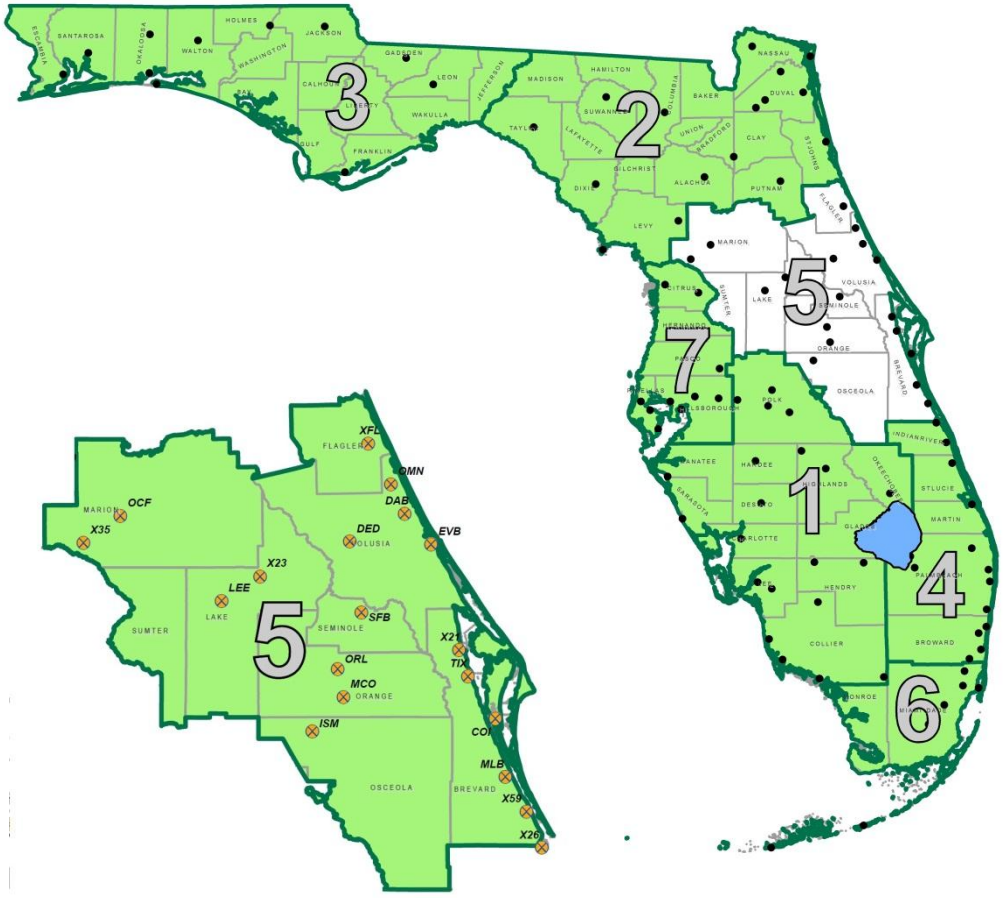
STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

AVIATION OFFICE

Statewide Airfield Pavement Management Program

District 5 Report



June 2012

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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 5:

- COI – Merritt Island Airport
- DAB – Daytona Beach International Airport
- DED – Deland Municipal Airport
- EVB – New Smyrna Beach Municipal Airport
- ISM – Kissimmee Gateway Airport
- MLB – Melbourne International Airport
- OCF – Ocala International Airport – Jim Taylor Field
- OMN - Ormond Beach Municipal Airport
- ORL – Orlando Executive Airport
- SFB – Orlando Sanford International Airport
- TIX – Space Coast Regional Airport
- X21 – Arthur Dunn Airpark
- X23 – Umatilla Municipal Airport
- X35 –Marion County Airport
- X59 – Valkaria Municipal Airport
- XFL – Flagler County Airport

Leesburg International Airport (LEE), which is managed by the City of Leesburg, and Orlando International Airport (MCO), which is managed by the Greater Orlando Aviation Authority, declined to participate in the FDOT SAPMP and therefore were not inspected as part of this update.

District 5's overall PCI is at a 69, 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 5 ranged from 37 (Very Poor) to 83 (Satisfactory). 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
COI	Merritt Island Airport	GA	80	89	62	72	Satisfactory
DAB	Daytona Beach International Airport	PR	82	64	56	67	Fair
DED	DeLand Municipal Airport	RL	100	55	71	76	Satisfactory
EVB	New Smyrna Beach Municipal Airport	RL	50	65	29	51	Poor
ISM	Kissimmee Gateway Airport	RL	68	66	61	64	Fair
MLB	Melbourne International Airport	PR	76	92	75	81	Satisfactory
OCF	Ocala International Airport-Jim Taylor Field	GA	82	54	72	71	Satisfactory
OMN	Ormond Beach Municipal Airport	RL	82	43	55	63	Fair
ORL	Orlando Executive Airport	RL	89	75	81	81	Satisfactory
SFB	Orlando Sanford International Airport	PR	91	79	61	76	Satisfactory
TIX	Space Coast Regional Airport	PR	78	65	81	74	Satisfactory
X21	Arthur Dunn Airpark	GA	92	86	71	83	Satisfactory
X23	Umatilla Municipal Airport	GA	81	n/a	84	82	Satisfactory
X35	Marion County Airport	GA	63	53	68	62	Fair
X59	Valkaria Municipal Airport	GA	42	37	27	37	Very Poor
XFL	Flagler County Airport	GA	77	46	73	64	Fair
	District 5 Overall =		**77**	**65**	**64**	**69**	**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
COI	Merritt Island Airport	GA	11-29	3,601	75	80		
DAB	Daytona Beach International Airport	PR	16-34	6,001	150	62	X	X
DAB	Daytona Beach International Airport	PR	7L-2R	10,500	150	100		
DAB	Daytona Beach International Airport	PR	7R-25L	3,195	100	49	X	X
DED	DeLand Municipal Airport	RL	12-30	6,001	100	100		
DED	DeLand Municipal Airport	RL	5-23	4,301	75	100		
EVB	New Smyrna Beach Municipal Airport	RL	11-29	4,319	100	52	X	X
EVB	New Smyrna Beach Municipal Airport	RL	2-20	4,000	100	34	X	X
EVB	New Smyrna Beach Municipal Airport	RL	7-25	5,000	75	67		X
ISM	Kissimmee Gateway Airport	RL	15-33	6,001	100	84		
ISM	Kissimmee Gateway Airport	RL	6-24	5,001	150	54	X	X
MLB	Melbourne International Airport	PR	5-23	3,001	75	70		X
MLB	Melbourne International Airport	PR	9L-27R	6,000	150	77		
MLB	Melbourne International Airport	PR	9R-27L	10,181	150	75		
OCF	Ocala International - Jim Taylor Field	GA	18-36	7,467	150	87		
OCF	Ocala International - Jim Taylor Field	GA	8-26	3,009	50	49	X	X
OMN	Ormond Beach Municipal Airport	RL	17-35	3,704	100	94		
OMN	Ormond Beach Municipal Airport	RL	8-26	4,005	75	67		X
ORL	Orlando Executive Airport	RL	13-31	4,625	100	93		
ORL	Orlando Executive Airport	RL	7-25	6,004	150	88		
SFB	Orlando Sanford International Airport	PR	18-36	6,002	150	81		
SFB	Orlando Sanford International Airport	PR	9C-27C	3,578	75	80		
SFB	Orlando Sanford International Airport	PR	9L-27R	9,601	150	100		
SFB	Orlando Sanford International Airport	PR	9R-27L	6,647	75	87		
TIX	Space Coast Regional Airport	PR	18-36	7,319	150	81		
TIX	Space Coast Regional Airport	PR	9-27	5,000	100	71		X
X21	Arthur Dunn Airpark	GA	15-33	2,961	70	92		
X23	Umatilla Municipal Airport	GA	18-36	2,500	60	81		
X35	Marion County Airport	GA	5-23	4,941	100	67		X
X35	Marion County Airport	GA	9-27	4,702	60	56	X	X
X59	Valkaria Municipal Airport	GA	10-28	4,000	75	18	X	X
X59	Valkaria Municipal Airport	GA	14-32	4,000	75	70		X
XFL	Flagler County Airport	GA	11-29	4,999	100	57	X	X
XFL	Flagler County Airport	GA	6-24	5,000	100	100		
					Weighted Average =	78		44%

Figure I-A: Runway Condition

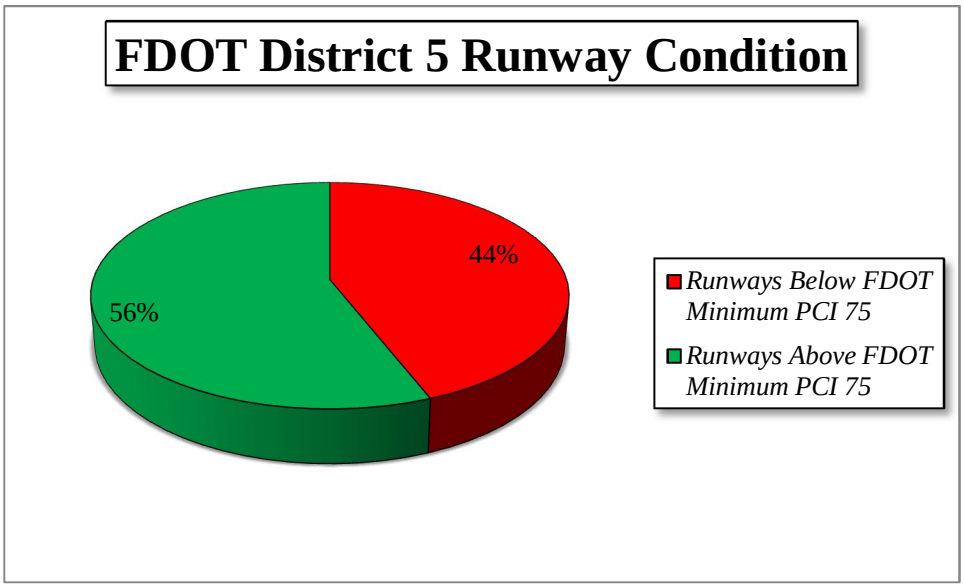
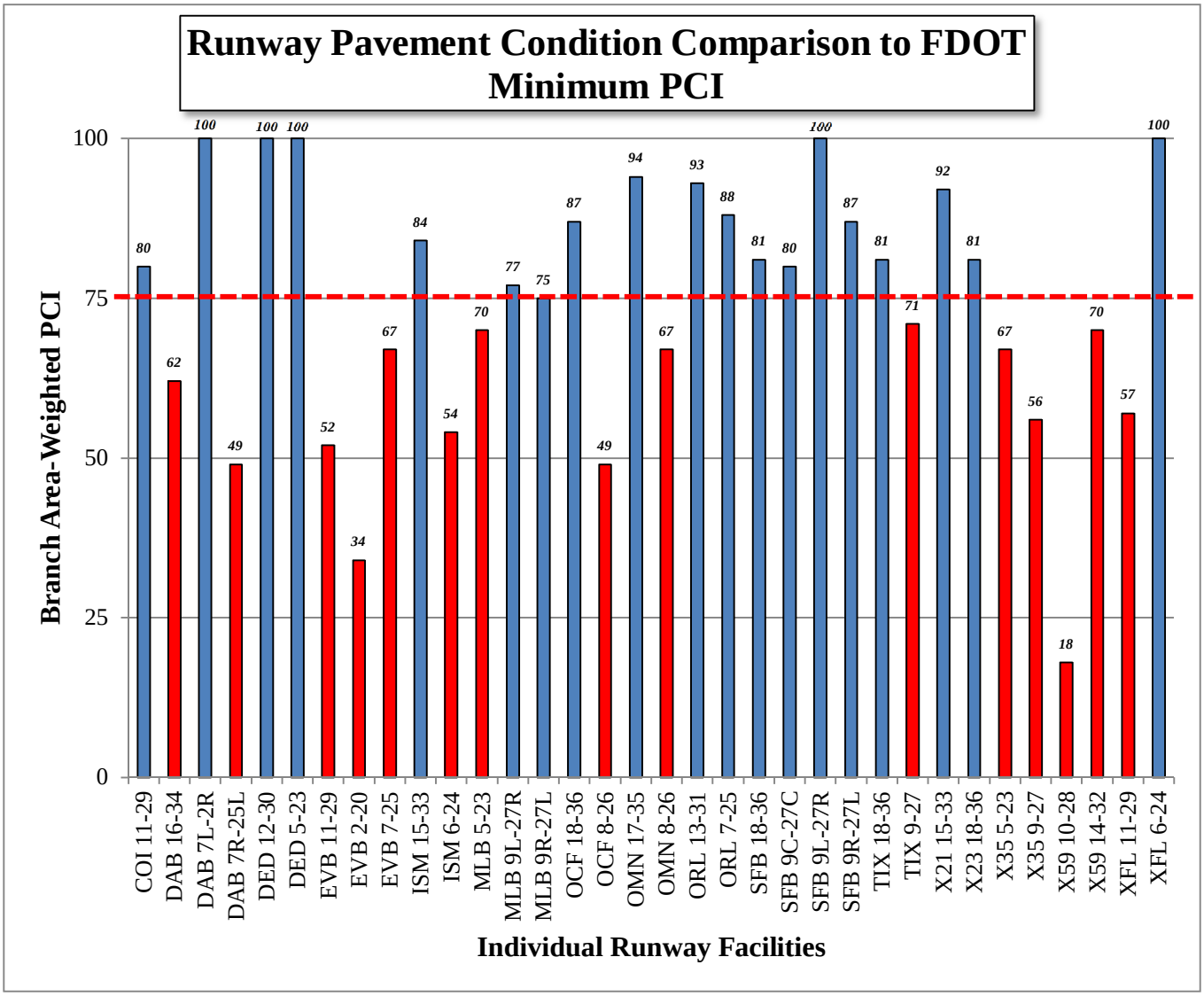


Figure I-B: Runway Pavement Condition Comparison to FDOT Minimum PCI



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)
COI	Merritt Island Airport	GA	270,225	252,812	667,361	1,190,398
DAB	Daytona Beach International Airport	PR	2,765,900	3,657,393	2,738,665	9,161,958
DED	DeLand Municipal Airport	RL	948,470	796,660	978,320	2,723,450
EVB	New Smyrna Beach Municipal Airport	RL	1,236,950	855,405	500,072	2,592,427
ISM	Kissimmee Gateway Airport	RL	1,344,500	1,074,596	2,154,411	4,573,507
MLB	Melbourne International Airport	PR	2,652,396	2,815,365	2,638,422	8,106,183
OCF	Ocala International Airport-Jim Taylor Field	GA	1,272,881	948,989	771,364	2,993,234
OMN	Ormond Beach Municipal Airport	RL	663,445	447,900	437,430	1,548,775
ORL	Orlando Executive Airport	RL	1,346,586	1,416,503	3,100,942	5,864,031
SFB	Orlando Sanford International Airport	PR	3,313,840	3,370,151	4,221,310	10,905,301
TIX	Space Coast Regional Airport	PR	1,587,593	1,309,081	614,652	3,511,326
X21	Arthur Dunn Airpark	GA	211,965	127,605	195,903	535,473
X23	Umatilla Municipal Airport	GA	150,000	n/a	120,405	270,405
X35	Marion County Airport	GA	770,500	186,500	233,508	1,190,508
X59	Valkaria Municipal Airport	GA	638,025	107,650	293,910	1,039,585
XFL	Flagler County Airport	GA	985,000	908,576	449,144	2,342,720
	District 5 Overall =		**20,158,276**	**18,275,186**	**20,115,820**	**58,549,282**

Figure II: PCI by Pavement Use by Airport

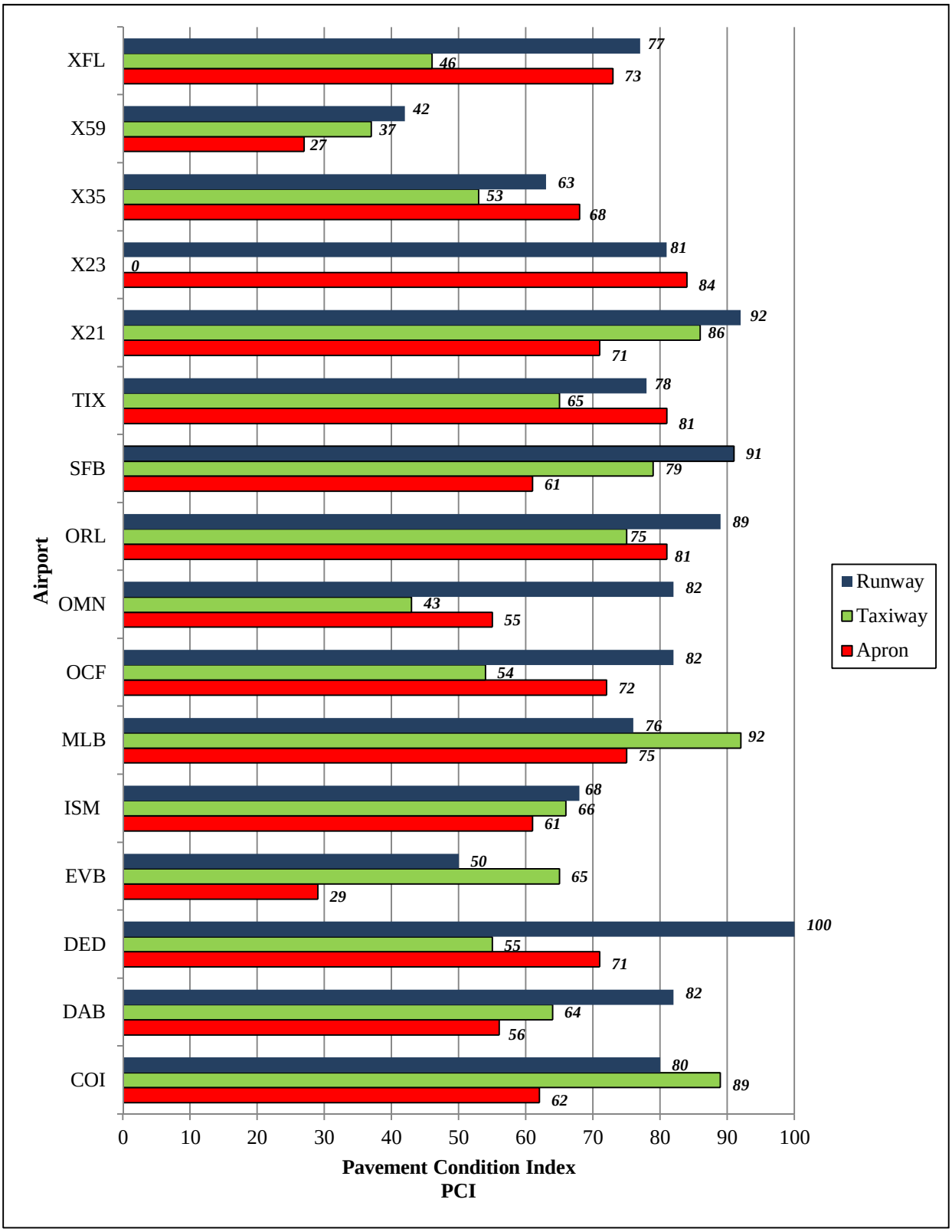
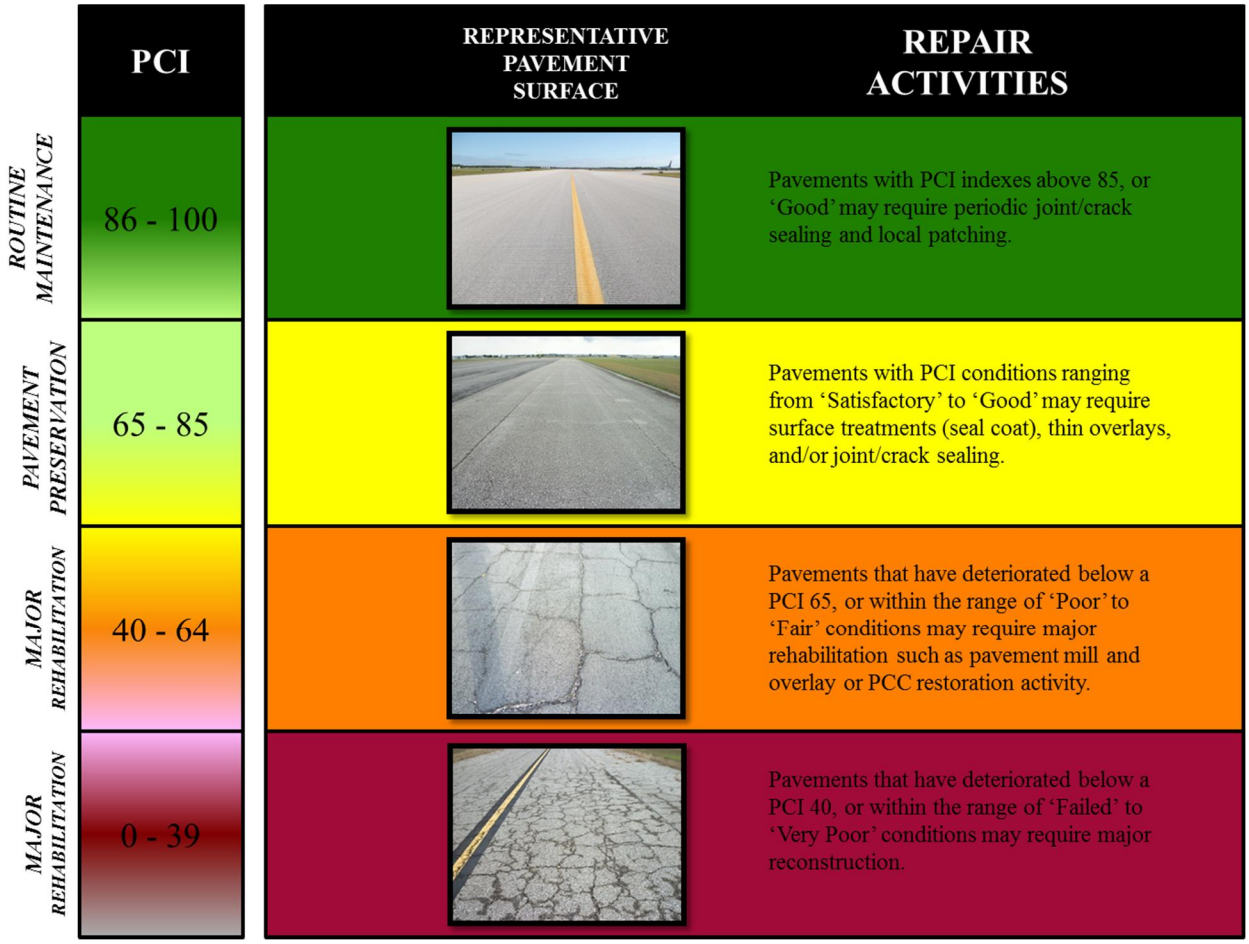


Figure III: Pictorial Representation of PCIs and Ratings below illustrates characteristic pavement surfaces associated with various ranges of PCIs and Ratings, along with typical repair activities for the PCI ranges.

