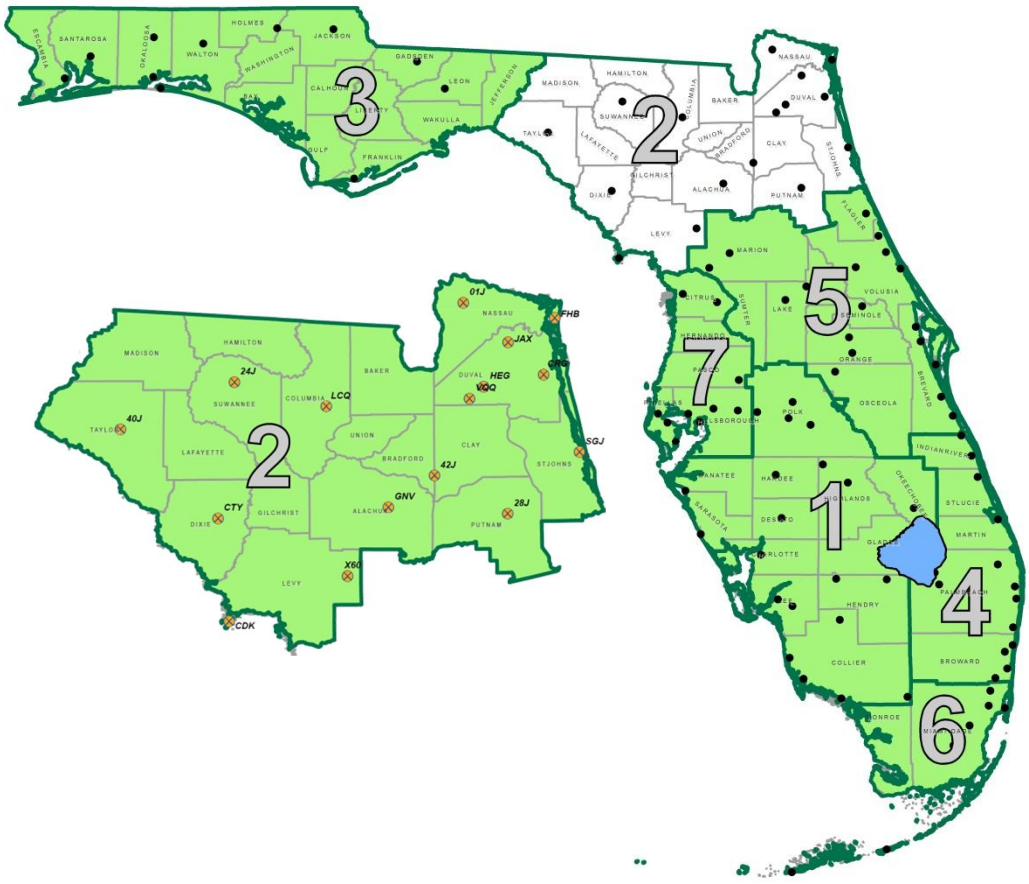
STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

AVIATION OFFICE

Statewide Airfield Pavement Management Program

District 2 Report



June 2012

TABLE OF CONTENTS

PAGE NO.

Executive Summary iii
1. Introduction 1
2. System Inventory and Airport Network Definition Development 4
3. Pavement Evaluation 7
4. MicroPAVER Analysis 13
5. Conclusion 22

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 5
Figure 2-2: Pavement Area by Use by Airport 6
Figure 3-1: PCI Rating Scale 8
Figure 3-2: PCI by Pavement Use by Airport 10
Figure 3-3: PCI by Pavement Use 11
Figure 3-4: PCI by Pavement Rank 12
Figure 3-5: PCI by Surface Type 12
Figure 4-1: Example Performance Model: FDOT-GA-RW-AC 13
Figure 4-2: Summary of 10-Year Major Rehabilitation and Maintenance Costs by Plan Year 19

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 xii
Table 2-1: Summary of Area by Use by Airport 5

TABLE OF CONTENTS

PAGE NO.

Table 3-1: Sampling Rate for FDOT Condition Surveys 7
Table 3-2: Condition Summary by Airport 9
Table 4-1: Routine Maintenance Activities for Airfield Pavements 15
Table 4-2: M&R Activities by Condition 16
Table 4-3: FDOT Minimum Service Levels 16
Table 4-4: Summary of Immediate Major Rehabilitation Needs 17
Table 4-5: Summary of 10-Year Major Rehabilitation Costs by Airport 18
Table 4-6: 10-Year Major Rehabilitation Costs by Airport by Year 20
Table 4-7: 10-Year Maintenance Costs by Airport by Year 21

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 decrease 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 2:

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

Northeast Florida Regional Airport (SGJ), formerly known as St. Augustine Airport and operated by St. Augustine – St. Johns County Airport Authority did not participate in this FDOT SAPMP update and therefore was not inspected.

Hilliard Airport (01S) has a turf runway and contains no pavements. It is not included in this report.

District 2's overall PCI is at a 67, 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 2 ranged from 38 (Very Poor) to 86 (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
24J	Suwannee County Airport	GA	85	85	53	75	Satisfactory
28J	Palatka Municipal Airport	GA	65	66	70	66	Fair
40J	Perry-Foley Airport	GA	42	66	30	44	Poor
42J	Keystone Airpark	GA	79	50	52	65	Fair
CDK	George T. Lewis Airport	GA	41	16	15	38	Very Poor
CRG	Craig Municipal Airport	RL	83	77	48	65	Fair
CTY	Cross City Airport	GA	57	64	36	55	Poor
FHB	Fernandina Beach Municipal Airport	RL	86	90	59	82	Satisfactory
GNV	Gainesville Regional Airport	PR	74	63	96	77	Satisfactory
HEG	Herlong Airport	RL	73	52	65	65	Fair
JAX	Jacksonville International Airport	PR	92	84	83	86	Good
LCQ	Lake City Municipal Airport	GA	68	64	72	69	Fair
VQQ	Cecil Field Airport	RL	77	78	72	76	Satisfactory
X60	Williston Municipal Airport	GA	84	57	86	72	Satisfactory
	District 2 Overall =		**72**	**65**	**60**	**67**	**Fair**

Table II: Runway Condition Summary by Airport

FAA Identifier	Airport Name	Airport Type	Runway Facility	Length	Width	Weighted Average PCI	Below Critical	Below FDOT
24J	Suwannee County Airport	GA	7-25	4,037	75	85		
28J	Palatka Municipal Airport	GA	12-30	3,000	75	27	X	X
28J	Palatka Municipal Airport	GA	17-35	3,510	75	100		
28J	Palatka Municipal Airport	GA	9-27	6,000	100	62	X	X
40J	Perry-Foley Airport	GA	12-30	4,754	100	50	X	X
40J	Perry-Foley Airport	GA	18-36	4,986	100	55	X	X
40J	Perry-Foley Airport	GA	6-24	4,378	150	20	X	X
42J	Keystone Airpark	GA	11-29	4,899	75	57	X	X
42J	Keystone Airpark	GA	5-23	5,044	100	95		
CDK	George T. Lewis Airport	GA	5-23	2,355	100	41	X	X
CRG	Craig Municipal Airport	RL	14-32	4,008	100	67		X
CRG	Craig Municipal Airport	RL	5-23	4,004	100	100		
CTY	Cross City Airport	GA	13-31	5,001	100	53	X	X
CTY	Cross City Airport	GA	4-22	5,005	75	62	X	X
FHB	Fernandina Municipal Airport	RL	13-31	5,152	100	100		
FHB	Fernandina Municipal Airport	RL	4-22	5,301	100	73		X
FHB	Fernandina Municipal Airport	RL	8-26	5,000	100	91		
GNV	Gainesville Regional Airport	PR	11-29	7,504	150	84		
GNV	Gainesville Regional Airport	PR	7-25	4,158	100	45	X	X
HEG	Herlong Airport	RL	11-29	3,500	100	51	X	X
HEG	Herlong Airport	RL	7-25	3,999	100	96		
JAX	Jacksonville Intl. Airport	PR	14-32	7,701	150	92		
JAX	Jacksonville Intl. Airport	PR	8-26	10,000	150	92		
LCQ	Lake City Municipal Airport	GA	10-28	8,003	150	69		X
LCQ	Lake City Municipal Airport	GA	5-23	4,000	75	64	X	X
VQQ	Cecil Field	RL	18L-36R	12,504	200	90		
VQQ	Cecil Field	RL	18R-36L	8,001	200	54	X	X
VQQ	Cecil Field	RL	9L-27R	4,439	200	48	X	X
VQQ	Cecil Field	RL	9R-27L	8,003	200	95		
X60	Williston Municipal Airport	GA	14-32	4,399	100	35	X	X
X60	Williston Municipal Airport	GA	5-23	6,668	100	84		
					Weighted Average =	***72***		***58%***

Figure I-A: Runway Condition

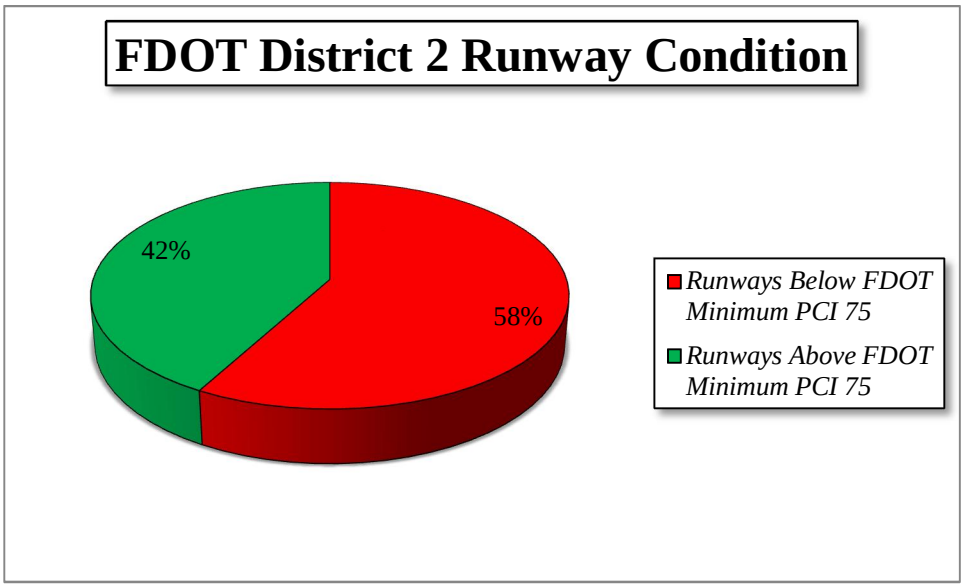
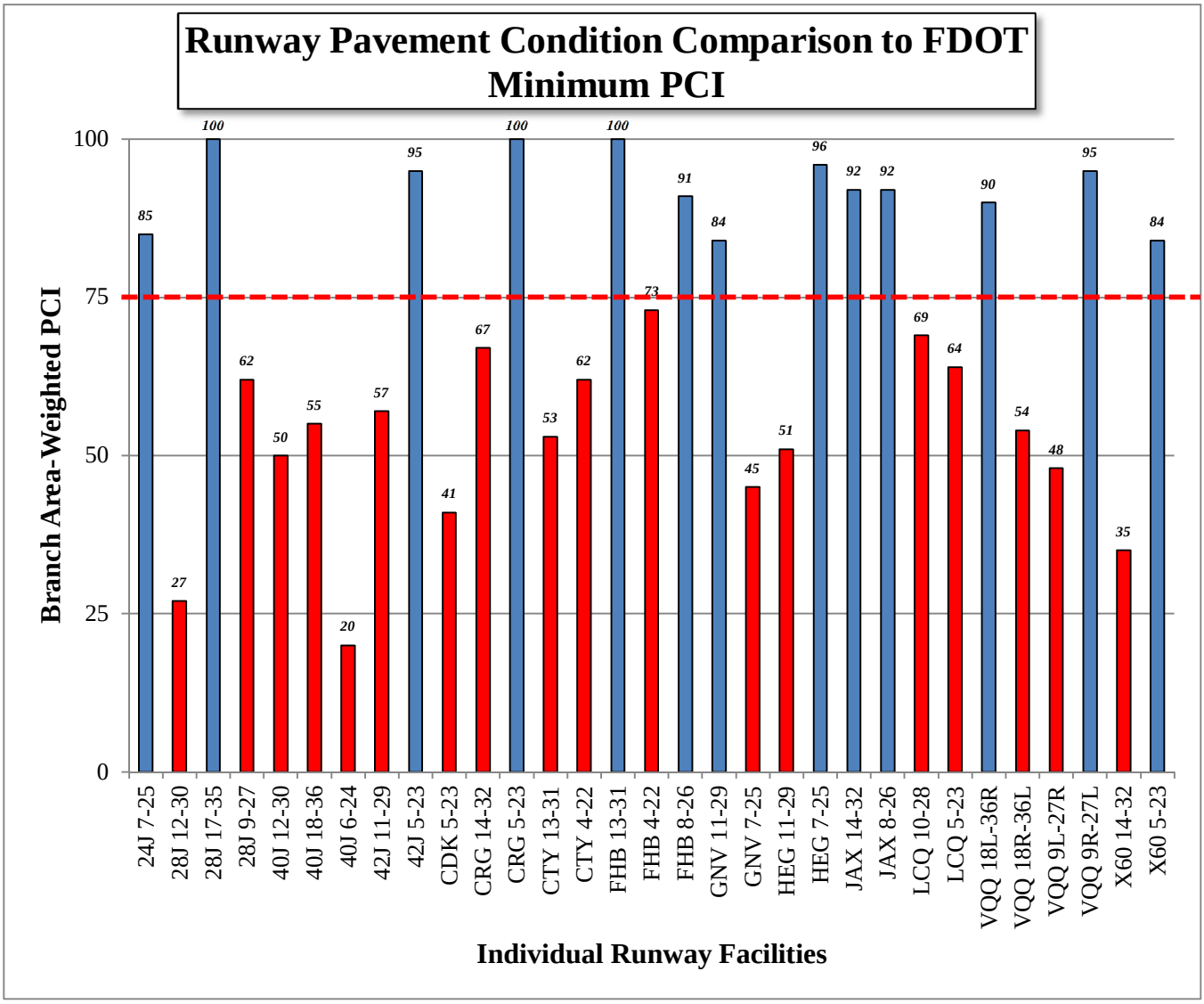


Figure I-B: Runway Pavement Condition Comparison to FDOT Minimum PCI



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

FAA Identifier	Airport Name	Type	Runway Area (SqFt)	Taxiway Area (SqFt)	Apron Area (SqFt)	Total Area (SqFt)
24J	Suwannee County Airport	GA	300,000	185,988	217,761	703,749
28J	Palatka Municipal Airport	GA	1,050,841	690,414	301,583	2,042,838
40J	Perry-Foley Airport	GA	2,195,950	443,000	386,343	3,025,293
42J	Keystone Airpark	GA	875,914	415,000	404,995	1,695,909
CDK	George T. Lewis Airport	GA	235,300	6,240	23,250	264,790
CRG	Craig Municipal Airport	RL	790,000	610,839	1,292,818	2,693,657
CTY	Cross City Airport	GA	901,625	505,752	305,356	1,712,733
FHB	Fernandina Beach Municipal Airport	RL	1,162,200	721,418	457,006	2,340,624
GNV	Gainesville Regional Airport	PR	1,580,350	1,645,869	1,462,364	4,688,583
HEG	Herlong Airport	RL	808,300	487,718	570,331	1,866,349
JAX	Jacksonville International Airport	PR	2,692,500	4,642,460	4,309,235	11,644,195
LCQ	Lake City Municipal Airport	GA	1,495,500	910,055	1,392,944	3,798,499
VQQ	Cecil Field Airport	RL	6,412,650	3,921,243	4,822,782	15,156,675
X60	Williston Municipal Airport	GA	780,300	720,546	165,613	1,666,459
	District 2 Overall =		**21,281,430**	**15,906,542**	**16,112,381**	**53,300,353**

Figure II: PCI by Pavement Use by Airport

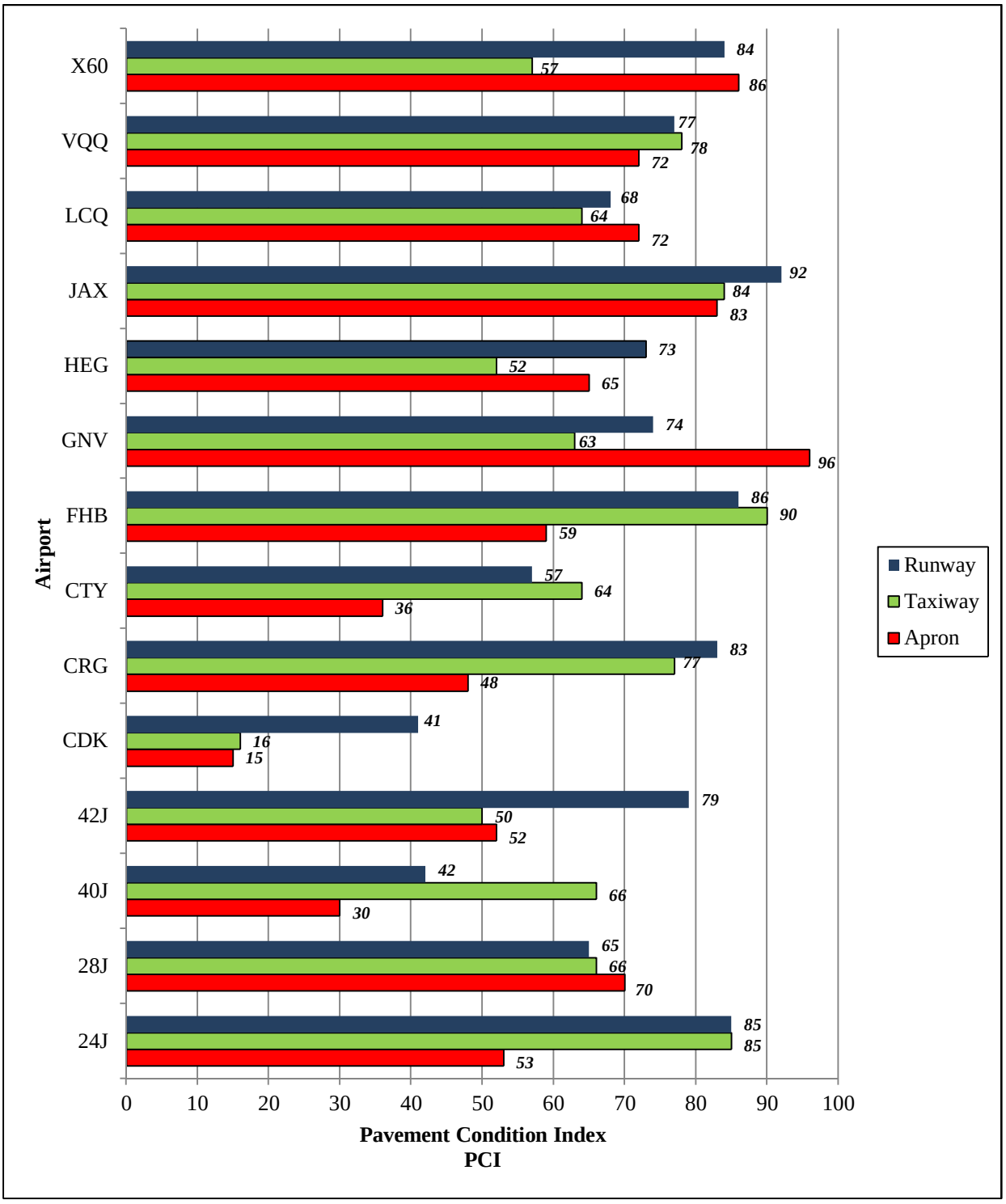
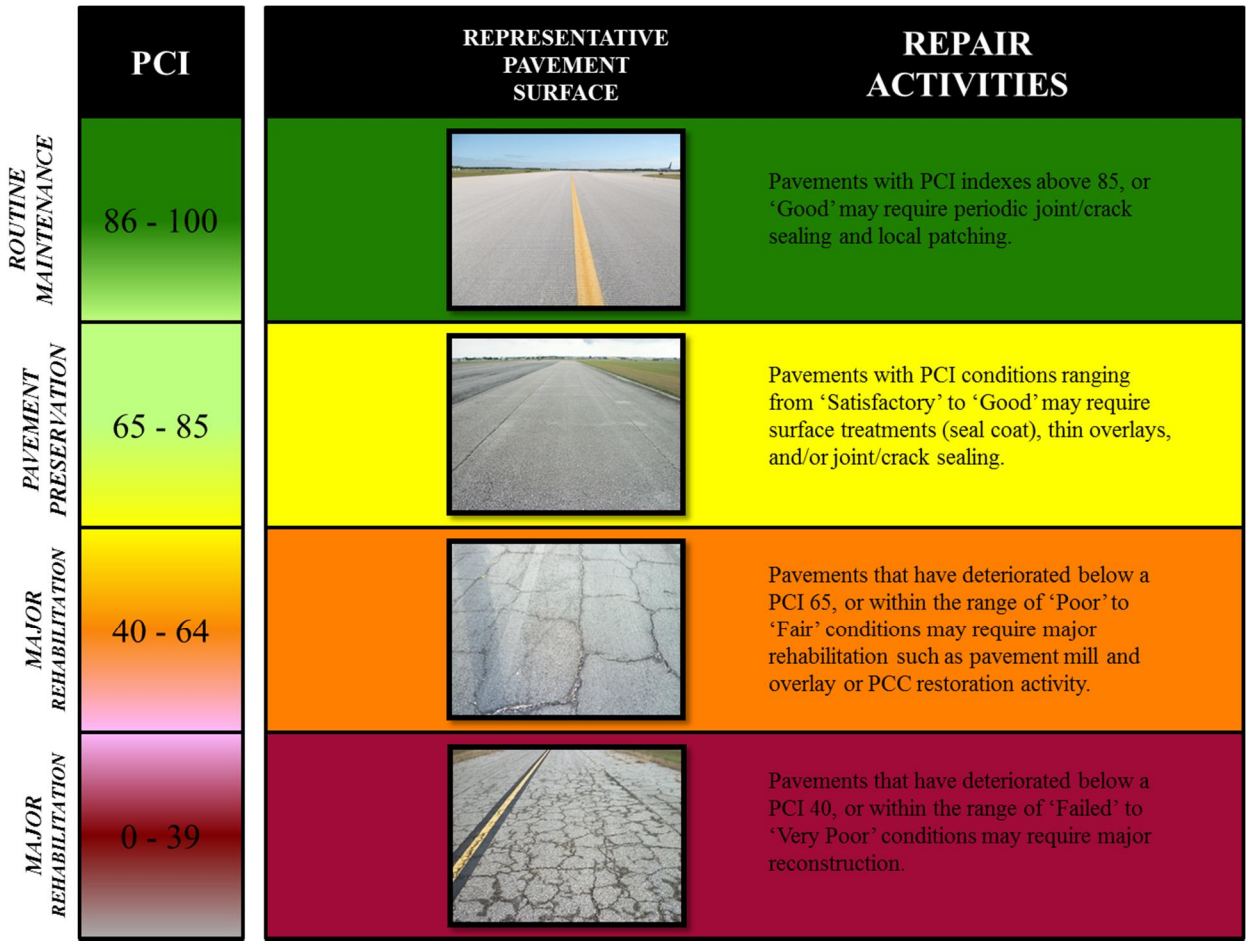


Figure III: Pictorial Representation of PCIs and Ratings below illustrates characteristic pavement surfaces associated with various ranges of PCIs and Ratings, along with typical repair activities for the PCI ranges.

