sup>2</sup>)</b>	<b>Major M&amp;R Costs*</b>	<b>PCI Before M&amp;R</b>	<b>M&amp;R Activity</b>	<b>PCI After M&amp;R</b>
2012	North Apron	220	PCC	32,500	\$678,599.84	30	Reconstruction	100
2012	North Apron	225	AAC	27,471	\$175,539.34	55	Mill and Overlay	100
2012	North Apron	4105	AAC	73,769	\$503,252.59	54	Mill and Overlay	100
2012	North Apron	4110	APC	4,626	\$39,553.48	45	Mill and Overlay	100
2012	North Apron	4120	PCC	140,938	\$1,205,015.21	49	PCC Restoration	100
2012	North Apron	4125	AC	65,476	\$1,367,145.45	18	Reconstruction	100
2012	North Apron	4130	PCC	16,359	\$341,583.57	27	Reconstruction	100
2012	Northeast Apron	4210	PCC	18,858	\$79,770.63	60	PCC Restoration	100
2012	Northeast Apron	4215	AC	10,574	\$142,553.22	36	Reconstruction	100
2012	Northwest Apron	601	PCC	3,762	\$78,545.95	11	Reconstruction	100
2012	Northwest Apron	602	PCC	3,273	\$68,336.88	11	Reconstruction	100
2012	Northwest Apron	4610	AC	9,949	\$36,454.43	62	Mill and Overlay	100
2012	Northwest Apron	4612	PCC	7,289	\$152,185.93	24	Reconstruction	100
2012	Northwest Apron	4615	PCC	33,325	\$695,825.84	0	Reconstruction	100
2012	Northwest Apron	4620	PCC	18,190	\$222,809.23	37	Reconstruction	100
2012	South Apron	665	AC	16,039	\$334,891.74	28	Reconstruction	100
2012	South Apron	4505	AC	174,036	\$2,775,526.48	34	Reconstruction	100
2012	South Apron	4507	PCC	13,901	\$112,849.17	51	PCC Restoration	100
2012	Southeast Apron	4307	PCC	5,199	\$44,451.01	49	PCC Restoration	100
2012	Southeast Apron	4315	PCC	120,709	\$2,520,397.69	0	Reconstruction	100
2012	Southeast Apron	4317	AC	5,323	\$36,316.08	54	Mill and Overlay	100

**Lakeland Linder Regional Airport (LAL)**

**Major Rehabilitation Plan by Year under Unlimited Funding Scenario (Continued)**

<b>Year</b>	<b>Branch Name</b>	<b>Section ID</b>	<b>Surface Type</b>	<b>Section Area (ft<sup>2</sup>)</b>	<b>Major M&amp;R Costs*</b>	<b>PCI Before M&amp;R</b>	<b>M&amp;R Activity</b>	<b>PCI After M&amp;R</b>
2012	Southwest Apron	4405	AC	12,763	\$109,126.78	48	Mill and Overlay	100
2012	Southwest Apron	4407	PCC	38,471	\$328,930.53	42	PCC Restoration	100
2012	Southwest Apron	4410	AC	14,742	\$126,045.00	44	Mill and Overlay	100
2012	Southwest Apron	4412	PCC	4,703	\$34,114.03	53	PCC Restoration	100
2012	Taxiway Charlie	322	PCC	4,408	\$64,867.09	35	Reconstruction	100
2012	Taxiway Center	705	AC	26,475	\$123,425.28	59	Mill and Overlay	100
2012	Taxiway Center	710	AC	48,500	\$594,072.74	37	Reconstruction	100
2012	Taxiway Delta	417	PCC	4,633	\$96,727.62	14	Reconstruction	100
2012	Taxiway Delta	422	PCC	4,585	\$39,201.14	46	PCC Restoration	100
2012	Taxiway Delta	432	PCC	4,573	\$21,320.90	59	PCC Restoration	100
2012	Taxiway Echo	515	AC	32,282	\$276,007.76	48	Mill and Overlay	100
2012	Taxiway Echo	520	PCC	28,549	\$596,104.65	25	Reconstruction	100
2012	Taxiway Echo	525	AC	106,550	\$864,972.27	51	Mill and Overlay	100
2012	Taxiway Echo	537	PCC	3,545	\$74,014.15	22	Reconstruction	100
2012	Taxiway Echo	540	AC	11,282	\$38,143.98	63	Mill and Overlay	100
2012	Taxiway Foxtrot	615	AC	123,852	\$418,742.94	63	Mill and Overlay	100
2012	Taxiway Foxtrot	617	AC	5,108	\$106,646.25	20	Reconstruction	100
2012	Taxiway Foxtrot	619	PCC	4,591	\$95,857.34	24	Reconstruction	100
2012	Taxiway Hotel	805	AC	110,979	\$948,870.98	50	Mill and Overlay	100
2012	Taxiway Hotel	820	AC	8,990	\$65,210.46	53	Mill and Overlay	100
2012	Taxiway Hotel	822	PCC	4,846	\$41,435.08	44	PCC Restoration	100

**Lakeland Linder Regional Airport (LAL)**

**Major Rehabilitation Plan by Year under Unlimited Funding Scenario (Continued)**

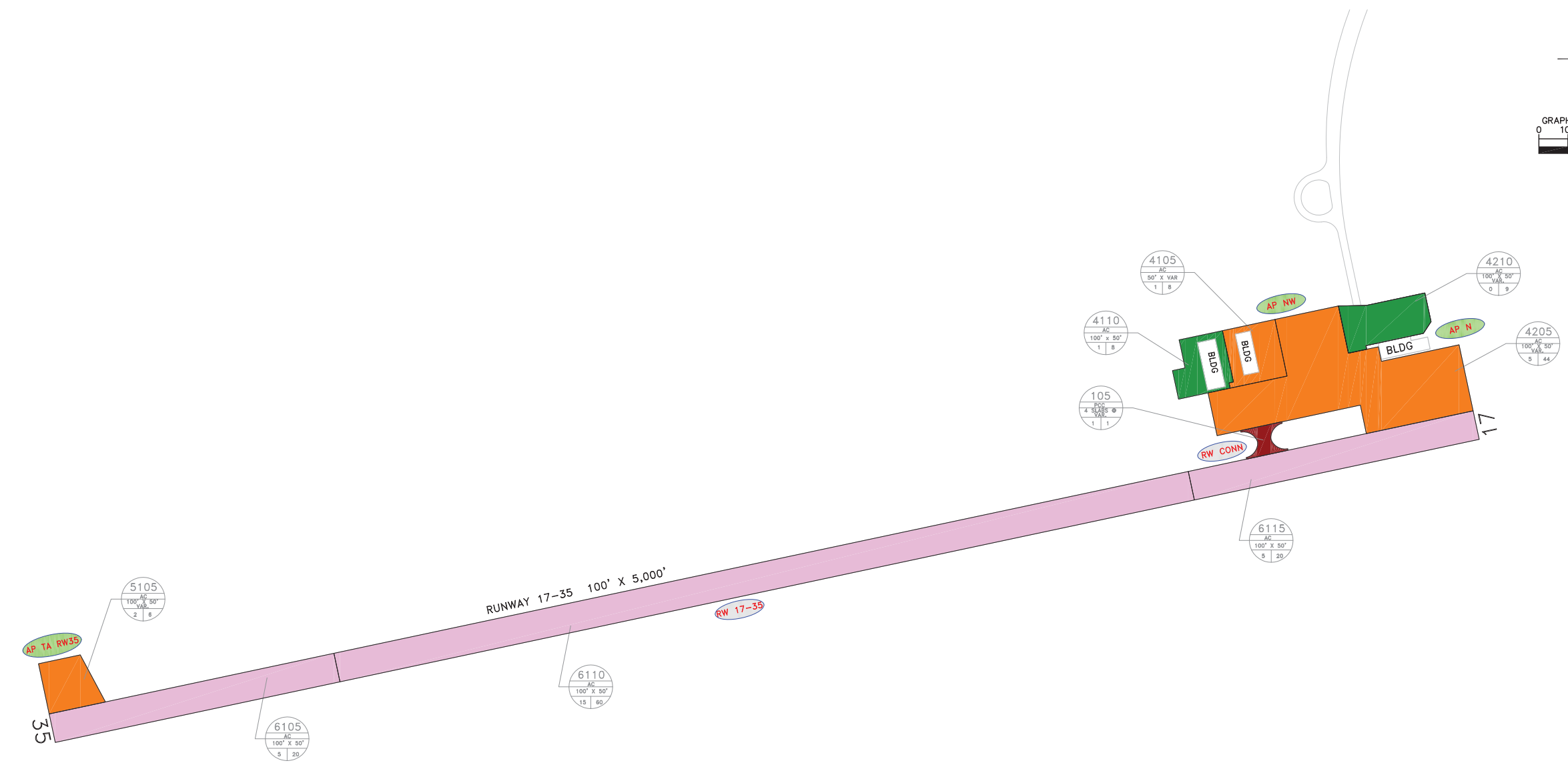
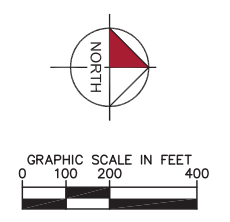
<b>Year</b>	<b>Branch Name</b>	<b>Section ID</b>	<b>Surface Type</b>	<b>Section Area (ft<sup>2</sup>)</b>	<b>Major M&amp;R Costs*</b>	<b>PCI Before M&amp;R</b>	<b>M&amp;R Activity</b>	<b>PCI After M&amp;R</b>
2012	Taxiway Lima	1203	PCC	9,864	\$157,312.62	34	Reconstruction	100
2012	Taxiway Sierra	905	AC	105,514	\$386,603.89	62	Mill and Overlay	100
2012	Taxiway Sierra	915	AC	11,499	\$78,444.51	54	Mill and Overlay	100
2012	Taxiway Sierra	917	PCC	4,533	\$94,652.78	24	Reconstruction	100
2012	Taxiway Sierra	920	AC	4,963	\$20,992.16	60	Mill and Overlay	100
2012	Taxiway Sierra	922	PCC	4,572	\$95,463.96	21	Reconstruction	100
2012	Taxiway Sierra	925	AC	14,432	\$61,045.36	60	Mill and Overlay	100
2012	Taxiway Sierra	927	PCC	4,824	\$47,189.75	39	Reconstruction	100
2013	Taxiway Echo	545	AC	8,501	\$27,126.90	64	Mill and Overlay	100
2014	Southeast Apron	4312	AC	13,033	\$46,749.37	63	Mill and Overlay	100
2014	Taxiway Golf	605	AC	68,220	\$224,217.96	64	Mill and Overlay	100
2015	North Apron	4140	AC	132,699	\$490,259.32	63	Mill and Overlay	100
2015	Taxiway Bravo	207	AC	19,794	\$67,007.40	64	Mill and Overlay	100
2015	Taxiway Delta	415	AC	6,058	\$22,381.74	63	Mill and Overlay	100
2015	Taxiway Delta	430	AC	6,072	\$22,431.61	63	Mill and Overlay	100
2015	Taxiway Lima	1201	AC	3,693	\$12,500.23	64	Mill and Overlay	100
2015	Taxiway Lima	1220	AC	68,854	\$254,382.94	63	Mill and Overlay	100
2016	Runway 9-27	6115	AAC	95,000	\$331,248.36	64	Mill and Overlay	100
2016	Taxiway Charlie	320	AC	12,991	\$45,297.97	64	Mill and Overlay	100
2016	Taxiway Delta	410	AC	46,311	\$161,479.77	64	Mill and Overlay	100
2016	Taxiway Echo	510	AC	157,402	\$548,832.85	64	Mill and Overlay	100