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 5 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
COI	Merritt Island Airport	GA	72	Satisfactory	$3,673,658.50
DAB	Daytona Beach International Airport	PR	67	Fair	$43,367,266.56
DED	DeLand Municipal Airport	RL	76	Satisfactory	$5,629,975.04
EVB	New Smyrna Beach Municipal Airport	RL	51	Poor	$22,246,323.69
ISM	Kissimmee Gateway Airport	RL	64	Fair	$20,164,332.44
MLB	Melbourne International Airport	PR	81	Satisfactory	$7,692,192.95
OCF	Ocala International Airport-Jim Taylor Field	GA	71	Satisfactory	$8,066,541.61
OMN	Ormond Beach Municipal Airport	RL	63	Fair	$6,758,660.76
ORL	Orlando Executive Airport	RL	81	Satisfactory	$7,282,476.36
SFB	Orlando Sanford International Airport	PR	76	Satisfactory	$27,026,433.88
TIX	Space Coast Regional Airport	PR	74	Satisfactory	$5,484,947.12
X21	Arthur Dunn Airpark	GA	83	Satisfactory	$0.00
X23	Umatilla Municipal Airport	GA	82	Satisfactory	$0.00
X35	Marion County Airport	GA	62	Fair	$4,815,215.90
X59	Valkaria Municipal Airport	GA	37	Very Poor	$9,213,029.22
XFL	Flagler County Airport	GA	64	Fair	$9,216,222.30
	District 5 Overall =		**69**	**Fair**	**$180,637,276.33**

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
COI	Merritt Island Airport	GA	72	Satisfactory	$4,502,232.45
DAB	Daytona Beach International Airport	PR	67	Fair	$52,595,642.16
DED	DeLand Municipal Airport	RL	76	Satisfactory	$8,920,374.56
EVB	New Smyrna Beach Municipal Airport	RL	51	Poor	$23,190,708.70
ISM	Kissimmee Gateway Airport	RL	64	Fair	$20,778,862.48
MLB	Melbourne International Airport	PR	81	Satisfactory	$15,463,328.32
OCF	Ocala International Airport-Jim Taylor Field	GA	71	Satisfactory	$9,788,687.61
OMN	Ormond Beach Municipal Airport	RL	63	Fair	$8,256,442.60
ORL	Orlando Executive Airport	RL	81	Satisfactory	$9,036,029.42
SFB	Orlando Sanford International Airport	PR	76	Satisfactory	$36,978,515.59
TIX	Space Coast Regional Airport	PR	74	Satisfactory	$10,374,415.17
X21	Arthur Dunn Airpark	GA	83	Satisfactory	$571,568.43
X23	Umatilla Municipal Airport	GA	82	Satisfactory	$137,627.66
X35	Marion County Airport	GA	62	Fair	$4,815,215.90
X59	Valkaria Municipal Airport	GA	37	Very Poor	$9,902,430.34
XFL	Flagler County Airport	GA	64	Fair	$9,941,347.25
	District 5 Overall =		**69**	**Fair**	**$225,253,428.64**

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 5:

- COI – Merritt Island Airport
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Leesburg International Airport (LEE), which is managed by the City of Leesburg, and Orlando International Airport (MCO), which is managed by the Greater Orlando Aviation Authority,

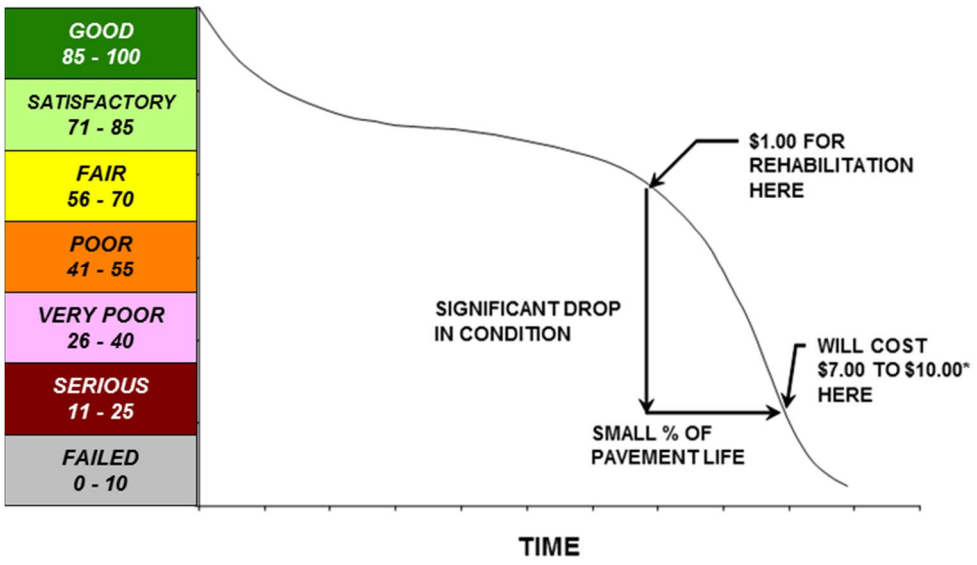
declined to participate in the FDOT SAPMP and therefore were not inspected as part of this update.

1.2 Purpose

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

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

Figure 1-1: Pavement Life Cycle



Source: FAA/AC 150/5380-7A "Airport Pavement Management Program"
**Modified to reflect current construction costs.*

The inspections and analysis that were done were performed in accordance with the methods identified in ASTM D 5340-04 and in the FAA Advisory Circular 150/5380-6B to comply with

the FAA Airport Improvement Program (AIP) requirements. The tasks required to achieve this objectives at each airport include:

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

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

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

2. SYSTEM INVENTORY AND AIRPORT NETWORK DEFINITION DEVELOPMENT

2.1 System Inventory Update

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

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

2.2 Network Definition Update

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

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

FAA Identifier	Airport Name	Type	Runway Area (SqFt)	Taxiway Area (SqFt)	Apron Area (SqFt)	Total Area (SqFt)
COI	Merritt Island Airport	GA	270,225	252,812	667,361	1,190,398
DAB	Daytona Beach International Airport	PR	2,765,900	3,657,393	2,738,665	9,161,958
DED	DeLand Municipal Airport	RL	948,470	796,660	978,320	2,723,450
EVB	New Smyrna Beach Municipal Airport	RL	1,236,950	855,405	500,072	2,592,427
ISM	Kissimmee Gateway Airport	RL	1,344,500	1,074,596	2,154,411	4,573,507
MLB	Melbourne International Airport	PR	2,652,396	2,815,365	2,638,422	8,106,183
OCF	Ocala International Airport-Jim Taylor Field	GA	1,272,881	948,989	771,364	2,993,234
OMN	Ormond Beach Municipal Airport	RL	663,445	447,900	437,430	1,548,775
ORL	Orlando Executive Airport	RL	1,346,586	1,416,503	3,100,942	5,864,031
SFB	Orlando Sanford International Airport	PR	3,313,840	3,370,151	4,221,310	10,905,301
TIX	Space Coast Regional Airport	PR	1,587,593	1,309,081	614,652	3,511,326
X21	Arthur Dunn Airpark	GA	211,965	127,605	195,903	535,473
X23	Umatilla Municipal Airport	GA	150,000	n/a	120,405	270,405
X35	Marion County Airport	GA	770,500	186,500	233,508	1,190,508
X59	Valkaria Municipal Airport	GA	638,025	107,650	293,910	1,039,585
XFL	Flagler County Airport	GA	985,000	908,576	449,144	2,342,720
	District 5 Overall =		**20,158,276**	**18,275,186**	**20,115,820**	**58,549,282**

Figure 2-1: District Pavement Area by Use

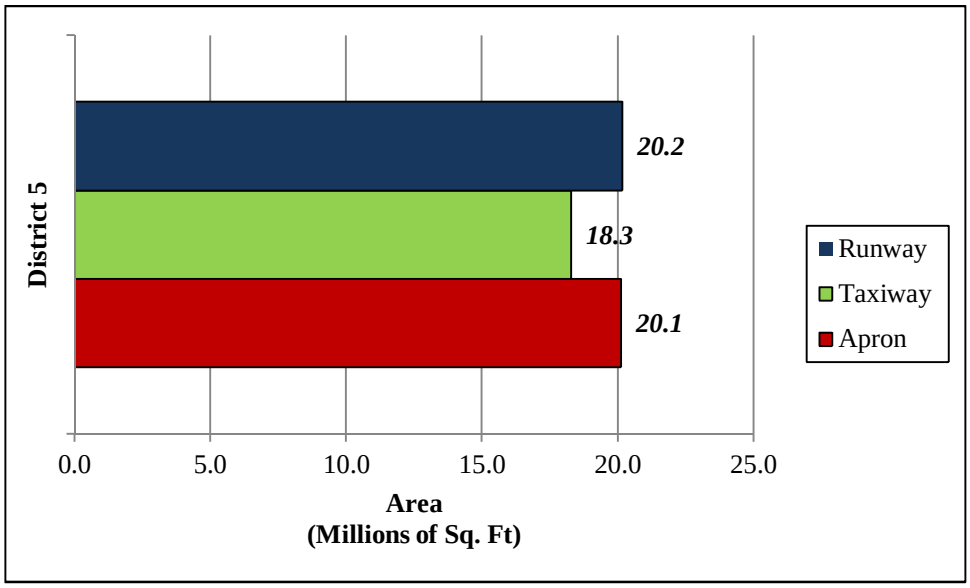
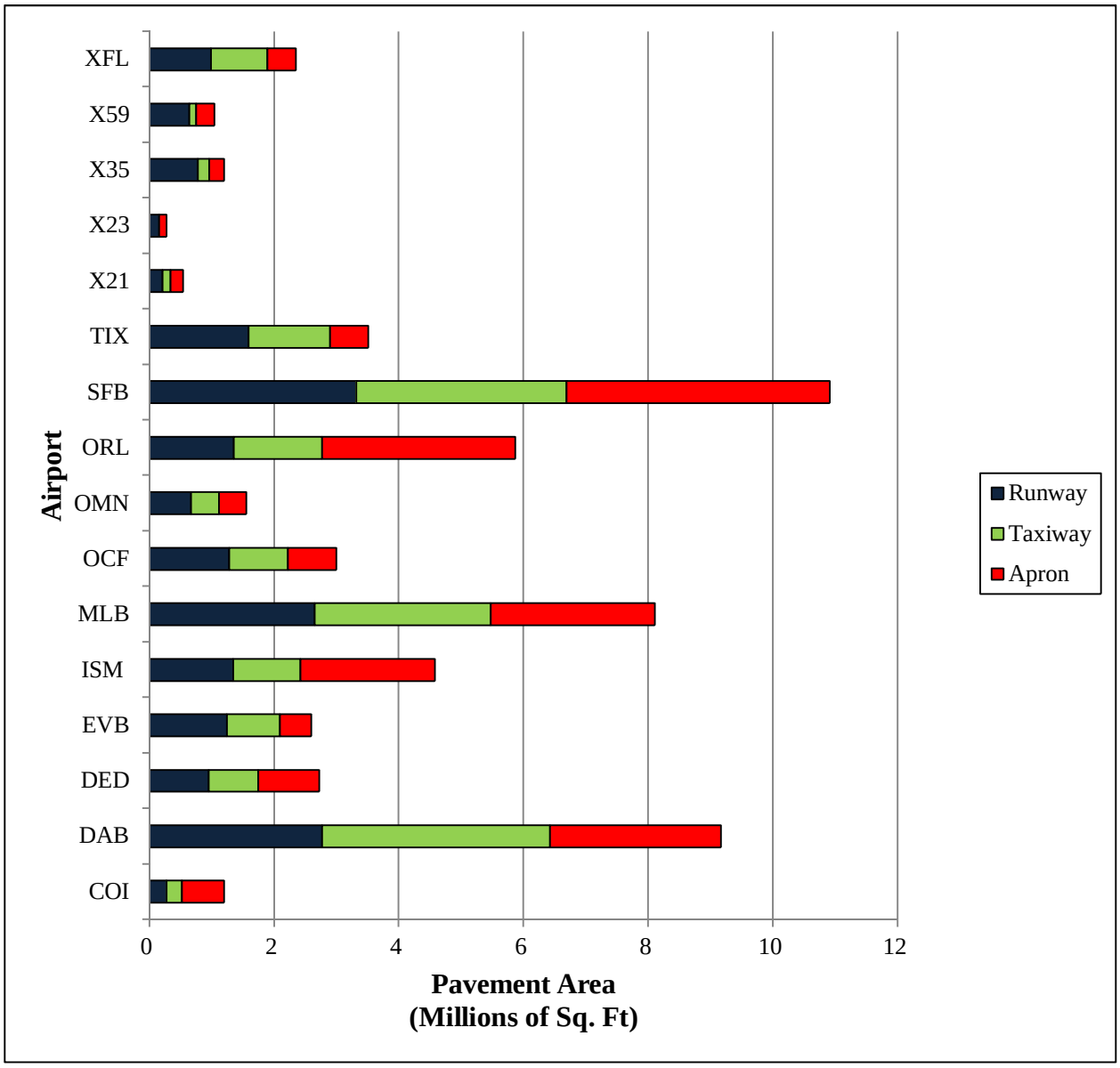


Figure 2-2: Pavement Area by Use by Airport



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

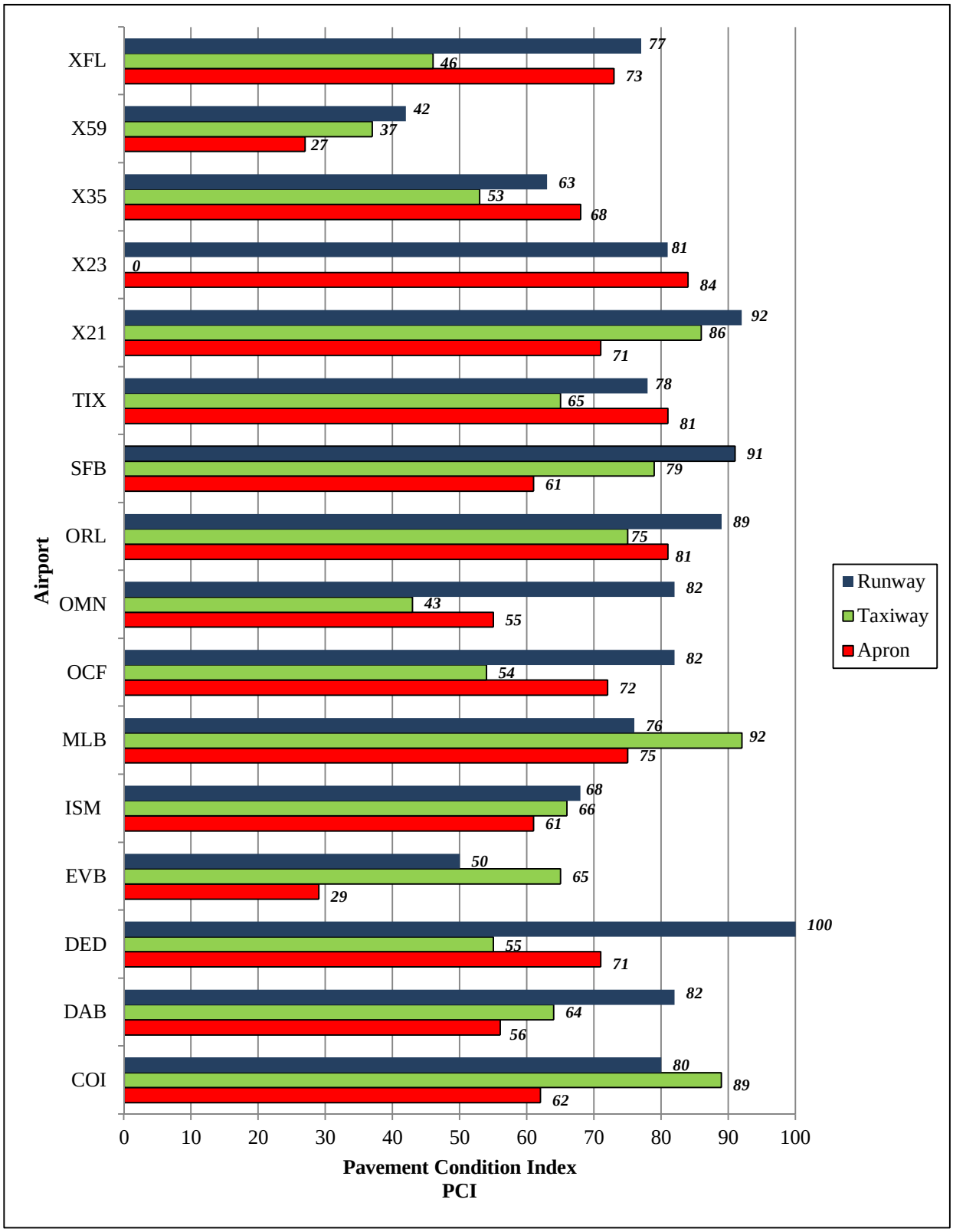
District 5's overall PCI is at a 69, which corresponds to a 'Fair' condition. **Table 3-2: Condition Summary by Airport** below represents the results of the PCI inspection at each airport within the District. Specific individual airport results are identified in each individual airport report.

Table 3-2: Condition Summary by Airport

FAA Identifier	Airport Name	Type	Runway PCI	Taxiway PCI	Apron PCI	Overall PCI	Overall Condition Rating
COI	Merritt Island Airport	GA	80	89	62	72	Satisfactory
DAB	Daytona Beach International Airport	PR	82	64	56	67	Fair
DED	DeLand Municipal Airport	RL	100	55	71	76	Satisfactory
EVB	New Smyrna Beach Municipal Airport	RL	50	65	29	51	Poor
ISM	Kissimmee Gateway Airport	RL	68	66	61	64	Fair
MLB	Melbourne International Airport	PR	76	92	75	81	Satisfactory
OCF	Ocala International Airport-Jim Taylor Field	GA	82	54	72	71	Satisfactory
OMN	Ormond Beach Municipal Airport	RL	82	43	55	63	Fair
ORL	Orlando Executive Airport	RL	89	75	81	81	Satisfactory
SFB	Orlando Sanford International Airport	PR	91	79	61	76	Satisfactory
TIX	Space Coast Regional Airport	PR	78	65	81	74	Satisfactory
X21	Arthur Dunn Airpark	GA	92	86	71	83	Satisfactory
X23	Umatilla Municipal Airport	GA	81	n/a	84	82	Satisfactory
X35	Marion County Airport	GA	63	53	68	62	Fair
X59	Valkaria Municipal Airport	GA	42	37	27	37	Very Poor
XFL	Flagler County Airport	GA	77	46	73	64	Fair
	District 5 Overall =		**77**	**65**	**64**	**69**	**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

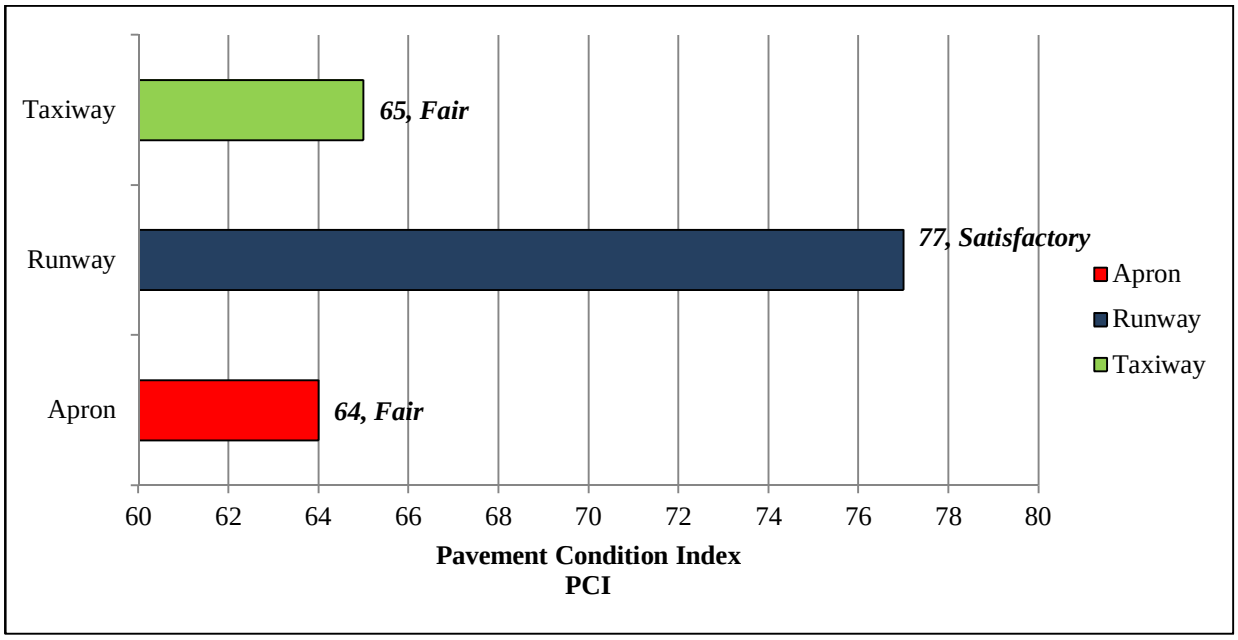
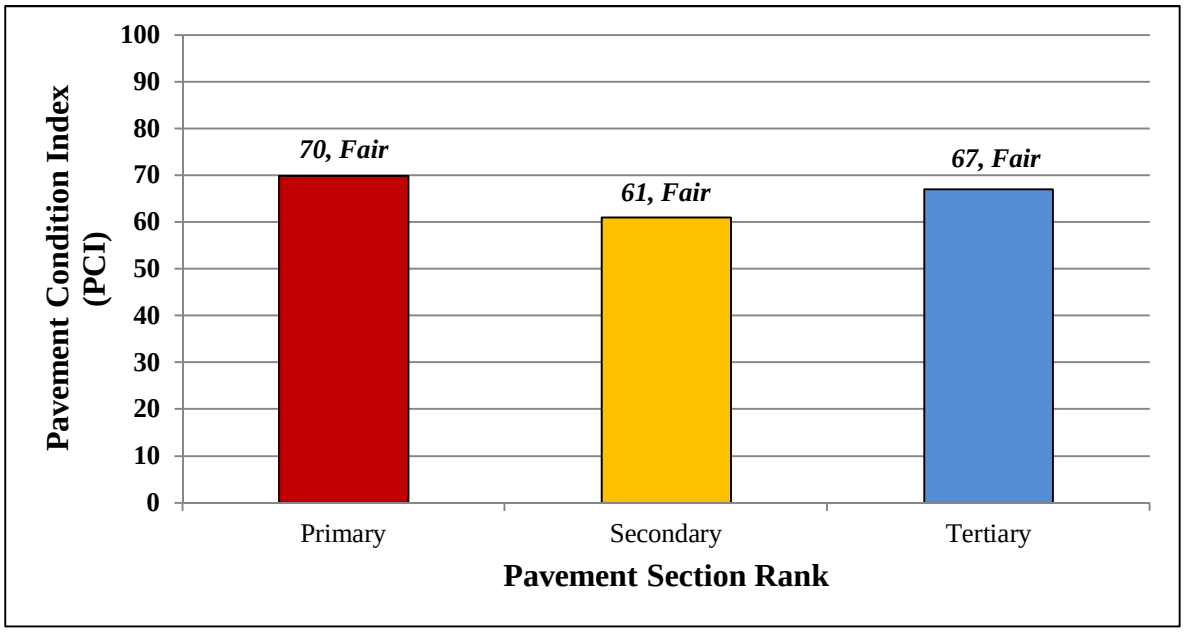