Figure III: Pictorial Representation of PCIs and Ratings



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 2 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
24J	Suwannee County Airport	GA	75	Satisfactory	$1,096,032.01
28J	Palatka Municipal Airport	GA	66	Fair	$7,560,784.44
40J	Perry-Foley Airport	GA	44	Poor	$22,895,188.89
42J	Keystone Airpark	GA	65	Fair	$6,913,462.16
CDK	George T. Lewis Airport	GA	38	Very Poor	$1,881,691.21
CRG	Craig Municipal Airport	RL	65	Fair	$12,701,269.60
CTY	Cross City Airport	GA	55	Poor	$8,528,751.95
FHB	Fernandina Beach Municipal Airport	RL	82	Satisfactory	$2,436,867.88
GNV	Gainesville Regional Airport	PR	77	Satisfactory	$15,834,427.55
HEG	Herlong Airport	RL	65	Fair	$9,069,879.67
JAX	Jacksonville International Airport	PR	86	Good	$6,512,402.61
LCQ	Lake City Municipal Airport	GA	69	Fair	$6,412,004.23
VQQ	Cecil Field Airport	RL	76	Satisfactory	$25,220,415.87
X60	Williston Municipal Airport	GA	72	Satisfactory	$10,468,757.90
	District 2 Overall =		**67**	**Fair**	**$137,531,935.97**

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
24J	Suwannee County Airport	GA	75	Satisfactory	$1,366,039.10
28J	Palatka Municipal Airport	GA	66	Fair	$8,185,379.94
40J	Perry-Foley Airport	GA	44	Poor	$24,343,617.03
42J	Keystone Airpark	GA	65	Fair	$6,913,462.16
CDK	George T. Lewis Airport	GA	38	Very Poor	$1,881,691.21
CRG	Craig Municipal Airport	RL	65	Fair	$14,202,806.10
CTY	Cross City Airport	GA	55	Poor	$9,159,368.23
FHB	Fernandina Beach Municipal Airport	RL	82	Satisfactory	$3,997,298.58
GNV	Gainesville Regional Airport	PR	77	Satisfactory	$17,551,759.63
HEG	Herlong Airport	RL	65	Fair	$9,306,109.33
JAX	Jacksonville International Airport	PR	86	Good	$9,343,958.29
LCQ	Lake City Municipal Airport	GA	69	Fair	$11,150,394.43
VQQ	Cecil Field Airport	RL	76	Satisfactory	$33,482,960.31
X60	Williston Municipal Airport	GA	72	Satisfactory	$10,750,123.13
	District 2 Overall =		**67**	**Fair**	**$161,634,967.47**

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

	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

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 2:

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

Northeast Florida Regional Airport (SGJ), formerly known as St. Augustine Airport and operated by St. Augustine – St. Johns County Airport Authority did not participate in this FDOT SAPMP update and therefore was not inspected.

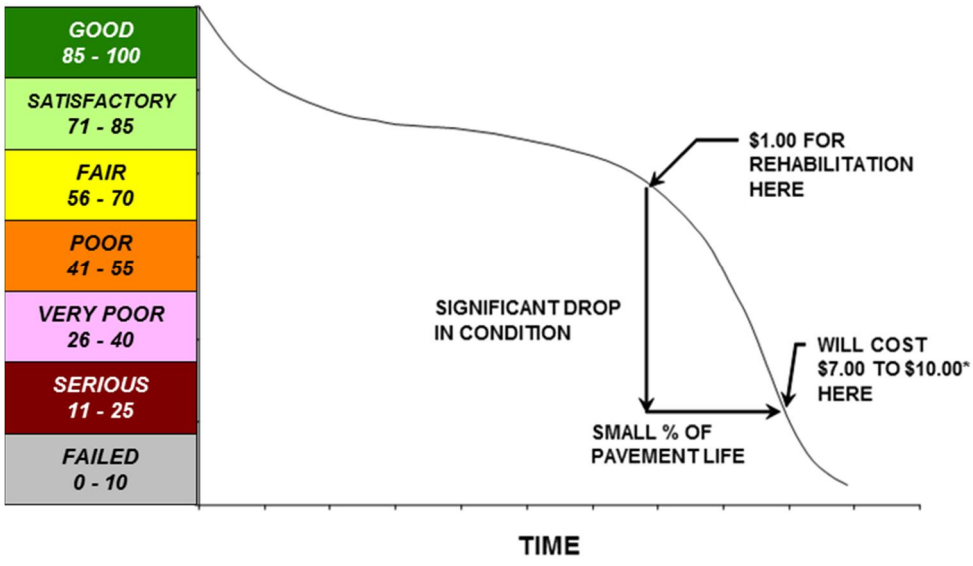
Hilliard Airport (01S) has a turf runway and contains no pavements. It is not included in this report.

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

FAA Identifier	Airport Name	Type	Runway Area (SqFt)	Taxiway Area (SqFt)	Apron Area (SqFt)	Total Area (SqFt)
24J	Suwannee County Airport	GA	300,000	185,988	217,761	703,749
28J	Palatka Municipal Airport	GA	1,050,841	690,414	301,583	2,042,838
40J	Perry-Foley Airport	GA	2,195,950	443,000	386,343	3,025,293
42J	Keystone Airpark	GA	875,914	415,000	404,995	1,695,909
CDK	George T. Lewis Airport	GA	235,300	6,240	23,250	264,790
CRG	Craig Municipal Airport	RL	790,000	610,839	1,292,818	2,693,657
CTY	Cross City Airport	GA	901,625	505,752	305,356	1,712,733
FHB	Fernandina Beach Municipal Airport	RL	1,162,200	721,418	457,006	2,340,624
GNV	Gainesville Regional Airport	PR	1,580,350	1,645,869	1,462,364	4,688,583
HEG	Herlong Airport	RL	808,300	487,718	570,331	1,866,349
JAX	Jacksonville International Airport	PR	2,692,500	4,642,460	4,309,235	11,644,195
LCQ	Lake City Municipal Airport	GA	1,495,500	910,055	1,392,944	3,798,499
VQQ	Cecil Field Airport	RL	6,412,650	3,921,243	4,822,782	15,156,675
X60	Williston Municipal Airport	GA	780,300	720,546	165,613	1,666,459
	District 2 Overall =		**21,281,430**	**15,906,542**	**16,112,381**	**53,300,353**

Figure 2-1: District Pavement Area by Use

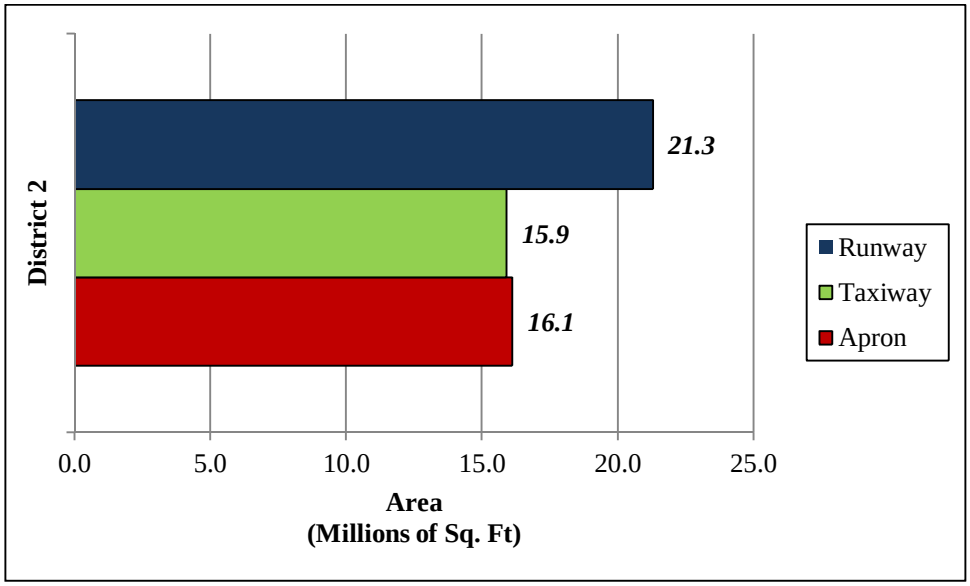
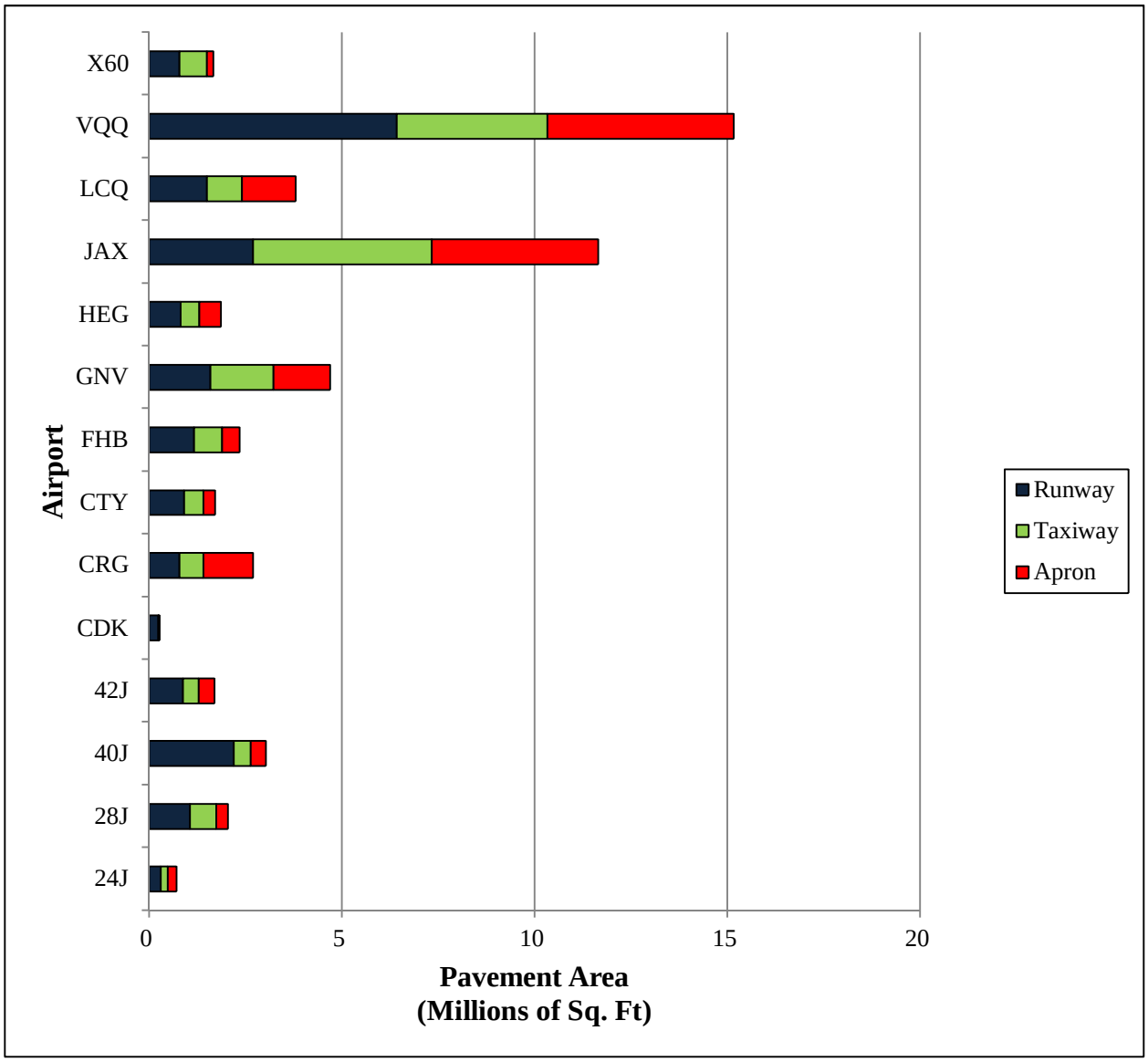


Figure 2-2: Pavement Area by Use by Airport



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

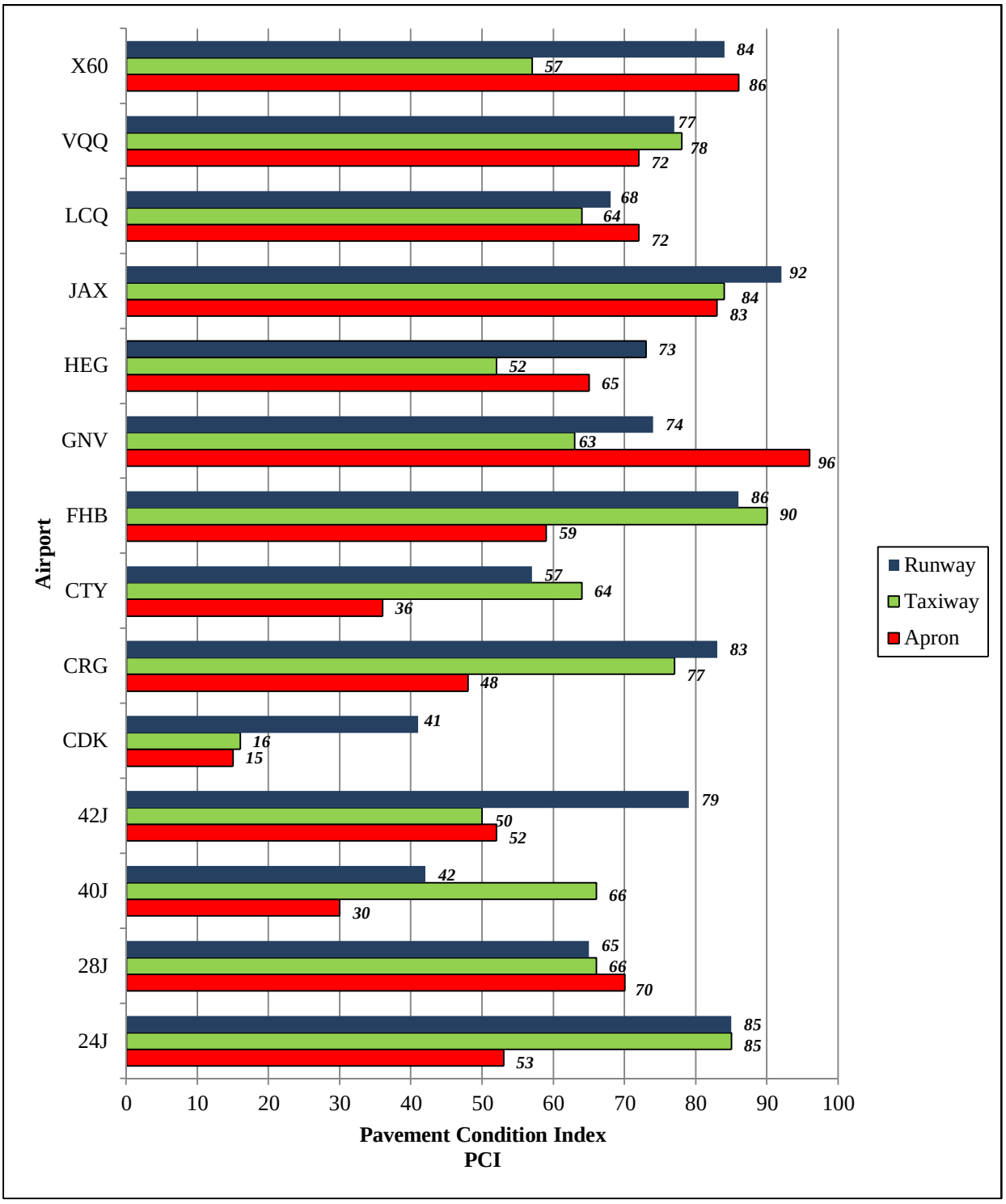
District 2's overall PCI is at a 67, which corresponds to a 'Fair' condition. **Table 3-2: Condition Summary by Airport** below represents the results of the PCI inspection at each airport within the District. Specific individual airport results are identified in each individual airport report.