**Lakeland Linder Regional Airport (LAL)**

**Major Rehabilitation Plan by Year under Unlimited Funding Scenario (Continued)**

<b>Year</b>	<b>Branch Name</b>	<b>Section ID</b>	<b>Surface Type</b>	<b>Section Area (ft<sup>2</sup>)</b>	<b>Major M&amp;R Costs*</b>	<b>PCI Before M&amp;R</b>	<b>M&amp;R Activity</b>	<b>PCI After M&amp;R</b>
2017	Northwest Apron	4605	AC	40,952	\$147,077.48	64	Mill and Overlay	100
2017	Taxiway Delta	420	AC	7,471	\$26,830.74	64	Mill and Overlay	100
2018	Taxiway Alpha	151	AC	10,105	\$37,379.29	64	Mill and Overlay	100
2018	Taxiway A-2	115	AC	30,487	\$112,775.23	64	Mill and Overlay	100
2018	Taxiway Echo	530	AC	9,327	\$34,501.26	64	Mill and Overlay	100
2019	South Apron	660	AC	12,867	\$49,025.28	64	Mill and Overlay	100
2019	Runway 9-27	6105	AC	255,000	\$971,587.65	64	Mill and Overlay	100
2019	Runway 9-27	6155	AAC	39,457	\$150,336.50	64	Mill and Overlay	100
2019	Taxiway A-1	105	AC	186,961	\$712,349.81	64	Mill and Overlay	100
2019	Taxiway Delta	425	AC	18,725	\$77,861.82	63	Mill and Overlay	100
2019	Taxiway Echo	535	AC	10,473	\$43,549.26	63	Mill and Overlay	100
2020	Runway 9-27	6150	AC	379,333	\$1,488,675.47	64	Mill and Overlay	100
2020	Runway 9-27	6165	AC	30,000	\$128,488.42	63	Mill and Overlay	100
2020	Taxiway Alpha	150	AAC	107,625	\$460,952.20	63	Mill and Overlay	100
2020	Taxiway Golf	620	AC	42,899	\$168,354.64	64	Mill and Overlay	100
2020	Taxiway Kilo	240	AC	35,856	\$140,715.23	64	Mill and Overlay	100
2021	Northwest Apron	4630	PCC	1,780	\$7,195.82	64	PCC Restoration	100
2021	Runway 9-27	6130	AC	30,000	\$121,265.57	64	Mill and Overlay	100
<b>Total</b>					<b>\$24,749,983.85</b>	<b>49</b>		<b>100</b>

\* Costs are adjusted for inflation.



**LEGEND**

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

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

NUMBER	DATE	REVISIONS
DESIGNED: ELT	DRAWN: ALB	CHECKED: DRB
DATE: PLOTTED: July 15, 2011 - 7:22 AM BY: Shantel, Rev		



2011 CONDITION MAP  
**MARCO ISLAND EXECUTIVE AIRPORT**  
**COLLIER COUNTY, FLORIDA**  
 FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION OFFICE

IDENTIFIER  
**MKY**  
 1

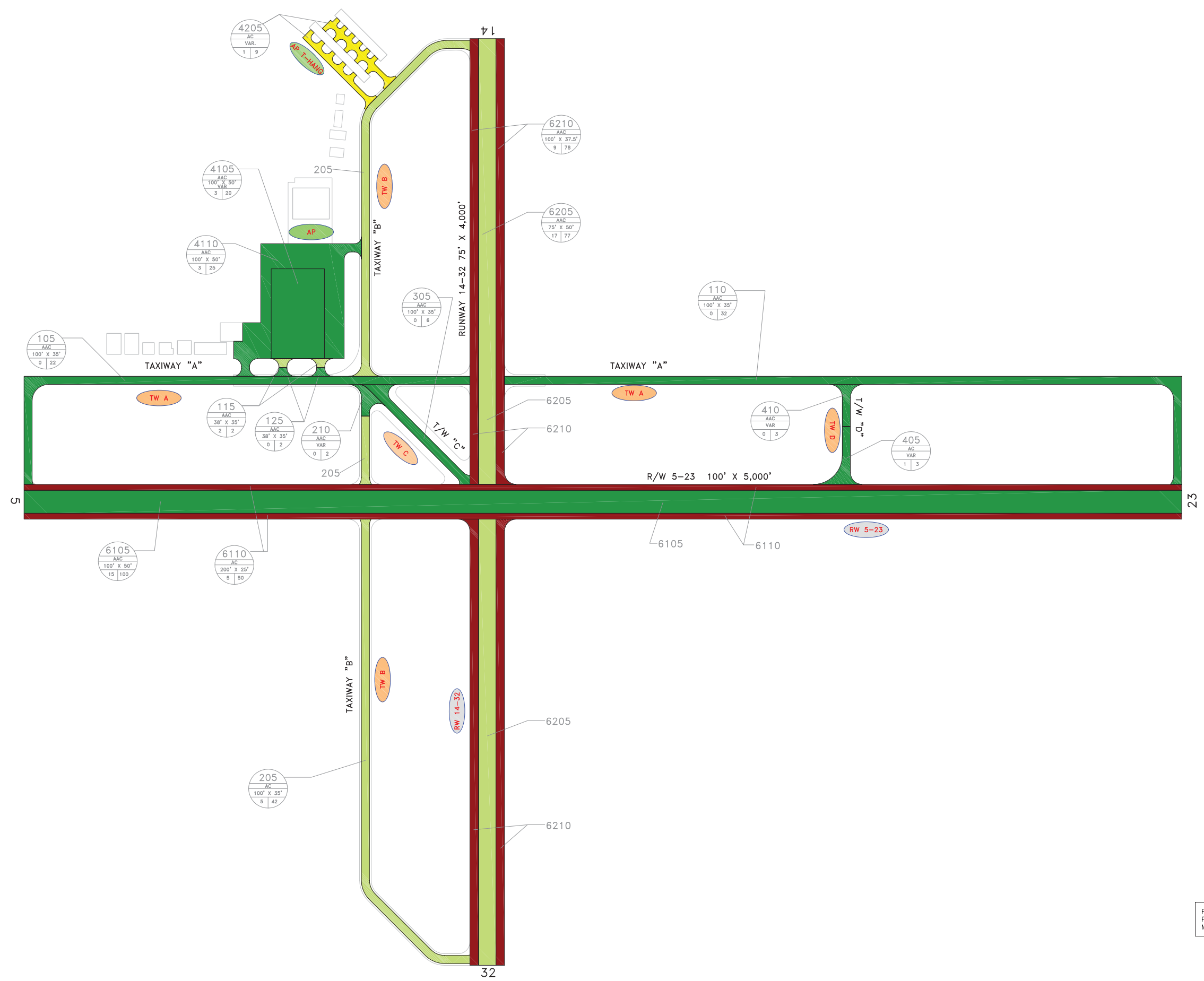
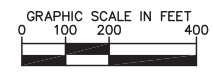
**Marco Island Executive Airport (MKY)**