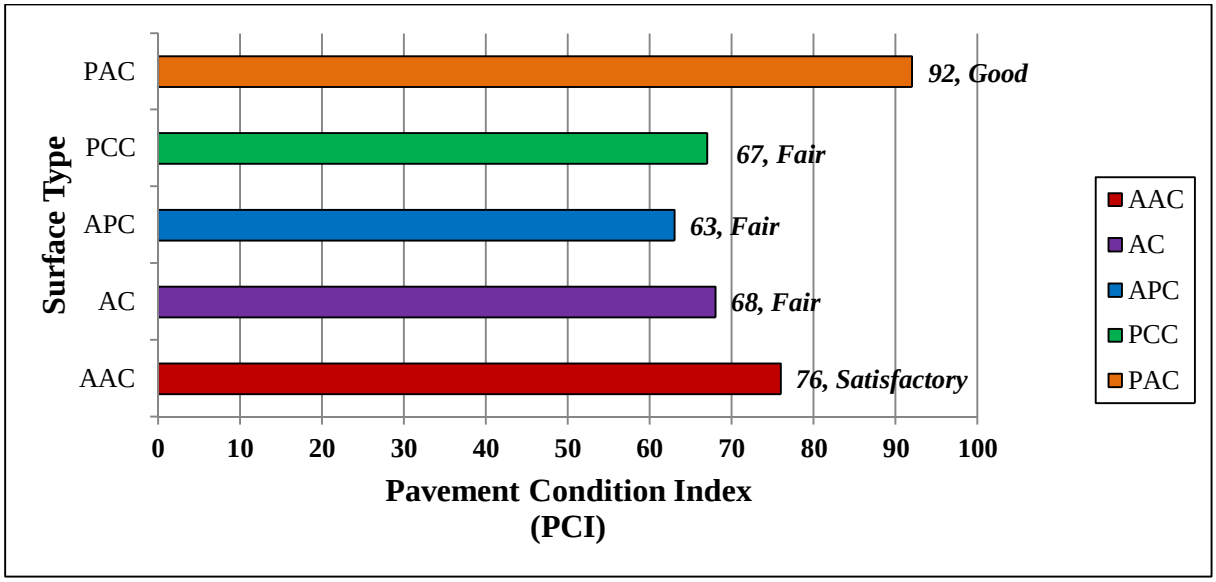
Figure 3-4: PCI by Pavement Rank below illustrates the area-weighted PCI within the District for Primary, Secondary and Tertiary pavements. The pavement facility ranking was established during the 1998/1999 survey and has been updated based on airport feedback. Primary pavements are considered to be 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 only at New Smyrna Beach Municipal Airport (EVB).

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:

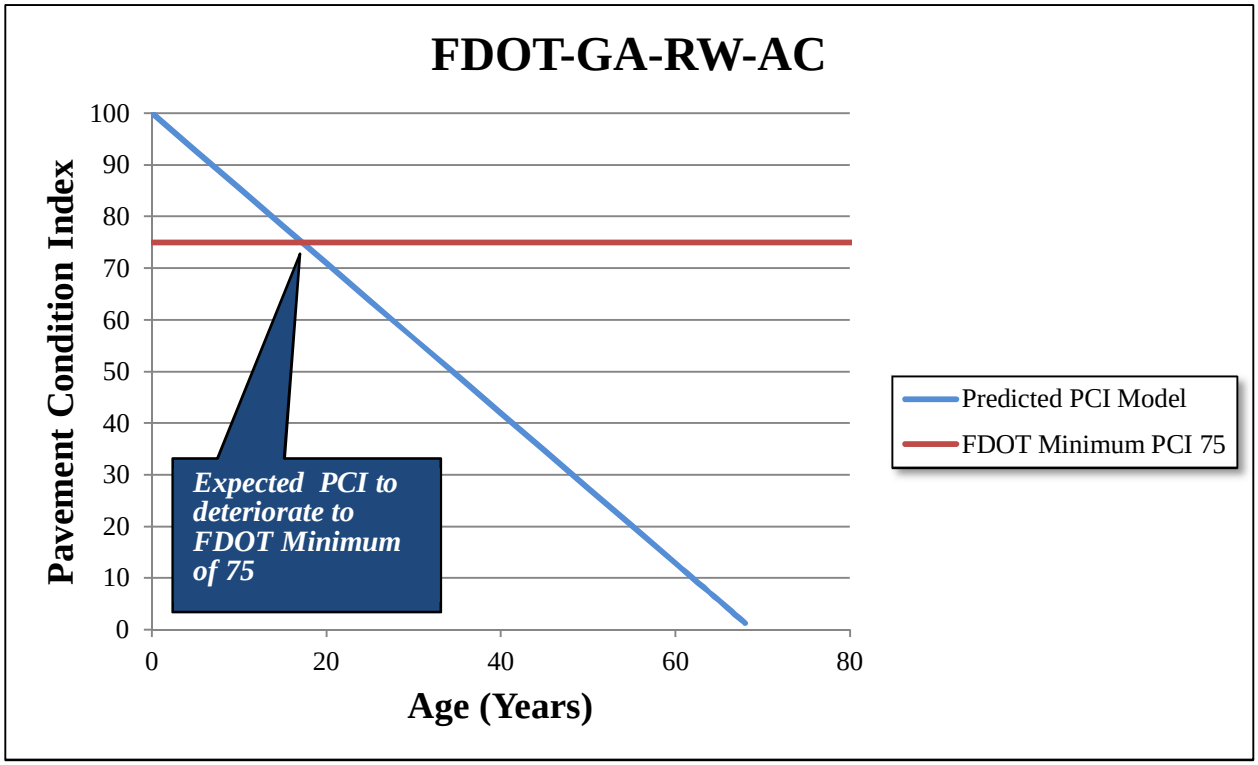
AIRPORT TYPE (Primary, Regional Reliever, or General Aviation)

> 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
COI	Merritt Island Airport	GA	72	Satisfactory	$3,673,658.50
DAB	Daytona Beach International Airport	PR	67	Fair	$43,367,266.56
DED	DeLand Municipal Airport	RL	76	Satisfactory	$5,629,975.04
EVB	New Smyrna Beach Municipal Airport	RL	51	Poor	$22,246,323.69
ISM	Kissimmee Gateway Airport	RL	64	Fair	$20,164,332.44
MLB	Melbourne International Airport	PR	81	Satisfactory	$7,692,192.95
OCF	Ocala International Airport-Jim Taylor Field	GA	71	Satisfactory	$8,066,541.61
OMN	Ormond Beach Municipal Airport	RL	63	Fair	$6,758,660.76
ORL	Orlando Executive Airport	RL	81	Satisfactory	$7,282,476.36
SFB	Orlando Sanford International Airport	PR	76	Satisfactory	$27,026,433.88
TIX	Space Coast Regional Airport	PR	74	Satisfactory	$5,484,947.12
X21	Arthur Dunn Airpark	GA	83	Satisfactory	$0.00
X23	Umatilla Municipal Airport	GA	82	Satisfactory	$0.00
X35	Marion County Airport	GA	62	Fair	$4,815,215.90
X59	Valkaria Municipal Airport	GA	37	Very Poor	$9,213,029.22
XFL	Flagler County Airport	GA	64	Fair	$9,216,222.30
	District 5 Overall =		**69**	**Fair**	**$180,637,276.33**

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**.

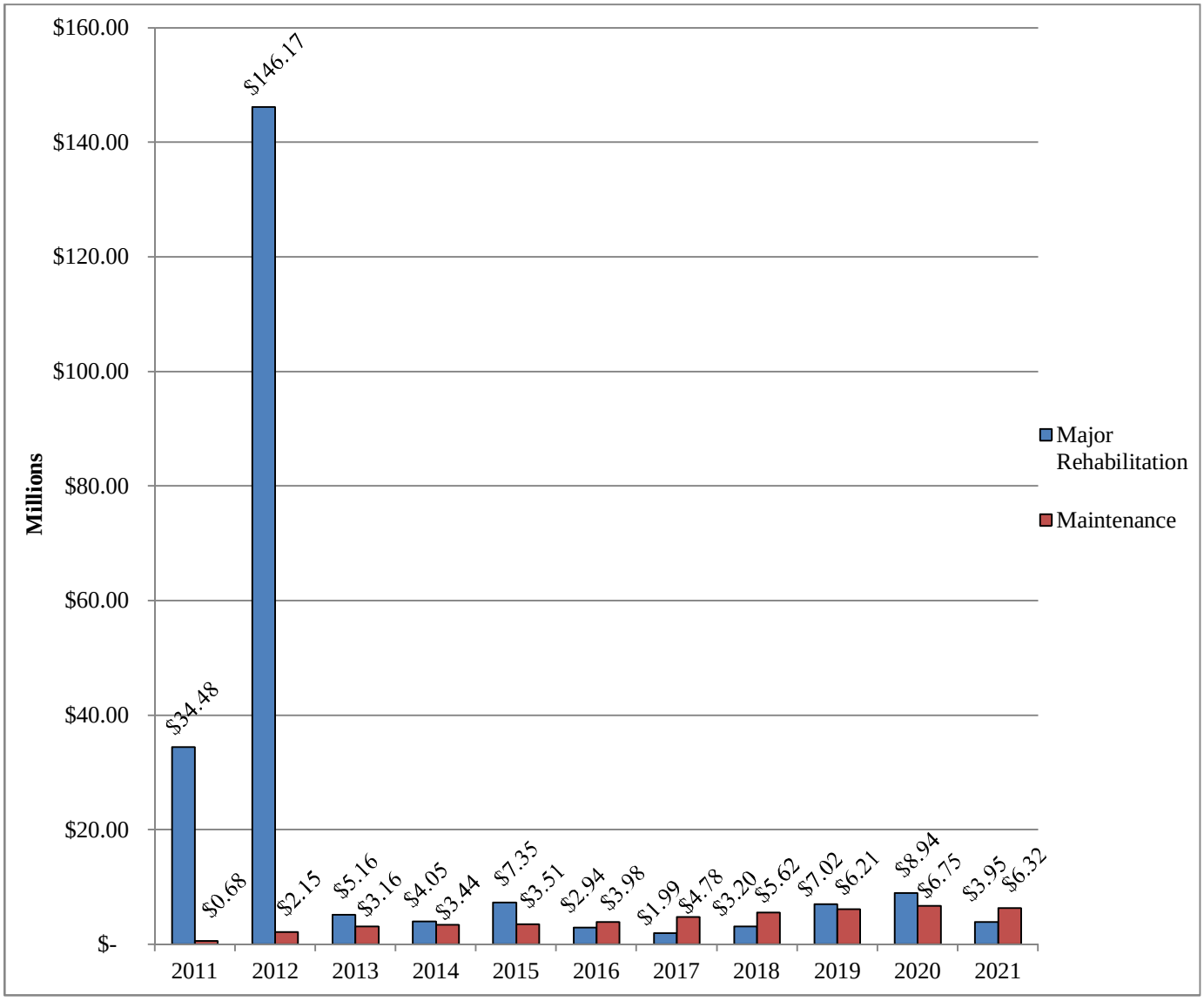
The breakdown of these costs on an individual airport basis can be found in Appendix C.

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
COI	Merritt Island Airport	GA	72	Satisfactory	$4,502,232.45
DAB	Daytona Beach International Airport	PR	67	Fair	$52,595,642.16
DED	DeLand Municipal Airport	RL	76	Satisfactory	$8,920,374.56
EVB	New Smyrna Beach Municipal Airport	RL	51	Poor	$23,190,708.70
ISM	Kissimmee Gateway Airport	RL	64	Fair	$20,778,862.48
MLB	Melbourne International Airport	PR	81	Satisfactory	$15,463,328.32
OCF	Ocala International Airport-Jim Taylor Field	GA	71	Satisfactory	$9,788,687.61
OMN	Ormond Beach Municipal Airport	RL	63	Fair	$8,256,442.60
ORL	Orlando Executive Airport	RL	81	Satisfactory	$9,036,029.42
SFB	Orlando Sanford International Airport	PR	76	Satisfactory	$36,978,515.59
TIX	Space Coast Regional Airport	PR	74	Satisfactory	$10,374,415.17
X21	Arthur Dunn Airpark	GA	83	Satisfactory	$571,568.43
X23	Umatilla Municipal Airport	GA	82	Satisfactory	$137,627.66
X35	Marion County Airport	GA	62	Fair	$4,815,215.90
X59	Valkaria Municipal Airport	GA	37	Very Poor	$9,902,430.34
XFL	Flagler County Airport	GA	64	Fair	$9,941,347.25
	District 5 Overall =		**69**	**Fair**	**$225,253,428.64**

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 5 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
COI	GA	n/a	$3,673,658.50	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$828,573.95	$0.00	$4,502,232.45
DAB	PR	n/a	$43,367,266.53	$1,224,785.20	$680,754.15	$702,825.40	$0.00	$412,049.74	$1,400,869.75	$1,075,354.39	$3,073,938.07	$657,798.93	$52,595,642.16
DED	RL	$5,629,975.04	$18,303.68	$259,552.73	$0.00	$1,017,340.70	$304,846.40	$228,042.67	$222,629.68	$1,080,896.01	$158,787.65	n/a	$8,920,374.56
EVB	RL	n/a	$22,246,323.69	$76,177.15	$0.00	$334,051.76	$50,580.36	$0.00	$0.00	$178,665.93	$0.00	$304,909.81	$23,190,708.70
ISM	RL	n/a	$20,164,332.44	$0.00	$0.00	$42,091.84	$30,481.17	$6,430.35	$83,571.07	$94,749.48	$232,955.20	$124,250.93	$20,778,862.48
MLB	PR	n/a	$7,692,192.95	$0.00	$2,006,540.30	$3,161,044.20	$39,778.74	$772,970.71	$0.00	$1,084,017.61	$11,390.60	$695,393.21	$15,463,328.32
OCF	GA	$8,066,541.61	$0.00	$76,651.99	$347,186.63	$240,636.41	$259,588.68	$175,680.55	$0.00	$179,958.10	$442,443.64	n/a	$9,788,687.61
OMN	RL	$6,758,660.76	$0.00	$1,461,145.38	$0.00	$0.00	$0.00	$0.00	$36,636.46	$0.00	$0.00	n/a	$8,256,442.60
ORL	RL	n/a	$7,282,476.36	$8,225.70	$369,955.51	$0.00	$66,221.54	$0.00	$138,209.53	$802,481.66	$171,355.83	$197,103.29	$9,036,029.42
SFB	PR	n/a	$27,026,433.88	$1,940,264.93	$149,978.63	$91,021.77	$1,510,011.84	$189,070.02	$605,192.75	$823,221.59	$3,159,325.74	$1,483,994.44	$36,978,515.59
TIX	PR	n/a	$5,484,947.12	$26,456.98	$0.00	$1,531,904.68	$0.00	$85,937.95	$633,649.33	$1,431,574.08	$864,910.68	$315,034.35	$10,374,415.17
X21	GA	n/a	$0.00	$83,853.69	$67,100.39	$158,938.67	$22,316.13	$120,641.39	$22,678.05	$0.00	$0.00	$96,040.11	$571,568.43
X23	GA	$0.00	$0.00	$0.00	$77,501.55	$0.00	$0.00	$0.00	$60,126.11	$0.00	$0.00	n/a	$137,627.66
X35	GA	$4,815,215.90	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	n/a	$4,815,215.90
X59	GA	$9,213,029.22	$0.00	$0.00	$33,579.08	$0.00	$655,822.04	$0.00	$0.00	$0.00	$0.00	n/a	$9,902,430.34
XFL	GA	n/a	$9,216,222.30	$0.00	$313,520.87	$66,080.79	$0.00	$0.00	$0.00	$269,585.44	$0.00	$75,937.85	$9,941,347.25
Annual Total =		***$34,483,422.53***	***$146,172,157.45***	***$5,157,113.75***	***$4,046,117.11***	***$7,345,936.22***	***$2,939,646.90***	***$1,990,823.38***	***$3,203,562.73***	***$7,020,504.29***	***$8,943,681.36***	***$3,950,462.92***	***$225,253,428.64***

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
COI	GA	n/a	$34,772.57	$58,743.50	$76,750.75	$96,441.27	$117,785.63	$141,586.46	$169,595.51	$202,526.13	$145,876.15	$168,632.03	$1,212,710.00
DAB	PR	n/a	$346,738.52	$464,773.66	$487,083.90	$508,150.95	$586,236.34	$694,856.56	$759,336.00	$873,894.61	$836,727.30	$979,241.93	$6,537,039.77
DED	RL	$300,848.24	$225,243.75	$225,301.03	$268,572.88	$244,294.41	$267,233.68	$310,214.30	$344,319.82	$310,976.08	$355,100.80	n/a	$2,852,104.99
EVB	RL	n/a	$117,691.76	$75,725.39	$86,140.34	$72,442.25	$107,127.21	$151,407.65	$211,124.69	$250,277.78	$315,099.91	$349,003.97	$1,736,040.95
ISM	RL	n/a	$73,433.01	$151,590.94	$196,696.50	$233,069.30	$280,507.58	$345,671.46	$432,418.29	$524,427.37	$607,242.51	$701,033.59	$3,546,090.55
MLB	PR	n/a	$228,770.15	$609,218.74	$569,717.73	$440,897.91	$554,667.69	$635,937.06	$784,562.24	$847,986.83	$1,017,565.94	$1,172,187.84	$6,861,512.13
OCF	GA	$127,717.71	$179,547.91	$203,080.06	$203,796.25	$212,968.74	$227,790.78	$252,040.29	$310,514.65	$355,643.37	$375,267.80	n/a	$2,448,367.56
OMN	RL	$174,359.70	$144,528.64	$23,617.77	$38,715.21	$63,144.00	$91,144.75	$129,693.48	$165,791.14	$205,290.64	$248,571.44	n/a	$1,284,856.77
ORL	RL	n/a	$131,542.01	$233,073.27	$266,822.23	$332,788.71	$396,082.24	$523,348.56	$641,573.14	$702,656.01	$830,092.27	$951,295.57	$5,009,274.01
SFB	PR	n/a	$410,902.43	$564,186.81	$659,949.72	$803,129.05	$832,555.45	$997,329.75	$1,143,572.16	$1,280,627.88	$1,275,787.46	$1,387,242.51	$9,355,283.22
TIX	PR	n/a	$118,853.78	$365,214.56	$423,984.66	$328,720.95	$388,205.40	$435,866.95	$425,723.65	$342,263.69	$313,527.88	$338,317.36	$3,480,678.88
X21	GA	n/a	$27,243.25	$42,102.41	$43,440.39	$37,687.55	$41,222.15	$38,375.79	$43,207.97	$52,090.00	$60,234.60	$62,514.22	$448,118.33
X23	GA	$22,242.19	$29,838.29	$32,994.68	$30,246.79	$33,246.80	$38,523.91	$42,451.99	$42,288.28	$46,804.04	$53,084.01	n/a	$371,720.98
X35	GA	$0.00	$1,123.91	$2,540.19	$3,680.63	$5,264.93	$8,235.65	$22,874.16	$39,353.92	$69,249.26	$95,149.10	n/a	$247,471.75
X59	GA	$51,653.03	$45,307.79	$52,062.28	$55,383.89	$62,681.73	$4,209.10	$8,538.04	$15,192.61	$35,429.95	$48,542.09	n/a	$379,000.51
XFL	GA	n/a	$38,897.06	$56,466.76	$32,188.63	$33,172.00	$40,805.45	$53,410.81	$87,514.21	$111,929.67	$167,691.93	$210,571.02	$832,647.54
Annual Total =		***$676,820.87***	***$2,154,434.83***	***$3,160,692.05***	***$3,443,170.50***	***$3,508,100.55***	***$3,982,333.01***	***$4,783,603.31***	***$5,616,088.28***	***$6,212,073.31***	***$6,745,561.19***	***$6,320,040.04***	***$46,602,917.94***

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.