Table 3-2: Condition Summary by Airport

FAA Identifier	Airport Name	Type	Runway PCI	Taxiway PCI	Apron PCI	Overall PCI	Overall Condition Rating
24J	Suwannee County Airport	GA	85	85	53	75	Satisfactory
28J	Palatka Municipal Airport	GA	65	66	70	66	Fair
40J	Perry-Foley Airport	GA	42	66	30	44	Poor
42J	Keystone Airpark	GA	79	50	52	65	Fair
CDK	George T. Lewis Airport	GA	41	16	15	38	Very Poor
CRG	Craig Municipal Airport	RL	83	77	48	65	Fair
CTY	Cross City Airport	GA	57	64	36	55	Poor
FHB	Fernandina Beach Municipal Airport	RL	86	90	59	82	Satisfactory
GNV	Gainesville Regional Airport	PR	74	63	96	77	Satisfactory
HEG	Herlong Airport	RL	73	52	65	65	Fair
JAX	Jacksonville International Airport	PR	92	84	83	86	Good
LCQ	Lake City Municipal Airport	GA	68	64	72	69	Fair
VQQ	Cecil Field Airport	RL	77	78	72	76	Satisfactory
X60	Williston Municipal Airport	GA	84	57	86	72	Satisfactory
	District 2 Overall =		**72**	**65**	**60**	**67**	**Fair**

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

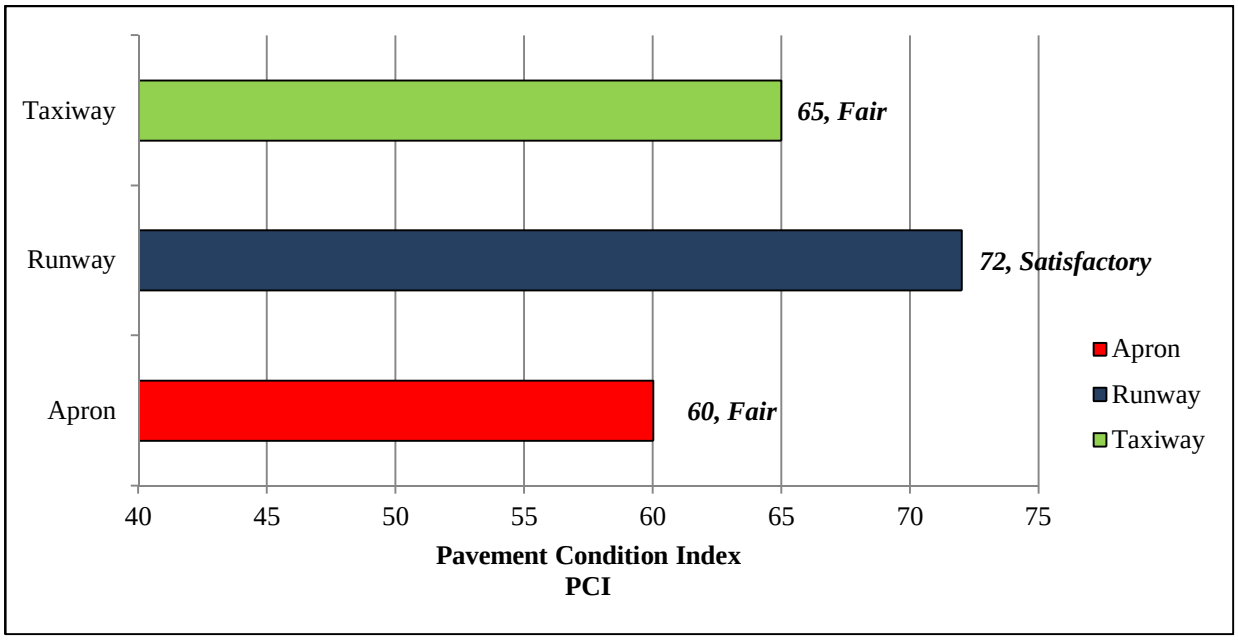
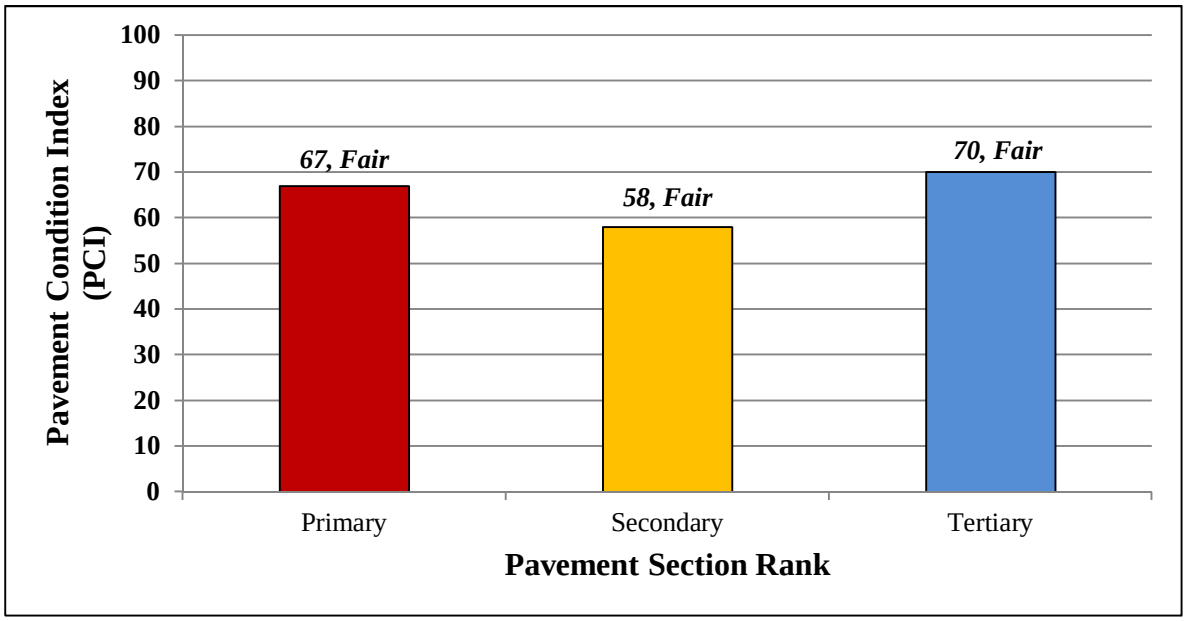


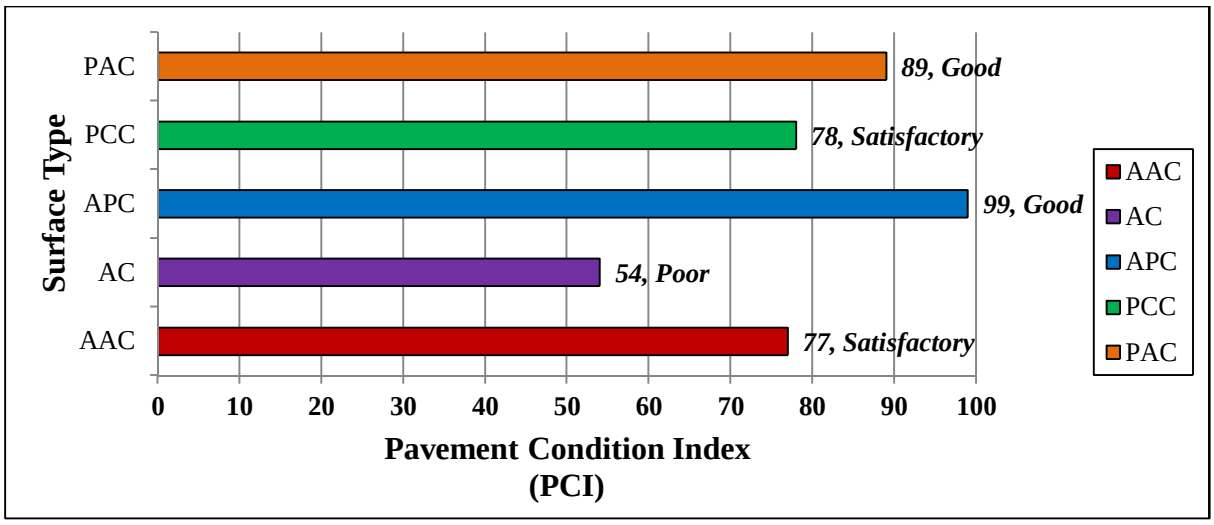
Figure 3-4: PCI by Pavement Rank below illustrates the area-weighted PCI within the District for Primary, Secondary and Tertiary pavements. The pavement facility ranking was established during the 1998/1999 survey and has been updated based on airport feedback. Primary pavements are considered to be 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 (PAC), a pavement type that consists of a thin concrete overlay on an asphalt concrete pavement, was found at Williston Municipal Airport (X60) and Fernandina Beach Municipal Airport (FHB).

Figure 3-5: PCI by Surface Type



4. MICROPAVER 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:

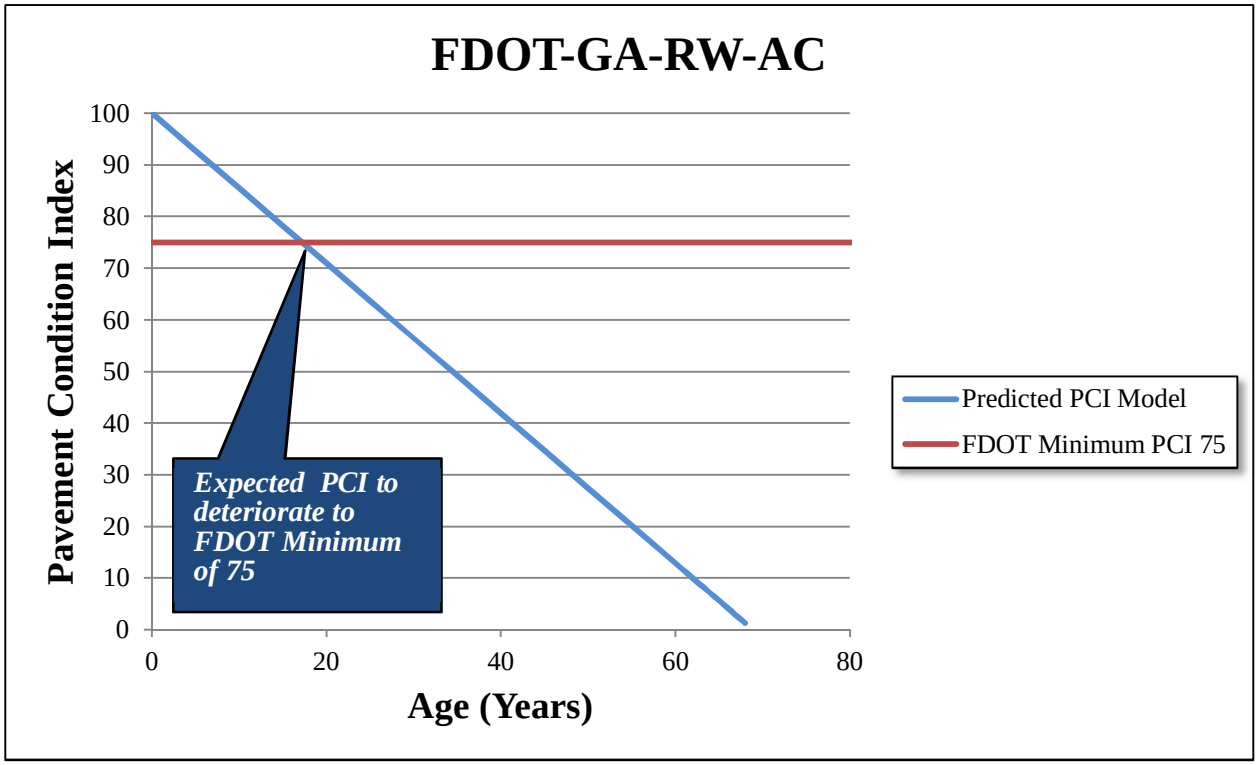
AIRPORT TYPE (Primary, Regional Reliever, or General Aviation)

> 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
24J	Suwannee County Airport	GA	75	Satisfactory	$1,096,032.01
28J	Palatka Municipal Airport	GA	66	Fair	$7,560,784.44
40J	Perry-Foley Airport	GA	44	Poor	$22,895,188.89
42J	Keystone Airpark	GA	65	Fair	$6,913,462.16
CDK	George T. Lewis Airport	GA	38	Very Poor	$1,881,691.21
CRG	Craig Municipal Airport	RL	65	Fair	$12,701,269.60
CTY	Cross City Airport	GA	55	Poor	$8,528,751.95
FHB	Fernandina Beach Municipal Airport	RL	82	Satisfactory	$2,436,867.88
GNV	Gainesville Regional Airport	PR	77	Satisfactory	$15,834,427.55
HEG	Herlong Airport	RL	65	Fair	$9,069,879.67
JAX	Jacksonville International Airport	PR	86	Good	$6,512,402.61
LCQ	Lake City Municipal Airport	GA	69	Fair	$6,412,004.23
VQQ	Cecil Field Airport	RL	76	Satisfactory	$25,220,415.87
X60	Williston Municipal Airport	GA	72	Satisfactory	$10,468,757.90
	District 2 Overall =		**67**	**Fair**	**$137,531,935.97**

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**.

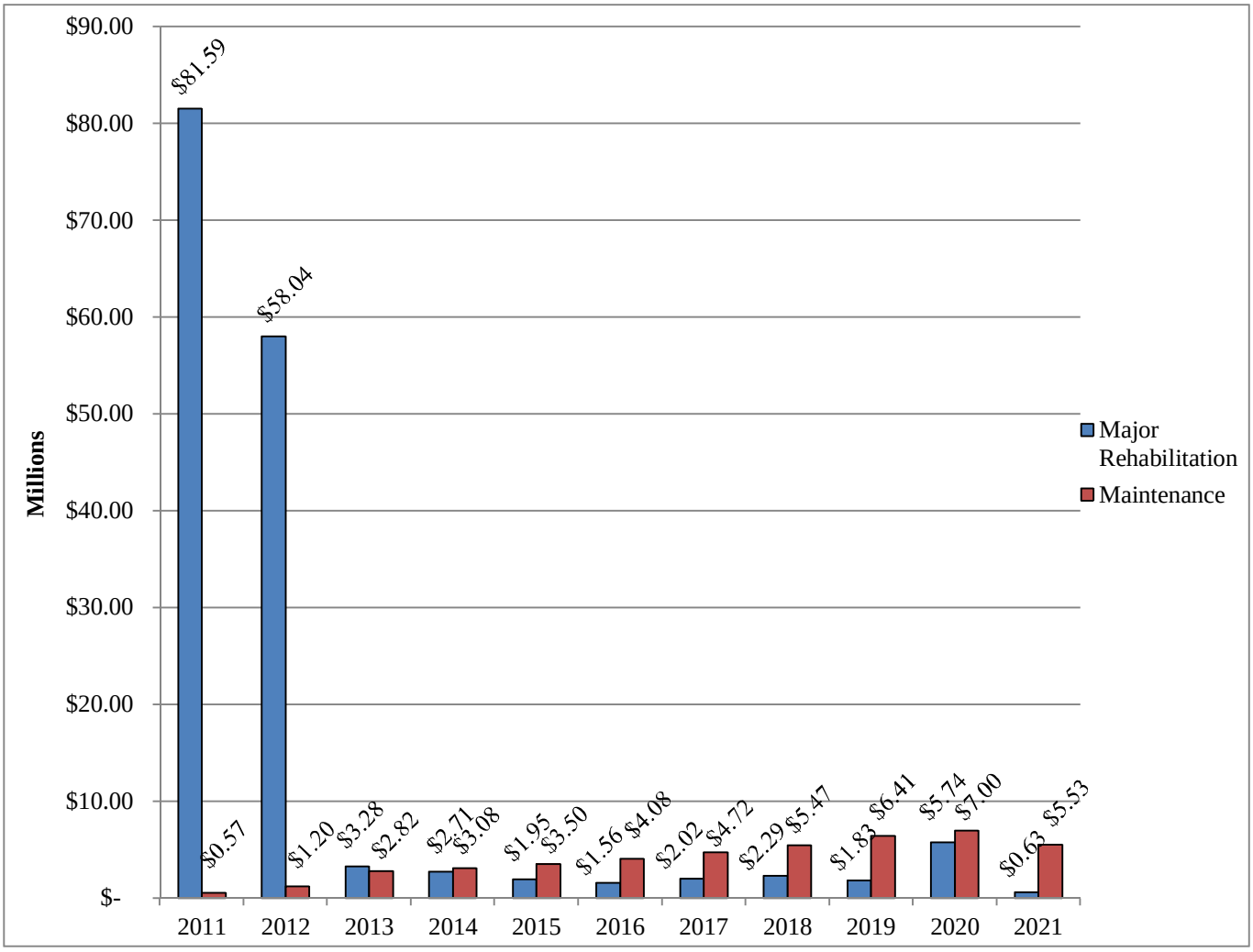
The breakdown of these costs on an individual airport basis can be found in Appendix C.

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
24J	Suwannee County Airport	GA	75	Satisfactory	$1,366,039.10
28J	Palatka Municipal Airport	GA	66	Fair	$8,185,379.94
40J	Perry-Foley Airport	GA	44	Poor	$24,343,617.03
42J	Keystone Airpark	GA	65	Fair	$6,913,462.16
CDK	George T. Lewis Airport	GA	38	Very Poor	$1,881,691.21
CRG	Craig Municipal Airport	RL	65	Fair	$14,202,806.10
CTY	Cross City Airport	GA	55	Poor	$9,159,368.23
FHB	Fernandina Beach Municipal Airport	RL	82	Satisfactory	$3,997,298.58
GNV	Gainesville Regional Airport	PR	77	Satisfactory	$17,551,759.63
HEG	Herlong Airport	RL	65	Fair	$9,306,109.33
JAX	Jacksonville International Airport	PR	86	Good	$9,343,958.29
LCQ	Lake City Municipal Airport	GA	69	Fair	$11,150,394.43
VQQ	Cecil Field Airport	RL	76	Satisfactory	$33,482,960.31
X60	Williston Municipal Airport	GA	72	Satisfactory	$10,750,123.13
	District 2 Overall =		**67**	**Fair**	**$161,634,967.47**

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 2 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
24J	GA	$1,096,032.00	$0.00	$0.00	$0.00	$0.00	$60,898.24	$0.00	$41,489.78	$0.00	$167,619.08	n/a	$1,366,039.10
28J	GA	$7,560,784.45	$0.00	$17,698.81	$31,528.35	$0.00	$0.00	$0.00	$0.00	$7,887.92	$567,480.41	n/a	$8,185,379.94
40J	GA	$22,895,188.88	$1,224,781.59	$0.00	$153,477.97	$0.00	$70,168.59	$0.00	$0.00	$0.00	$0.00	n/a	$24,343,617.03
42J	GA	$6,913,462.16	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	n/a	$6,913,462.16
CDK	GA	$1,881,691.21	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	n/a	$1,881,691.21
CRG	RL	n/a	$12,701,269.60	$984,695.42	$0.00	$0.00	$0.00	$0.00	$96,589.27	$333,597.11	$0.00	$86,654.70	$14,202,806.10
CTY	GA	$8,528,751.98	$0.00	$536,298.17	$50,875.11	$0.00	$0.00	$0.00	$0.00	$0.00	$43,442.97	n/a	$9,159,368.23
FHB	GA	n/a	$2,436,867.87	$0.00	$0.00	$17,296.94	$0.00	$1,531,674.52	$0.00	$0.00	$0.00	$11,459.25	$3,997,298.58
GNV	PR	$15,834,427.58	$99,716.83	$0.00	$0.00	$139,472.99	$148,813.16	$0.00	$97,056.58	$403,624.44	$828,648.05	n/a	$17,551,759.63
HEG	RL	n/a	$9,069,879.67	$31,740.48	$0.00	$0.00	$204,489.18	$0.00	$0.00	$0.00	$0.00	$0.00	$9,306,109.33
JAX	PR	n/a	$6,512,402.61	$0.00	$43,137.50	$150,475.11	$0.00	$0.00	$1,210,770.16	$0.00	$1,312,415.26	$114,757.65	$9,343,958.29
LCQ	GA	$6,412,004.22	$559,337.69	$1,531,261.59	$1,494,895.63	$27,511.95	$330,601.99	$17,609.27	$665,403.38	$111,768.71	$0.00	n/a	$11,150,394.43
VQQ	RL	n/a	$25,220,415.85	$179,598.20	$934,705.86	$1,610,503.98	$686,040.56	$468,344.09	$183,366.30	$969,730.26	$2,816,449.04	$413,806.17	$33,482,960.31
X60	GA	$10,468,757.89	$218,985.37	$0.00	$0.00	$0.00	$62,379.87	$0.00	$0.00	$0.00	$0.00	n/a	$10,750,123.13
Annual Total =		***$81,591,100.37***	***$58,043,657.08***	***$3,281,292.67***	***$2,708,620.42***	***$1,945,260.97***	***$1,563,391.59***	***$2,017,627.88***	***$2,294,675.47***	***$1,826,608.44***	***$5,736,054.81***	***$626,677.77***	***$161,634,967.47***

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
24J	GA	$20,568.09	$35,920.93	$45,485.80	$54,496.94	$67,263.80	$70,970.35	$82,786.96	$89,778.43	$108,581.77	$104,117.08	n/a	$679,970.15
28J	GA	$53,804.76	$42,071.39	$50,195.98	$57,416.35	$70,829.26	$91,286.01	$123,727.31	$161,176.46	$212,373.93	$200,207.14	n/a	$1,063,088.59
40J	GA	$191,081.56	$19,714.34	$24,846.87	$15,008.75	$19,766.28	$32,533.06	$69,570.05	$112,477.09	$193,671.66	$259,490.21	n/a	$938,159.87
42J	GA	$0.00	$4,677.50	$9,316.93	$14,663.53	$20,004.05	$45,924.66	$71,337.96	$107,034.54	$155,591.18	$195,481.13	n/a	$624,031.48
CDK	GA	$0.00	$153.53	$463.50	$640.29	$987.32	$1,189.74	$1,569.11	$1,936.89	$8,368.31	$11,901.61	n/a	$27,210.30
CRG	RL	n/a	$56,861.71	$85,280.94	$116,014.34	$146,780.25	$182,205.39	$233,767.18	$292,367.82	$329,146.34	$390,296.09	$453,062.17	$2,285,782.23
CTY	GA	$85,345.16	$55,389.02	$9,396.43	$7,498.11	$10,435.45	$22,900.22	$42,912.91	$73,856.32	$116,139.60	$148,416.19	n/a	$572,289.41
FHB	GA	n/a	$91,443.74	$166,071.60	$214,721.34	$262,602.01	$303,734.88	$210,813.11	$249,357.33	$294,856.65	$341,647.69	$406,582.87	$2,541,831.22
GNV	PR	$61,851.45	$143,644.38	$179,339.34	$231,519.41	$289,785.44	$365,500.51	$447,562.86	$551,526.14	$643,143.03	$692,463.53	n/a	$3,606,336.09
HEG	RL	n/a	$43,124.88	$34,617.17	$47,440.27	$69,772.63	$92,346.34	$136,916.97	$190,527.03	$235,078.94	$287,253.96	$333,513.60	$1,470,591.79
JAX	PR	n/a	$68,298.34	$487,334.05	$564,693.23	$651,552.70	$760,817.06	$889,462.12	$933,721.09	$1,073,486.93	$1,123,721.07	$1,263,215.87	$7,816,302.46
LCQ	GA	$118,243.04	$356,540.24	$237,677.71	$122,919.10	$147,126.97	$136,875.53	$171,099.30	$143,096.12	$198,154.07	$277,282.92	n/a	$1,909,015.00
VQQ	RL	n/a	$269,415.44	$1,469,128.86	$1,612,501.24	$1,713,771.26	$1,935,800.36	$2,186,547.24	$2,480,736.14	$2,716,012.13	$2,814,124.96	$3,072,469.14	$20,270,506.77
X60	GA	$39,246.89	$11,732.55	$17,621.76	$24,147.07	$33,812.70	$39,569.57	$55,172.48	$80,344.55	$123,523.73	$152,570.01	n/a	$577,741.31
Annual Total =		***$570,140.95***	***$1,198,987.99***	***$2,816,776.94***	***$3,083,679.97***	***$3,504,490.12***	***$4,081,653.68***	***$4,723,245.56***	***$5,467,935.95***	***$6,408,128.27***	***$6,998,973.59***	***$5,528,843.65***	***$44,382,856.67***

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.