**Major Rehabilitation Plan by Year under Unlimited Funding Scenario**

<b>Year</b>	<b>Branch Name</b>	<b>Section ID</b>	<b>Surface Type</b>	<b>Section Area (ft<sup>2</sup>)</b>	<b>Major M&amp;R Costs*</b>	<b>PCI Before M&amp;R</b>	<b>M&amp;R Activity</b>	<b>PCI After M&amp;R</b>
2011	North Apron	4205	AC	211,940	\$1,333,102.70	47	Mill and Overlay	100
2011	Northwest Apron	4105	AC	29,220	\$183,793.81	47	Mill and Overlay	100
2011	Apron Turnaround at RW 35	5105	AC	30,355	\$190,932.97	45	Mill and Overlay	100
2011	Runway 17-35	6105	AC	100,000	\$1,288,700.37	31	Reconstruction	100
2011	Runway 17-35	6110	AC	300,000	\$4,086,001.33	29	Reconstruction	100
2011	Runway 17-35	6115	AC	100,000	\$ 995,500.25	35	Reconstruction	100
2011	Taxiway Connector	105	PCC	7,880	\$107,325.63	20	Reconstruction	100
<b>Total</b>					<b>\$8,185,357.06</b>	<b>36</b>		<b>100</b>

\* Costs are adjusted for inflation.





**LEGEND**

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

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

NUMBER	DATE	REVISIONS
DESIGNED: ELT	DRAWN: ALB	CHECKED: DRB
DATE: PLOTTED: July 15, 2011 - 4:38 PM BY: Sheldahl, Rev		

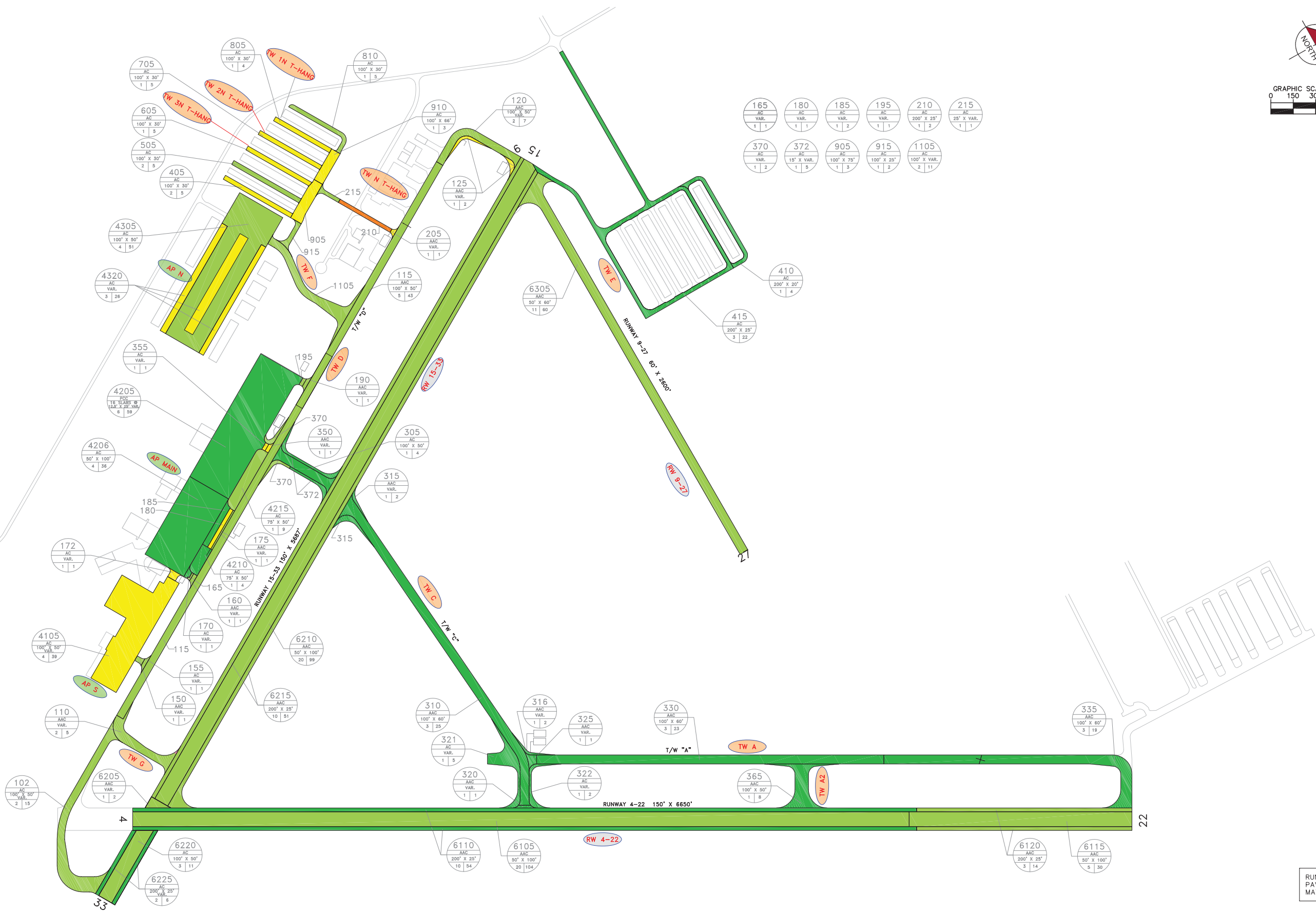
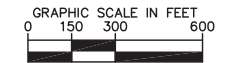


**Okeechobee County Airport (OBE)**

**Major Rehabilitation Plan by Year under Unlimited Funding Scenario**

<b>Year</b>	<b>Branch Name</b>	<b>Section ID</b>	<b>Surface Type</b>	<b>Section Area (ft<sup>2</sup>)</b>	<b>Major M&amp;R Costs*</b>	<b>PCI Before M&amp;R</b>	<b>M&amp;R Activity</b>	<b>PCI After M&amp;R</b>
2011	Runway 14-32 (Shoulders)	6210	AAC	286,760	\$3,905,672.47	21	Reconstruction	100
2011	Runway 5-23 (Shoulders)	6110	AC	250,000	\$3,405,001.10	25	Reconstruction	100
2014	Apron at T-Hangars	4205	AC	28,680	\$72,958.19	64	Mill and Overlay	100
2016	Runway 14-32	6205	AAC	288,900	\$779,680.93	64	Mill and Overlay	100
2018	Taxiway Bravo	205	AC	147,333	\$471,304.11	63	Mill and Overlay	100
2019	Taxiway Alpha	115	AAC	3,730	\$12,289.87	63	Mill and Overlay	100
<b>Total</b>					<b>\$8,646,906.67</b>	<b>50</b>		<b>100</b>

\* Costs are adjusted for inflation.