DAB – Daytona Beach International Airport

- **Runway 16-34, pavement mill and overlay $3.64M**
- **Runway 7R-25L, pavement mill and overlay $2.55M**

EVB –New Smyrna Beach Municipal Airport

- **Runway 11-29, pavement mill and overlay $2.94M**
- **Runway 2-20, full depth pavement reconstruction and pavement mill and overlay $6.13M**
- **Runway 7-25, pavement mill and overlay $0.86M**

ISM –Kissimmee Gateway Airport

- **Runway 6-24, full depth pavement reconstruction and pavement mill and overlay $4.36M**

MLB –Melbourne International Airport

- **Runway 5-23, pavement mill and overlay $0.05M**

OCF –Ocala International Airport – Jim Taylor Field

- **Runway 8-26, pavement mill and overlay $0.95M**

OMN –Ormond Beach Municipal Airport

- **Runway 8-26, pavement mill and overlay $0.82M**

TIX –Space Coast Regional Airport

- **Runway 9-27, pavement mill and overlay $1.12M**

X35 –Marion County Airport

- **Runway 5-23, pavement mill and overlay and PCC restoration $1.93M**
- **Runway 9-27, pavement mill and overlay $1.25M**

X59 –Valkaria Municipal Airport

- **Runway 10-28, pavement mill and overlay and full depth pavement reconstruction $4.19M**
- **Runway 14-32, pavement mill and overlay $0.28M**

XFL –Flagler County Airport

- **Runway 6-24, pavement mill and overlay $2.63M**

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

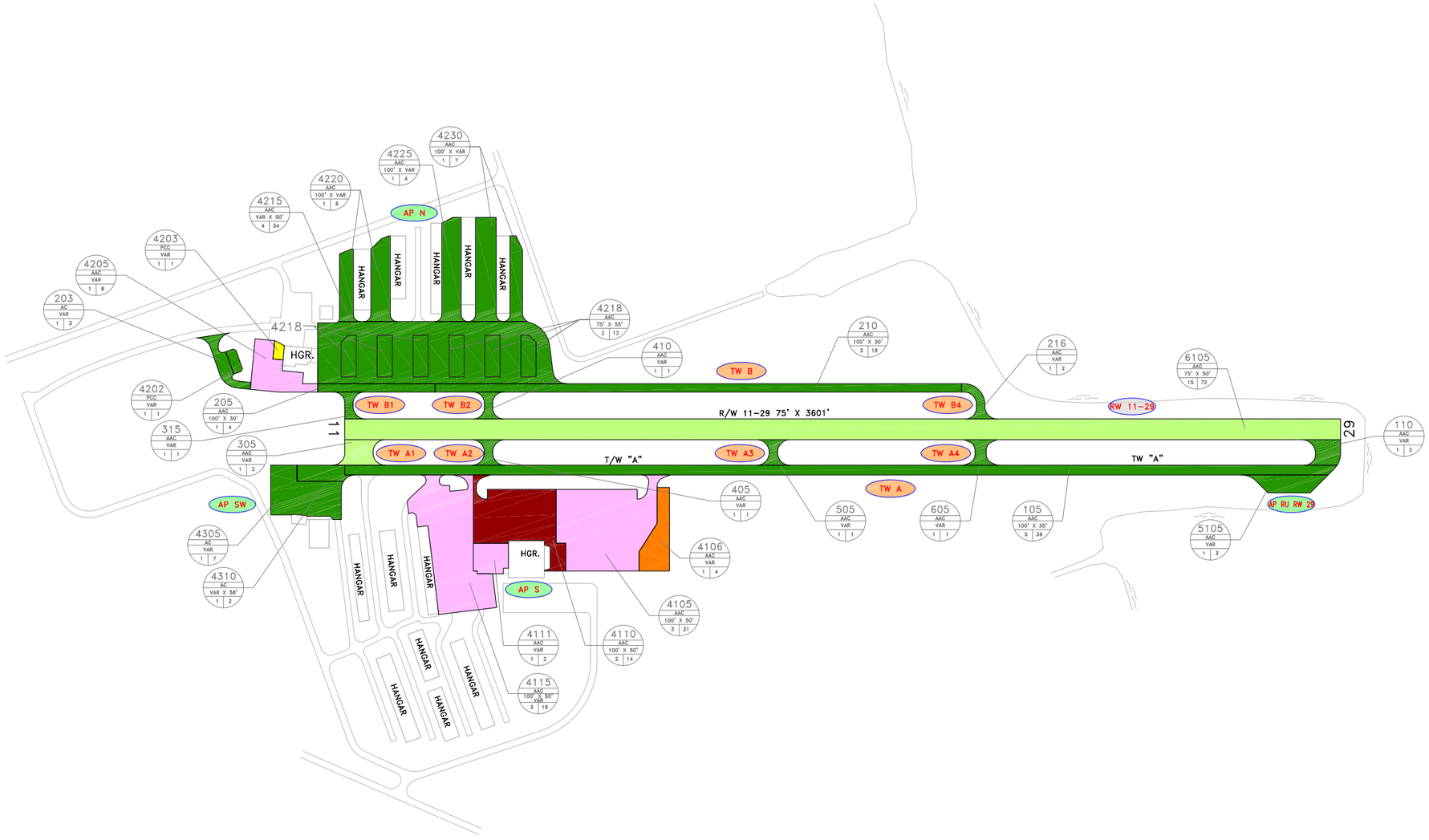
Maintenance Unit Costs

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



LEGEND

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

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

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

NUMBER	DATE	REVISIONS

DESIGNED: KHA | DRAWN: KHA | CHECKED: KHA | DATE:

K:\SPB_Aviation\42179001\CAD\PLANSHEETS\COI\EXHIBITS\203-CO-CONDTION.dwg PLOTTED: April 23, 2012 - 8:49 AM, BY: Larson, Brent

2012 CONDITION MAP

MERRITT ISLAND AIRPORT
BREVARD COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION OFFICE

IDENTIFIER: COI

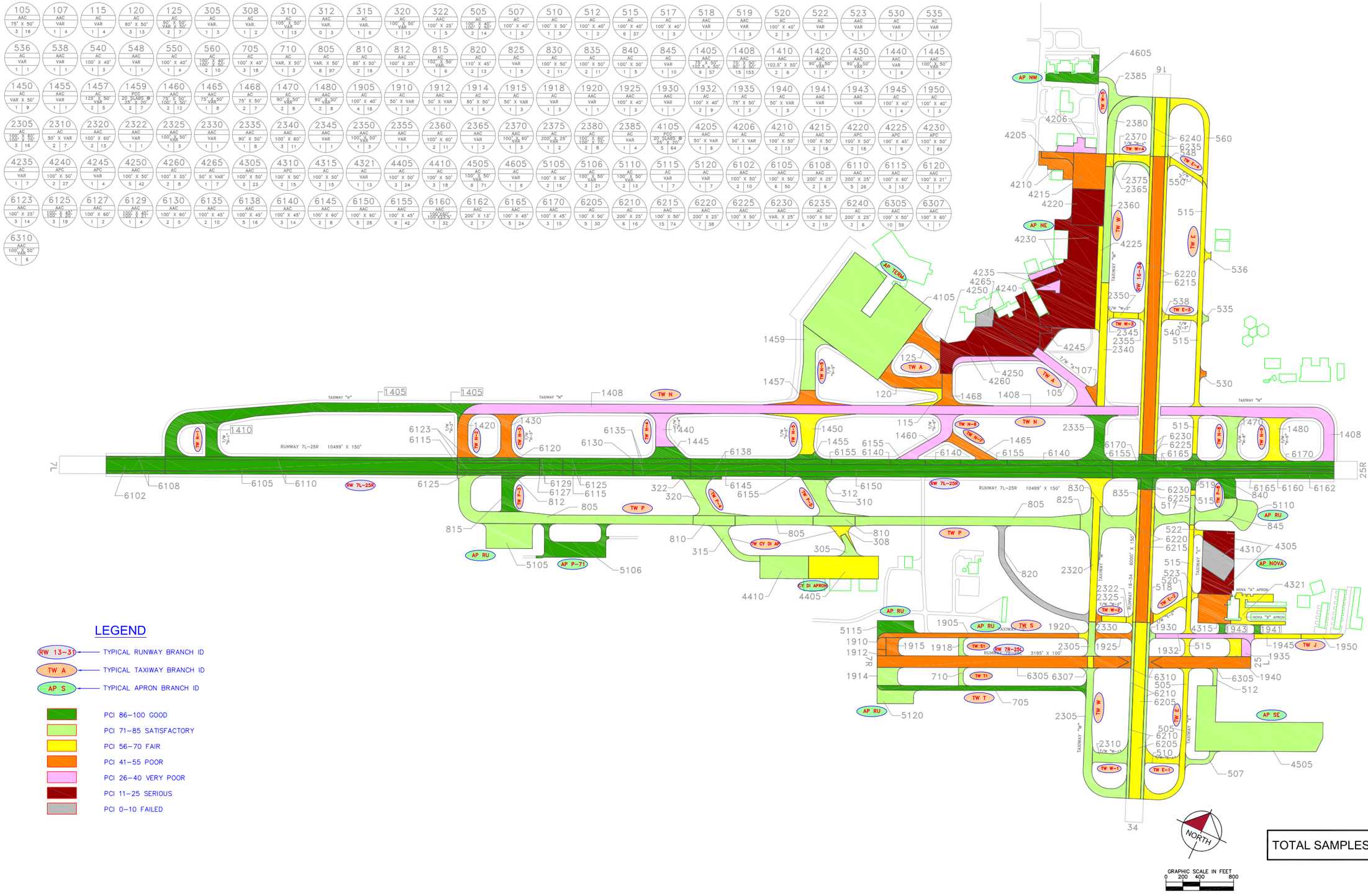
FDOT DISTRICT: 5

Merritt Island Airport (COI)

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	South Apron	4110	AAC	63,200	$860,777.74	25	Reconstruction	100
2012	South Apron	4105	AAC	97,600	$1,329,306.98	29	Reconstruction	100
2012	South Apron	4111	AAC	13,470	$153,840.92	33	Reconstruction	100
2012	South Apron	4115	AAC	89,396	$955,463.34	34	Reconstruction	100
2012	North Apron	4205	AAC	24,860	$229,261.10	36	Reconstruction	100
2012	South Apron	4106	AAC	21,455	$134,951.96	43	Mill and Overlay	100
2012	North Apron	4203	PCC	2,202	$10,056.46	56	PCC Restoration	100
2020	Runway 11-29	6105	AAC	270,225	$796,905.04	64	Mill and Overlay	100
2020	Taxiway A-1	305	AAC	10,739	$31,668.91	64	Mill and Overlay	100
				Total	**$4,502,232.45**	**43**		**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 = 263

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

2012 CONDITION MAP

DAYTONA BEACH INTERNATIONAL AIRPORT
VOLUSIA COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION OFFICE

IDENTIFIER DAB

FDOT DISTRICT 5

Daytona Beach International Airport (DAB)

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	NE Apron - CFS, NASCAR, GA, Jet Ctr	4205	AAC	20,200	$172,709.94	50	Mill and Overlay	100
2012	NE Apron - CFS, NASCAR, GA, Jet Ctr	4206	AC	23,774	$467,087.67	31	Reconstruction	100
2012	NE Apron - CFS, NASCAR, GA, Jet Ctr	4210	AC	47,600	$406,979.86	42	Mill and Overlay	100
2012	NE Apron - CFS, NASCAR, GA, Jet Ctr	4215	AAC	70,000	$598,499.80	42	Mill and Overlay	100
2012	NE Apron - CFS, NASCAR, GA, Jet Ctr	4220	APC	80,300	$1,676,663.61	14	Reconstruction	100
2012	NE Apron - CFS, NASCAR, GA, Jet Ctr	4230	APC	335,467	$7,004,549.32	21	Reconstruction	100
2012	NE Apron - CFS, NASCAR, GA, Jet Ctr	4235	AC	23,023	$253,621.28	38	Reconstruction	100
2012	NE Apron - CFS, NASCAR, GA, Jet Ctr	4240	APC	112,500	$2,348,999.45	17	Reconstruction	100
2012	NE Apron - CFS, NASCAR, GA, Jet Ctr	4245	APC	11,000	$229,679.95	10	Reconstruction	100
2012	NE Apron - CFS, NASCAR, GA, Jet Ctr	4250	AAC	124,000	$2,589,119.39	16	Reconstruction	100
2012	NE Apron - CFS, NASCAR, GA, Jet Ctr	4260	AC	59,550	$509,152.28	40	Mill and Overlay	100
2012	NE Apron - CFS, NASCAR, GA, Jet Ctr	4265	AC	21,036	$439,231.58	0	Reconstruction	100
2012	Nova Apron	4305	AAC	92,800	$1,937,663.55	17	Reconstruction	100
2012	Nova Apron	4310	APC	60,000	$1,252,799.71	7	Reconstruction	100
2012	Nova Apron	4315	AC	72,000	$615,599.79	47	Mill and Overlay	100
2012	Runway 16-34	6215	AAC	368,500	$2,832,289.93	52	Mill and Overlay	100
2012	Runway 16-34	6235	AC	50,000	$169,049.91	63	Mill and Overlay	100
2012	Runway 7R-25L	6305	AAC	282,000	$2,411,099.18	48	Mill and Overlay	100
2012	Runway 7R-25L	6307	AAC	6,000	$20,285.99	63	Mill and Overlay	100
2012	Runway 7R-25L	6310	AAC	18,000	$122,795.95	54	Mill and Overlay	100
2012	Taxiway Alpha	105	AAC	59,725	$1,247,057.71	28	Reconstruction	100

Daytona Beach International Airport (DAB)

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 Alpha	107	AAC	8,000	$68,399.98	43	Mill and Overlay	100
2012	Taxiway Alpha	115	AC	15,000	$63,449.95	60	Mill and Overlay	100
2012	Taxiway Alpha	120	AC	52,500	$358,154.85	54	Mill and Overlay	100
2012	Taxiway Alpha	125	AC	29,975	$256,286.16	46	Mill and Overlay	100
2012	Taxiway Echo	515	AC	138,000	$702,971.51	58	Mill and Overlay	100
2012	Taxiway Echo	522	AC	3,217	$16,387.39	58	Mill and Overlay	100
2012	Taxiway Echo	523	AAC	3,455	$13,636.87	61	Mill and Overlay	100
2012	Taxiway Echo	530	AC	3,138	$21,407.43	54	Mill and Overlay	100
2012	Taxiway Echo	536	AC	3,300	$15,384.59	59	Mill and Overlay	100
2012	Taxiway E-1	510	AC	16,400	$69,371.94	60	Mill and Overlay	100
2012	Taxiway E-2	518	AAC	3,290	$22,444.37	54	Mill and Overlay	100
2012	Taxiway E-2	520	AC	15,300	$84,547.75	57	Mill and Overlay	100
2012	Taxiway E-3	538	AAC	3,138	$11,497.62	62	Mill and Overlay	100
2012	Taxiway E-3	540	AC	10,300	$40,654.07	61	Mill and Overlay	100
2012	Taxiway E-4	548	AAC	2,700	$9,892.79	62	Mill and Overlay	100
2012	Taxiway E-4	550	AC	13,300	$48,731.16	62	Mill and Overlay	100
2012	Taxiway November	1408	AAC	592,500	$7,988,082.13	36	Reconstruction	100
2012	Taxiway November	1457	AC	32,325	$248,449.86	52	Mill and Overlay	100
2012	Taxiway November	1468	AC	25,800	$209,444.32	51	Mill and Overlay	100
2012	Taxiway N-2	1420	AAC	37,520	$320,795.89	41	Mill and Overlay	100
2012	Taxiway N-3	1430	AAC	41,200	$352,259.88	41	Mill and Overlay	100

Daytona Beach International Airport (DAB)

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 N-4	1440	AAC	38,100	$513,664.02	36	Reconstruction	100
2012	Taxiway N-5	1450	AC	61,750	$314,554.28	58	Mill and Overlay	100
2012	Taxiway N-6	1460	AAC	50,000	$489,149.83	39	Reconstruction	100
2012	Taxiway N-7	1465	AAC	30,000	$256,499.91	41	Mill and Overlay	100
2012	Taxiway N-9	1480	AAC	46,960	$185,350.96	61	Mill and Overlay	100
2012	Taxiway Papa	820	AC	58,500	$1,221,479.71	8	Reconstruction	100
2012	Taxiway Sierra	1905	AC	68,000	$581,399.80	44	Mill and Overlay	100
2012	Taxiway Sierra	1910	AC	8,500	$72,674.98	46	Mill and Overlay	100
2012	Taxiway Sierra	1912	AAC	4,250	$36,337.49	42	Mill and Overlay	100
2012	Taxiway Sierra	1915	AC	16,850	$129,509.05	52	Mill and Overlay	100
2012	Taxiway Sierra	1920	AAC	3,720	$12,577.31	63	Mill and Overlay	100
2012	Taxiway Sierra	1925	AAC	14,000	$119,699.96	44	Mill and Overlay	100
2012	Taxiway Sierra	1932	AC	32,000	$431,423.84	36	Reconstruction	100
2012	Taxiway Sierra	1935	AC	10,500	$219,239.95	27	Reconstruction	100
2012	Taxiway Sierra	1940	AC	16,500	$51,116.98	64	Mill and Overlay	100
2012	Taxiway Sierra	1945	AC	16,500	$60,455.95	62	Mill and Overlay	100
2012	Taxiway Sierra	1950	AC	16,500	$84,050.94	58	Mill and Overlay	100
2012	Taxiway Whisky	2340	AAC	63,000	$213,002.88	63	Mill and Overlay	100
2012	Taxiway W-2	2322	AAC	4,125	$21,012.74	58	Mill and Overlay	100
2012	Taxiway W-2	2325	AAC	10,450	$44,203.46	60	Mill and Overlay	100
2012	Taxiway W-2	2330	AAC	3,620	$24,695.63	54	Mill and Overlay	100

Daytona Beach International Airport (DAB)

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

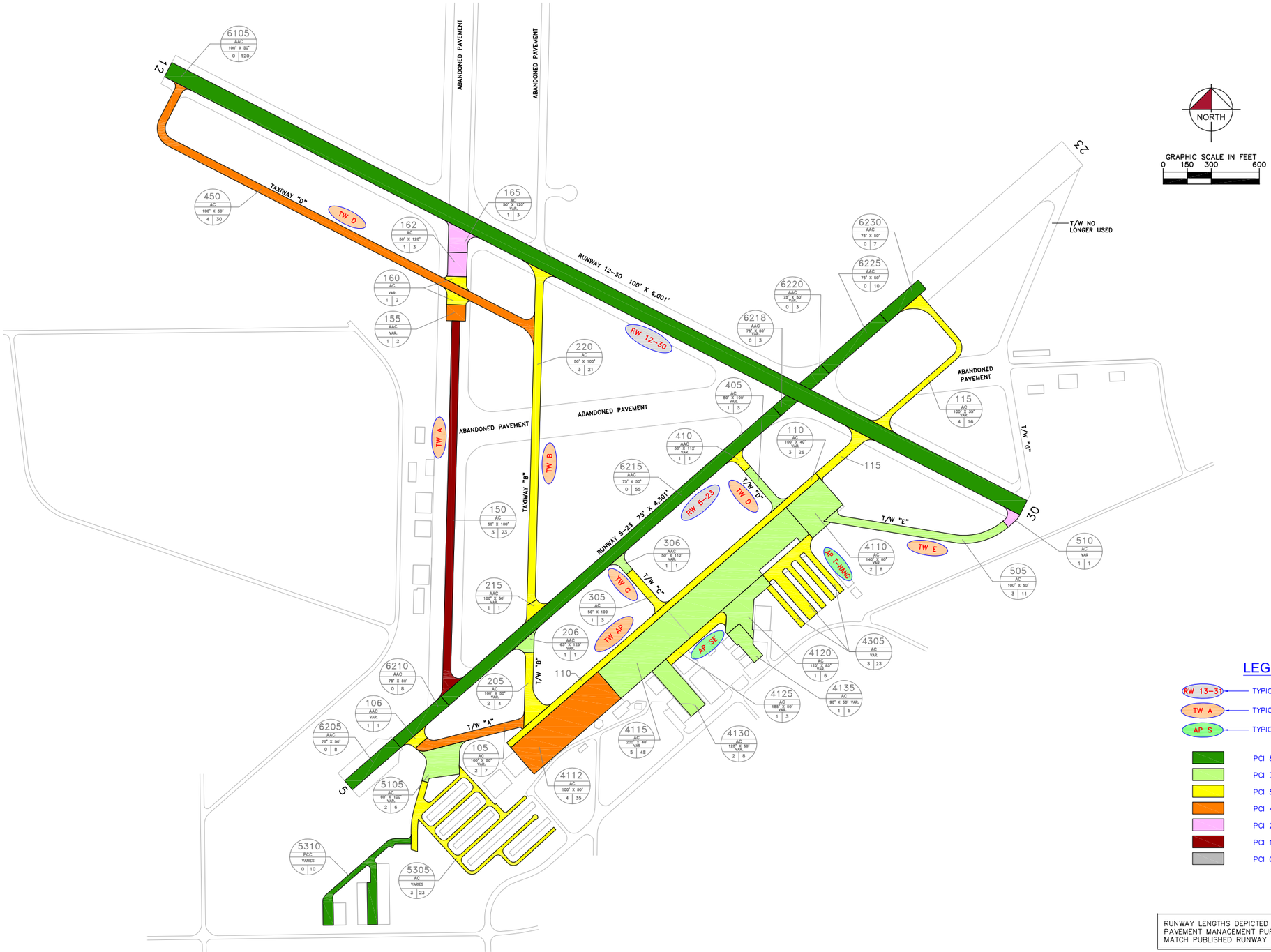
Year	Branch Name	Section ID	Surface Type	Section Area (ft^2)	Major M&R Costs*	PCI Before M&R	M&R Activity	PCI After M&R
2012	Taxiway W-3	2350	AAC	9,600	$44,755.17	59	Mill and Overlay	100
2012	Taxiway W-3	2355	AAC	4,269	$13,225.36	64	Mill and Overlay	100
2013	Runway 16-34	6220	AAC	184,250	$641,637.38	63	Mill and Overlay	100
2013	Taxiway Echo	505	AC	57,800	$184,436.25	64	Mill and Overlay	100
2013	Taxiway Echo	560	AC	43,100	$137,529.46	64	Mill and Overlay	100
2013	Taxiway Whisky	2320	AAC	75,000	$261,182.11	63	Mill and Overlay	100
2014	Cydi Apron	4405	AC	120,000	$394,400.02	64	Mill and Overlay	100
2014	NE Apron - CFS, NASCAR, GA, Jet Ctr	4225	APC	39,600	$130,152.01	64	Mill and Overlay	100
2014	Taxiway to Cydi Apron	308	AC	13,600	$44,698.67	64	Mill and Overlay	100
2014	Taxiway Sierra	1930	AAC	2,788	$9,163.23	64	Mill and Overlay	100
2014	Taxiway Whisky	2365	AAC	6,900	$22,678.00	64	Mill and Overlay	100
2014	Taxiway W-3	2345	AAC	3,838	$12,614.23	64	Mill and Overlay	100
2014	Taxiway W-4	2370	AAC	20,400	$67,048.00	64	Mill and Overlay	100
2015	Nova Apron	4321	AC	56,113	$189,957.48	64	Mill and Overlay	100
2015	Runway 16-34	6205	AC	151,500	$512,867.92	64	Mill and Overlay	100
2017	Taxiway Whisky	2360	AC	59,400	$213,330.92	64	Mill and Overlay	100
2017	Taxiway W-5	2380	AC	50,700	$198,718.83	63	Mill and Overlay	100
2018	SE Apron	4505	AC	347,000	$1,400,869.75	63	Mill and Overlay	100
2019	Cydi Apron	4410	AC	84,400	$350,952.19	63	Mill and Overlay	100
2019	Runway 16-34	6210	AC	75,750	$288,618.68	64	Mill and Overlay	100
2019	Taxiway Papa	825	AC	20,450	$85,035.22	63	Mill and Overlay	100