28J – Palatka Municipal Airport

- **Runway 12-30, pavement mill and overlay and full depth pavement reconstruction $2.48M**
- **Runway 9-27, pavement mill and overlay $1.75M**

40J –Perry-Foley Airport

- **Runway 12-30, pavement mill and overlay, PCC restoration, and full depth pavement reconstruction $4.38M**
- **Runway 18-36, pavement mill and overlay, PCC restoration, and full depth pavement reconstruction $4.58M**
- **Runway 6-24, PCC restoration and full depth pavement reconstruction $9.27M**

42J –Keystone Airpark

- **Runway 11-29, pavement mill and overlay, PCC restoration, and full depth pavement reconstruction $1.62M**

CDK –George T. Lewis Airport

- **Runway 5-23, pavement mill and overlay $1.48M**

CRG –Craig Municipal Airport

- **Runway 14-32, pavement mill and overlay $0.96M**

CTY –Cross City Airport

- **Runway 13-31, pavement mill and overlay and PCC restoration $2.74M**
- **Runway 4-22, pavement mill and overlay $1.20M**

FHB –Fernandina Beach Municipal Airport

- **Runway 4-22, pavement mill and overlay $1.53M**

GNV –Gainesville Regional Airport

- **Runway 7-25, pavement mill and overlay and full depth pavement reconstruction $3.62M**

HEG –Herlong Airport

- **Runway 11-29, pavement mill and overlay $2.95M**

LCQ –Lake City Municipal Airport

- **Runway 10-28, pavement mill and overlay $2.84M**
- **Runway 5-23, pavement mill and overlay $0.76M**

VQQ –Cecil Field Airport

- **Runway 18R-36L, full depth pavement reconstruction $11.86M**
- **Runway 9L-27R, full depth pavement reconstruction $8.87M**

X60 –Williston Municipal Airport

- **Runway 14-32, pavement mill and overlay, PCC restoration, and full depth pavement reconstruction $6.16M**

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 ± 2,000 square feet for AC-surfaced pavements and 20 ± 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

	Activity	PCI Trigger	Cost/SqFt
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
	Reconstruction	30	$13.62
		20	$13.62

Critical PCIs

Use	Critical PCI
Runway	65
Taxiway	65
Apron	65

FDOT Minimum Service Level PCIs

Minimum PCI		
Runway	**Taxiway**	**Apron**
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
	Reconstruction	30	$18.57
		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

	Activity	PCI Trigger	Cost/SqFt
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
	Reconstruction	30	$20.88
		20	$20.88

Critical PCIs

Use	Critical PCI
Runway	65
Taxiway	65
Apron	65

FDOT Minimum Service Level PCIs

Minimum PCI		
Runway	**Taxiway**	**Apron**
75	70	65

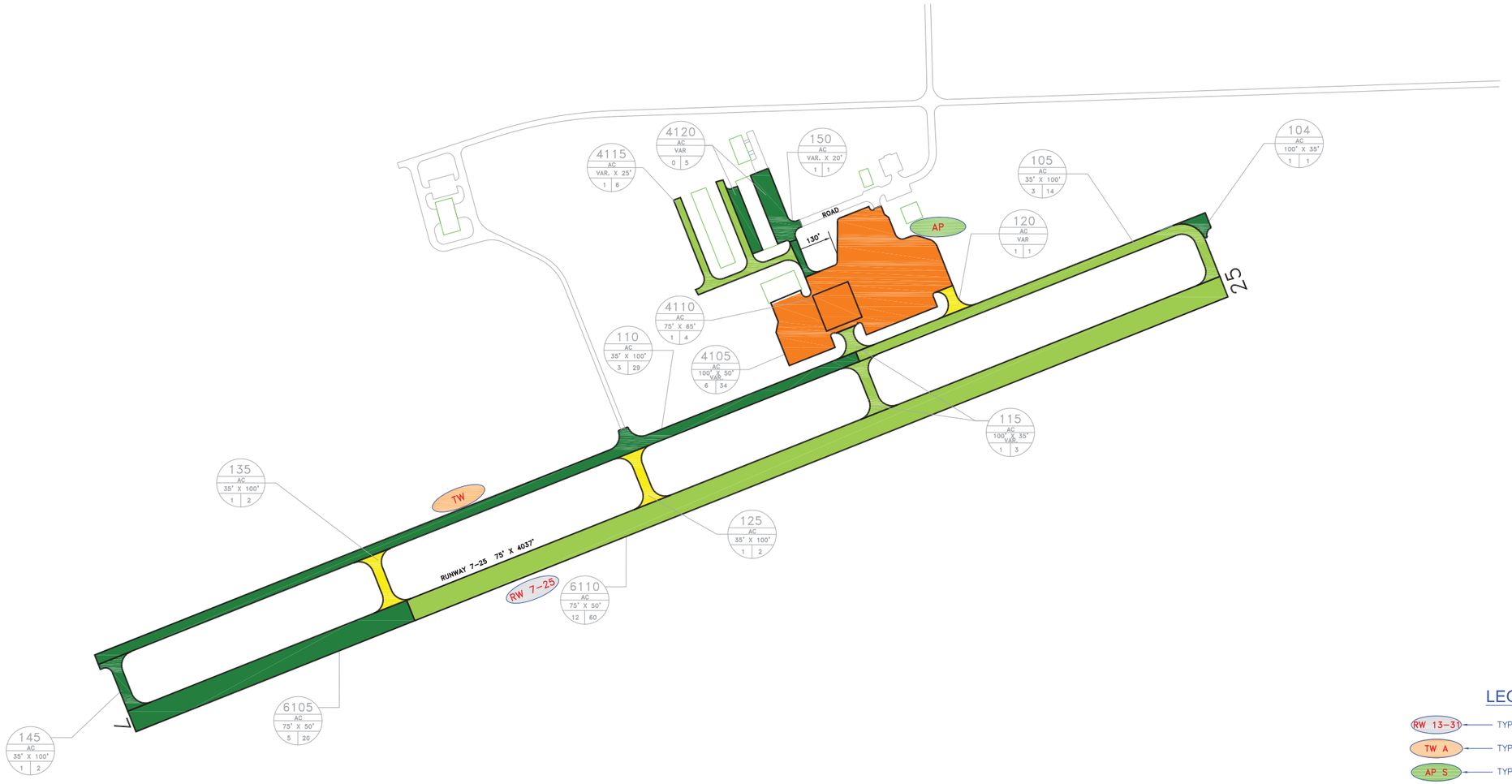
Maintenance Unit Costs

Maintenance Unit Costs for FDOT

Code	Name	Cost	Unit
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



NORTH

GRAPHIC SCALE IN FEET
0 75 150 300

LEGEND

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

- PCI 86-100 GOOD
- 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:	JCB	DRAWN:	JCB	CHECKED:		DATE:	MAY 2011

P:\Cen_Share\FDOT Aviation 2010-2011\2010-2011-Phase II\ASO\SuwanneeCounty\2011-24J-CONDITION.dwg
PLOTTED: July 13, 2011 – 1:24 PM, BY: Burton, George

2011 CONDITION MAP

SUWANNEE COUNTY AIRPORT
SUWANNEE COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION OFFICE

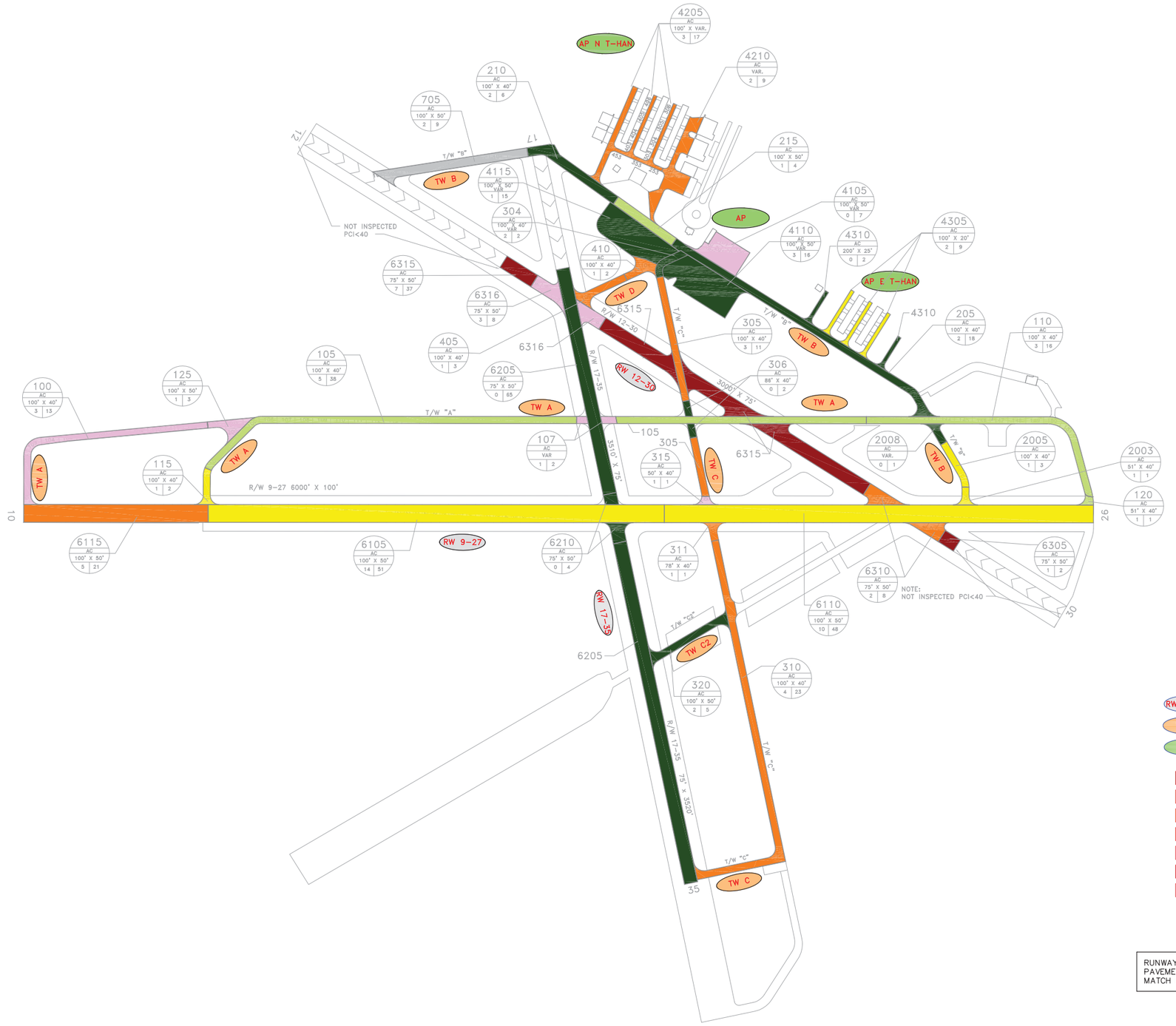
IDENTIFIER
24J
FDOT DISTRICT
2

Suwannee County Airport (24J)

Major Rehabilitation Plan by Year under Unlimited Funding Scenario

Year	Branch Name	Section ID	Surface Type	Section Area (ft^2)	Major M&R Costs*	PCI Before M&R	M&R Activity	PCI After M&R
2011	Apron	4105	AC	151,753	$954,526.44	43	Mill and Overlay	100
2011	Apron	4110	AAC	16,900	$106,301.01	44	Mill and Overlay	100
2011	Taxiway	120	AC	4,495	$17,953.04	58	Mill and Overlay	100
2011	Taxiway	125	AC	3,500	$8,148.01	64	Mill and Overlay	100
2011	Taxiway	135	AC	3,500	$9,103.51	63	Mill and Overlay	100
2011	Apron	4115	AC	22,565	$60,898.24	64	Mill and Overlay	100
2011	Taxiway	115	AC	12,970	$41,489.78	63	Mill and Overlay	100
2016	Taxiway	105	AC	49,391	$167,519.08	63	Mill and Overlay	100
				Total	**$1,366,039.11**	**58**		**100**

* Costs are adjusted for inflation.



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

PLOTTED: July 14, 2011 - 3:29 PM, BY: Burton, George

2011 CONDITION MAP

PALATKA MUNICIPAL-LT. KAY LARKIN FIELD
PUTNAM COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION OFFICE

IDENTIFIER 28J

FDOT DISTRICT 2

Palatka Municipal Airport (28J)

Major Rehabilitation Plan by Year under Unlimited Funding Scenario

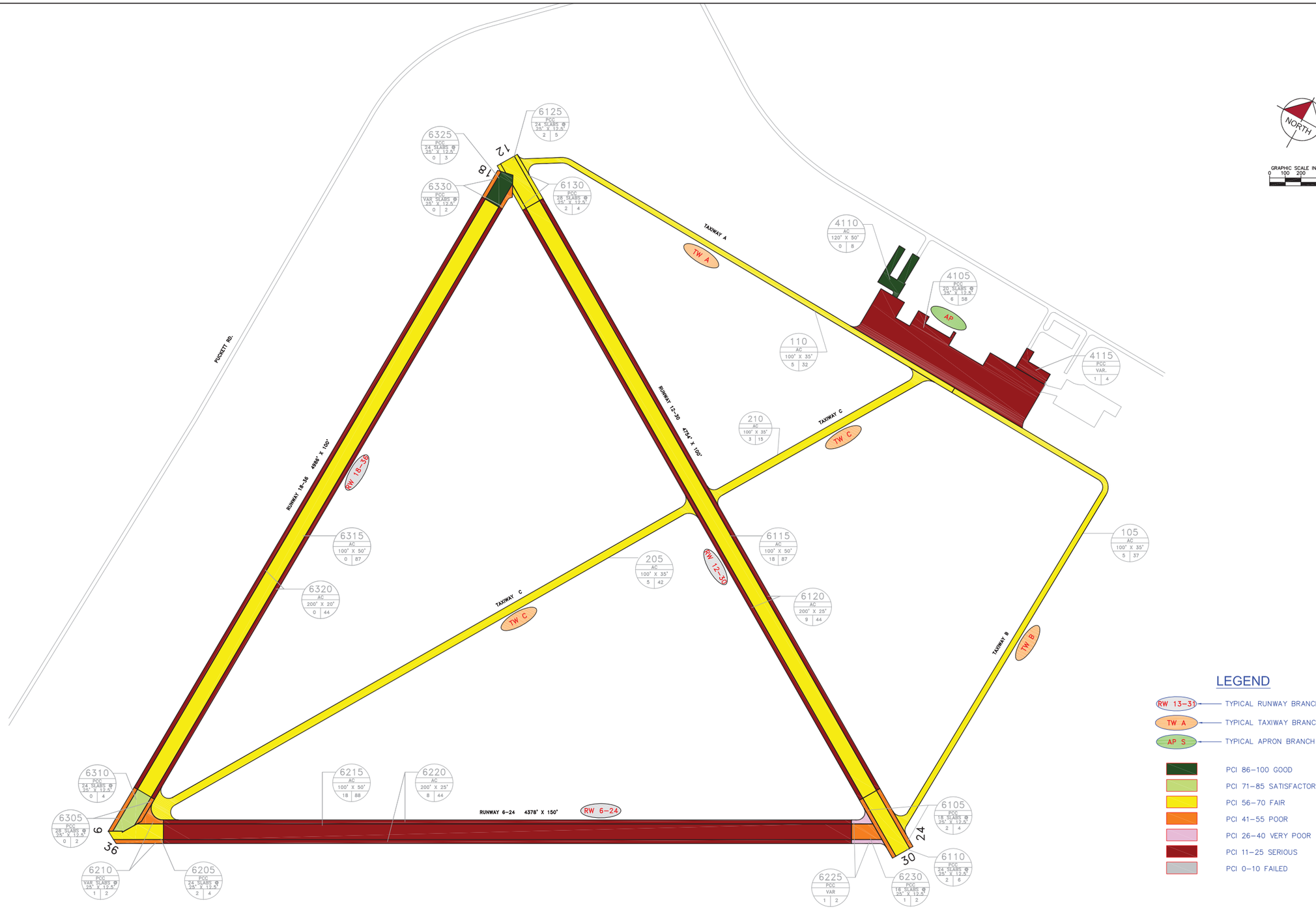
Year	Branch Name	Section ID	Surface Type	Section Area (ft^2)	Major M&R Costs*	PCI Before M&R	M&R Activity	PCI After M&R
2011	Apron	4105	AC	35,500	$483,510.16	19	Reconstruction	100
2011	Apron at East T-Hangar	4305	AC	18,300	$42,602.43	64	Mill and Overlay	100
2011	Apron at North T-Hangars	4205	AC	43,075	$270,941.77	50	Mill and Overlay	100
2011	Apron at North T-Hangars	4210	AC	46,400	$278,539.23	51	Mill and Overlay	100
2011	Runway 12-30	6305	AC	7,500	$102,150.03	12	Reconstruction	100
2011	Runway 12-30	6310	AC	23,250	$146,242.51	46	Mill and Overlay	100
2011	Runway 12-30	6315	AC	138,750	$1,889,775.61	25	Reconstruction	100
2011	Runway 12-30	6316	AC	25,125	$342,202.61	27	Reconstruction	100
2011	Runway 9-27	6105	AAC	255,251	$594,224.70	64	Mill and Overlay	100
2011	Runway 9-27	6110	AAC	240,000	$624,240.38	63	Mill and Overlay	100
2011	Runway 9-27	6115	AC	103,500	$532,197.14	54	Mill and Overlay	100
2011	Taxiway Alpha	100	AC	57,500	$445,970.11	38	Reconstruction	100
2011	Taxiway Alpha	107	AC	5,200	$63,200.82	32	Reconstruction	100
2011	Taxiway Alpha	125	AC	14,868	$126,214.49	37	Reconstruction	100
2011	Taxiway Bravo	2003	AAC	2,812	$8,081.69	62	Mill and Overlay	100
2011	Taxiway Bravo	705	AC	43,682	$594,949.03	10	Reconstruction	100
2011	Taxiway Charlie	305	AC	41,857	$263,280.55	45	Mill and Overlay	100
2011	Taxiway Charlie	310	AC	95,400	$545,306.47	52	Mill and Overlay	100
2011	Taxiway Charlie	311	AAC	4,165	$26,197.85	43	Mill and Overlay	100
2011	Taxiway Charlie	315	AAC	2,512	$25,006.97	35	Reconstruction	100
2011	Taxiway Delta	405	AC	14,738	$92,702.03	50	Mill and Overlay	100

Palatka Municipal Airport (28J)

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

Year	Branch Name	Section ID	Surface Type	Section Area (ft^2)	Major M&R Costs*	PCI Before M&R	M&R Activity	PCI After M&R
2011	Taxiway Delta	410	AAC	11,650	$63,247.86	53	Mill and Overlay	100
2013	Taxiway Alpha	115	AAC	6,414	$17,698.81	63	Mill and Overlay	100
2014	Taxiway Bravo	2005	AC	11,093	$31,528.35	63	Mill and Overlay	100
2019	Taxiway Alpha	120	AC	2,394	$7,887.92	63	Mill and Overlay	100
2020	Taxiway Alpha	105	AC	147,200	$499,555.16	63	Mill and Overlay	100
2020	Taxiway Bravo	215	AC	20,015	$67,925.25	63	Mill and Overlay	100
				Total	**$8,185,379.93**	**46**		**100**

* 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: JCB | DRAWN: RWF | CHECKED: | DATE: MAY 2011

P:\Con_Plans\FDOT Aviation 2010-2017\2010-2011-Phase 6\CAD\Perry\dwg\2010-40J-CONDITION.dwg

PLOTTED: July 13, 2011 – 11:25 AM, BY: Burton, George

2011 CONDITION MAP

PERRY-FOLEY AIRPORT
PERRY, TAYLOR , FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION OFFICE

IDENTIFIER **40J**

FDOT DISTRICT **2**

Perry-Foley Airport (40J)