**LEGEND**

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

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

NUMBER	DATE	REVISIONS
DESIGNED: ELT	DRAWN: ALB	CHECKED: DRB
DATE:		



2012 CONDITION MAP  
**PUNTA GORDA AIRPORT**  
**CHARLOTTE COUNTY, FLORIDA**  
 FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION OFFICE

IDENTIFIER  
**PGD**  
 FOOTPRINT  
**1**

**Punta Gorda Airport (PGD)**

**Major Rehabilitation Plan by Year under Unlimited Funding Scenario**

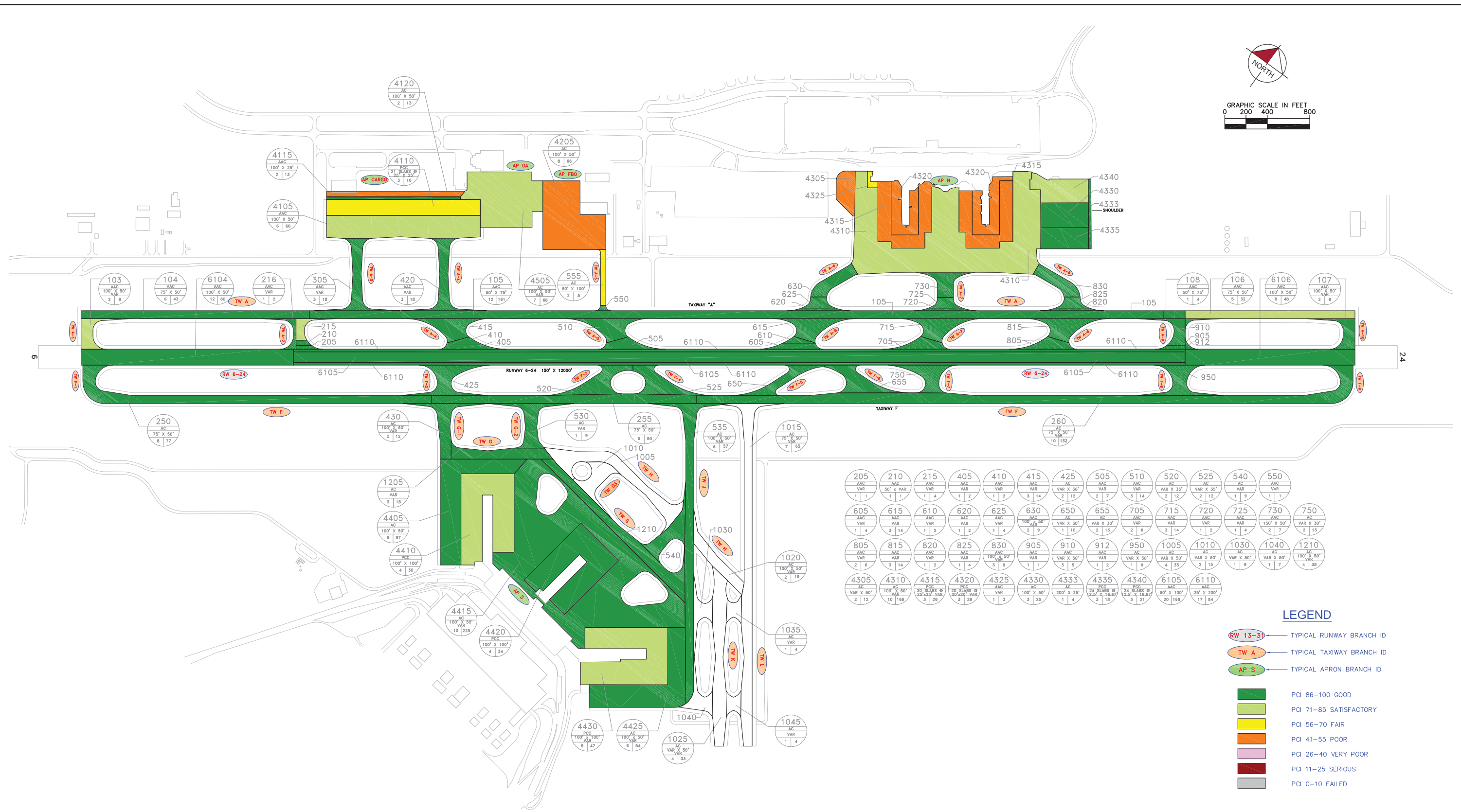
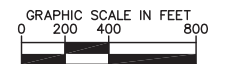
<b>Year</b>	<b>Branch Name</b>	<b>Section ID</b>	<b>Surface Type</b>	<b>Section Area (ft<sup>2</sup>)</b>	<b>Major M&amp;R Costs*</b>	<b>PCI Before M&amp;R</b>	<b>M&amp;R Activity</b>	<b>PCI After M&amp;R</b>
2012	North Apron	4320	AC	110,960	\$343,753.94	64	Mill and Overlay	100
2012	South Apron	4105	AC	192,015	\$594,862.22	64	Mill and Overlay	100
2012	Taxiway 1 N T-Hangar	805	AC	12,945	\$65,941.78	58	Mill and Overlay	100
2012	Taxiway 2 N T-Hangar	705	AC	14,250	\$56,244.70	61	Mill and Overlay	100
2012	Taxiway N T-Hangar	205	AAC	1,325	\$7,321.95	57	Mill and Overlay	100
2012	Taxiway N T-Hangar	210	AC	10,000	\$85,499.96	40	Mill and Overlay	100
2012	Taxiway T-Hangar	405	AC	15,570	\$72,587.29	59	Mill and Overlay	100
2013	Taxiway 3 N T-Hangar	605	AC	14,700	\$46,906.80	64	Mill and Overlay	100
2013	Taxiway 4 N T-Hangar	910	AC	15,630	\$54,430.35	63	Mill and Overlay	100
2013	Taxiway Delta	172	AC	3,510	\$12,223.32	63	Mill and Overlay	100
2014	Taxiway Charlie	350	AAC	1,540	\$5,523.83	63	Mill and Overlay	100
2014	Taxiway Charlie	355	AC	1,220	\$4,009.73	64	Mill and Overlay	100
2014	Taxiway Delta	125	AAC	8,060	\$26,490.53	64	Mill and Overlay	100
2014	Taxiway Delta	180	AC	7,500	\$24,650.00	64	Mill and Overlay	100
2015	Taxiway 4 N T-Hangar	905	AC	22,410	\$82,793.92	63	Mill and Overlay	100
2016	Taxiway Delta	150	AAC	2,030	\$7,078.25	64	Mill and Overlay	100
2016	Taxiway Delta	160	AAC	1,870	\$6,520.36	64	Mill and Overlay	100
2016	Taxiway Delta	165	AAC	780	\$2,719.72	64	Mill and Overlay	100
2016	Taxiway within T-Hangar	505	AC	15,580	\$59,287.25	63	Mill and Overlay	100
2017	Main Apron	4215	AC	32,860	\$118,014.38	64	Mill and Overlay	100
2017	Taxiway Delta	115	AAC	214,000	\$838,773.75	63	Mill and Overlay	100

**Punta Gorda Airport (PGD)**

**Major Rehabilitation Plan by Year under Unlimited Funding Scenario (Continued)**

<b>Year</b>	<b>Branch Name</b>	<b>Section ID</b>	<b>Surface Type</b>	<b>Section Area (ft<sup>2</sup>)</b>	<b>Major M&amp;R Costs*</b>	<b>PCI Before M&amp;R</b>	<b>M&amp;R Activity</b>	<b>PCI After M&amp;R</b>
2017	Taxiway Delta	175	AAC	3,300	\$12,934.36	63	Mill and Overlay	100
2017	Taxiway Delta	155	AAC	2,115	\$7,595.87	64	Mill and Overlay	100
2018	North Apron	4305	AC	244,750	\$905,372.46	64	Mill and Overlay	100
2018	Runway 15-33	6210	AAC	494,130	\$1,827,872.09	64	Mill and Overlay	100
2018	Runway 9-27	6305	AAC	184,600	\$745,246.56	63	Mill and Overlay	100
2018	Taxiway Delta	190	AAC	1,990	\$7,361.35	64	Mill and Overlay	100
2018	Taxiway Foxtrot	1105	AC	50,340	\$186,216.34	64	Mill and Overlay	100
2018	Taxiway N T-Hangar	215	AC	4,490	\$16,609.28	64	Mill and Overlay	100
2019	Runway 15-33	6215	AAC	253,380	\$1,053,605.04	63	Mill and Overlay	100
2019	Taxiway Delta	120	AAC	35,120	\$146,036.03	63	Mill and Overlay	100
2020	Runway 15-33	6205	AAC	6,580	\$28,181.79	63	Mill and Overlay	100
2020	Runway 4-22	6120	AAC	72,100	\$308,800.50	63	Mill and Overlay	100
2020	Taxiway 1 N T-Hangar	810	AC	14,670	\$57,571.71	64	Mill and Overlay	100
2020	Taxiway Delta	102	AC	85,660	\$366,877.27	63	Mill and Overlay	100
2020	Taxiway Golf	110	AAC	34,580	\$148,104.32	63	Mill and Overlay	100
2021	Runway 4-22	6105	AAC	520,000	\$2,101,936.53	64	Mill and Overlay	100
2021	Taxiway 4 N T-Hangar	915	AC	6,970	\$28,174.03	64	Mill and Overlay	100
2021	Taxiway Delta	195	AC	1,310	\$5,295.26	64	Mill and Overlay	100
<b>Total</b>					<b>\$10,469,424.82</b>	<b>62</b>		<b>100</b>

\* Costs are adjusted for inflation.