Daytona Beach International Airport (DAB)

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
2019	Taxiway P-5	310	AC	53,750	$204,795.44	64	Mill and Overlay	100
2019	Taxiway W-1	2310	AC	26,350	$109,568.60	63	Mill and Overlay	100
2019	Taxiway W-4	2375	AC	8,750	$36,384.26	63	Mill and Overlay	100
2020	Runway 16-34	6240	AC	25,000	$107,073.68	63	Mill and Overlay	100
2020	Taxiway Echo	535	AC	2,685	$10,537.15	64	Mill and Overlay	100
2020	Taxiway Papa	805	AC	394,000	$1,546,234.12	64	Mill and Overlay	100
2020	Taxiway Papa	810	AC	61,200	$262,116.38	63	Mill and Overlay	100
2020	Taxiway Papa	830	AC	44,800	$175,815.45	64	Mill and Overlay	100
2020	Taxiway Papa	835	AC	31,370	$123,110.06	64	Mill and Overlay	100
2020	Taxiway P-4	320	AC	53,750	$210,939.30	64	Mill and Overlay	100
2020	Taxiway P-8	845	AC	35,680	$152,815.56	63	Mill and Overlay	100
2020	Taxiway Tango 1	710	AC	11,600	$49,682.19	63	Mill and Overlay	100
2020	Taxiway Whisky	2305	AC	111,000	$435,614.18	64	Mill and Overlay	100
2021	Run-Up Aprons for RW 7L-25R	5105	AC	90,000	$397,029.22	63	Mill and Overlay	100
2021	Run-Up Aprons for RW 7L-25R	5110	AC	46,000	$202,926.04	63	Mill and Overlay	100
2021	Taxiway to Cydi Apron	305	AC	14,310	$57,843.68	64	Mill and Overlay	100
				Total	**$52,595,642.22**	**52**		**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:	ELT	DRAWN:	ALB	CHECKED:	DRB	DATE:

K:\DPB_Aviation\14270001\CAD\PLANSHEETS\2011CONDITION\2011-DED-CONDITION.dwg PLOTTED: July 11, 2011 - 4:38 PM, BY: Stanford, Ron

2011 CONDITION MAP

DELAND MUNICIPAL AIRPORT
VOLUSIA COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION OFFICE

IDENTIFIER: DED

FDOT DISTRICT: 5

DeLand Municipal Airport (DED)

Major Rehabilitation Plan by Year under Unlimited Funding Scenario

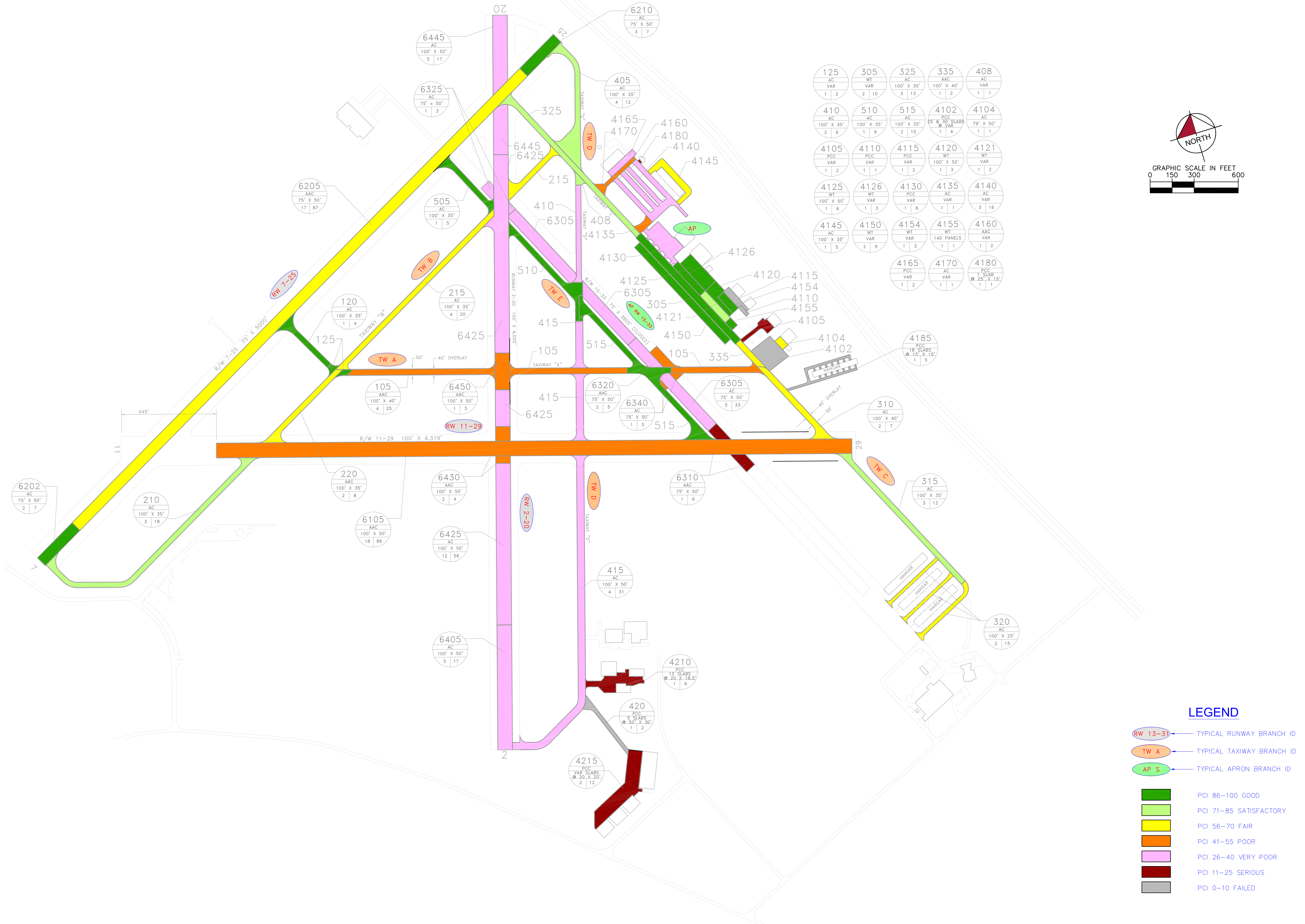
Year	Branch Name	Section ID	Surface Type	Section Area (ft^2)	Major M&R Costs*	PCI Before M&R	M&R Activity	PCI After M&R
2011	SE Apron	4112	AC	158,440	$1,205,729.00	50	Mill and Overlay	100
2011	SE Apron	4125	AC	23,890	$81,273.79	61	Mill and Overlay	100
2011	Taxiway Parallel AP	105	AC	35,620	$229,072.33	53	Mill and Overlay	100
2011	Taxiway Alpha	150	AC	118,970	$2,209,272.75	23	Reconstruction	100
2011	Taxiway Alpha	155	AAC	12,000	$72,456.04	54	Mill and Overlay	100
2011	Taxiway Alpha	160	AC	15,680	$63,864.66	59	Mill and Overlay	100
2011	Taxiway Alpha	162	AC	18,030	$176,730.11	38	Reconstruction	100
2011	Taxiway Alpha	165	AC	20,600	$247,076.43	36	Reconstruction	100
2011	Taxiway B	205	AC	30,660	$95,781.84	62	Mill and Overlay	100
2011	Taxiway B	215	AAC	8,190	$21,031.92	64	Mill and Overlay	100
2011	Taxiway D	450	AC	151,790	$1,155,122.47	50	Mill and Overlay	100
2011	Taxiway E	510	AC	6,050	$72,563.71	36	Reconstruction	100
2012	Taxiway D	410	AAC	6,920	$18,303.68	64	Mill and Overlay	100
2013	Apron T-Hangars	4305	AC	95,270	$259,552.73	64	Mill and Overlay	100
2015	South Apron	5305	AC	95,270	$521,017.28	57	Mill and Overlay	100
2015	Taxiway Parallel AP	115	AC	47,950	$138,590.19	64	Mill and Overlay	100
2015	Taxiway B	220	AC	107,700	$311,286.00	64	Mill and Overlay	100
2015	Taxiway C	305	AC	16,070	$46,447.22	64	Mill and Overlay	100
2016	Taxiway Parallel AP	110	AC	102,400	$304,846.40	64	Mill and Overlay	100
2017	Taxiway D	405	AC	16,300	$49,981.11	64	Mill and Overlay	100
2017	Taxiway E	505	AC	58,070	$178,061.55	64	Mill and Overlay	100

DeLand Municipal Airport (DED)

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	South Apron	5105	AC	41,990	$132,617.68	64	Mill and Overlay	100
2018	SE Apron	4135	AC	20,920	$66,071.97	64	Mill and Overlay	100
2018	Taxiway Parallel AP	106	AAC	7,580	$23,940.03	64	Mill and Overlay	100
2019	SE Apron	4115	AC	332,270	$1,080,896.01	64	Mill and Overlay	100
2020	SE Apron	4120	AC	47,390	$158,787.65	64	Mill and Overlay	100
				Total	**$8,920,374.55**	**57**		**100**

* Costs are adjusted for inflation.



NUMBER	DATE	REVISIONS

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

2012 CONDITION MAP

NEW SMYRNA BEACH MUNICIPAL AIRPORT
VOLUSIA COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION OFFICE

IDENTIFIER **EVB**

FDOT DISTRICT 5

New Smyrna Beach Municipal Airport (EVB)

Major Rehabilitation Plan by Year under Unlimited Funding Scenario

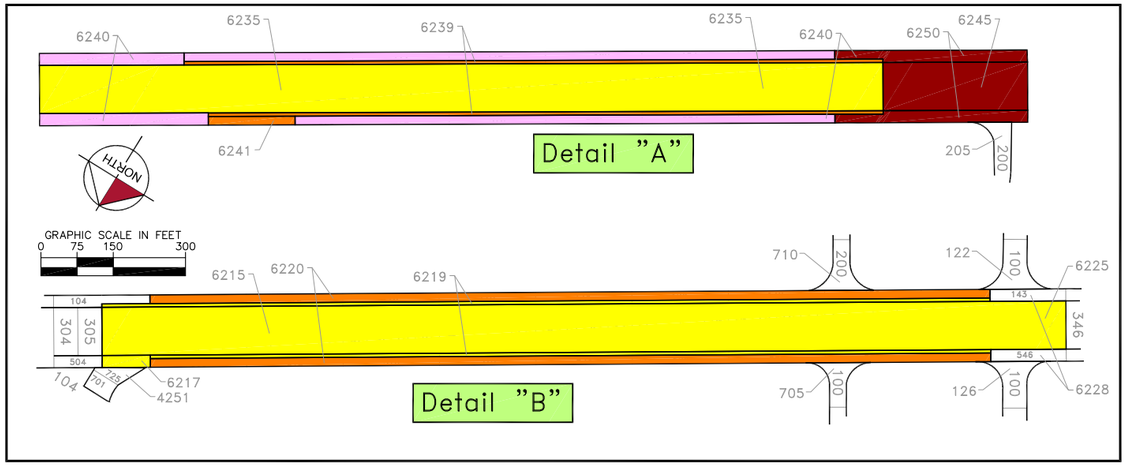
Year	Branch Name	Section ID	Surface Type	Section Area (ft^2)	Major M&R Costs*	PCI Before M&R	M&R Activity	PCI After M&R
2012	Apron	4102	PCC	31,042	$576,449.90	10	Reconstruction	100
2012	Apron	4105	PCC	11,550	$214,483.49	24	Reconstruction	100
2012	Apron	4110	PCC	2,080	$38,625.60	10	Reconstruction	100
2012	Apron	4115	PCC	8,700	$161,558.99	5	Reconstruction	100
2012	Apron	4130	PCC	33,878	$591,984.14	31	Reconstruction	100
2012	Apron	4135	AC	4,950	$31,833.46	53	Mill and Overlay	100
2012	Apron	4140	AC	51,200	$782,438.40	33	Reconstruction	100
2012	Apron	4160	AAC	7,750	$58,977.53	44	Mill and Overlay	100
2012	Apron	4165	PCC	9,675	$116,041.96	36	Reconstruction	100
2012	Apron	4170	AC	3,770	$28,689.71	43	Mill and Overlay	100
2012	Apron	4180	PCC	384	$7,130.88	16	Reconstruction	100
2012	Apron	4185	PCC	16,996	$315,615.70	10	Reconstruction	100
2012	Apron Runway 15-33	6305	AC	127,500	$2,367,674.84	30	Reconstruction	100
2012	Apron Runway 15-33	6310	AAC	18,396	$341,613.70	22	Reconstruction	100
2012	Apron Runway 15-33	6320	AAC	22,500	$343,845.00	33	Reconstruction	100
2012	Apron Runway 15-33	6325	AC	18,750	$286,537.50	33	Reconstruction	100
2012	Apron Runway 15-33	6340	AC	23,852	$181,513.81	42	Mill and Overlay	100
2012	South Aprons	4210	PCC	28,075	$521,352.72	14	Reconstruction	100
2012	South Aprons	4215	PCC	57,337	$1,064,748.02	19	Reconstruction	100
2012	Runway 11-29	6105	AAC	430,500	$2,937,733.30	52	Mill and Overlay	100
2012	Runway 2-20	6405	AC	85,000	$1,578,449.90	27	Reconstruction	100

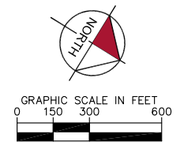
New Smyrna Beach Municipal Airport (EVB)

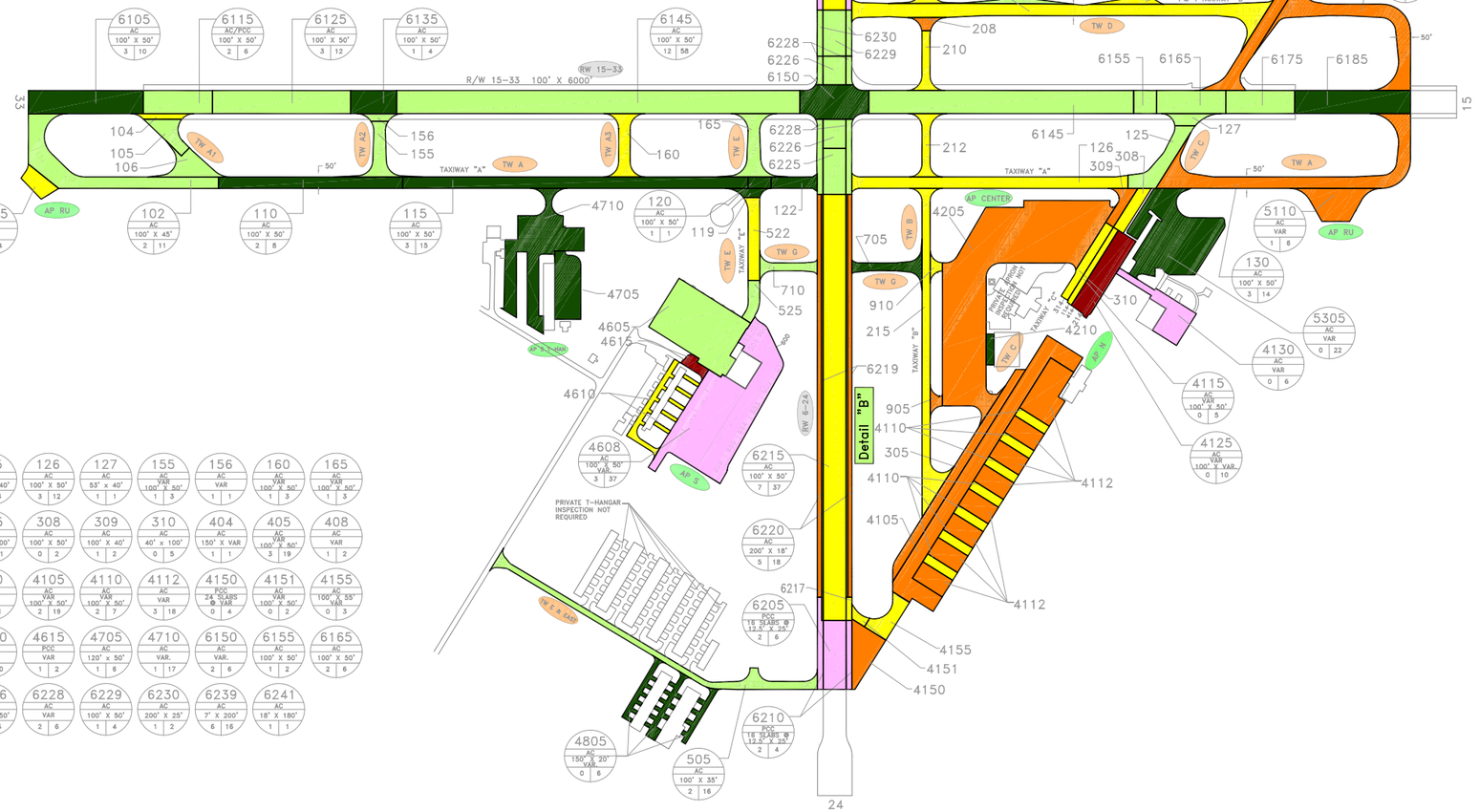
Major Rehabilitation Plan by Year under Unlimited Funding Scenario (Continued)

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 2-20	6425	AC	270,000	$3,830,220.13	34	Reconstruction	100
2012	Runway 2-20	6430	AAC	15,000	$96,465.05	53	Mill and Overlay	100
2012	Runway 2-20	6445	AC	36,000	$431,784.05	36	Reconstruction	100
2012	Runway 2-20	6450	AAC	25,000	$190,250.09	45	Mill and Overlay	100
2012	Runway 7-25	6205	AAC	335,250	$860,921.93	64	Mill and Overlay	100
2012	Taxiway Alpha	105	AAC	103,200	$623,121.91	54	Mill and Overlay	100
2012	Taxiway Charlie	335	AAC	8,400	$34,213.21	59	Mill and Overlay	100
2012	Taxiway Delta	410	AC	31,000	$405,790.03	35	Reconstruction	100
2012	Taxiway Delta	415	AC	160,000	$2,971,199.80	26	Reconstruction	100
2012	Taxiway Delta	420	PCC	13,735	$255,058.93	0	Reconstruction	100
2013	Taxiway Charlie	310	AC	28,000	$76,177.15	64	Mill and Overlay	100
2015	Apron	4104	AC	4,187	$13,021.16	63	Mill and Overlay	100
2015	Taxiway Bravo	215	AC	77,000	$216,071.45	64	Mill and Overlay	100
2015	Taxiway Charlie	320	AC	33,750	$104,959.16	63	Mill and Overlay	100
2016	Apron	4145	AC	17,500	$50,580.36	64	Mill and Overlay	100
2019	Taxiway Charlie	325	AC	52,000	$164,232.42	64	Mill and Overlay	100
2019	Taxiway Delta	408	AC	4,570	$14,433.50	64	Mill and Overlay	100
2021	Taxiway Bravo	210	AC	63,000	$211,091.41	64	Mill and Overlay	100
2021	Taxiway Bravo	220	AAC	28,000	$93,818.40	64	Mill and Overlay	100
				Total	**$23,190,708.69**	**44**		**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.