Major Rehabilitation Plan by Year under Unlimited Funding Scenario

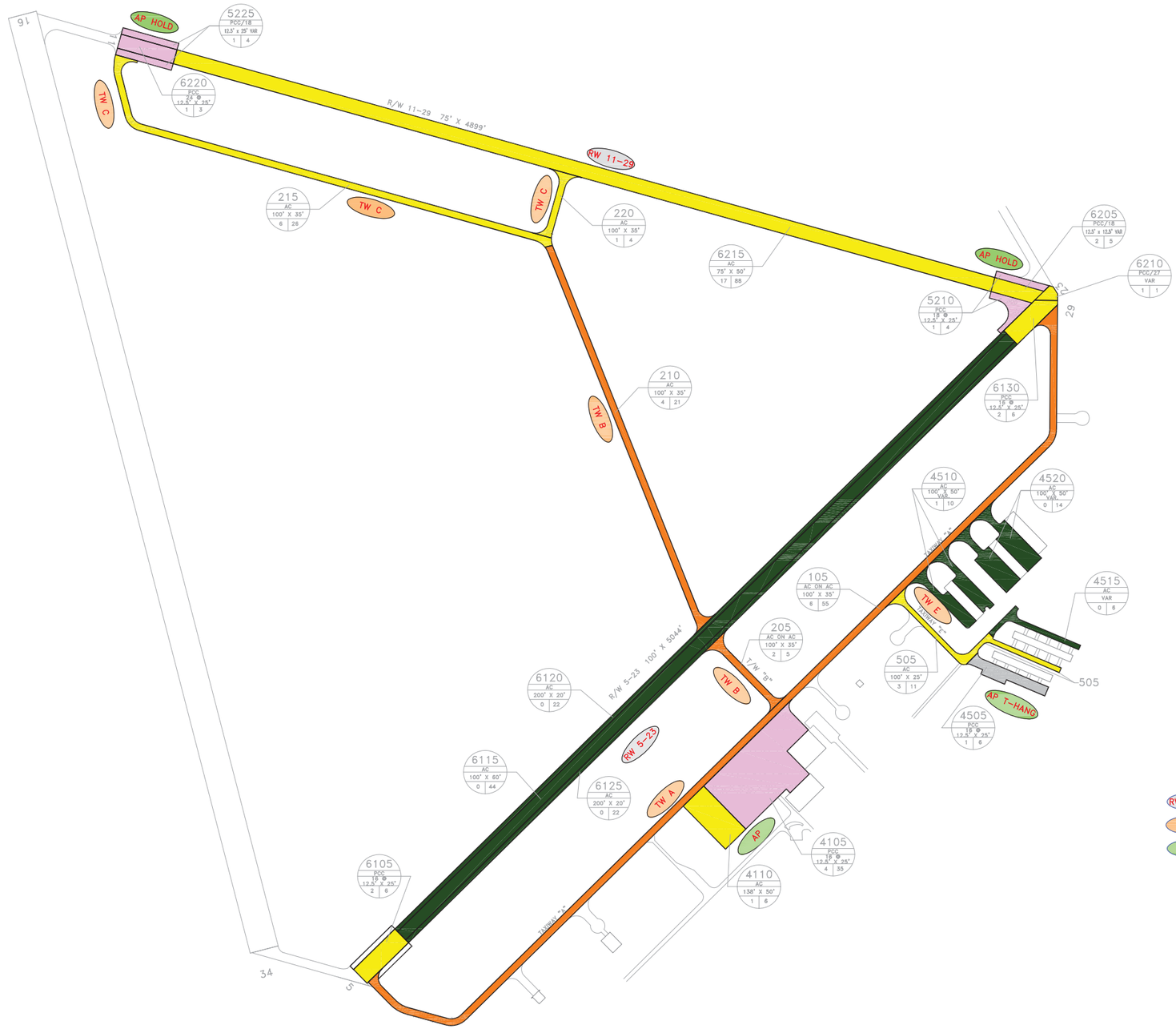
Year	Branch Name	Section ID	Surface Type	Section Area (ft^2)	Major M&R Costs*	PCI Before M&R	M&R Activity	PCI After M&R
2011	Apron	4105	PCC	328,894	$4,479,537.73	24	Reconstruction	100
2011	Apron	4115	PCC	26,700	$363,654.12	11	Reconstruction	100
2011	Runway 12-30	6105	PCC	21,250	$127,563.76	51	PCC Restoration	100
2011	Runway 12-30	6115	AAC	432,500	$1,006,860.63	64	Mill and Overlay	100
2011	Runway 12-30	6120	AC	216,250	$2,945,325.96	15	Reconstruction	100
2011	Runway 12-30	6125	PCC	34,500	$157,596.07	56	PCC Restoration	100
2011	Runway 12-30	6130	PCC	5,250	$16,521.76	61	PCC Restoration	100
2011	Runway 18-36	6305	PCC	10,625	$66,831.26	41	PCC Restoration	100
2011	Runway 18-36	6310	PCC	25,000	$92,675.06	59	PCC Restoration	100
2011	Runway 18-36	6315	AAC	437,000	$1,375,239.98	61	Mill and Overlay	100
2011	Runway 18-36	6320	AC	218,500	$2,975,970.97	15	Reconstruction	100
2011	Runway 18-36	6330	PCC	8,750	$74,278.77	37	Reconstruction	100
2011	Runway 6-24	6210	PCC	13,625	$81,790.88	51	PCC Restoration	100
2011	Runway 6-24	6215	AC	437,500	$5,958,751.93	20	Reconstruction	100
2011	Runway 6-24	6220	AC	218,750	$2,979,375.97	10	Reconstruction	100
2011	Runway 6-24	6225	PCC	9,250	$98,864.03	34	Reconstruction	100
2011	Runway 6-24	6230	PCC	15,000	$94,350.01	49	PCC Restoration	100
2012	Runway 12-30	6110	PCC	42,500	$125,809.43	62	PCC Restoration	100
2012	Runway 6-24	6205	PCC	23,700	$56,828.84	64	PCC Restoration	100
2012	Taxiway Alpha and Bravo	105	AC	130,000	$348,274.11	63	Mill and Overlay	100
2012	Taxiway Alpha and Bravo	110	AC	112,000	$300,051.54	63	Mill and Overlay	100

Perry-Foley Airport (40J)

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

Year	Branch Name	Section ID	Surface Type	Section Area (ft^2)	Major M&R Costs*	PCI Before M&R	M&R Activity	PCI After M&R
2012	Taxiway Charlie	205	AC	147,000	$393,817.65	63	Mill and Overlay	100
2014	Taxiway Charlie	210	AC	54,000	$153,477.97	63	Mill and Overlay	100
2016	Runway 18-36	6325	PCC	26,000	$70,168.59	64	PCC Restoration	100
				Total	**$24,343,617.02**	**46**		**100**

* 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

P:\Com_Shared\FDOT Aviation 2010-2011\2010-2011-Phase II\CAD\Keystone\2D3-42J-CONDITION.dwg

PLOTTED: July 14, 2011 – 3:54 PM, BY: Burton, George

2011 CONDITION MAP

KEYSTONE AIRPARK
CLAY COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION OFFICE

IDENTIFIER: 42J

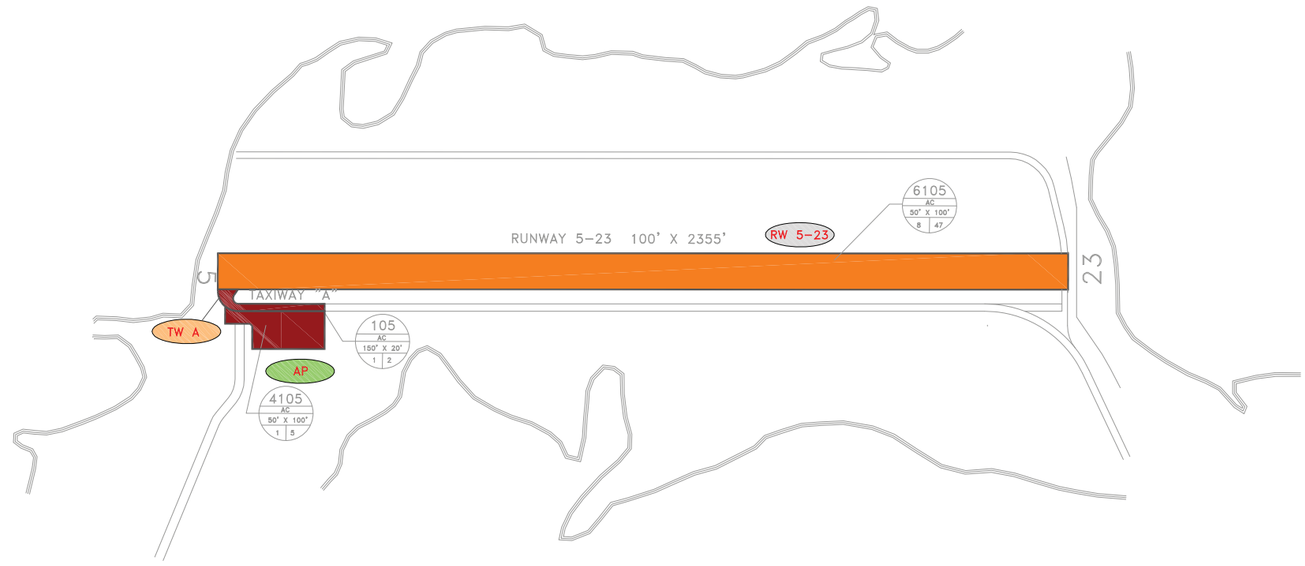
FDOT DISTRICT: 2

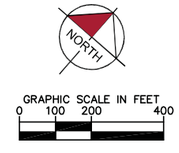
Keystone Airpark (42J)

Major Rehabilitation Plan by Year under Unlimited Funding Scenario

Year	Branch Name	Section ID	Surface Type	Section Area (ft^2)	Major M&R Costs*	PCI Before M&R	M&R Activity	PCI After M&R
2011	Apron	4105	PCC	164,325	$1,756,306.11	34	Reconstruction	100
2011	Apron	4110	AC	42,812	$170,991.22	58	Mill and Overlay	100
2011	Apron Holding Areas RW 28 & 10	5210	PCC	20,650	$235,843.73	33	Reconstruction	100
2011	Apron Holding Areas RW 28 & 10	5225	PCC	30,000	$408,600.13	25	Reconstruction	100
2011	Apron T-Hangars	4505	PCC	26,000	$354,120.11	0	Reconstruction	100
2011	Runway 11-29	6205	PCC	16,875	$53,105.66	61	PCC Restoration	100
2011	Runway 11-29	6210	PCC	5,508	$23,579.76	57	PCC Restoration	100
2011	Runway 11-29	6215	AC	333,750	$1,237,212.00	59	Mill and Overlay	100
2011	Runway 11-29	6220	PCC	22,500	$306,450.10	28	Reconstruction	100
2011	Runway 5-23	6105	PCC	30,000	$86,220.06	62	PCC Restoration	100
2011	Runway 5-23	6130	PCC	27,281	$63,510.21	64	PCC Restoration	100
2011	Taxiway Alpha	105	AAC	192,500	$1,210,825.10	45	Mill and Overlay	100
2011	Taxiway Bravo & Midfield	205	AAC	16,450	$89,307.07	53	Mill and Overlay	100
2011	Taxiway Bravo & Midfield	210	AC	73,500	$462,315.04	50	Mill and Overlay	100
2011	Taxiway Bravo & Midfield	215	AC	91,000	$311,220.22	60	Mill and Overlay	100
2011	Taxiway Bravo & Midfield	220	AC	11,550	$49,445.57	57	Mill and Overlay	100
2011	Taxiway Echo - Connector to T-Hangar	505	AC	30,000	$94,410.07	61	Mill and Overlay	100
				Total	**$6,913,462.16**	**47**		**100**

* 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

D:\S_FDOT_Revision\7_CDK\2400\2423-CDK-CONDITION\2423-CDK-CONDITION.dwg
PLOTTED: July 13, 2011 – 11:27 AM, BY: Brandi, Megan

2011 CONDITION MAP

GEORGE T. LEWIS AIRPORT
LEVY COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION OFFICE

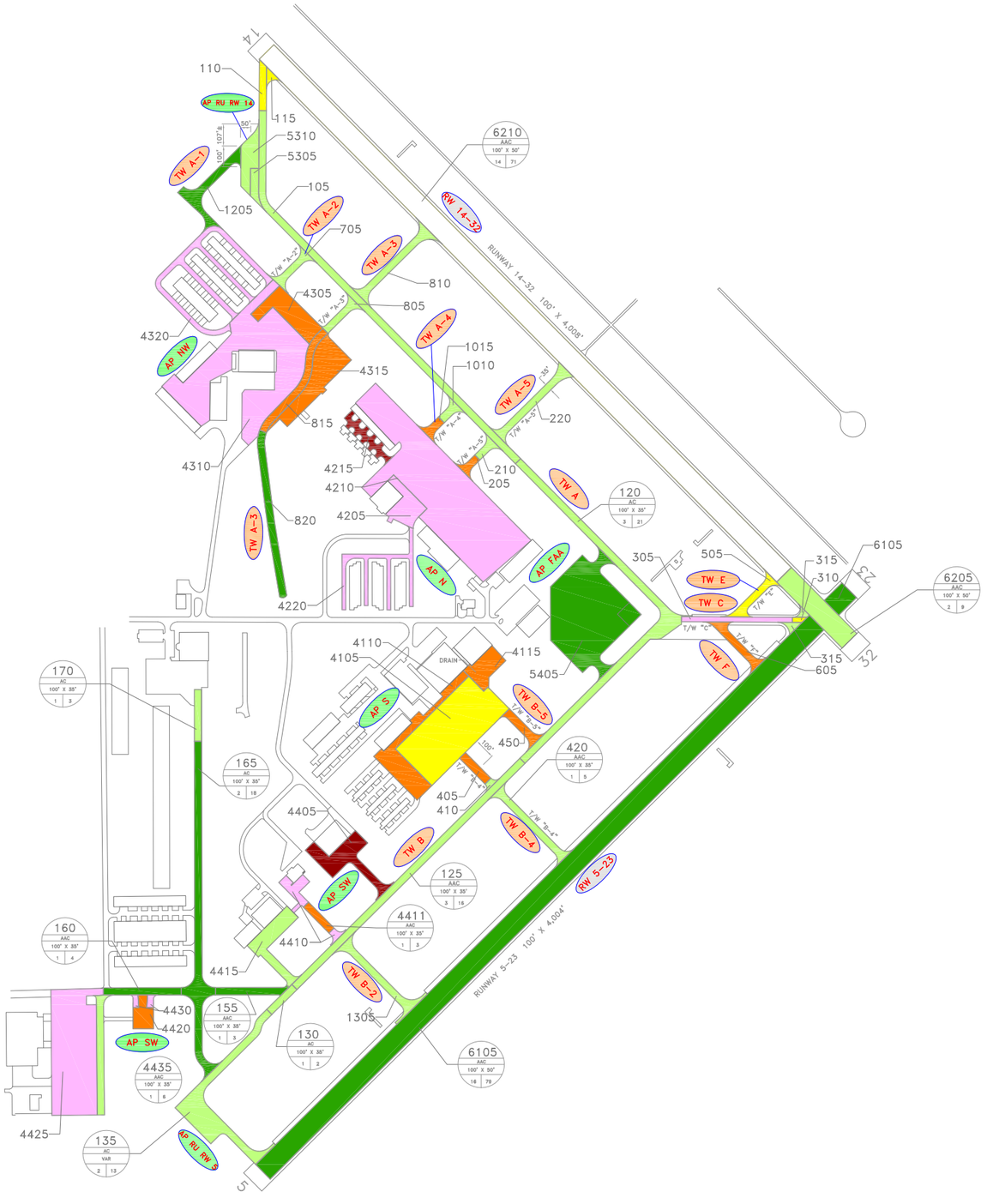
IDENTIFIER
CDK
FDOT DISTRICT
2

George T. Lewis Airport (CDK)

Major Rehabilitation Plan by Year under Unlimited Funding Scenario

Year	Branch Name	Section ID	Surface Type	Section Area (ft^2)	Major M&R Costs*	PCI Before M&R	M&R Activity	PCI After M&R
2011	Apron	4105	AC	23,250. SqFt	$316,665.10	14	Reconstruction	100
2011	Runway 5-23	6105	AC	235,300. SqFt	$1,480,037.28	40	Mill and Overlay	100
2011	Taxiway Alpha	105	AC	6,240. SqFt	$84,988.83	15	Reconstruction	100
				Total	**$1,881,691.21**	**38**		**100**

* 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

PLOTTED: June 7, 2012 – 3:02 PM, BY: Burton, George A

NUMBER	DATE	REVISIONS					
DESIGNED:	NR	DRAWN:	GB	CHECKED:		DATE:	MAY 2012

P:\Com_Shared\FDOT Aviation 2010-2011\2010-2011-Phase II\CADD\Revised Airports\CRG\EXHIBITS\003-CRG-CONDITION.dwg

2012 CONDITION MAP

CRAIG MUNICIPAL AIRPORT
DUVAL COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION OFFICE

IDENTIFIER
CRG
FDOT DISTRICT
2

Craig Municipal Airport (CRG)

Major Rehabilitation Plan by Year under Unlimited Funding Scenario

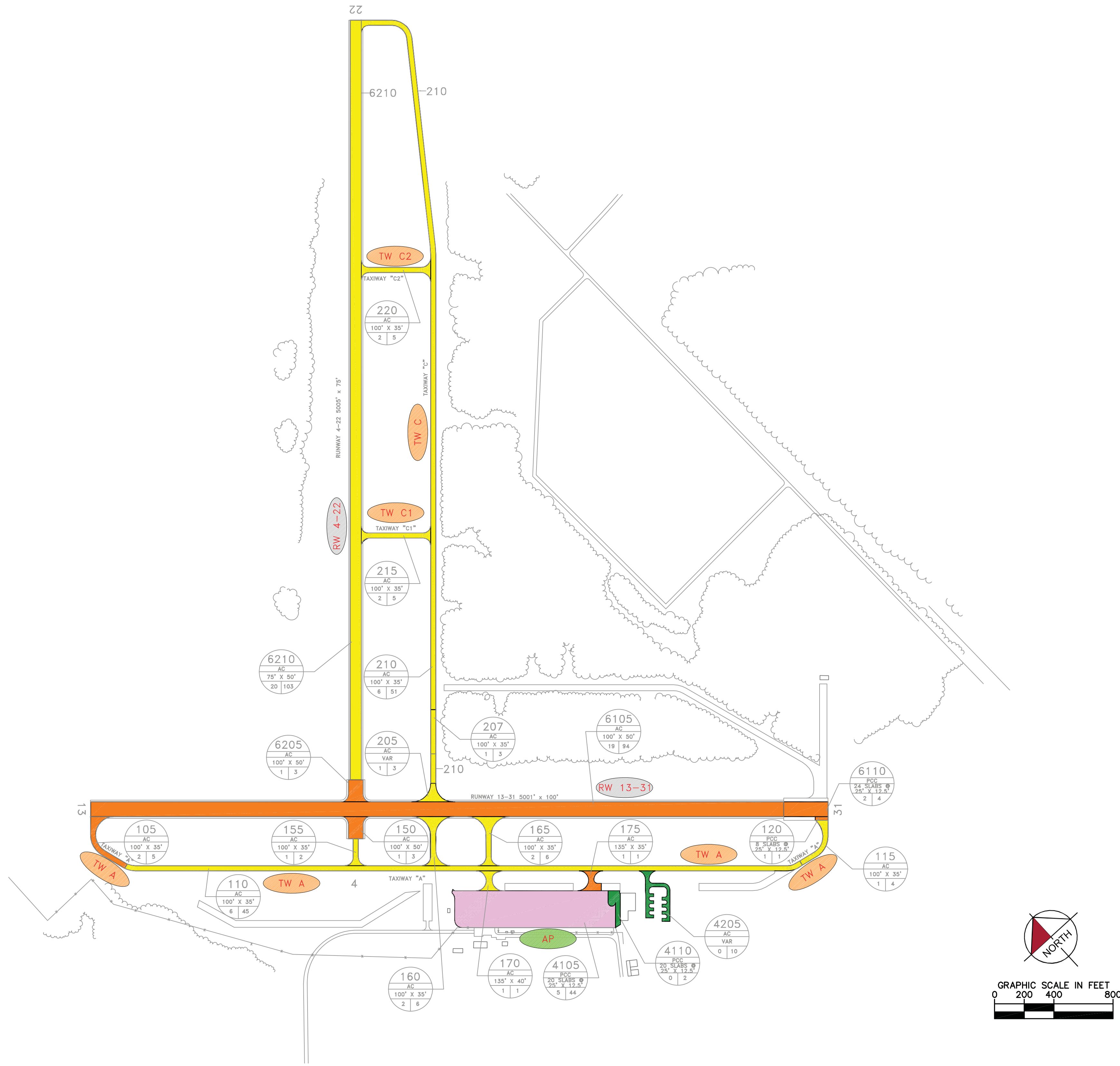
Year	Branch Name	Section ID	Surface Type	Section Area (ft^2)	Major M&R Costs*	PCI Before M&R	M&R Activity	PCI After M&R
2012	North Apron	4205	AC	15,000	$245,669.99	32	Reconstruction	100
2012	North Apron	4210	AC	269,725	$2,348,226.75	39	Reconstruction	100
2012	North Apron	4215	AC	11,300	$209,840.99	23	Reconstruction	100
2012	North Apron	4220	AC	27,800	$424,839.60	33	Reconstruction	100
2012	NW Apron	4305	AC	37,500	$241,162.61	53	Mill and Overlay	100
2012	NW Apron	4310	AC	180,611	$3,353,946.05	30	Reconstruction	100
2012	NW Apron	4315	AC	47,434	$360,972.92	43	Mill and Overlay	100
2012	NW Apron	4320	AC	40,800	$534,072.04	35	Reconstruction	100
2012	South Apron	4105	AAC	146,250	$497,542.56	61	Mill and Overlay	100
2012	South Apron	4110	AC	30,000	$228,300.11	41	Mill and Overlay	100
2012	South Apron	4115	AC	16,000	$121,760.06	45	Mill and Overlay	100
2012	Southwest Apron	4405	PCC	33,600	$623,951.96	23	Reconstruction	100
2012	Southwest Apron	4410	AC	14,300	$265,550.98	22	Reconstruction	100
2012	Southwest Apron	4411	AAC	6,125	$46,611.27	41	Mill and Overlay	100
2012	Southwest Apron	4420	AC	12,800	$97,408.05	46	Mill and Overlay	100
2012	Southwest Apron	4425	AC	130,050	$2,415,028.34	29	Reconstruction	100
2012	Southwest Apron	4430	AC	3,481	$64,642.17	30	Reconstruction	100
2012	Taxiway A-3	815	AC	20,632	$157,009.60	42	Mill and Overlay	100
2012	Taxiway A-4	1015	AC	4,000	$27,296.01	52	Mill and Overlay	100
2012	Taxiway A-5	205	AC	4,000	$30,440.02	42	Mill and Overlay	100
2012	Taxiway B4 & B5	405	AAC	7,000	$53,270.03	50	Mill and Overlay	100