205	210	215	405	410	415	425	505	510	520	525	540	550	
AAC	AAC	AAC	AAC	AAC	AAC	AC	AAC	AAC	AC	AC	AC	AAC	
VAR	VAR	VAR	VAR	VAR	VAR	VAR X 38'	VAR	VAR	VAR X 35'	VAR X 33'	VAR	VAR	
1   1	1   1	1   4	1   2	1   2	3   14	2   12	3   14	3   14	2   7	2   12	1   8	1   1	
605	615	610	620	625	630	650	655	705	715	720	725	730	750
AAC	AAC	AAC	AAC	AAC	AAC	AC	AC	AAC	AAC	AAC	AAC	AC	AC
VAR	VAR	VAR	VAR	VAR	VAR	VAR X 30'	VAR X 30'	VAR X 30'	VAR	VAR	VAR	VAR X 30'	VAR X 30'
1   4	3   14	1   2	1   2	1   4	2   9	1   10	2   13	2   9	3   14	1   2	1   4	2   7	2   13
805	815	820	825	830	905	910	912	950	1005	1010	1030	1040	1210
AAC	AAC	AAC	AAC	AAC	AAC	AC	AC	AC	AC	AC	AC	AC	AC
VAR	VAR	VAR	VAR	VAR	VAR X 50'	VAR X 50'	VAR X 50'	VAR X 30'	VAR X 50'	VAR X 50'	VAR X 50'	VAR X 50'	VAR X 50'
2   8	3   14	1   2	1   4	3   9	1   1	3   5	1   2	1   9	4   35	2   15	1   9	1   7	4   38
4305	4310	4315	4320	4325	4330	4333	4335	4340	6105	6110			
AC	AC	AC	AC	AC	AC	AC	AC	AC	AC	AC			
VAR X 50'	VAR X 50'	VAR X 50'	VAR X 50'	VAR X 50'	VAR X 50'	VAR X 50'	VAR X 50'	VAR X 50'	VAR X 50'	VAR X 50'			
2   12	10   168	3   26	3   29	1   3	3   25	1   4	3   18	3   21	20   168	17   84			

**LEGEND**

- RW 13-33 TYPICAL RUNWAY BRANCH ID
- TW A TYPICAL TAXIWAY BRANCH ID
- AP S TYPICAL APRON BRANCH ID
- PCI 86-100 GOOD
- PCI 71-85 SATISFACTORY
- PCI 56-70 FAIR
- PCI 41-55 POOR
- PCI 26-40 VERY POOR
- PCI 11-25 SERIOUS
- PCI 0-10 FAILED

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

NUMBER	DATE	REVISIONS
DESIGNED: BAL	DRAWN: BAL	CHECKED: EVV
DATE: _____		



2012 CONDITION MAP  
**SOUTHWEST FLORIDA INTERNATIONAL**  
**LEE COUNTY, FLORIDA**  
 FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION OFFICE

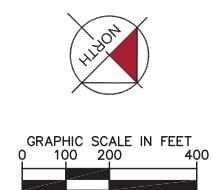
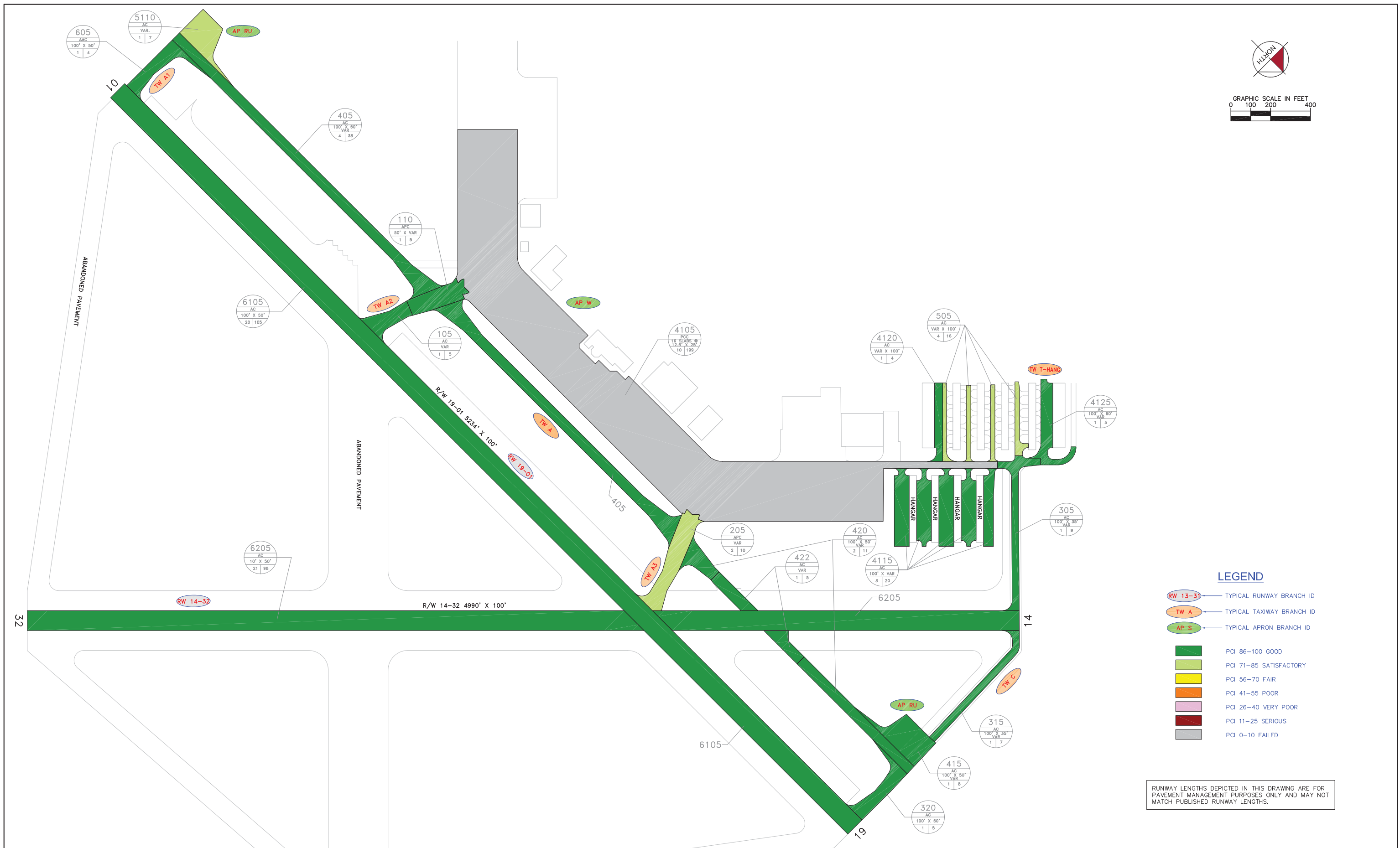
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**RSW**  
 FOOTPRINT  
**1**

**Southwest Florida International Airport (RSW)**

**Major Rehabilitation Plan by Year under Unlimited Funding Scenario**

<b>Year</b>	<b>Branch Name</b>	<b>Section ID</b>	<b>Surface Type</b>	<b>Section Area (ft<sup>2</sup>)</b>	<b>Major M&amp;R Costs*</b>	<b>PCI Before M&amp;R</b>	<b>M&amp;R Activity</b>	<b>PCI After M&amp;R</b>
2012	Cargo Apron	4110	PCC	217,496	\$796,903.98	62	PCC Restoration	100
2012	Cargo Apron	4120	AC	64,065	\$547,755.09	40	Mill and Overlay	100
2012	FBO Apron	4205	AC	306,945	\$2,624,376.72	48	Mill and Overlay	100
2012	North Apron	4305	AC	60,784	\$493,442.96	51	Mill and Overlay	100
2012	North Apron	4315	PCC	333,380	\$2,850,398.03	48	PCC Restoration	100
2012	North Apron	4320	PCC	192,230	\$1,643,565.51	45	PCC Restoration	100
2014	North Apron	4325	AAC	9,679	\$37,623.69	62	Mill and Overlay	100
2015	Taxiway A-5	555	AC	26,463	\$97,768.87	63	Mill and Overlay	100
2019	Taxiway A-1	103	AAC	41,214	\$157,030.78	64	Mill and Overlay	100
2020	Cargo Apron	4105	AAC	305,949	\$1,310,363.92	63	Mill and Overlay	100
2021	GA Apron	4505	AC	321,849	\$1,300,973.89	64	Mill and Overlay	100
<b>Total</b>					<b>\$11,860,203.44</b>	<b>55</b>		<b>100</b>

\* Costs are adjusted for inflation.



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

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

NUMBER	DATE	REVISIONS
DESIGNED: KHA	DRAWN: KHA	CHECKED: KHA
DATE: _____		





**Sebring Regional Airport (SEF)**

**Major Rehabilitation Plan by Year under Unlimited Funding Scenario**

<b>Year</b>	<b>Branch Name</b>	<b>Section ID</b>	<b>Surface Type</b>	<b>Section Area (ft<sup>2</sup>)</b>	<b>Major M&amp;R Costs*</b>	<b>PCI Before M&amp;R</b>	<b>M&amp;R Activity</b>	<b>PCI After M&amp;R</b>
2012	West Apron	4105	PCC	954,796	\$13,004,323.29	9	Reconstruction	100
2016	Taxiway T-Hangars	505	AC	34,611	\$90,688.08	64	Mill and Overlay	100
<b>Total</b>					<b>\$13,095,011.37</b>	<b>37</b>		<b>100</b>

\* Costs are adjusted for inflation.