PLOTTED: February 23, 2012 – 11:38 AM, BY: Burton, George

NUMBER	DATE	REVISIONS

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

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2011 CONDITION MAP

KISSIMMEE GATEWAY AIRPORT
OSCEOLA COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION OFFICE

IDENTIFIER
ISM
FDOT DISTRICT
5

Kissimmee Gateway Airport (ISM)

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	Central NW Apron	4305	AC	140,000	$570,220.16	59	Mill and Overlay	100
2012	Central NW Apron	4310	PCC	66,819	$508,492.84	45	PCC Restoration	100
2012	Center Apron	4205	AC	269,251	$1,943,188.36	51	Mill and Overlay	100
2012	North Apron	4105	AAC	102,104	$777,011.82	46	Mill and Overlay	100
2012	North Apron	4110	AC	45,577	$155,052.97	61	Mill and Overlay	100
2012	North Apron	4112	AC	117,880	$897,067.24	48	Mill and Overlay	100
2012	North Apron	4115	AAC	10,200	$31,864.80	62	Mill and Overlay	100
2012	North Apron	4125	AC	38,250	$710,302.45	11	Reconstruction	100
2012	North Apron	4130	AC	29,000	$538,529.96	29	Reconstruction	100
2012	North Apron	4150	PCC	18,000	$156,708.06	39	Reconstruction	100
2012	North Apron	4151	AC	5,600	$22,808.81	59	Mill and Overlay	100
2012	North Apron	4155	AC	13,600	$82,116.84	54	Mill and Overlay	100
2012	NW Apron	4405	AC	37,500	$285,375.14	42	Mill and Overlay	100
2012	NW Apron	4410	PCC	43,500	$807,794.95	9	Reconstruction	100
2012	NW Apron	4420	PCC	48,769	$478,033.88	38	Reconstruction	100
2012	Run-Up Aprons at RW 15-33	5105	AC	9,800	$43,766.81	58	Mill and Overlay	100
2012	Run-Up Aprons at RW 15-33	5110	AC	21,000	$126,798.06	54	Mill and Overlay	100
2012	South AP, North from South T-Hangar	4608	AC	179,454	$3,332,460.56	28	Reconstruction	100
2012	South AP, North from South T-Hangar	4610	AC	34,600	$88,852.79	64	Mill and Overlay	100
2012	South AP, North from South T-Hangar	4615	PCC	7,860	$145,960.19	17	Reconstruction	100
2012	West Apron to T-Hangars	4505	AC	22,500	$70,290.00	62	Mill and Overlay	100

Kissimmee Gateway Airport (ISM)

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	West Apron to T-Hangars	4510	APC	32,219	$245,186.71	43	Mill and Overlay	100
2012	Central NW Apron	5215	AC	139,742	$436,554.02	62	Mill and Overlay	100
2012	Runway 6-24	6205	PCC	30,000	$557,099.96	26	Reconstruction	100
2012	Runway 6-24	6210	PCC	15,000	$196,350.01	35	Reconstruction	100
2012	Runway 6-24	6215	AC	185,000	$680,800.14	60	Mill and Overlay	100
2012	Runway 6-24	6217	AAC	3,250	$17,069.01	56	Mill and Overlay	100
2012	Runway 6-24	6219	AAC	25,200	$122,446.85	57	Mill and Overlay	100
2012	Runway 6-24	6220	AC	64,800	$493,128.24	41	Mill and Overlay	100
2012	Runway 6-24	6235	AC	175,000	$546,700.02	62	Mill and Overlay	100
2012	Runway 6-24	6239	AAC	19,950	$151,819.58	47	Mill and Overlay	100
2012	Runway 6-24	6240	AC	67,310	$733,544.55	37	Reconstruction	100
2012	Runway 6-24	6241	AC	3,240	$24,656.41	43	Mill and Overlay	100
2012	Runway 6-24	6245	PCC	30,300	$562,670.96	21	Reconstruction	100
2012	Runway 6-24	6250	PCC	15,150	$281,335.48	17	Reconstruction	100
2012	Taxiway Alpha	126	AC	61,000	$272,426.09	58	Mill and Overlay	100
2012	Taxiway Alpha	130	AC	70,000	$532,700.26	45	Mill and Overlay	100
2012	Taxiway Bravo	205	AAC	74,550	$232,894.21	62	Mill and Overlay	100
2012	Taxiway Bravo	206	AAC	5,200	$25,266.81	57	Mill and Overlay	100
2012	Taxiway Bravo	208	AAC	3,200	$18,064.01	55	Mill and Overlay	100
2012	Taxiway Bravo	210	AC	9,790	$33,305.58	61	Mill and Overlay	100
2012	Taxiway Bravo	215	AC	50,000	$203,650.06	59	Mill and Overlay	100

Kissimmee Gateway Airport (ISM)

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

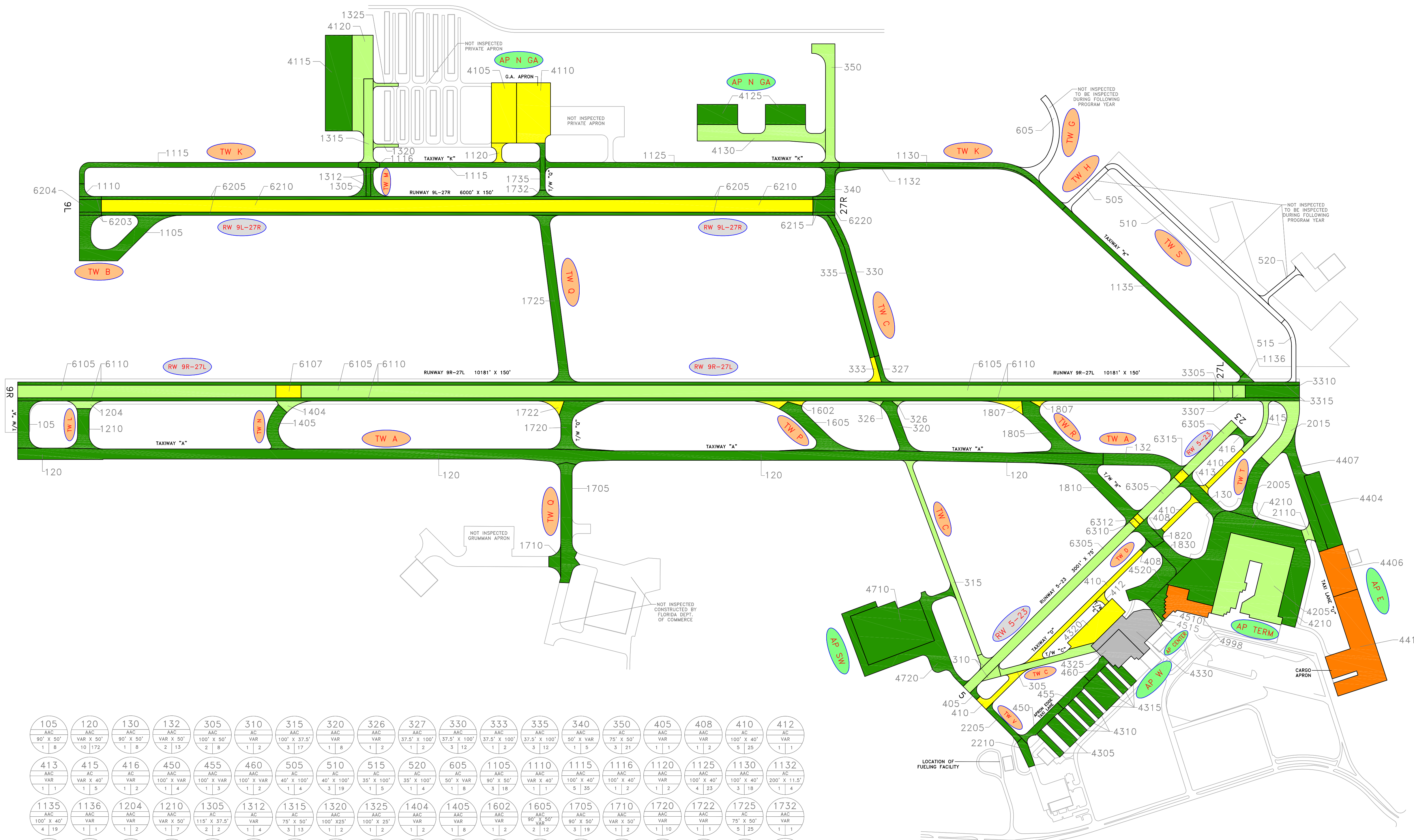
Year	Branch Name	Section ID	Surface Type	Section Area (ft^2)	Major M&R Costs*	PCI Before M&R	M&R Activity	PCI After M&R
2012	Taxiway Charlie	305	AAC	47,414	$360,820.72	46	Mill and Overlay	100
2012	Taxiway Charlie	308	AAC	10,750	$33,583.00	62	Mill and Overlay	100
2012	Taxiway Charlie	309	AAC	7,600	$57,836.03	45	Mill and Overlay	100
2012	Taxiway Charlie	310	AAC	15,000	$102,360.05	52	Mill and Overlay	100
2012	Taxiway Charlie	320	AC	50,000	$321,550.15	53	Mill and Overlay	100
2012	Connector Taxiway: TW E and RW 6-24	850	AC	20,000	$152,200.08	50	Mill and Overlay	100
2012	Taxiway Delta	404	AC	2,550	$10,386.15	59	Mill and Overlay	100
2012	Taxiway Delta	405	AC	104,187	$424,353.77	59	Mill and Overlay	100
2012	Taxiway Delta	410	AC	53,200	$300,314.12	55	Mill and Overlay	100
2012	Taxiway Foxtrot	605	AC	29,500	$131,747.04	58	Mill and Overlay	100
2012	Taxiway Foxtrot	610	AC	35,000	$89,879.99	64	Mill and Overlay	100
2012	Connector between TW B & North AP	905	AC	2,945	$22,411.46	49	Mill and Overlay	100
2012	Connector between TW B & North AP	910	AC	3,700	$16,524.21	58	Mill and Overlay	100
2015	Taxiway Alpha 3	160	AAC	15,000	$42,091.84	64	Mill and Overlay	100
2016	Taxiway Bravo	212	AC	10,546	$30,481.17	64	Mill and Overlay	100
2017	Taxiway Alpha 1	104	APC	2,160	$6,430.35	64	Mill and Overlay	100
2018	West Apron to T-Hangars	4515	AC	4,210	$28,377.20	55	Mill and Overlay	100
2018	Taxiway Echo and East TW	522	AAC	18,000	$55,193.87	64	Mill and Overlay	100
2019	Runway 15-33	6115	APC	30,000	$94,749.48	64	Mill and Overlay	100
2020	Runway 15-33	6175	APC	30,000	$97,591.96	64	Mill and Overlay	100
2020	Runway 6-24	6225	AAC	20,000	$65,061.31	64	Mill and Overlay	100

Kissimmee Gateway Airport (ISM)

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 Echo and East TW	505	AC	19,500	$70,301.94	63	Mill and Overlay	100
2021	Runway 6-24	6226	AAC	26,000	$87,117.09	64	Mill and Overlay	100
2021	Runway 6-24	6230	AAC	10,000	$37,133.84	63	Mill and Overlay	100
				Total	**$20,778,862.47**	**51**		**100**

* Costs are adjusted for inflation.



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120	AAC	VAR X 50'	10	172
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132	AAC	VAR X 50'	2	13
305	AAC	100' X 50'	2	8
310	AC	VAR	1	2
315	AAC	100' X 37.5'	3	17
320	AAC	VAR	1	8
326	AAC	VAR	1	2
327	AAC	37.5' X 100'	1	2
330	AAC	37.5' X 100'	3	12
333	AAC	37.5' X 100'	1	2
335	AAC	37.5' X 100'	3	12
340	AAC	50' X VAR	1	5
350	AC	75' X 50'	3	21
405	AAC	VAR	1	1
408	AAC	VAR	1	2
410	AC	100' X 40'	5	25
412	AC	VAR	1	1
413	AAC	VAR	1	1
415	AC	VAR X 40'	1	5
416	AC	VAR	1	2
450	AAC	100' X VAR	1	4
455	AAC	100' X VAR	1	3
460	AAC	100' X VAR	1	2
505	AC	40' X 100'	1	4
510	AC	40' X 100'	3	19
515	AC	35' X 100'	1	5
520	AC	35' X 100'	1	4
605	AC	50' X VAR	1	8
1105	AAC	90' X 50'	3	18
1110	AAC	VAR X 40'	1	1
1115	AAC	100' X 40'	5	35
1116	AAC	100' X 40'	1	2
1120	AAC	VAR	1	2
1125	AAC	100' X 40'	4	23
1130	AAC	100' X 40'	3	18
1132	AC	200' X 11.5'	1	4
1135	AAC	100' X 40'	4	19
1136	AAC	VAR	1	1
1204	AAC	VAR	1	2
1210	AAC	VAR X 50'	1	7
1305	AC	115' X 37.5'	2	2
1312	AC	VAR	1	4
1315	AC	75' X 50'	3	13
1320	AAC	100' X25'	1	2
1325	AAC	100' X 25'	1	2
1404	AAC	VAR	1	2
1405	AAC	VAR	1	8
1602	AAC	VAR	1	2
1605	AAC	90' X 50' VAR	2	12
1705	AAC	90' X 50'	3	19
1710	AAC	VAR X 50'	1	2
1720	AAC	VAR	1	10
1722	AAC	VAR	1	1
1725	AC	75' X 50'	5	25
1732	AAC	VAR	1	1
1735	AAC	100' X 40' VAR	1	4
1805	AAC	100' X 46'	3	12
1807	AAC	VAR	1	2
1810	AAC	100' x 46'	3	13
1820	AAC	VAR	2	6
1830	AAC	VAR	1	5
2005	AAC	92' X 50'	2	9
2015	AC	92' X 50'	2	11
2110	AC	VAR	1	2
2205	AAC	VAR X 40'	1	4
2210	AAC	VAR	1	3
3305	AAC	100' X 50'	1	3
3307	AAC	100' X 50'	1	2
3310	AAC	100' X 50'	1	9
3315	AAC	200' X 25' VAR	2	8
4105	AC	100' X 50'	3	18
4110	AC	100' X 50'	3	26
4115	PCC	20 SLABS @ 20' X 21.35'	3	20
4120	AC	VAR	3	22
4125	PCC	VAR.	3	20
4130	AC	100' X 50'	3	16
4205	PCC	20 SLABS @ 20' X 20'	4	38
4210	AC	100' X 50' VAR	8	80
4305	AAC	100' X VAR	1	6
4310	AAC	100' X VAR	1	9
4315	AAC	100' X VAR	2	15
4320	AC	100' X 50'	2	14
4325	PCC	20 SLABS @ 20' X 20'	2	10
4330	PCC	VAR SLABS @ 20'x20'/VAR	2	14
4404	APC	125' X 50'	2	12
4406	APC	100' X 50'	4	16
4407	AAC	75' X 50'	2	18
4410	APC	100' X 50'	4	40
4510	PCC	VAR	1	3
4515	AAC	VAR	1	1
4520	AC	VAR	1	9
4710	AC	100' X 50'	5	42
4720	AC	VAR	4	33
4998	PCC	VAR	1	8
6105	AAC	100' X 50'	20	186
6107	AAC	100' X 50'	1	4
6110	AAC	200' X 25'	20	96
6203	AAC	175' X 25'	1	2
6204	AAC	100' X 50'	1	3
6205	AAC	200' X 25'	11	56
6210	AAC	100' X 50'	18	116
6215	AAC	175' X 25'	1	2
6220	AAC	100' X 50'	1	3
6305	AC	75' X 50'	12	56
6310	AAC	75' X 46'	1	1
6312	AAC	75' X 46'	1	1
6315	AAC	VAR	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

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

NUMBER	DATE	REVISIONS

DESIGNED: KHA DRAWN: KHA CHECKED: KHA DATE:

2012 CONDITION MAP

MELBOURNE INTERNATIONAL AIRPORT
BREVARD COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION OFFICE

IDENTIFIER: **MLB**

FDOT DISTRICT: 5

Melbourne International Airport (MLB)

Major Rehabilitation Plan by Year under Unlimited Funding Scenario

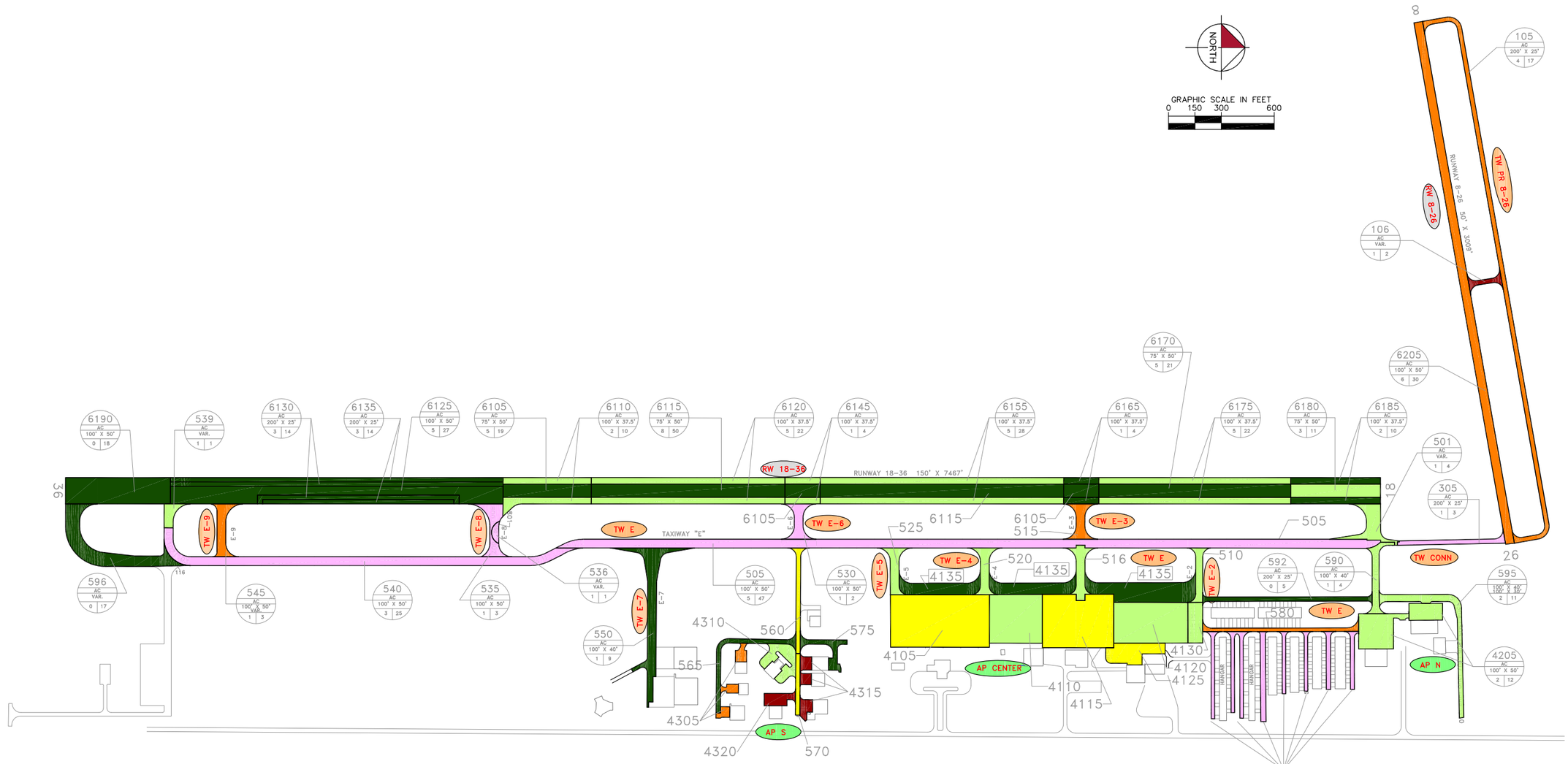
Year	Branch Name	Section ID	Surface Type	Section Area (ft^2)	Major M&R Costs*	PCI Before M&R	M&R Activity	PCI After M&R
2012	Center Apron	4998	PCC	54,892	$469,326.70	46	PCC Restoration	100
2012	East Apron	4410	AC	214,078	$1,830,364.82	42	Mill and Overlay	100
2012	East Apron	4406	APC	75,000	$641,249.78	41	Mill and Overlay	100
2012	North GA Apron	4105	AC	95,800	$323,899.62	63	Mill and Overlay	100
2012	North GA Apron	4110	AC	127,070	$429,624.65	63	Mill and Overlay	100
2012	West Apron	4320	AC	68,526	$437,879.62	55	Mill and Overlay	100
2012	West Apron	4330	PCC	85,148	$1,777,897.97	0	Reconstruction	100
2012	West Apron	4325	PCC	57,180	$1,193,923.97	4	Reconstruction	100
2012	Runway 5-23	6310	AAC	3,450	$13,617.14	61	Mill and Overlay	100
2012	Taxiway Charlie	333	AAC	9,850	$30,515.04	64	Mill and Overlay	100
2012	Taxiway Delta	413	AAC	2,666	$12,430.42	59	Mill and Overlay	100
2012	Taxiway Delta	412	AC	4,498	$26,801.09	56	Mill and Overlay	100
2012	Taxiway Delta	410	AC	105,104	$414,845.18	61	Mill and Overlay	100
2012	Taxiway Papa	1602	AAC	10,398	$38,098.65	62	Mill and Overlay	100
2012	Taxiway Romeo	1807	AAC	14,115	$51,718.31	62	Mill and Overlay	100
2014	Runway 5-23	6315	AAC	6,900	$24,749.62	63	Mill and Overlay	100
2014	Runway 9L-27R	6210	AAC	565,132	$1,857,399.31	64	Mill and Overlay	100
2014	Runway 9R-27L	6107	AAC	20,000	$65,733.34	64	Mill and Overlay	100
2014	Taxiway Kilo	1120	AAC	9,926	$32,624.67	64	Mill and Overlay	100
2014	Taxiway Quebec	1722	AAC	7,921	$26,033.36	64	Mill and Overlay	100
2015	Runway 5-23	6312	AAC	3,450	$12,746.05	63	Mill and Overlay	100

Melbourne International Airport (MLB)

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	Runway 9R-27L	6105	AAC	930,000	$3,148,298.15	64	Mill and Overlay	100
2016	Taxiway Lima	1204	AAC	10,453	$39,778.74	63	Mill and Overlay	100
2017	Runway 5-23	6305	AC	211,297	$758,857.22	64	Mill and Overlay	100
2017	Taxiway Charlie	326	AAC	3,930	$14,113.49	64	Mill and Overlay	100
2019	North GA Apron	4120	AC	96,139	$399,766.02	63	Mill and Overlay	100
2019	North GA Apron	4130	AC	113,767	$433,467.89	64	Mill and Overlay	100
2019	Taxiway Mike	1315	AC	50,873	$211,540.21	63	Mill and Overlay	100
2019	Taxiway November	1404	AAC	10,300	$39,243.49	64	Mill and Overlay	100
2020	Center Apron	4515	AAC	2,902	$11,390.60	64	Mill and Overlay	100
2021	East Apron	4407	AAC	69,765	$333,522.51	62	Mill and Overlay	100
2021	Runway 27L THR	3305	AAC	15,000	$60,632.78	64	Mill and Overlay	100
2021	Taxiway Charlie	315	AAC	63,222	$278,901.73	63	Mill and Overlay	100
2021	Taxiway Mike	1325	AAC	5,526	$22,336.19	64	Mill and Overlay	100
				Total	**$15,463,328.33**	**57**		**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
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RUNWAY LENGTHS DEPICTED IN THIS DRAWING ARE FOR PAVEMENT MANAGEMENT PURPOSES ONLY AND MAY NOT MATCH PUBLISHED RUNWAY LENGTHS.