Craig Municipal Airport (CRG)

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

Year	Branch Name	Section ID	Surface Type	Section Area (ft^2)	Major M&R Costs*	PCI Before M&R	M&R Activity	PCI After M&R
2012	Taxiway B4 & B5	450	AC	8,400	$60,622.83	51	Mill and Overlay	100
2012	Taxiway Charlie	305	AAC	18,900	$226,686.63	36	Reconstruction	100
2012	Taxiway Foxtrot	605	AC	11,000	$66,418.03	54	Mill and Overlay	100
2013	Runway 14-32	6210	AAC	362,500	$958,826.93	64	Mill and Overlay	100
2013	Taxiway Echo	505	AC	9,780	$25,868.49	64	Mill and Overlay	100
2018	Southwest Apron	4415	AC	24,000	$73,591.83	64	Mill and Overlay	100
2018	Taxiway Alpha	110	AAC	7,500	$22,997.45	64	Mill and Overlay	100
2019	Runway 14-32	6205	AAC	37,500	$118,436.84	64	Mill and Overlay	100
2019	Taxiway A-2	705	AC	8,000	$25,266.53	64	Mill and Overlay	100
2019	Taxiway A-3	810	AC	16,600	$52,428.04	64	Mill and Overlay	100
2019	Taxiway Bravo	130	AC	41,075	$129,727.82	64	Mill and Overlay	100
2019	Taxiway Charlie	310	AAC	2,450	$7,737.87	64	Mill and Overlay	100
2021	Run-Up Apron at RW 14	5310	AAC	14,600	$48,919.60	64	Mill and Overlay	100
2021	Taxiway Alpha	115	AAC	3,262	$10,929.84	64	Mill and Overlay	100
2021	Taxiway A-3	805	AC	8,000	$26,805.26	64	Mill and Overlay	100
				Total	**$14,202,806.10**	**47**		**100**

* 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: BB CHECKED: DATE: MAY 2011

2011 CONDITION MAP

CROSS CITY AIRPORT DIXIE COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION OFFICE

IDENTIFIER: **CTY**

FDOT DISTRICT: 2

Cross City Airport (CTY)

Major Rehabilitation Plan by Year under Unlimited Funding Scenario

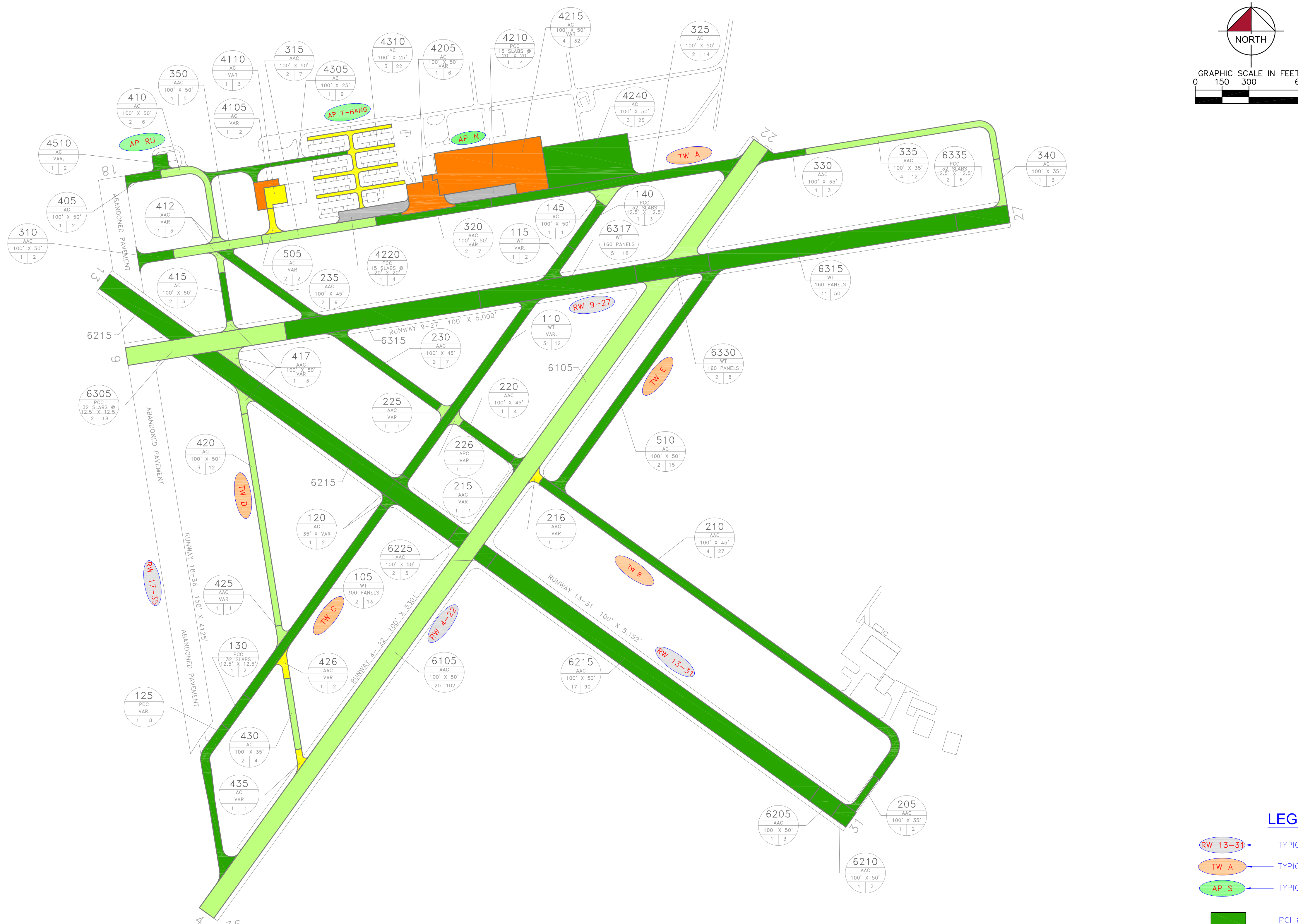
Year	Branch Name	Section ID	Surface Type	Section Area (ft^2)	Major M&R Costs*	PCI Before M&R	M&R Activity	PCI After M&R
2011	Apron	4105	PCC	270,000	$3,677,401.19	27	Reconstruction	100
2011	Runway 13-31	6105	AAC	470,000	$2,551,630.56	53	Mill and Overlay	100
2011	Runway 13-31	6110	PCC	30,000	$188,700.01	48	PCC Restoration	100
2011	Runway 4-22	6205	AC	15,000	$85,740.01	52	Mill and Overlay	100
2011	Runway 4-22	6210	AC	386,625	$1,111,160.99	62	Mill and Overlay	100
2011	Taxiway Alpha - Parallel RW 13-31	105	AC	19,030	$114,237.10	51	Mill and Overlay	100
2011	Taxiway Alpha - Parallel RW 13-31	110	AC	160,514	$373,676.83	64	Mill and Overlay	100
2011	Taxiway Alpha - Parallel RW 13-31	120	PCC	2,500	$15,725.00	48	PCC Restoration	100
2011	Taxiway Alpha - Parallel RW 13-31	150	AC	19,750	$107,222.77	53	Mill and Overlay	100
2011	Taxiway Alpha - Parallel RW 13-31	155	AC	7,075	$18,402.09	63	Mill and Overlay	100
2011	Taxiway Alpha - Parallel RW 13-31	165	AC	17,900	$46,557.93	63	Mill and Overlay	100
2011	Taxiway Alpha - Parallel RW 13-31	170	AC	6,400	$25,561.61	58	Mill and Overlay	100
2011	Taxiway Alpha - Parallel RW 13-31	175	AC	8,930	$48,480.98	53	Mill and Overlay	100
2011	Taxiway Charlie - Parallel RW 4-22	205	AC	8,200	$21,328.21	63	Mill and Overlay	100
2011	Taxiway Charlie - Parallel RW 4-22	207	AC	10,500	$30,177.02	62	Mill and Overlay	100
2011	Taxiway Charlie 1	215	AC	16,350	$38,062.82	64	Mill and Overlay	100
2011	Taxiway Charlie 2	220	AC	16,350	$74,686.83	56	Mill and Overlay	100
2013	Taxiway Alpha - Parallel RW 13-31	115	AC	14,453	$39,881.65	66	Mill and Overlay	100
2013	Taxiway Charlie - Parallel RW 4-22	210	AC	179,900	$496,416.53	66	Mill and Overlay	100
2014	Taxiway Alpha - Parallel RW 13-31	160	AC	17,900	$50,875.11	68	Mill and Overlay	100
2020	Apron	4110	PCC	12,801	$43,442.97	86	PCC Restoration	100

Cross City Airport (CTY)

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

Year	Branch Name	Section ID	Surface Type	Section Area (ft^2)	Major M&R Costs*	PCI Before M&R	M&R Activity	PCI After M&R
				Total	**$9,159,368.21**	**60**		**100**

* 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

PLOTTED: June 7, 2012 – 9:52 AM, BY: Burton, George A

NUMBER	DATE	REVISIONS					
DESIGNED:	NR	DRAWN:	GB	CHECKED:		DATE:	MAY 2012

P:\Com_Shared\FDOT Aviation 2010–2011\2010–2011–Phase II\CADD\Revised Airports\FHB\EXHIBITS\003–FHB–CONDITION.dwg

2012 CONDITION MAP

FERNANDINA BEACH MUNICIPAL AIRPORT
NASSAU COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION OFFICE

IDENTIFIER: FHB

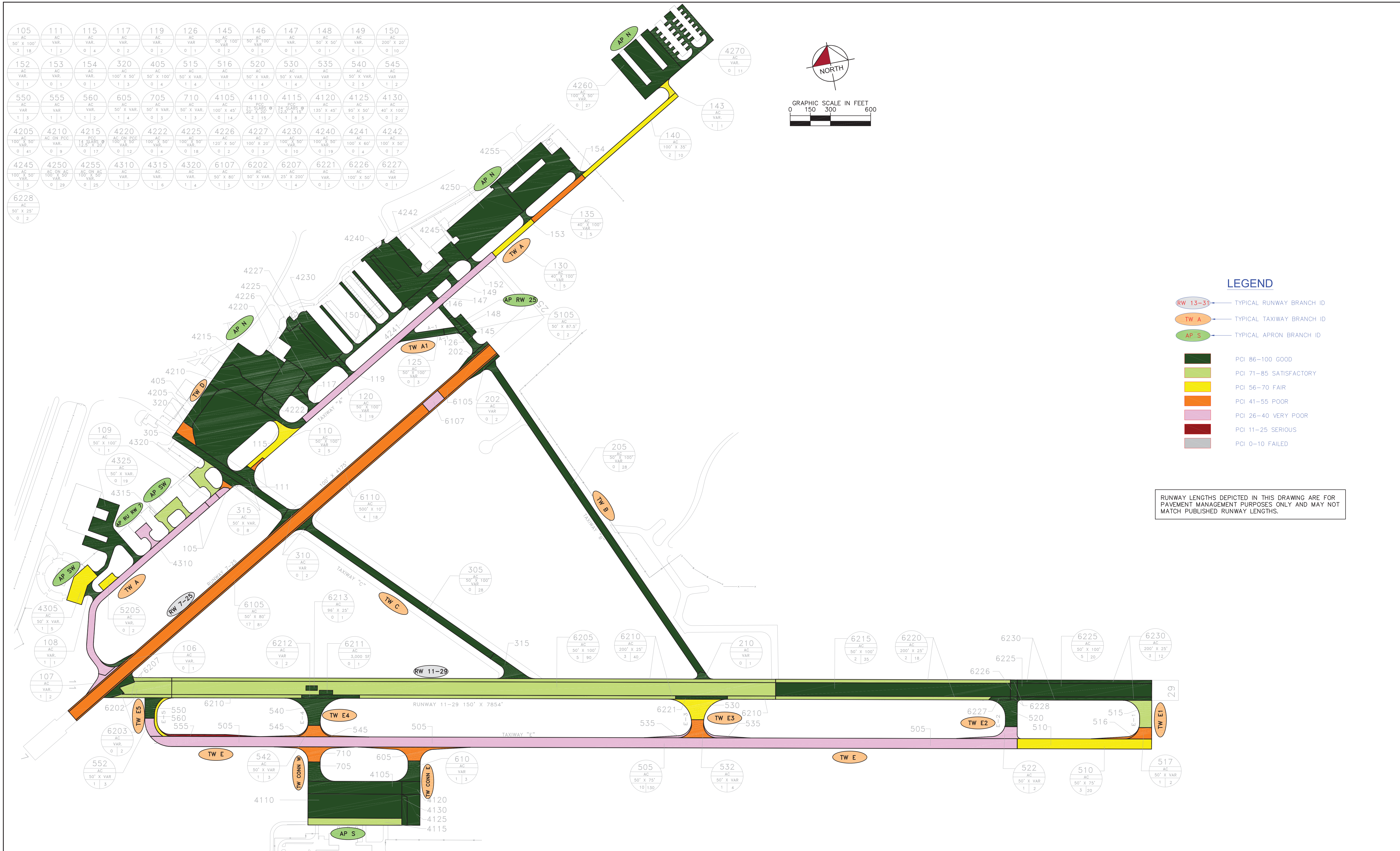
FDOT DISTRICT: 2

Fernandina Beach Municipal Airport (FHB)

Major Rehabilitation Plan by Year under Unlimited Funding Scenario

Year	Branch Name	Section ID	Surface Type	Section Area (ft^2)	Major M&R Costs*	PCI Before M&R	M&R Activity	PCI After M&R
2012	North Apron - Terminal	4205	AC	32,000	$243,520.12	42	Mill and Overlay	100
2012	North Apron - Terminal	4210	PCC	24,000	$445,679.97	2	Reconstruction	100
2012	North Apron - Terminal	4215	AC	160,000	$966,080.48	54	Mill and Overlay	100
2012	North Apron - Terminal	4220	PCC	24,000	$445,679.97	0	Reconstruction	100
2012	Northwest Apron	4105	AC	10,200	$77,622.04	46	Mill and Overlay	100
2012	Northwest Apron	4110	AC	12,200	$64,074.43	56	Mill and Overlay	100
2012	T-Hangar Apron	4310	AC	50,750	$186,760.04	60	Mill and Overlay	100
2012	Taxiway Bravo	216	AAC	2,618	$7,450.83	63	Mill and Overlay	100
2015	Taxiway to West Apron	505	AC	6,164	$17,296.94	64	Mill and Overlay	100
2017	Runway 4-22	6105	AAC	514,500	$1,531,674.52	64	Mill and Overlay	100
2021	Taxiway Delta	435	AC	3,420	$11,459.25	64	Mill and Overlay	100
				Total	**$3,997,298.59**	**57**		**100**

* Costs are adjusted for inflation.



NUMBER	DATE	REVISIONS

DESIGNED: JCB DRAWN: RWF CHECKED: DATE: February 2012

2011 CONDITION MAP

GAINESVILLE REGIONAL AIRPORT
ALACHUA COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION OFFICE

IDENTIFIER: **GNV**

FDOT DISTRICT: 2

Gainesville Regional Airport (GNV)

Major Rehabilitation Plan by Year under Unlimited Funding Scenario

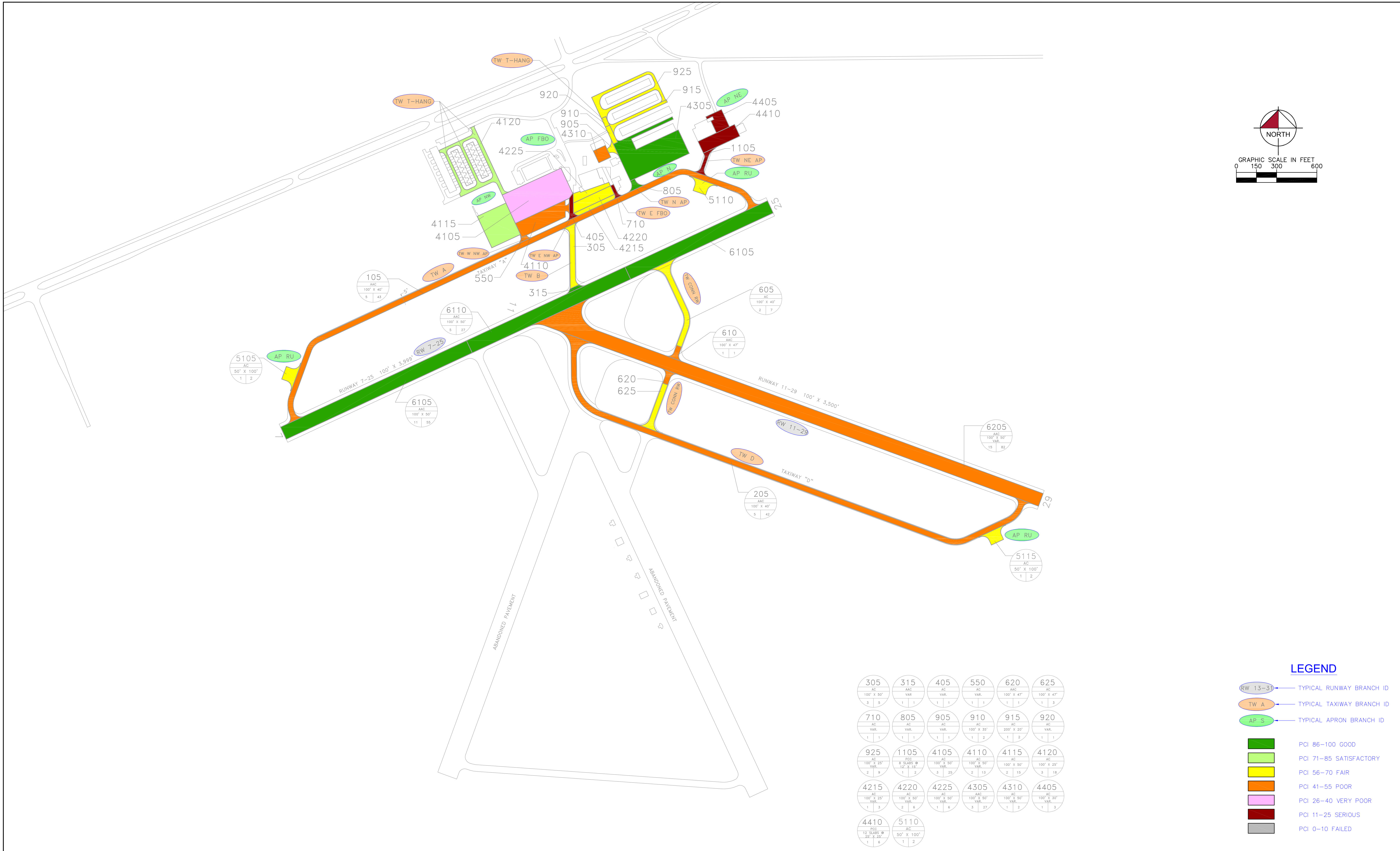
Year	Branch Name	Section ID	Surface Type	Section Area (ft^2)	Major M&R Costs*	PCI Before M&R	M&R Activity	PCI After M&R
2012	Run Up Apron at RW 7	5205	AC	8,400	$53,675.97	55	Mill and Overlay	100
2012	Southwest Apron	4310	AC	10,500	$154,507.46	35	Reconstruction	100
2012	Runway 7-25	6105	AAC	320,000	$2,735,999.06	42	Mill and Overlay	100
2012	Runway 7-25	6107	AAC	12,000	$250,559.94	25	Reconstruction	100
2012	Runway 7-25	6110	AAC	83,000	$637,937.76	52	Mill and Overlay	100
2012	Taxiway Alpha	105	AAC	89,000	$1,858,319.56	29	Reconstruction	100
2012	Taxiway Alpha	106	AAC	4,381	$91,475.26	28	Reconstruction	100
2012	Taxiway Alpha	107	AAC	13,448	$280,794.17	25	Reconstruction	100
2012	Taxiway Alpha	109	AC	5,000	$104,399.98	29	Reconstruction	100
2012	Taxiway Alpha	110	AAC	21,500	$146,672.94	54	Mill and Overlay	100
2012	Taxiway Alpha	111	AAC	6,212	$53,112.58	41	Mill and Overlay	100
2012	Taxiway Alpha	120	AAC	94,000	$1,730,915.63	32	Reconstruction	100
2012	Taxiway Alpha	130	AC	15,200	$83,995.15	57	Mill and Overlay	100
2012	Taxiway Alpha	135	AC	20,000	$170,999.94	47	Mill and Overlay	100
2012	Taxiway Alpha	140	AC	32,375	$118,621.91	62	Mill and Overlay	100
2012	Taxiway Alpha	143	AC	5,608	$22,134.76	61	Mill and Overlay	100
2012	Taxiway Charlie	320	AC	12,000	$102,599.96	48	Mill and Overlay	100
2012	Connector Taxiway from TW E to S AP	605	AC	21,199	$181,251.39	48	Mill and Overlay	100
2012	Connector Taxiway from TW E to S AP	710	AC	15,000	$128,249.96	42	Mill and Overlay	100
2012	Taxiway Echo - Parallel RW 11-29	505	AC	485,625	$5,349,643.11	38	Reconstruction	100
2012	Taxiway Echo - Parallel RW 11-29	510	AAC	75,000	$253,574.86	63	Mill and Overlay	100