**LEGEND**

	TYPICAL RUNWAY BRANCH ID
	TYPICAL TAXIWAY BRANCH ID
	TYPICAL APRON BRANCH ID
	PCI 86-100 GOOD
	PCI 71-85 SATISFACTORY
	PCI 56-70 FAIR
	PCI 41-55 POOR
	PCI 26-40 VERY POOR
	PCI 11-25 SERIOUS
	PCI 0-10 FAILED

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

NUMBER	DATE	REVISIONS
DESIGNED: ELT	DRAWN: ALB	CHECKED: DRB
DATE: APRIL 2011		



2011 CONDITION MAP  
**VENICE MUNICIPAL AIRPORT**  
**SARASOTA COUNTY, FLORIDA**  
 FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION OFFICE

IDENTIFIER  
**VNC**  
 FOOTPRINT  
**1**

**Venice Municipal Airport (VNC)**

**Major Rehabilitation Plan by Year under Unlimited Funding Scenario**

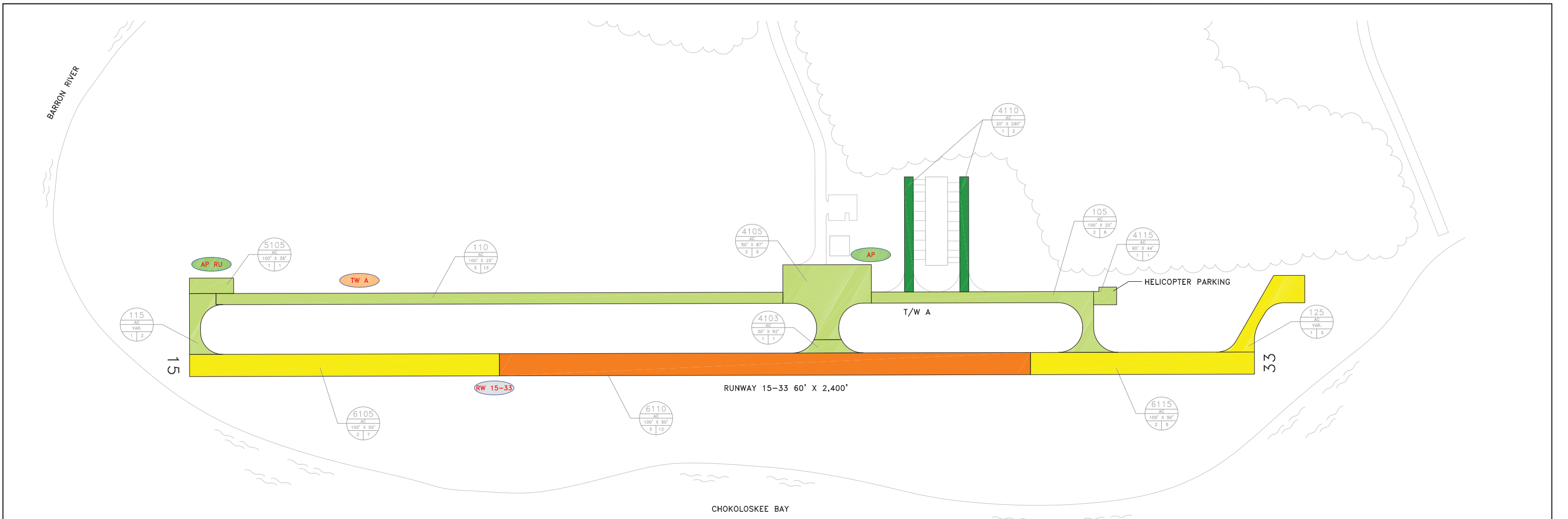
<b>Year</b>	<b>Branch Name</b>	<b>Section ID</b>	<b>Surface Type</b>	<b>Section Area (ft<sup>2</sup>)</b>	<b>Major M&amp;R Costs*</b>	<b>PCI Before M&amp;R</b>	<b>M&amp;R Activity</b>	<b>PCI After M&amp;R</b>
2011	Auxiliary Apron (Former RW 9-27)	6420	AAC	44,280	\$603,093.80	28	Reconstruction	100
2011	Auxiliary Apron (Former RW 9-27)	6415	AAC	80,560	\$1,097,227.56	28	Reconstruction	100
2011	Auxiliary Apron (Former RW 9-27)	6410	AAC	67,970	\$925,751.70	28	Reconstruction	100
2011	Auxiliary Apron (Former RW 9-27)	6405	AAC	127,070	\$1,730,693.96	28	Reconstruction	100
2011	Runway 5-23	6230	PCC	20,000	\$272,400.09	13	Reconstruction	100
2011	Runway 5-23	6225	PCC	30,000	\$408,600.13	11	Reconstruction	100
2011	Runway 5-23	6220	PCC	20,000	\$272,400.09	0	Reconstruction	100
2011	Runway 5-23	6215	PCC	30,000	\$408,600.13	8	Reconstruction	100
2011	Runway 5-23	6210	AC	202,500	\$2,312,753.27	33	Reconstruction	100
2011	Runway 5-23	6205	AC	414,850	\$5,650,258.83	29	Reconstruction	100
2011	Apron	4120	PCC	44,385	\$604,523.90	1	Reconstruction	100
2011	Apron	4115	PCC	38,470	\$523,961.57	0	Reconstruction	100
2011	Apron	4110	PCC	5,960	\$81,175.23	14	Reconstruction	100
2011	Apron	4105	PCC	406,900	\$5,541,979.80	27	Reconstruction	100
2011	GA T-Hangars	700	AC	30,625	\$122,316.32	58	Mill and Overlay	100
2011	Taxiway Delta	350	AC	12,790	\$174,199.86	19	Reconstruction	100
2011	Taxiway Delta	310	AC	9,710	\$61,075.90	47	Mill and Overlay	100
2011	Taxiway Echo	250	AC	10,290	\$140,149.85	22	Reconstruction	100
2011	Taxiway Charlie	210	AC	84,140	\$408,499.82	55	Mill and Overlay	100
2011	Taxiway Alpha	115	AAC	66,670	\$419,354.33	44	Mill and Overlay	100
2011	Taxiway Alpha	110	APC	75,000	\$471,750.04	49	Mill and Overlay	100

**Venice Municipal Airport (VNC)**

**Major Rehabilitation Plan by Year under Unlimited Funding Scenario (Continued)**

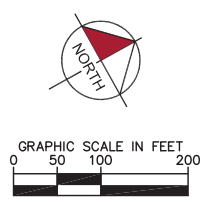
<b>Year</b>	<b>Branch Name</b>	<b>Section ID</b>	<b>Surface Type</b>	<b>Section Area (ft<sup>2</sup>)</b>	<b>Major M&amp;R Costs*</b>	<b>PCI Before M&amp;R</b>	<b>M&amp;R Activity</b>	<b>PCI After M&amp;R</b>
2011	Taxiway Alpha	105	AAC	80,765	\$345,755.13	57	Mill and Overlay	100
2014	Taxiway Charlie	220	AAC	1,680	\$4,774.87	63	Mill and Overlay	100
2014	Taxiway Echo	205	AC	67,100	\$190,710.59	63	Mill and Overlay	100
2015	Taxiway Delta	305	AC	82,680	\$242,041.58	63	Mill and Overlay	100
2017	Runway 13-31	6120	APC	20,000	\$55,595.11	64	Mill and Overlay	100
2019	Run-Up Apron TW A	5110	AC	20,000	\$58,980.85	64	Mill and Overlay	100
2019	Run-Up Apron TW A	5105	AC	19,800	\$58,391.04	64	Mill and Overlay	100
<b>Total</b>					<b>\$23,187,015.35</b>	<b>35</b>		<b>100</b>

\* Costs are adjusted for inflation.