NUMBER	DATE	REVISIONS

DESIGNED:	JP	DRAWN:	JCB	CHECKED:		DATE:	MAY 2011

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2011 CONDITION MAP

OCALA INTERNATIONAL-JIM TAYLOR FIELD
OCALA, MARION, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION OFFICE

IDENTIFIER: OCF

FDOT DISTRICT: 5

Ocala International Airport-Jim Taylor Field (OCF)

Major Rehabilitation Plan by Year under Unlimited Funding Scenario

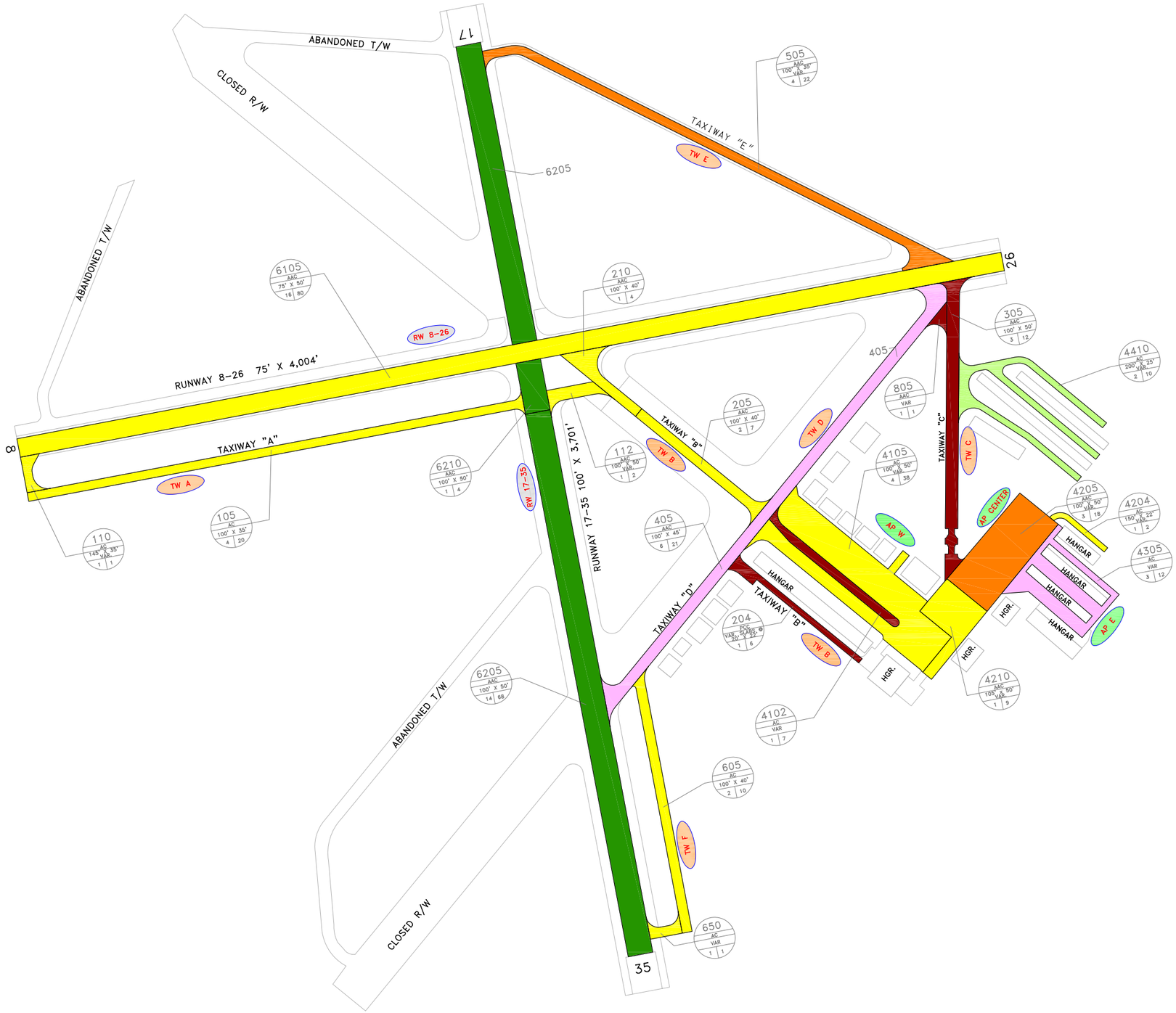
Year	Branch Name	Section ID	Surface Type	Section Area (ft^2)	Major M&R Costs*	PCI Before M&R	M&R Activity	PCI After M&R
2011	Central Apron	4105	AAC	168,000	$482,832.32	62	Mill and Overlay	100
2011	South Apron	4305	AC	13,600	$77,737.61	52	Mill and Overlay	100
2011	South Apron	4315	AC	16,400	$223,368.07	25	Reconstruction	100
2011	South Apron	4320	PCC	11,200	$152,544.05	18	Reconstruction	100
2011	Runway 8-26	6205	AC	150,500	$946,645.07	49	Mill and Overlay	100
2011	Conn TW to TW E / RW 8-26	305	AC	18,400	$250,608.08	30	Reconstruction	100
2011	Taxiway Echo	505	AAC	230,791	$2,466,694.93	34	Reconstruction	100
2011	Taxiway Echo	540	AC	120,708	$1,378,606.53	33	Reconstruction	100
2011	Taxiway Echo	580	AC	26,400	$166,056.03	40	Mill and Overlay	100
2011	Taxiway Echo	585	AC	77,900	$661,293.30	37	Reconstruction	100
2011	Taxiway Echo 3	515	AAC	11,500	$62,433.51	53	Mill and Overlay	100
2011	Taxiway Echo 6	530	AAC	11,500	$139,771.05	32	Reconstruction	100
2011	Taxiway Echo 6	570	AC	10,000	$26,010.02	63	Mill and Overlay	100
2011	Taxiway Echo 8	535	AC	18,800	$256,056.08	27	Reconstruction	100
2011	Taxiway Echo 8	536	AAC	3,600	$41,115.61	33	Reconstruction	100
2011	Taxiway Echo 9	545	AC	16,000	$100,640.01	48	Mill and Overlay	100
2011	Parallel Taxiway to RW 8-26	105	AC	85,225	$536,065.29	50	Mill and Overlay	100
2011	Parallel Taxiway to RW 8-26	106	AC	7,200	$98,064.03	18	Reconstruction	100
2013	Central Apron	4125	AC	31,036	$76,651.99	64	Mill and Overlay	100
2014	Central Apron	4115	AAC	120,000	$305,264.41	64	Mill and Overlay	100
2014	Taxiway Echo 6	560	AC	14,750	$41,922.22	63	Mill and Overlay	100

Ocala International Airport-Jim Taylor Field (OCF)

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	Central Apron	4110	AAC	82,200	$240,636.41	63	Mill and Overlay	100
2016	Central Apron	4120	AAC	96,187	$259,588.68	64	Mill and Overlay	100
2017	North Apron	4205	AC	63,200	$175,680.55	64	Mill and Overlay	100
2019	Central Apron	4130	AAC	19,125	$56,400.44	64	Mill and Overlay	100
2019	Runway 18-36	6110	AAC	37,500	$123,557.66	63	Mill and Overlay	100
2020	Runway 18-36	6120	AAC	82,500	$250,594.90	64	Mill and Overlay	100
2020	Taxiway Echo	595	AC	44,000	$149,323.55	63	Mill and Overlay	100
2020	Taxiway Echo 3	516	AAC	14,000	$42,525.19	64	Mill and Overlay	100
				Total	**$9,788,687.59**	**48**		**100**

* Costs are adjusted for inflation.



NORTH

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LEGEND

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

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NUMBER	DATE	REVISIONS

DESIGNED: ELT | DRAWN: ALB | CHECKED: DRB | DATE:

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2011 CONDITION MAP

ORMOND BEACH MUNICIPAL AIRPORT
ORMOND BEACH, VOLUSIA, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION OFFICE

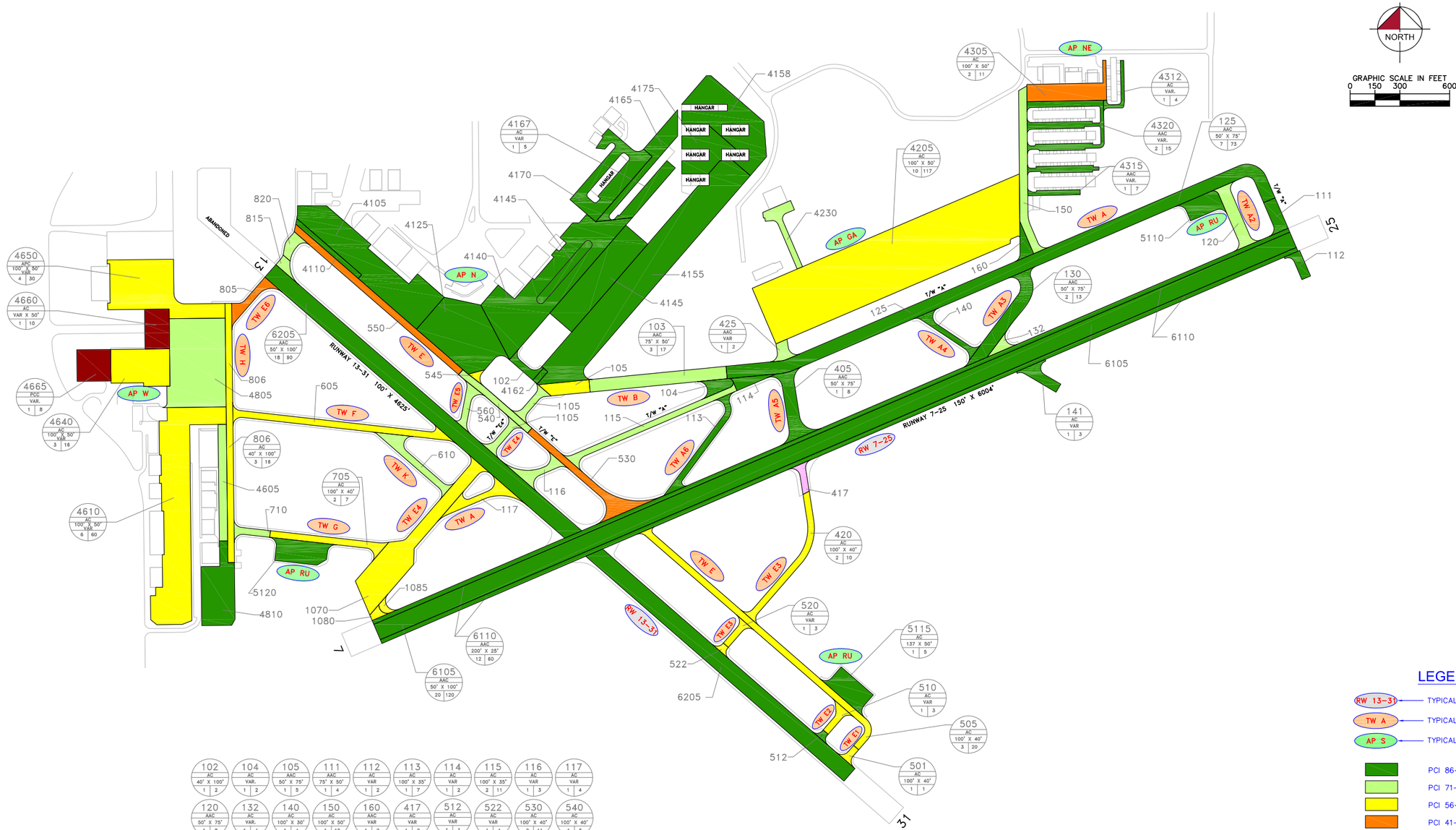
IDENTIFIER: OMN
FDOT DISTRICT: 5

Ormond Beach Municipal Airport (OMN)

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	4305	AC	56,770	$1,054,218.83	25	Reconstruction	100
2011	Center Apron	4210	AAC	43,450	$123,658.70	63	Mill and Overlay	100
2011	Center Apron	4205	AAC	91,080	$693,119.14	41	Mill and Overlay	100
2011	Center Apron	4204	AC	5,930	$26,483.39	58	Mill and Overlay	100
2011	West Apron	4102	AC	22,250	$413,182.47	19	Reconstruction	100
2011	Intersection of TW D and TW C	805	AAC	4,010	$74,465.70	22	Reconstruction	100
2011	Taxiway Foxtrot	650	AC	6,270	$28,001.83	58	Mill and Overlay	100
2011	Taxiway Foxtrot	605	AC	41,690	$169,803.42	59	Mill and Overlay	100
2011	Taxiway Echo	505	AAC	78,240	$595,406.69	42	Mill and Overlay	100
2011	Taxiway Delta	405	AAC	104,640	$1,943,164.67	26	Reconstruction	100
2011	Taxiway Charlie	305	AAC	58,430	$1,085,045.03	23	Reconstruction	100
2011	Taxiway Bravo	210	AAC	20,570	$58,542.22	63	Mill and Overlay	100
2011	Taxiway Bravo	205	AAC	26,680	$140,123.42	56	Mill and Overlay	100
2011	Taxiway Bravo	204	PCC	17,500	$324,974.98	14	Reconstruction	100
2011	Taxiway Alpha	110	AC	6,990	$28,470.28	59	Mill and Overlay	100
2013	Runway 8-26	6105	AAC	300,450	$818,543.27	64	Mill and Overlay	100
2013	West Apron	4105	AC	164,590	$448,407.51	64	Mill and Overlay	100
2013	Taxiway Alpha	105	AC	71,280	$194,194.59	64	Mill and Overlay	100
2018	Taxiway Alpha	112	AAC	11,600	$36,636.46	64	Mill and Overlay	100
				Total	**$8,256,442.60**	**47**		**100**

* Costs are adjusted for inflation.



102	104	105	111	112	113	114	115	116	117
AC 40' X 100' 1 2	AC VAR. 1 2	AAC 50' X 75' 1 5	AAC 75' X 50' 1 4	AC VAR 1 2	AC 100' X 35' 1 7	AC VAR 1 2	AC 100' X 35' 2 11	AC VAR 1 3	AC VAR 1 4
120	132	140	150	160	417	512	522	530	540
AAC 50' X 75' 1 8	AC VAR. 1 1	AC 100' X 30' 1 4	AC 100' X 50' 1 10	AAC VAR 1 2	AC VAR 1 2	AC VAR 1 1	AC VAR 1 1	AC 100' X 40' 2 11	AC 100' X 40' 1 5
545	550	560	605	610	710	805	815	820	1070
AC VAR 1 1	AAC 100' X 40' 2 13	AC 100' X 40' 1 3	AC 100' X 40' 2 13	AC 100' X 40' 1 6	AC 100' X 40' 1 2	AC 100' X 40' 1 3	AAC VAR 1 1	AC VAR 1 3	AAC 50' X 75' 3 29
1080	1085	1105	4105	4110	4125	4140	4145	4155	4158
AAC VAR 1 1	AAC VAR 1 1	AC VAR X 40' 2 4	AC 100' X 50' VAR 4 39	AC 100' X 30' 1 5	AC 100' X 50' VAR 3 28	AC 100' X 50' VAR 5 47	AC 100' X 50' VAR 3 26	AC 100' X 50' 7 69	AAC 100' X 50' 3 28
4162	4165	4170	4175	4230	4605	4805	4810	5110	5120
AC 35' X 97' 1 1	AC 100' X 50' VAR 2 11	AAC 100' X 50' VAR 3 18	AC 100' X 50' VAR 1 10	AC VAR 1 7	AAC 100' X 50' VAR 1 8	AAC 100' X 50' VAR 4 36	AC 100' X 50' VAR 3 17	AC 115' X 50' 1 4	AC 135' X 50' 1 6

LEGEND

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

- PCI 86-100 GOOD
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NUMBER	DATE	REVISIONS

DESIGNED: KHA | DRAWN: KHA | CHECKED: KHA | DATE:

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2012 CONDITION MAP

ORLANDO EXECUTIVE AIRPORT
ORANGE COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION OFFICE

IDENTIFIER: ORL
FDOT DISTRICT: 5

Orlando Executive Airport (ORL)

Major Rehabilitation Plan by Year under Unlimited Funding Scenario

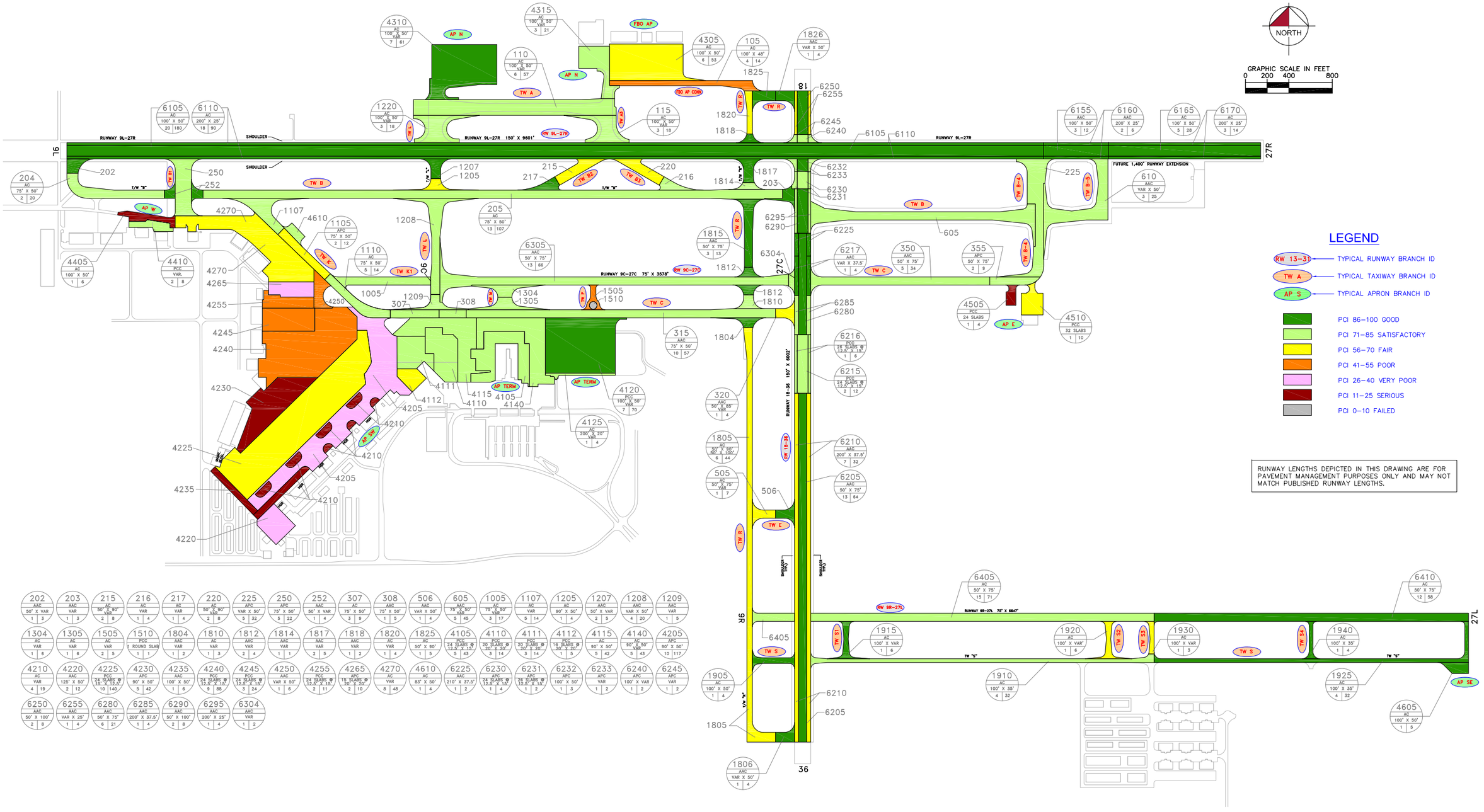
Year	Branch Name	Section ID	Surface Type	Section Area (ft^2)	Major M&R Costs*	PCI Before M&R	M&R Activity	PCI After M&R
2012	General Aviation Apron	4205	AC	608,509	$1,731,816.30	63	Mill and Overlay	100
2012	Northeast Apron	4305	AC	52,643	$400,611.30	49	Mill and Overlay	100
2012	West Apron	4660	AC	35,372	$656,858.00	20	Reconstruction	100
2012	West Apron	4640	AC	75,563	$307,768.18	59	Mill and Overlay	100
2012	West Apron	4610	AC	260,825	$814,817.51	62	Mill and Overlay	100
2012	West Apron	4650	APC	146,113	$709,964.89	57	Mill and Overlay	100
2012	West Apron	4665	PCC	38,760	$719,773.15	19	Reconstruction	100
2012	Taxiway Echo	550	AAC	52,982	$319,904.87	54	Mill and Overlay	100
2012	Taxiway Echo	530	AC	45,391	$291,910.81	53	Mill and Overlay	100
2012	Taxiway E-1	501	AC	5,073	$17,258.38	61	Mill and Overlay	100
2012	Taxiway E-2	510	AC	9,644	$46,860.60	57	Mill and Overlay	100
2012	Taxiway E-3	417	AC	8,311	$154,338.79	27	Reconstruction	100
2012	Taxiway E-3	420	AC	36,384	$113,663.71	62	Mill and Overlay	100
2012	Taxiway E-3	520	AC	8,273	$23,544.99	63	Mill and Overlay	100
2012	Taxiway E-4	1085	AAC	4,112	$21,597.28	56	Mill and Overlay	100
2012	Taxiway E-4	1070	AAC	130,837	$481,481.07	60	Mill and Overlay	100
2012	Taxiway E-6	805	AC	17,742	$114,099.76	53	Mill and Overlay	100
2012	Taxiway Golf	705	AC	30,099	$77,294.92	64	Mill and Overlay	100
2012	Taxiway Hotel	806	AC	62,452	$278,911.84	58	Mill and Overlay	100
2013	Taxiway Echo	545	AC	3,110	$8,225.70	64	Mill and Overlay	100
2014	Taxiway Echo	505	AC	78,110	$212,800.90	64	Mill and Overlay	100

Orlando Executive Airport (ORL)

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
2014	Taxiway E-3	522	AC	2,869	$7,816.66	64	Mill and Overlay	100
2014	Taxiway Foxtrot	605	AC	54,815	$149,337.96	64	Mill and Overlay	100
2016	Taxiway Alpha	117	AC	22,912	$66,221.54	64	Mill and Overlay	100
2018	Taxiway Alpha	115	AC	40,792	$125,081.76	64	Mill and Overlay	100
2018	Taxiway E-4	1080	AAC	4,281	$13,127.77	64	Mill and Overlay	100
2019	SE Segment of West Apron	4805	AAC	182,930	$577,751.13	64	Mill and Overlay	100
2019	Taxiway Alpha	150	AC	50,766	$160,335.13	64	Mill and Overlay	100
2019	Taxiway Bravo	105	AAC	20,389	$64,395.41	64	Mill and Overlay	100
2020	West Apron	4605	AC	35,100	$114,182.59	64	Mill and Overlay	100
2020	Taxiway Alpha	116	AC	17,575	$57,173.24	64	Mill and Overlay	100
2021	General Aviation Apron	4230	AC	23,614	$79,122.45	64	Mill and Overlay	100
2021	Taxiway Echo	540	AC	21,996	$73,701.90	64	Mill and Overlay	100
2021	Taxiway E-5	560	AC	13,215	$44,278.94	64	Mill and Overlay	100
				Total	**$9,036,029.43**	**58**		**100**

* Costs are adjusted for inflation.