Gainesville Regional Airport (GNV)

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

Year	Branch Name	Section ID	Surface Type	Section Area (ft^2)	Major M&R Costs*	PCI Before M&R	M&R Activity	PCI After M&R
2012	Taxiway Echo 1	516	AAC	2,500	$21,374.99	49	Mill and Overlay	100
2012	Taxiway Echo 1	517	AC	10,781	$78,205.34	53	Mill and Overlay	100
2012	Taxiway Echo 2	522	AAC	15,781	$271,133.28	33	Reconstruction	100
2012	Taxiway Echo 3	530	AAC	25,208	$92,362.04	62	Mill and Overlay	100
2012	Taxiway Echo 3	532	AAC	20,470	$175,018.44	42	Mill and Overlay	100
2012	Taxiway Echo 3	535	AC	4,040	$59,448.58	35	Reconstruction	100
2012	Taxiway Echo 4	542	AAC	16,179	$138,330.40	42	Mill and Overlay	100
2012	Taxiway Echo 4	545	AC	5,600	$47,879.98	47	Mill and Overlay	100
2012	Taxiway Echo 5	552	AAC	10,506	$219,365.23	26	Reconstruction	100
2012	Taxiway Echo 5	555	AC	7,450	$155,555.96	14	Reconstruction	100
2012	Taxiway Echo 5	560	AAC	12,000	$66,311.96	57	Mill and Overlay	100
2013	Southwest Apron	4305	AAC	31,250	$99,716.83	64	Mill and Overlay	100
2016	Runway 11-29	6202	AAC	40,000	$139,472.99	64	Mill and Overlay	100
2017	Southwest Apron	4315	AC	20,700	$74,342.59	64	Mill and Overlay	100
2017	Southwest Apron	4320	AC	19,000	$74,470.57	63	Mill and Overlay	100
2019	Taxiway Echo 1	515	AAC	23,341	$97,056.58	63	Mill and Overlay	100
2020	Runway 11-29	6207	AAC	17,500	$74,951.58	63	Mill and Overlay	100
2020	Runway 11-29	6220	AAC	83,750	$328,672.86	64	Mill and Overlay	100
2021	Runway 11-29	6210	AAC	205,000	$828,648.05	64	Mill and Overlay	100
				Total	**$17,551,759.60**	**47**		**100**

* Costs are adjusted for inflation.


TW T-HANG
TW T-HANG
925
915
920
4305
AP NE
4405
4410
910
905
4310
4120
AP FBO
4225
1105
TW NE AP
AP RU
AP N
AP NW
805
TW N AP
5110
4115
4105
TW E FBO
710
405
4220
305
4215
6105
TW W NW AP
TW E NW AP
TW A
4110
TW B
TAXIWAY "A"
550
315
105
TW CONN RW
605
6110
RW 7-25
610
5105
AP RU
RUNWAY 7-25 100' X 3,999'
620
625
TW CONN RW
RUNWAY 11-29 100' X 3,500'
6105
RW 11-29
6205
TW D
TAXIWAY "D"
205
AP RU
5115
ABANDONED PAVEMENT
ABANDONED PAVEMENT
NORTH
GRAPHIC SCALE IN FEET
0 150 300 600
305 AC 100' X 50' 3 5
315 AAC VAR 1 1
405 AC VAR. 1 1
550 AC VAR. 1 1
620 AAC 100' X 47' 1 1
625 AC 100' X 47' 1 3
710 AC VAR. 1 1
805 AC VAR. 1 1
905 AC VAR. 1 1
910 AC 100' X 35' 1 2
915 AC 200' X 20' 1 2
920 AC VAR. 1 1
925 AC 100' X 25' VAR. 2 9
1105 PCC 8 SLABS @ 12' X 15' 1 2
4105 AC 100' X 50' VAR. 3 25
4110 AC 100' X 50' VAR. 2 13
4115 AC 100' X 50' 2 15
4120 AC 100' X 25' 3 18
4215 AC 100' X 25' VAR. 1 3
4220 AC 100' X 50' VAR. 2 6
4225 AC 100' X 50' VAR. 1 6
4305 AAC 100' X 50' VAR. 3 27
4310 AC 100' X 50' VAR. 1 2
4405 AC 100' X 30' VAR. 1 3
4410 PCC 12 SLABS @ 25' X 25' 1 6
5110 AC 50' X 100' 1 2
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

PLOTTED: June 6, 2012 - 4:25 PM, BY: Burton, George A

NUMBER	DATE	REVISIONS

DESIGNED: NR | DRAWN: GB | CHECKED: | DATE: MAY 2012

P:\Com_Shared\FDOT Aviation 2010-2011\2010-2011-Phase II\CADD\Revised Airports\HEG\EXHIBITS\003-HEG-CONDITION.dwg

2012 CONDITION MAP

HERLONG AIRPORT
DUVAL COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION OFFICE

IDENTIFIER **HEG**

FDOT DISTRICT 2

Herlong Airport (HEG)

Major Rehabilitation Plan by Year under Unlimited Funding Scenario

Year	Branch Name	Section ID	Surface Type	Section Area (ft^2)	Major M&R Costs*	PCI Before M&R	M&R Activity	PCI After M&R
2012	FBO Apron	4215	AC	9,700	$39,508.11	59	Mill and Overlay	100
2012	FBO Apron	4220	AC	23,100	$59,320.80	64	Mill and Overlay	100
2012	North Apron	4310	AC	10,000	$56,450.02	55	Mill and Overlay	100
2012	Northeast Apron	4405	AC	16,400	$304,547.98	23	Reconstruction	100
2012	Northeast Apron	4410	PCC	30,000	$557,099.96	16	Reconstruction	100
2012	Northwest Apron	4105	AC	108,000	$1,413,720.10	35	Reconstruction	100
2012	Northwest Apron	4110	AC	51,250	$309,447.65	54	Mill and Overlay	100
2012	Run Up Apron on RWs 7, 25, 29	5105	AC	12,000	$37,488.00	62	Mill and Overlay	100
2012	Run Up Apron on RWs 7, 25, 29	5115	AC	12,000	$58,308.02	57	Mill and Overlay	100
2012	Runway 11-29	6205	AAC	408,300	$2,946,702.63	51	Mill and Overlay	100
2012	Taxiway Alpha	105	AAC	174,000	$1,324,140.65	47	Mill and Overlay	100
2012	Taxiway Bravo	305	AC	21,000	$102,039.04	57	Mill and Overlay	100
2012	Conn TW between RWs & TWB	610	AAC	4,700	$35,767.02	43	Mill and Overlay	100
2012	Conn TW between RWs & TWB	620	AAC	4,700	$35,767.02	45	Mill and Overlay	100
2012	Conn TW between RWs & TWB	625	AC	17,050	$43,784.40	64	Mill and Overlay	100
2012	Taxiway Delta	205	AAC	164,700	$1,253,367.62	50	Mill and Overlay	100
2012	Taxiway East of FBO Ramp	710	AC	3,990	$74,094.30	23	Reconstruction	100
2012	Taxiway E Conn to NW Apron	405	AC	8,605	$159,794.84	15	Reconstruction	100
2012	Taxiway to Northeast Apron	1105	PCC	5,250	$97,492.49	25	Reconstruction	100
2012	Taxiway T-Hangars	905	AC	3,035	$15,939.83	56	Mill and Overlay	100
2012	Taxiway T-Hangars	910	AC	5,250	$14,941.50	63	Mill and Overlay	100

Herlong Airport (HEG)

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

Year	Branch Name	Section ID	Surface Type	Section Area (ft^2)	Major M&R Costs*	PCI Before M&R	M&R Activity	PCI After M&R
2012	Taxiway T-Hangars	920	AC	2,380	$9,693.74	59	Mill and Overlay	100
2012	Taxiway T-Hangars	925	AC	31,500	$107,163.01	61	Mill and Overlay	100
2012	Taxiway West Conn to NW Ramp	550	AC	1,843	$13,300.94	51	Mill and Overlay	100
2013	Run Up Apron on RWs 7, 25, 29	5110	AC	12,000	$31,740.48	64	Mill and Overlay	100
2016	FBO Apron	4225	AC	32,000	$92,489.80	64	Mill and Overlay	100
2016	Conn TW between RWs & TWB	605	AC	29,550	$85,408.55	64	Mill and Overlay	100
2016	Taxiway T-Hangars	915	AC	9,200	$26,590.82	64	Mill and Overlay	100
				Total	**$9,306,109.32**	**49**		**100**

* Costs are adjusted for inflation.

RUNWAY 7–25 10000' X 150'

RUNWAY 7–25 10000' X 150'

NOTE: FIELD LOCATE ASPHALT PATCH ON RUNWAY 13.

NOT INSPECTED. PROPERTY OF FLORIDA AIR NATIONAL GUARD.

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

G.A. APRON

20' PAVED DRAINAGE

20' PAVED DRAINAGE

CARGO APRON

CARGO APRON

NOTE: NO AIRCRAFT, AIR CARGO CONTAINERS ONLY

HIGH SPEED EXIT FOR TAXIWAY "Q"

RUNWAY 31–13 7701' X 150'

RUNWAY 31–13 7701' X 150'

GRAPHIC SCALE IN FEET
0 200 400 800

NORTH

205	210	215	220	557	576	640	750	755	760	805	910
15 @ 25'x25' & @ 15'x25' 1 | 3	15 @ 25'x25' & @ 15'x25' 1 | 3	15 @ 25'x25' & @ 15'x25' 1 | 2	50@18.83'x16.67' &@18.5'x16.67' 1 | 3	VAR. SLABS @ 25' X 25' 1 | 4	VAR. SLABS @ 25' X 25' 1 | 3	21 SLABS @ 25' X 25' 1 | 5	VAR. SLABS @ 25' X 25' 1 | 2	21 SLABS @ 25' X 25' 1 | 1	21 SLABS @ 25' X 25' 1 | 2	21 SLABS @ 25' X 25' 3 | 19	VAR. 3 | 27

1020	1025	1145	1150	1290	1480	1670	2715	2720	2772	2774	2775
14 @ 25'x25' + VAR SLABS 1 | 2	14 @ 25'x25' + VAR SLABS 0 | 1	VAR. @ 25'x25' + VAR SLABS 1 | 8	15 @ 25'x25' + VAR SLABS 1 | 1	VAR. SLABS @ 25'x25'— VAR 1 | 2	15 @ 25'x25' & @ 15'x25' 1 | 2	15 @ 25'x25' & @ 15'x25' 1 | 2	85' X 45' 1 | 2	100' X 50' 0 | 2	14 SLABS @ 25' X 25' 1 | 4	VAR. SLABS @ 25' X 25' 2 | 6	VAR @ 25'x25' & @ 15'x25' 1 | 3

4110	4115	4125	4305	4310	4315	4412	4415	4420	4425	4430	4435
100' X 52' 1 | 6	115' X 53' 1 | 4	25 SLABS @ 25' X 25' 1 | 6	VAR. SLABS @ 25' X 25' 1 | 3	20 SLABS @ 25' X 25' 2 | 12	20 SLABS @ 25' X 25' 2 | 12	VAR. SLABS @ 25' X 25' 1 | 3	VAR. SLABS @ 20' X 20' 2 | 14	VAR. SLABS @ 25' X 25' 4 | 20	20 SLABS @ 20' X 20' 9 | 94	20 SLABS @ 25' X 25' 4 | 38	VAR @ 20'x25' & 15'x25' 10 | 92

4445	5105	5115
20 SLABS @ 25' X 25' 4 | 29	100' X 56' 3 | 18	100' X 56' 2 | 7

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: APRIL, 2011

2012 CONDITION MAP

JACKSONVILLE INTERNATIONAL AIRPORT
DUVAL COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION OFFICE

IDENTIFIER: JAX

FDOT DISTRICT: 2

Jacksonville International Airport (JAX)

Major Rehabilitation Plan by Year under Unlimited Funding Scenario

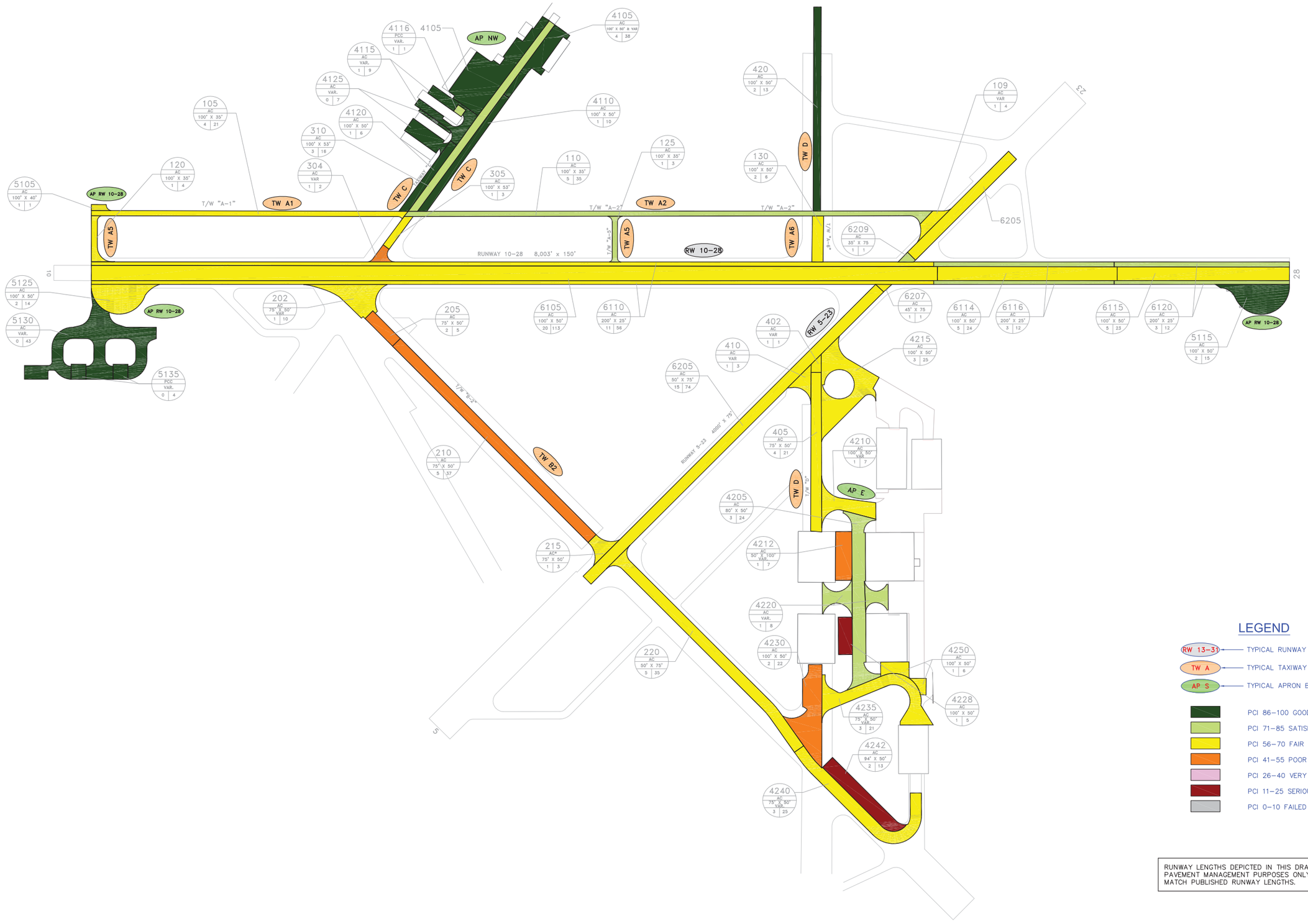
Year	Branch Name	Section ID	Surface Type	Section Area (ft^2)	Major M&R Costs*	PCI Before M&R	M&R Activity	PCI After M&R
2012	Terminal Apron	4430	PCC	361,365	$1,119,508.30	64	PCC Restoration	100
2012	GA Apron	4205	AC	76,140	$453,641.85	56	Mill and Overlay	100
2012	Cargo And Air Cargo Aprons	4135	PCC	32,380	$136,967.29	60	PCC Restoration	100
2012	Cargo And Air Cargo Aprons	4125	PCC	70,500	$602,774.79	47	PCC Restoration	100
2012	Cargo And Air Cargo Aprons	4120	PCC	227,020	$703,307.67	64	PCC Restoration	100
2012	Cargo And Air Cargo Aprons	4115	AC	22,360	$466,876.69	30	Reconstruction	100
2012	Cargo And Air Cargo Aprons	4110	AC	27,040	$297,872.53	38	Reconstruction	100
2012	Taxiways within Aprons	2775	PCC	38,595	$329,987.14	45	PCC Restoration	100
2012	Taxiways within Aprons	2715	AC	8,530	$72,931.47	40	Mill and Overlay	100
2012	Taxiways Sierra, Tango	1280	PCC	86,930	$630,589.97	53	PCC Restoration	100
2012	Taxiway Foxtrot	1155	AC	98,960	$846,107.71	50	Mill and Overlay	100
2012	Taxiway Foxtrot	1150	PCC	18,725	$95,385.08	58	PCC Restoration	100
2012	Taxiway Golf	1040	AC	12,185	$104,181.71	42	Mill and Overlay	100
2012	Taxiway Golf	1035	AC	7,930	$67,801.48	45	Mill and Overlay	100
2012	Taxiway Golf	1030	AC	35,020	$299,420.90	50	Mill and Overlay	100
2012	Taxiway Juliet	750	PCC	21,670	$79,398.82	62	PCC Restoration	100
2012	Taxiway Papa	640	PCC	60,825	$205,649.21	63	PCC Restoration	100
2014	Taxiway Juliet	755	PCC	13,125	$43,137.50	64	PCC Restoration	100
2015	Taxiway Golf	1032	AC	44,450	$150,475.11	64	Mill and Overlay	100
2018	GA Apron	5110	AC	257,675	$1,040,256.81	63	Mill and Overlay	100
2018	Taxiways within Aprons	2720	AC	10,050	$37,176.68	64	Mill and Overlay	100

Jacksonville International Airport (JAX)

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

Year	Branch Name	Section ID	Surface Type	Section Area (ft^2)	Major M&R Costs*	PCI Before M&R	M&R Activity	PCI After M&R
2018	Taxiway Bravo	890	PCC	16,350	$60,481.47	64	PCC Restoration	100
2018	Taxiway Lima	215	PCC	19,695	$72,855.20	64	PCC Restoration	100
2020	Terminal Apron	4445	PCC	312,670	$1,227,058.43	64	PCC Restoration	100
2020	Taxiway Juliet	760	PCC	21,750	$85,356.83	64	PCC Restoration	100
2021	GA Apron	5115	AC	28,390	$114,757.65	64	PCC Restoration	100
				Total	**$9,343,958.29**	**55**		**100**

* 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

P:\Com_Shared\FDOT Aviation 2010-2011\2010-2011-Phase II\LCQ01\LakeCityMunicipal\LCQ-LCQ-CONDITION.dwg PLOTTED: July 13, 2011 - 2:41 PM, BY: Burton, George