**LEGEND**

- RW 13-33 TYPICAL RUNWAY BRANCH ID
- TW A TYPICAL TAXIWAY BRANCH ID
- AP S TYPICAL APRON BRANCH ID
- PCI 86-100 GOOD
- PCI 71-85 SATISFACTORY
- PCI 56-70 FAIR
- PCI 41-55 POOR
- PCI 26-40 VERY POOR
- PCI 11-25 SERIOUS
- PCI 0-10 FAILED



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

NUMBER	DATE	REVISIONS
DESIGNED: ELT	DRAWN: ALB	CHECKED: DRB
DATE: PLOTTED: July 15, 2011 - 7:42 AM BY: Shantel, Rev		

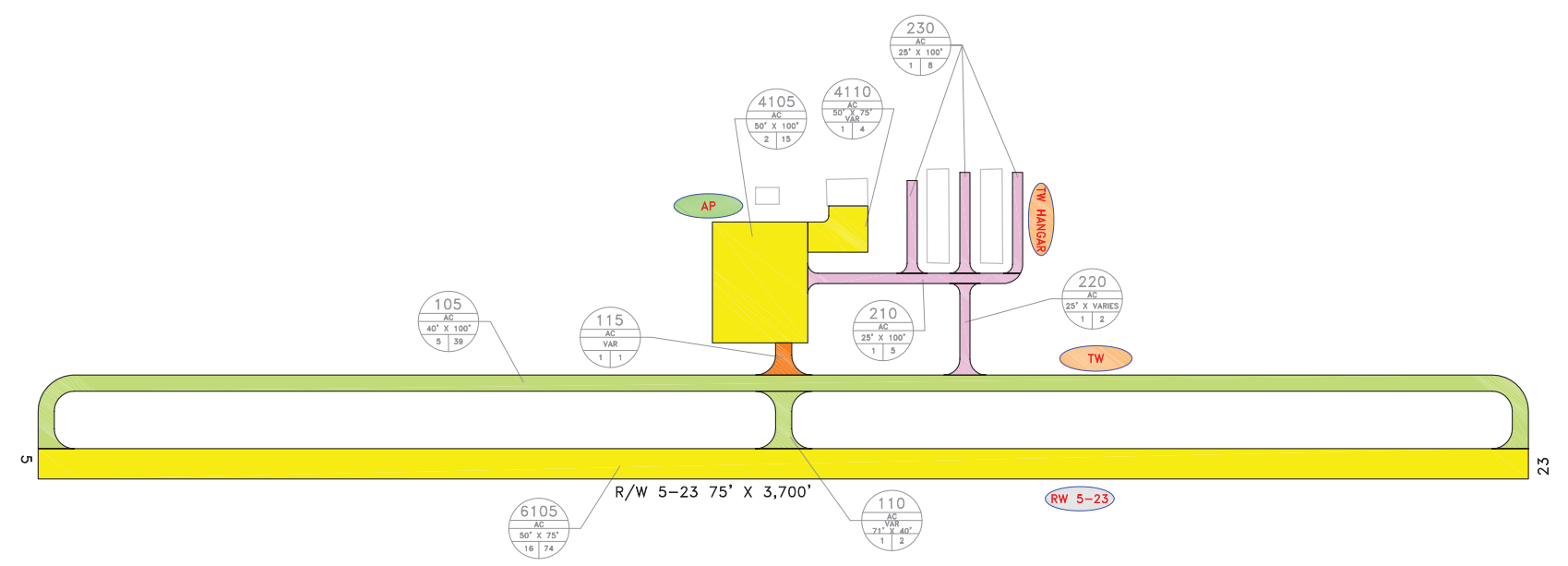
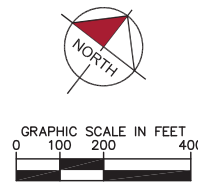
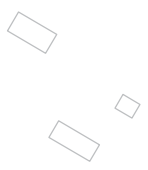


**Everglades Airpark (X01)**

**Major Rehabilitation Plan by Year under Unlimited Funding Scenario**

<b>Year</b>	<b>Branch Name</b>	<b>Section ID</b>	<b>Surface Type</b>	<b>Section Area (ft<sup>2</sup>)</b>	<b>Major M&amp;R Costs*</b>	<b>PCI Before M&amp;R</b>	<b>M&amp;R Activity</b>	<b>PCI After M&amp;R</b>
2011	Runway 15-33	6110	AC	61,300	\$385,577.03	44	Mill and Overlay	100
2011	Runway 15-33	6105	AC	32,800	\$94,267.26	62	Mill and Overlay	100
2011	Taxiway Alpha (Connector at 33 end)	125	AC	2,039	\$6,416.74	61	Mill and Overlay	100
2015	Runway 15-33	6115	AC	26,500	\$69,434.93	64	Mill and Overlay	100
2016	Taxiway Alpha	115	AC	3,778	\$10,196.04	64	Mill and Overlay	100
2019	Apron	4103	AC	2,760	\$8,139.36	64	Mill and Overlay	100
2019	Taxiway Alpha	105	AC	16,825	\$49,617.64	64	Mill and Overlay	100
2020	Taxiway Alpha	110	AC	33,750	\$102,516.09	64	Mill and Overlay	100
<b>Total</b>					<b>\$726,165.09</b>	<b>61</b>		<b>100</b>

\* Costs are adjusted for inflation.



**LEGEND**

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

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

NUMBER	DATE	REVISIONS
DESIGNED: ELT	DRAWN: ALB	CHECKED: DRB
DATE:	DATE:	DATE:



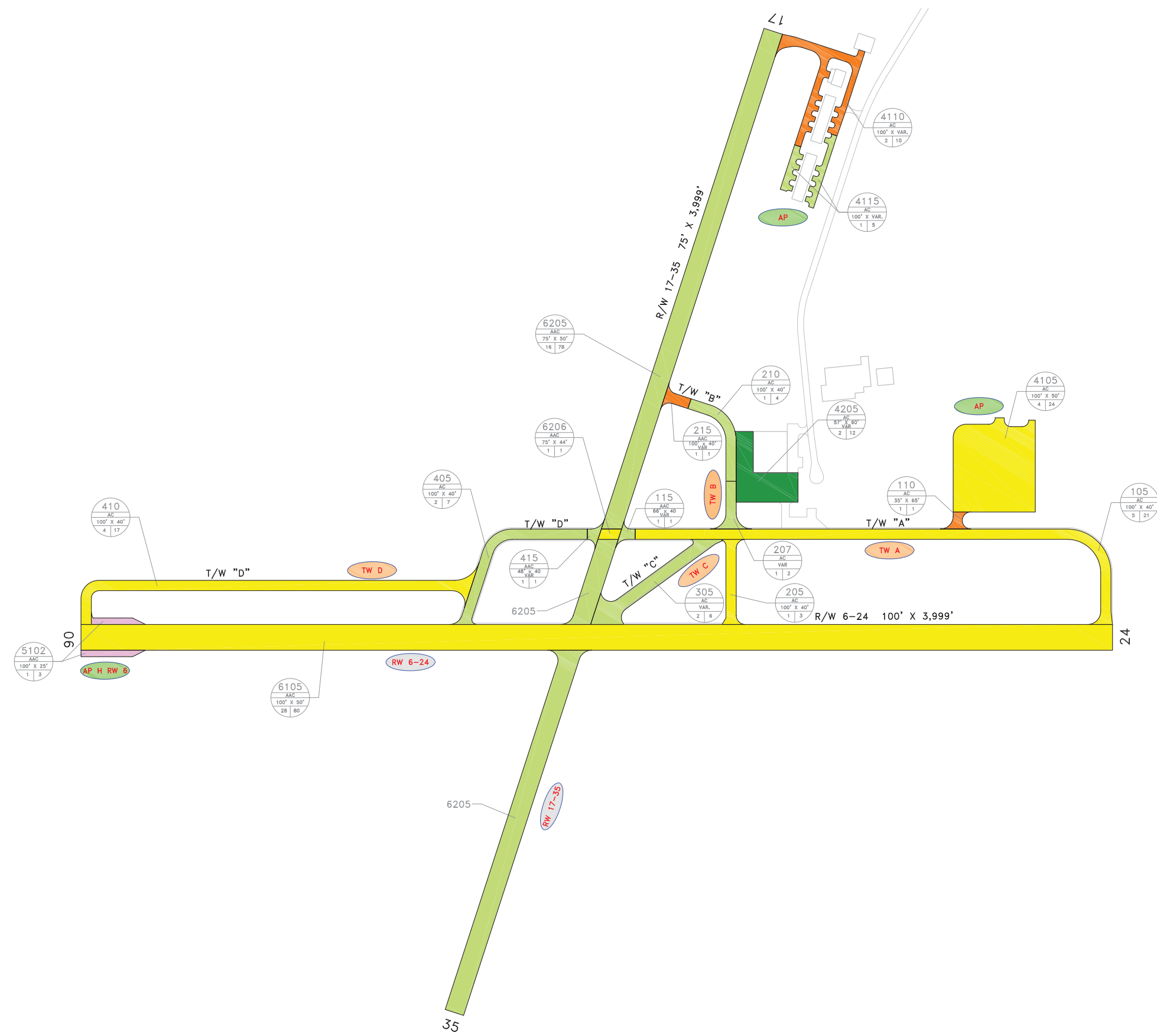
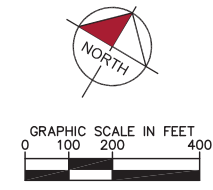
**Arcadia Municipal Airport (X06)**

**Major Rehabilitation Plan by Year under Unlimited Funding Scenario**

<b>Year</b>	<b>Branch Name</b>	<b>Section ID</b>	<b>Surface Type</b>	<b>Section Area (ft<sup>2</sup>)</b>	<b>Major M&amp;R Costs*</b>	<b>PCI Before M&amp;R</b>	<b>M&amp;R Activity</b>	<b>PCI After M&amp;R</b>
2011	Apron	4110	AC	13,435	\$42,279.98	61	Mill and Overlay	100
2011	Runway 5-23	6105	AC	277,500	\$1,187,978.06	57	Mill and Overlay	100
2011	Taxiway	115	AC	4,310	\$27,109.90	46	Mill and Overlay	100
2011	Taxiway Hangar	210	AC	12,500	\$170,250.06	28	Reconstruction	100
2011	Taxiway Hangar	220	AC	7,050	\$49,512.16	39	Reconstruction	100
2011	Taxiway Hangar	230	AC	18,750	\$255,375.08	28	Reconstruction	100
2012	Apron	4105	AC	72,000	\$172,644.59	64	Mill and Overlay	100
2015	Taxiway	105	AC	158,600	\$464,293.60	63	Mill and Overlay	100
2015	Taxiway	110	AC	7,820	\$20,489.86	64	Mill and Overlay	100
<b>Total</b>					<b>\$2,389,933.29</b>	<b>50</b>		<b>100</b>

\* Costs are adjusted for inflation.