2011 CONDITION MAP

LAKE CITY MUNICIPAL AIRPORT
COLUMBIA COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION OFFICE

IDENTIFIER LCQ FDOT DISTRICT 2

Lake City Municipal Airport (LCQ)

Major Rehabilitation Plan by Year under Unlimited Funding Scenario

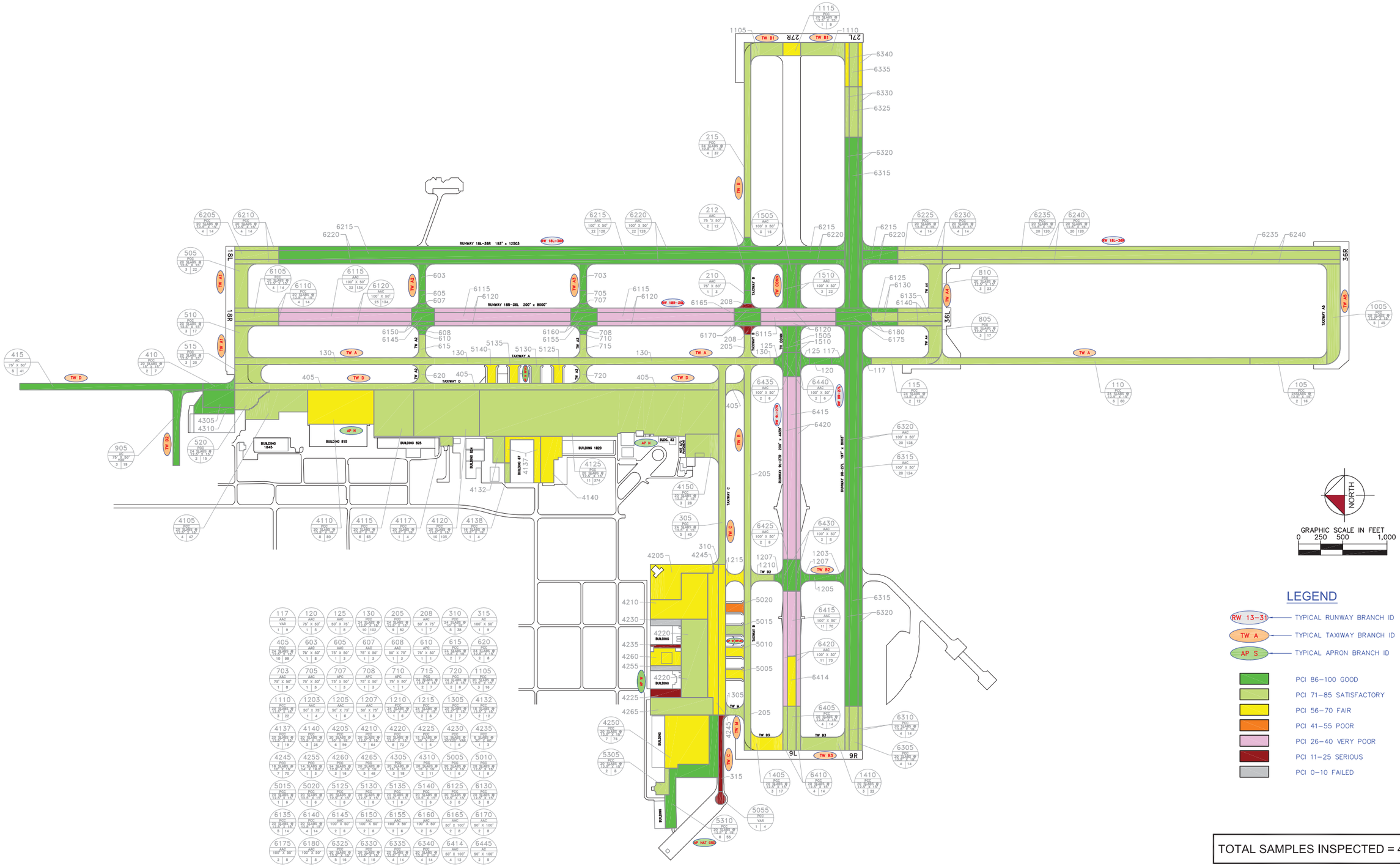
Year	Branch Name	Section ID	Surface Type	Section Area (ft^2)	Major M&R Costs*	PCI Before M&R	M&R Activity	PCI After M&R
2011	East Apron	4210	AC	36,700	$85,437.65	64	Mill and Overlay	100
2011	East Apron	4212	AC	32,000	$201,280.02	50	Mill and Overlay	100
2011	East Apron	4215	AC	108,500	$464,488.72	57	Mill and Overlay	100
2011	East Apron	4228	AC	26,000	$354,120.11	22	Reconstruction	100
2011	East Apron	4230	AC	94,200	$592,518.05	48	Mill and Overlay	100
2011	East Apron	4235	AC	86,936	$226,120.68	63	Mill and Overlay	100
2011	East Apron	4240	AC	176,250	$703,942.88	58	Mill and Overlay	100
2011	East Apron	4242	AC	65,000	$885,300.29	16	Reconstruction	100
2011	Runway 5-23	6205	AAC	288,750	$751,039.21	63	Mill and Overlay	100
2011	Taxiway Alpha 1	105	AC	73,675	$171,515.51	64	Mill and Overlay	100
2011	Taxiway Alpha 6	130	AAC	30,000	$128,430.06	57	Mill and Overlay	100
2011	Taxiway Bravo 2	202	AAC	50,900	$203,294.71	58	Mill and Overlay	100
2011	Taxiway Bravo 2	205	AAC	20,625	$129,731.26	48	Mill and Overlay	100
2011	Taxiway Bravo 2	210	AAC	139,500	$837,418.59	51	Mill and Overlay	100
2011	Taxiway Bravo 2	215	AAC	14,900	$34,687.22	64	Mill and Overlay	100
2011	Taxiway Bravo 2	220	AAC	127,500	$545,827.76	57	Mill and Overlay	100
2011	Taxiway Charlie	304	AAC	9,300	$58,497.00	44	Mill and Overlay	100
2011	Taxiway Delta	402	AAC	7,900	$38,354.51	55	Mill and Overlay	100
2012	East Apron	4250	AC	30,500	$73,134.17	65	Mill and Overlay	100
2012	Run Up and Turnaround Apron RW10-28	5105	AC	4,240	$10,166.85	65	Mill and Overlay	100
2012	Runway 10-28	6114	AAC	120,000	$321,483.80	65	Mill and Overlay	100

Lake City Municipal Airport (LCQ)

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

Year	Branch Name	Section ID	Surface Type	Section Area (ft^2)	Major M&R Costs*	PCI Before M&R	M&R Activity	PCI After M&R
2012	Runway 5-23	6207	AAC	3,375	$8,092.72	66	Mill and Overlay	100
2012	Taxiway Alpha 2	109	AAC	15,500	$37,166.54	65	Mill and Overlay	100
2012	Taxiway Charlie	305	AAC	45,580	$109,293.62	65	Mill and Overlay	100
2013	Run Up and Turnaround Apron RW10-28	5125	AC	44,000	$108,670.18	66	Mill and Overlay	100
2013	Runway 10-28	6105	AAC	562,500	$1,389,249.42	68	Mill and Overlay	100
2013	Taxiway Alpha	120	AC	13,500	$33,341.99	67	Mill and Overlay	100
2014	Runway 10-28	6110	AAC	281,250	$799,364.44	69	Mill and Overlay	100
2014	Runway 10-28	6115	AAC	118,000	$335,377.79	69	Mill and Overlay	100
2014	Taxiway Delta	405	AAC	80,175	$227,872.16	68	Mill and Overlay	100
2014	Taxiway Delta	410	AC	52,000	$132,281.24	69	Mill and Overlay	100
2015	Taxiway Alpha 5	125	AC	10,500	$27,511.95	71	Mill and Overlay	100
2016	Taxiway Alpha 2	110	AC	122,500	$330,601.99	72	Mill and Overlay	100
2017	North Apron	4116	PCC	3,402	$9,456.73	79	PCC Restoration	100
2017	Runway 5-23	6209	AAC	2,625	$8,152.55	75	Mill and Overlay	100
2018	East Apron	4205	AC	101,500	$324,688.75	73	Mill and Overlay	100
2018	Runway 10-28	6116	AAC	60,000	$171,788.89	77	Mill and Overlay	100
2018	Runway 10-28	6120	AAC	59,000	$168,925.74	77	Mill and Overlay	100
2019	East Apron	4220	AC	37,900	$111,768.71	75	Mill and Overlay	100
				Total	**$11,150,394.46**	**62**		**100**

* 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

TOTAL SAMPLES INSPECTED = 426

PLOTTED: May 21, 2012 – 12:11 PM, BY: Burton, George A

NUMBER	DATE	REVISIONS

DESIGNED:	NR	DRAWN:	GB	CHECKED:		DATE:	MAY 2012

P:\Com_Shared\VQQT Aviation 2010-2017\2010-2011-Phase II\CAD\Revised Airports\VQQT\EXHIBITS\VQQ-VQQ-CONDITION.dwg

2012 CONDITION MAP

CECIL AIRPORT
DUVAL COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION OFFICE

IDENTIFIER: VQQ

FDOT DISTRICT: 2

Cecil Field Airport (VQQ)

Major Rehabilitation Plan by Year under Unlimited Funding Scenario

Year	Branch Name	Section ID	Surface Type	Section Area (ft^2)	Major M&R Costs*	PCI Before M&R	M&R Activity	PCI After M&R
2012	North Apron	4110	PCC	290,625	$665,531.10	65	PCC Restoration	100
2012	N Hot Refuel & Compass Rose Ap	5140	PCC	21,000	$53,928.00	64	PCC Restoration	100
2012	West Parking Apron	4225	PCC	33,600	$623,951.96	11	Reconstruction	100
2012	West Parking Apron	4230	PCC	31,050	$576,598.46	7	Reconstruction	100
2012	West Parking Apron	4235	PCC	9,600	$178,271.99	13	Reconstruction	100
2012	West Parking Apron	4255	PCC	9,600	$178,271.99	3	Reconstruction	100
2012	West Parking Apron	4260	PCC	64,000	$235,520.05	60	PCC Restoration	100
2012	W Hot Refuel & Compass Rose Ap	5010	PCC	21,000	$53,928.00	64	PCC Restoration	100
2012	W Hot Refuel & Compass Rose Ap	5020	PCC	21,000	$126,798.06	54	PCC Restoration	100
2012	W Hot Refuel & Compass Rose Ap	5055	PCC	13,010	$241,595.68	23	Reconstruction	100
2012	Runway 18R-36L	6115	AAC	544,000	$5,928,513.35	37	Reconstruction	100
2012	Runway 18R-36L	6120	AAC	544,000	$5,928,513.35	37	Reconstruction	100
2012	Runway 9L-27R	6415	AAC	280,000	$5,199,599.66	26	Reconstruction	100
2012	Runway 9L-27R	6420	AAC	336,500	$3,667,177.83	37	Reconstruction	100
2012	Taxiway Bravo	208	AAC	11,792	$218,977.43	1	Reconstruction	100
2012	Taxiway Charlie	315	AC	43,250	$803,152.45	19	Reconstruction	100
2012	Taxiway Connector	1505	AAC	80,000	$249,920.01	62	Mill and Overlay	100
2012	Taxiway Connector	1510	AAC	92,883	$290,166.50	62	Mill and Overlay	100
2013	North Apron	4137	PCC	67,900	$179,598.20	64	PCC Restoration	100
2014	North Apron	4140	PCC	102,688	$279,762.26	64	PCC Restoration	100
2014	West Parking Apron	4210	PCC	240,400	$654,943.59	64	PCC Restoration	100

Cecil Field Airport (VQQ)

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

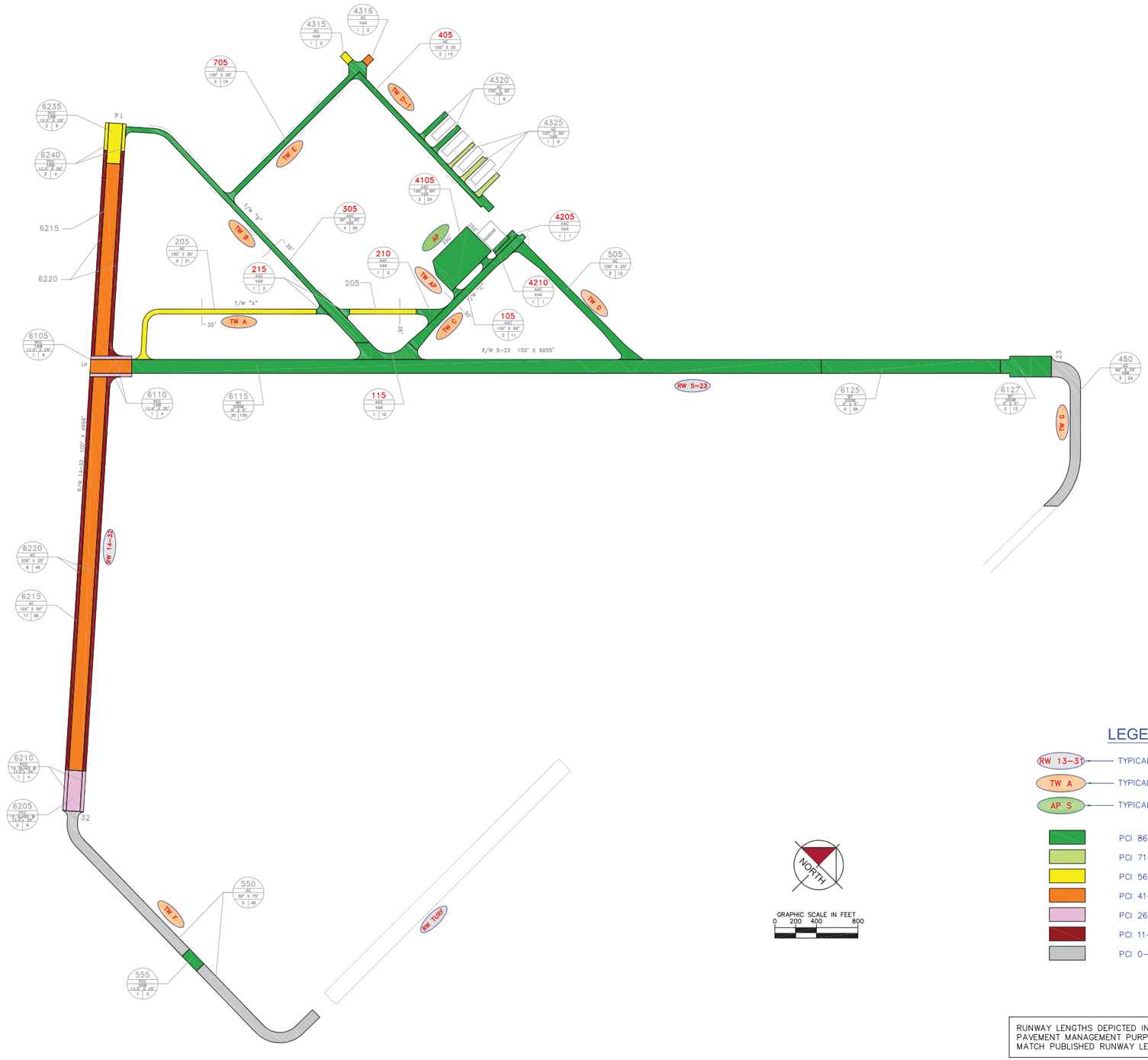
Year	Branch Name	Section ID	Surface Type	Section Area (ft^2)	Major M&R Costs*	PCI Before M&R	M&R Activity	PCI After M&R
2015	N Hot Refuel & Compass Rose Ap	5125	PCC	21,000	$58,928.58	64	PCC Restoration	100
2015	N Hot Refuel & Compass Rose Ap	5135	PCC	21,000	$58,928.58	64	PCC Restoration	100
2015	West Parking Apron	4205	PCC	168,500	$472,831.68	64	PCC Restoration	100
2015	West Parking Apron	4250	PCC	288,700	$810,127.63	64	PCC Restoration	100
2015	Runway 9R-27L	6340	PCC	50,000	$140,306.14	64	PCC Restoration	100
2015	Taxiway B-2	1215	PCC	24,725	$69,381.38	64	PCC Restoration	100
2016	West Parking Apron	4245	PCC	185,194	$535,267.40	64	PCC Restoration	100
2016	Runway 9L-27R	6414	AAC	20,000	$64,063.96	63	Mill and Overlay	100
2016	Taxiway B-1	1115	PCC	30,000	$86,709.19	64	PCC Restoration	100
2017	W Hot Refuel & Compass Rose Ap	5005	PCC	21,000	$62,517.33	64	PCC Restoration	100
2017	Taxiway Charlie	310	PCC	136,320	$405,826.77	64	PCC Restoration	100
2018	Taxiway B-3	1405	PCC	59,800	$183,366.30	64	PCC Restoration	100
2019	North Apron	4132	PCC	44,250	$154,884.78	63	PCC Restoration	100
2019	N Hot Refuel & Compass Rose Ap	5130	PCC	21,000	$66,324.63	64	PCC Restoration	100
2019	Runway 18L-36R	6225	PCC	50,000	$157,915.79	64	PCC Restoration	100
2019	Taxiway Charlie	305	PCC	187,000	$590,605.06	64	PCC Restoration	100
2020	North Apron	4117	PCC	18,900	$61,482.93	64	PCC Restoration	100
2020	West Parking Apron	4220	PCC	272,000	$980,621.90	63	PCC Restoration	100
2020	West Parking Apron	4265	PCC	138,000	$448,923.01	64	PCC Restoration	100
2020	Taxiway Alpha	105	PCC	69,500	$226,088.04	64	PCC Restoration	100
2020	Taxiway A-1	515	PCC	67,500	$219,581.91	64	PCC Restoration	100

Cecil Field Airport (VQQ)

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

Year	Branch Name	Section ID	Surface Type	Section Area (ft^2)	Major M&R Costs*	PCI Before M&R	M&R Activity	PCI After M&R
2020	Taxiway A-5	1005	PCC	166,650	$600,811.18	63	PCC Restoration	100
2020	Taxiway B-1	1110	PCC	77,371	$278,940.06	63	PCC Restoration	100
2021	Runway 9L-27R	6405	AC	50,000	$167,532.86	64	Mill and Overlay	100
2021	Runway 9L-27R	6410	PCC	50,000	$167,532.86	64	PCC Restoration	100
2021	Taxiway A-3	715	PCC	23,500	$78,740.45	64	PCC Restoration	100
				Total	**$33,482,960.32**	**51**		**100**

* 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

NORTH

GRAPHIC SCALE IN FEET
0 200 400 800

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

PLOTTED: May 3, 2012 – 3:17 PM, BY: Burton, George A

NUMBER	DATE	REVISIONS

DESIGNED:	NR	DRAWN:	GB	CHECKED:		DATE:	MAY 2012

P:\Com_Shared\FDOT Aviation 2010-2017\2010-2011-Phase II\CAD\Revised Airports\X60\EXHIBIT\203-X60-CONDITION.dwg

2012 CONDITION MAP

WILLISTON MUNICIPAL AIRPORT
LEVY COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION OFFICE

IDENTIFIER
X60
FDOT DISTRICT
2

Williston Municipal Airport (X60)

Major Rehabilitation Plan by Year under Unlimited Funding Scenario

Year	Branch Name	Section ID	Surface Type	Section Area (ft^2)	Major M&R Costs*	PCI Before M&R	M&R Activity	PCI After M&R
2012	Apron at T-Hangars	4315	AC	4,001	$10,406.61	63	Mill and Overlay	100
2012	Apron at T-Hangars	4316	AC	3,259	$20,499.11	43	Mill and Overlay	100
2012	Runway 14-32	6205	PCC	30,300	$279,426.68	36	Reconstruction	100
2012	Runway 14-32	6210	PCC	15,000	$138,330.04	36	Reconstruction	100
2012	Runway 14-32	6215	AC	430,000	$2,704,700.21	43	Mill and Overlay	100
2012	Runway 14-32	6220	AC	215,000	$2,928,300.95	13	Reconstruction	100
2012	Runway 14-32	6235	PCC	30,000	$111,210.07	59	PCC Restoration	100
2012	Runway 5-23	6105	PCC	30,000	$188,700.01	46	PCC Restoration	100
2012	Runway 5-23	6110	PCC	15,000	$116,340.03	38	Reconstruction	100
2012	Taxiway Foxtrot	550	AC	185,509	$2,526,633.40	6	Reconstruction	100
2012	Taxiway Foxtrot	555	PCC	11,250	$153,225.05	0	Reconstruction	100
2012	Taxiway Golf	450	AC	94,786	$1,290,985.74	1	Reconstruction	100
2013	Runway 14-32	6240	PCC	15,000	$44,403.33	62	PCC Restoration	100
2013	Taxiway Alpha	205	AC	72,808	$174,582.04	64	Mill and Overlay	100
2017	Apron at T-Hangars	4325	AC	23,114	$62,379.87	64	Mill and Overlay	100
				Total	**$10,750,123.14**	**30**		**100**

* Costs are adjusted for inflation.