**LEGEND**

RW 13-35	TYPICAL RUNWAY BRANCH ID
TW A	TYPICAL TAXIWAY BRANCH ID
AP S	TYPICAL APRON BRANCH ID
	PCI 86-100 GOOD
	PCI 71-85 SATISFACTORY
	PCI 56-70 FAIR
	PCI 41-55 POOR
	PCI 26-40 VERY POOR
	PCI 11-25 SERIOUS
	PCI 0-10 FAILED

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

NUMBER	DATE	REVISIONS
DESIGNED: ELT	DRAWN: ALB	CHECKED: DRB
DATE:		

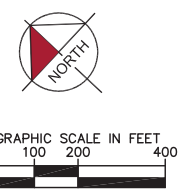
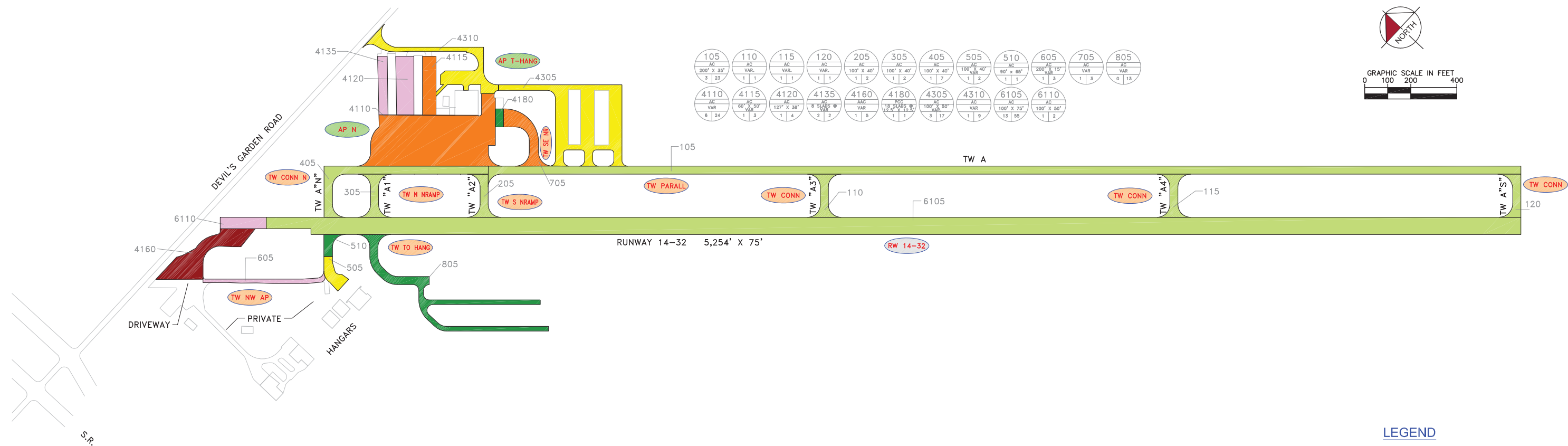


**Lake Wales Municipal Airport (X07)**

**Major Rehabilitation Plan by Year under Unlimited Funding Scenario**

<b>Year</b>	<b>Branch Name</b>	<b>Section ID</b>	<b>Surface Type</b>	<b>Section Area (ft<sup>2</sup>)</b>	<b>Major M&amp;R Costs*</b>	<b>PCI Before M&amp;R</b>	<b>M&amp;R Activity</b>	<b>PCI After M&amp;R</b>
2011	Apron	4110	AC	31,760	\$181,540.18	52	Mill and Overlay	100
2011	Hold Apron at RW 6	5102	AAC	10,300	\$140,286.05	29	Reconstruction	100
2011	Runway 6-24	6105	AAC	400,000	\$1,597,600.86	58	Mill and Overlay	100
2011	Taxiway Alpha	110	AC	3,310	\$20,819.90	44	Mill and Overlay	100
2011	Taxiway Bravo	215	AAC	4,530	\$28,493.70	45	Mill and Overlay	100
2011	Taxiway Delta	410	AC	67,040	\$229,276.96	60	Mill and Overlay	100
2012	Taxiway Alpha	105	AC	85,100	\$204,056.31	64	Mill and Overlay	100
2012	Taxiway Bravo	205	AC	14,040	\$33,665.69	64	Mill and Overlay	100
2013	Runway 17-35	6206	AAC	3,140	\$7,755.10	64	Mill and Overlay	100
2014	Apron	4105	AC	108,410	\$275,780.95	64	Mill and Overlay	100
2014	Runway 17-35	6205	AAC	290,140	\$738,078.46	64	Mill and Overlay	100
2015	Taxiway Alpha	115	AAC	2,880	\$7,546.14	64	Mill and Overlay	100
2015	Taxiway Bravo	207	AC	8,950	\$23,450.67	64	Mill and Overlay	100
2015	Taxiway Delta	415	AAC	2,600	\$7,611.37	63	Mill and Overlay	100
2017	Taxiway Charlie	305	AC	32,050	\$89,091.16	64	Mill and Overlay	100
2017	Taxiway Delta	405	AC	28,870	\$89,662.48	63	Mill and Overlay	100
2018	Taxiway Bravo	210	AC	15,740	\$50,350.75	63	Mill and Overlay	100
2019	Apron	4115	AC	14,420	\$67,715.16	59	Mill and Overlay	100
<b>Total</b>					<b>\$3,792,781.89</b>	<b>58</b>		<b>100</b>

\* Costs are adjusted for inflation.



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

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

NUMBER	DATE	REVISIONS
DESIGNED: ELT	DRAWN: ALB	CHECKED: DRB
DATE:		



**La Belle Municipal Airport (X14)**

**Major Rehabilitation Plan by Year under Unlimited Funding Scenario**

<b>Year</b>	<b>Branch Name</b>	<b>Section ID</b>	<b>Surface Type</b>	<b>Section Area (ft<sup>2</sup>)</b>	<b>Major M&amp;R Costs*</b>	<b>PCI Before M&amp;R</b>	<b>M&amp;R Activity</b>	<b>PCI After M&amp;R</b>
2011	North Apron	4110	AC	129,525	\$777,538.65	51	Mill and Overlay	100
2011	North Apron	4115	AC	7,085	\$40,497.87	52	Mill and Overlay	100
2011	North Apron	4120	AC	19,645	\$253,165.19	31	Mill and Overlay	100
2011	North Apron	4135	AC	10,360	\$141,103.25	27	Reconstruction	100
2011	North Apron	4160	AAC	32,555	\$443,399.24	24	Reconstruction	100
2011	Runway 14-32	6110	AC	10,000	\$92,220.02	36	Mill and Overlay	100
2011	Taxiway to NW Apron	605	AC	9,425	\$128,368.54	26	Reconstruction	100
2011	SE Taxiway to North Ramp	705	AC	16,420	\$89,144.20	53	Mill and Overlay	100
2011	Taxiway to Hangars	505	AC	7,650	\$32,749.67	57	Mill and Overlay	100
2014	Apron T-Hangars	4305	AC	68,460	\$174,153.34	64	Mill and Overlay	100
2014	Apron T-Hangars	4310	AC	30,550	\$77,715.23	64	Mill and Overlay	100
2017	Taxiway Connector	110	AC	9,140	\$28,386.39	63	Mill and Overlay	100
2018	Taxiway Connector	120	AC	8,225	\$23,549.39	64	Mill and Overlay	100
2019	Runway 14-32	6105	AC	403,830	\$1,190,911.87	64	Mill and Overlay	100
2019	Taxiway Connector	115	AC	9,140	\$26,954.25	64	Mill and Overlay	100
<b>Total</b>					<b>\$3,519,857.10</b>	<b>49</b>		<b>100</b>

\* Costs are adjusted for inflation.