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

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2012 CONDITION MAP

ORLANDO SANFORD INTERNATIONAL SEMINOLE COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION OFFICE

IDENTIFIER: SFB

FDOT DISTRICT: 5

Orlando Sanford International Airport (SFB)

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	East Apron	4505	PCC	15,664	$327,072.60	23	Reconstruction	100
2012	Southwest Apron	4205	APC	434,106	$6,387,861.76	35	Reconstruction	100
2012	Southwest Apron	4210	AC	93,963	$1,961,950.53	19	Reconstruction	100
2012	Southwest Apron	4220	AAC	70,475	$1,471,513.06	24	Reconstruction	100
2012	Southwest Apron	4225	PCC	627,754	$2,300,090.39	62	PCC Restoration	100
2012	Southwest Apron	4230	APC	187,345	$3,911,762.89	17	Reconstruction	100
2012	Southwest Apron	4235	AAC	31,048	$648,271.65	14	Reconstruction	100
2012	Southwest Apron	4240	PCC	396,496	$2,704,897.10	54	PCC Restoration	100
2012	Southwest Apron	4245	PCC	102,638	$744,532.13	53	PCC Restoration	100
2012	Southwest Apron	4250	AAC	34,370	$293,866.82	45	Mill and Overlay	100
2012	Southwest Apron	4255	PCC	53,052	$430,675.58	51	PCC Restoration	100
2012	Southwest Apron	4265	APC	56,360	$1,176,796.52	27	Reconstruction	100
2012	Terminal Apron	4112	PCC	35,804	$182,386.72	58	PCC Restoration	100
2012	West Apron	4405	AC	32,907	$687,103.64	24	Reconstruction	100
2012	FBO Apron	4305	AC	231,730	$1,280,539.82	57	Mill and Overlay	100
2012	FBO Apron Connection	105	AC	72,100	$616,452.40	44	Mill and Overlay	100
2012	Runway 18-36	6255	AAC	20,153	$128,774.91	55	Mill and Overlay	100
2012	Taxiway B-2	215	AC	38,169	$139,850.85	62	Mill and Overlay	100
2012	Taxiway Charlie	320	AAC	19,167	$64,803.73	63	Mill and Overlay	100
2012	Taxiway Echo	505	AC	20,305	$103,431.26	58	Mill and Overlay	100
2012	Taxiway Kilo	1105	APC	46,155	$255,051.37	57	Mill and Overlay	100

Orlando Sanford International Airport (SFB)

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

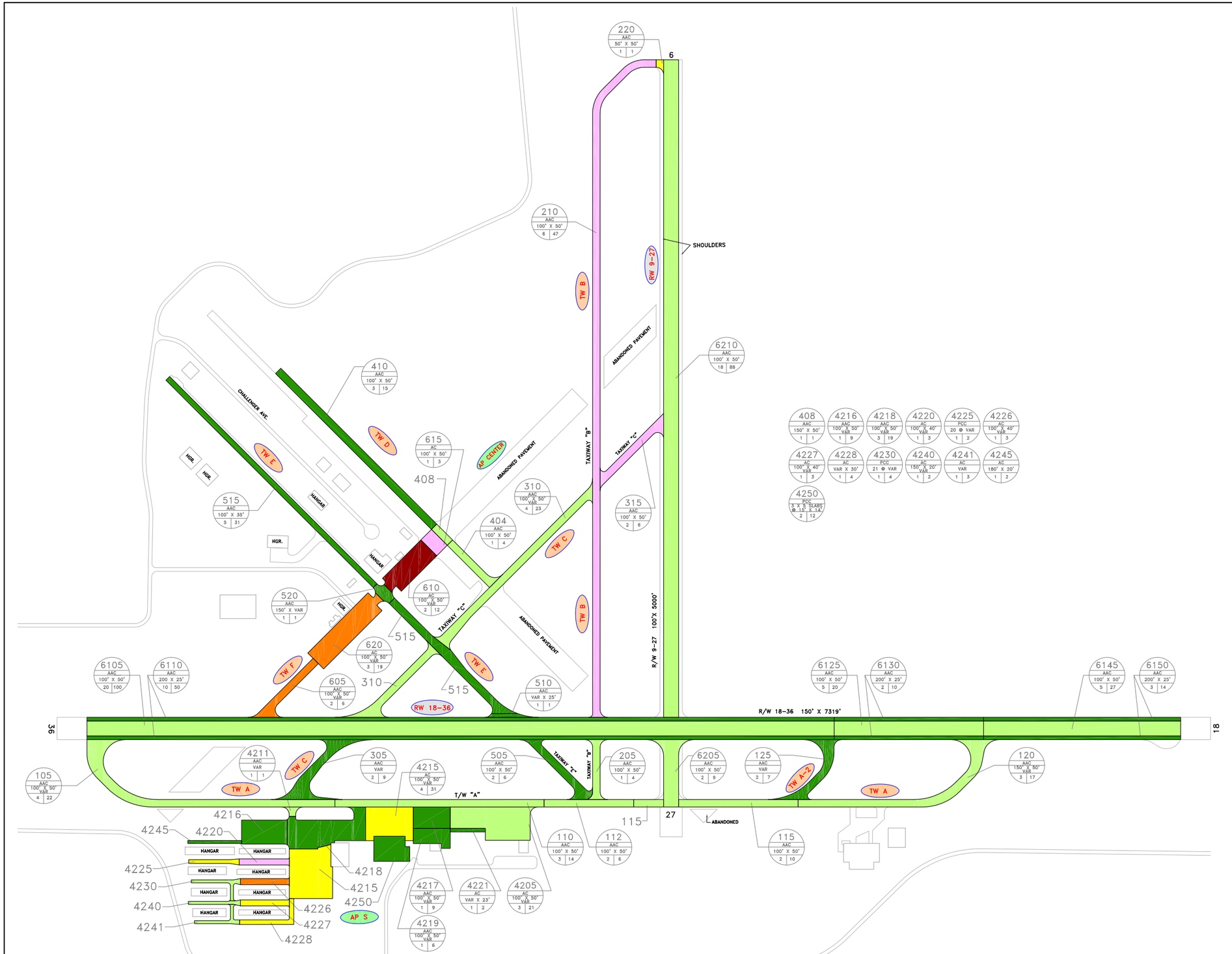
Year	Branch Name	Section ID	Surface Type	Section Area (ft^2)	Major M&R Costs*	PCI Before M&R	M&R Activity	PCI After M&R
2012	Taxiway Papa	1505	AC	18,518	$158,329.27	42	Mill and Overlay	100
2012	Taxiway Papa	1510	PCC	3,848	$80,355.62	0	Reconstruction	100
2012	Taxiway Romeo	1805	AC	217,227	$734,443.34	63	Mill and Overlay	100
2012	Taxiway Romeo	1820	AC	22,019	$121,679.13	57	Mill and Overlay	100
2012	Taxiway S-2	1920	AC	23,285	$72,136.53	64	Mill and Overlay	100
2012	Taxiway S-3	1930	AC	13,494	$41,804.27	64	Mill and Overlay	100
2013	Southwest Apron	4270	AC	281,060	$978,769.74	63	Mill and Overlay	100
2013	Runway 18-36	6210	AAC	241,125	$839,700.47	63	Mill and Overlay	100
2013	Taxiway B-3	220	AC	38,169	$121,794.71	64	Mill and Overlay	100
2014	East Apron	4510	PCC	45,632	$149,978.63	64	PCC Restoration	100
2015	Taxiway Lima	1205	AC	16,841	$57,011.89	64	Mill and Overlay	100
2015	Taxiway Romeo	1814	AAC	10,046	$34,009.88	64	Mill and Overlay	100
2016	FBO Apron	4315	AC	84,366	$321,040.75	63	Mill and Overlay	100
2016	Runway 18-36	6233	APC	10,262	$35,781.80	64	Mill and Overlay	100
2016	Runway 18-36	6285	AAC	27,000	$94,144.27	64	Mill and Overlay	100
2016	Taxiway Charlie	315	AAC	218,691	$832,192.87	63	Mill and Overlay	100
2016	Taxiway K-1	1005	AC	65,060	$226,852.16	64	Mill and Overlay	100
2017	Runway 18-36	6231	APC	13,324	$47,852.14	64	Mill and Overlay	100
2017	Runway 9C-27C	6304	AAC	8,514	$30,575.85	64	Mill and Overlay	100
2017	Taxiway Mike	1305	AC	30,807	$110,642.03	64	Mill and Overlay	100
2018	Taxiway A-3	115	AC	65,877	$243,691.53	64	Mill and Overlay	100

Orlando Sanford International Airport (SFB)

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 Lima	1208	AAC	97,725	$361,501.22	64	Mill and Overlay	100
2019	Runway 18-36	6216	PCC	27,000	$102,873.99	64	PCC Restoration	100
2019	Taxiway B-4	225	APC	136,889	$521,567.83	64	Mill and Overlay	100
2019	Taxiway Charlie	308	AAC	18,750	$77,966.27	63	Mill and Overlay	100
2019	Taxiway Charlie	355	APC	31,708	$120,813.49	64	Mill and Overlay	100
2020	Runway 9C-27C	6305	AAC	268,321	$1,053,012.59	64	Mill and Overlay	100
2020	Taxiway Bravo	205	AAC	407,789	$1,600,349.05	64	Mill and Overlay	100
2020	Taxiway B-5	610	AAC	128,926	$505,964.10	64	Mill and Overlay	100
2021	Apron TERM	4115	AC	169,731	$748,758.54	63	Mill and Overlay	100
2021	Apron TERM	4125	AC	14,488	$63,911.56	63	Mill and Overlay	100
2021	Runway 18-36	6230	APC	16,000	$64,674.97	64	Mill and Overlay	100
2021	Runway 18-36	6240	APC	7,500	$30,316.39	64	Mill and Overlay	100
2021	Runway 18-36	6295	AAC	20,500	$82,864.81	64	Mill and Overlay	100
2021	Taxiway B-1	250	APC	85,247	$344,582.22	64	Mill and Overlay	100
2021	Taxiway Charlie	307	AC	33,750	$148,885.96	63	Mill and Overlay	100
				Total	**$36,978,515.60**	**54**		**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:	KHA	DRAWN:	KHA	CHECKED:	KHA	DATE:

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PLOTTED: April 10, 2012 - 3:59 PM, BY: Lanier, Brent

2012 CONDITION MAP

SPACE COAST REGIONAL AIRPORT
TITUSVILLE, BREVARD CO., FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION OFFICE

IDENTIFIER
TIX
FDOT DISTRICT
5

Space Coast Regional Airport (TIX)

Major Rehabilitation Plan by Year under Unlimited Funding Scenario

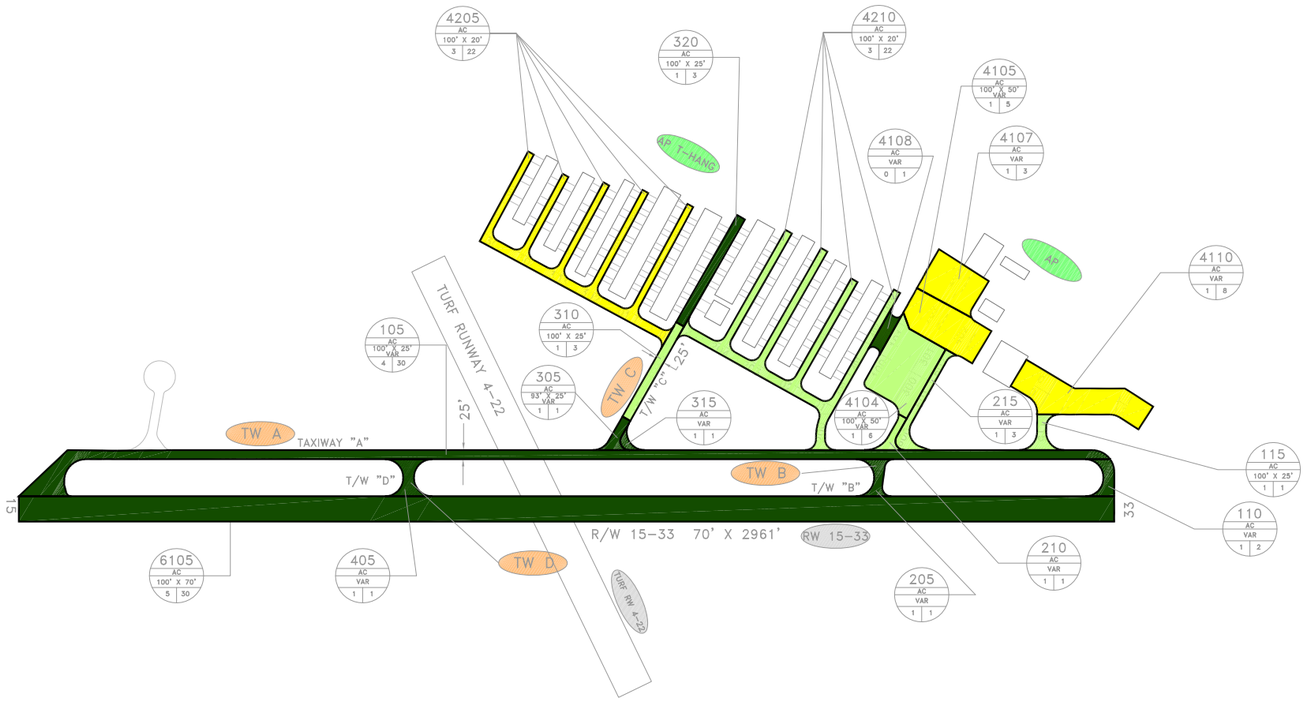
Year	Branch Name	Section ID	Surface Type	Section Area (ft^2)	Major M&R Costs*	PCI Before M&R	M&R Activity	PCI After M&R
2012	South Apron	4220	AC	13,443	$94,409.64	39	Reconstruction	100
2012	South Apron	4226	AC	13,123	$82,543.17	48	Mill and Overlay	100
2012	South Apron	4227	AC	13,123	$52,412.89	58	Mill and Overlay	100
2012	South Apron	4228	AC	15,171	$60,594.84	58	Mill and Overlay	100
2012	Taxiway Bravo	210	AAC	231,322	$3,150,609.52	26	Reconstruction	100
2012	Taxiway Bravo	220	AAC	3,037	$12,999.26	57	Mill and Overlay	100
2012	Taxiway Charlie	315	AAC	32,856	$447,501.32	30	Reconstruction	100
2012	Taxiway Foxtrot	605	AAC	29,958	$188,437.97	41	Mill and Overlay	100
2012	Taxiway Foxtrot	610	AC	54,678	$744,711.06	21	Reconstruction	100
2012	Taxiway Foxtrot	615	AC	15,000	$105,345.02	39	Reconstruction	100
2012	Taxiway Foxtrot	620	AC	86,706	$545,382.42	40	Mill and Overlay	100
2013	South Apron	4225	PCC	8,938	$26,456.98	62	PCC Restoration	100
2015	South Apron	4215	AC	162,195	$412,601.86	64	Mill and Overlay	100
2015	Runway 9-27	6210	AAC	440,000	$1,119,302.82	64	Mill and Overlay	100
2017	South Apron	4230	PCC	9,697	$26,170.45	64	PCC Restoration	100
2017	Taxiway Bravo	205	AAC	22,146	$59,767.50	64	Mill and Overlay	100
2018	Runway 18-36	6125	AAC	100,000	$277,975.55	64	Mill and Overlay	100
2018	Runway 9-27	6205	AAC	49,743	$138,272.54	64	Mill and Overlay	100
2018	Taxiway Alpha	110	AAC	70,000	$217,401.24	63	Mill and Overlay	100
2019	Runway 18-36	6105	AAC	500,000	$1,431,574.08	64	Mill and Overlay	100
2020	Runway 18-36	6145	AAC	131,900	$388,978.72	64	Mill and Overlay	100

Space Coast Regional Airport (TIX)

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 Alpha	112	AAC	30,000	$88,471.28	64	Mill and Overlay	100
2020	Taxiway Charlie	310	AAC	117,595	$387,460.69	63	Mill and Overlay	100
2021	South Apron	4211	AAC	3,845	$13,048.88	63	Mill and Overlay	100
2021	South Apron	4241	AC	8,781	$26,671.32	64	Mill and Overlay	100
2021	Taxiway Alpha	120	AAC	90,638	$275,314.15	64	Mill and Overlay	100
				Total	**$10,374,415.17**	**54**		**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
0 100 200 400

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

NUMBER	DATE	REVISIONS

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

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2011 CONDITION DRAWING

ARTHUR DUNN AIRPARK AIRPORT
TITUSVILLE, BREVARD COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION OFFICE

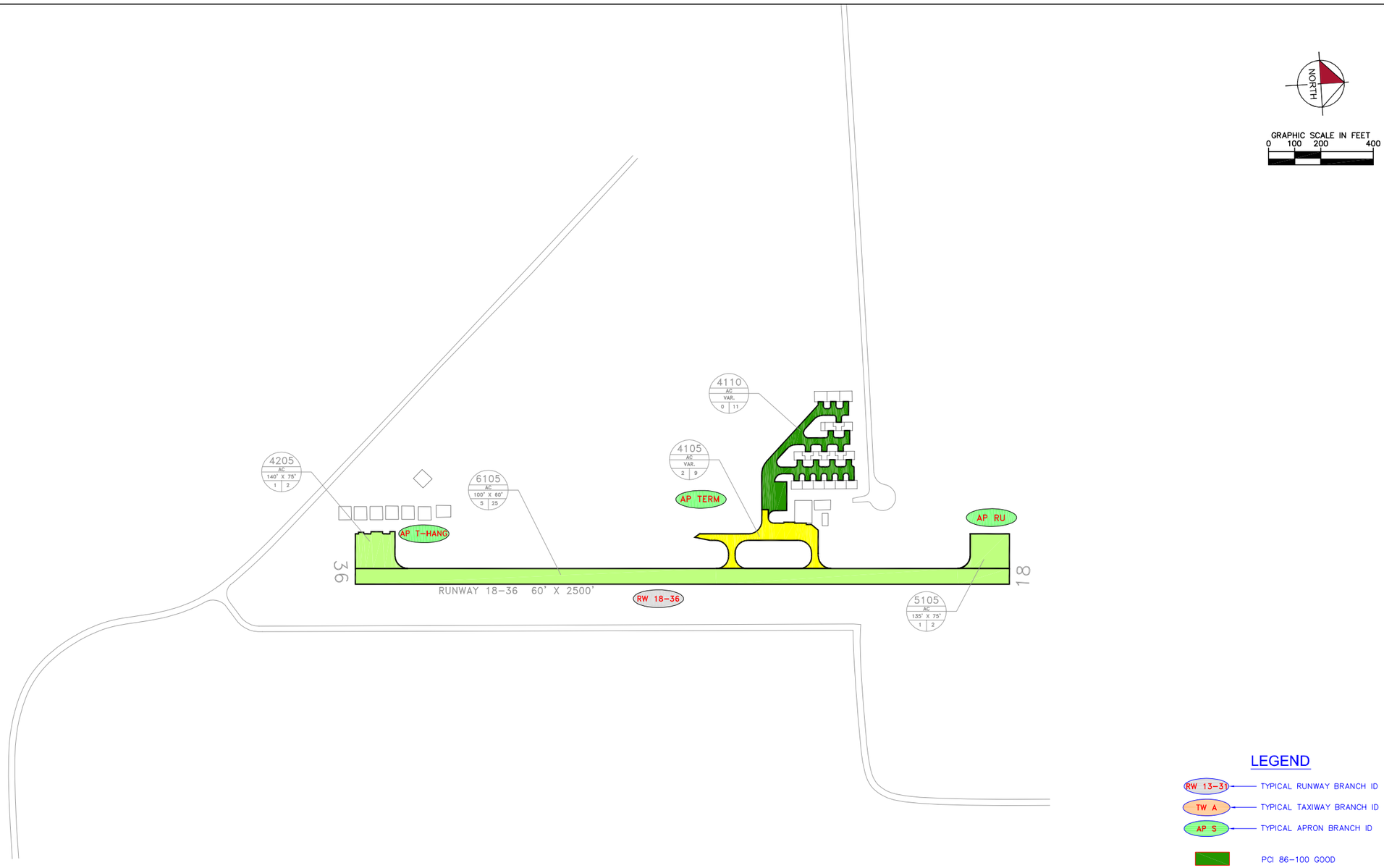
IDENTIFIER
X21
FDOT DISTRICT
5

Arthur Dunn Airpark (X21)

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
2013	Apron	4110	AC	31,300	$83,853.69	63	Mill and Overlay	100
2014	Apron	4105	AAC	24,317	$67,100.39	63	Mill and Overlay	100
2015	Apron	4107	AAC	18,403	$52,304.72	63	Mill and Overlay	100
2015	Apron at T-Hangars	4205	AC	41,918	$106,633.95	64	Mill and Overlay	100
2016	Taxiway Charlie	310	AC	8,517	$22,316.13	64	Mill and Overlay	100
2017	Apron at T-Hangars	4210	AC	44,702	$120,641.39	64	Mill and Overlay	100
2018	Taxiway Apron	215	AC	7,302	$22,678.05	63	Mill and Overlay	100
2021	Apron	4104	AAC	31,618	$96,040.11	64	Mill and Overlay	100
				Total	**$571,568.43**	**64**		**100**

* Costs are adjusted for inflation.



LEGEND

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

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- PCI 56-70 FAIR
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- 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

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2011 CONDITION MAP

UMATILLA MUNICIPAL AIRPORT
LAKE COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION OFFICE

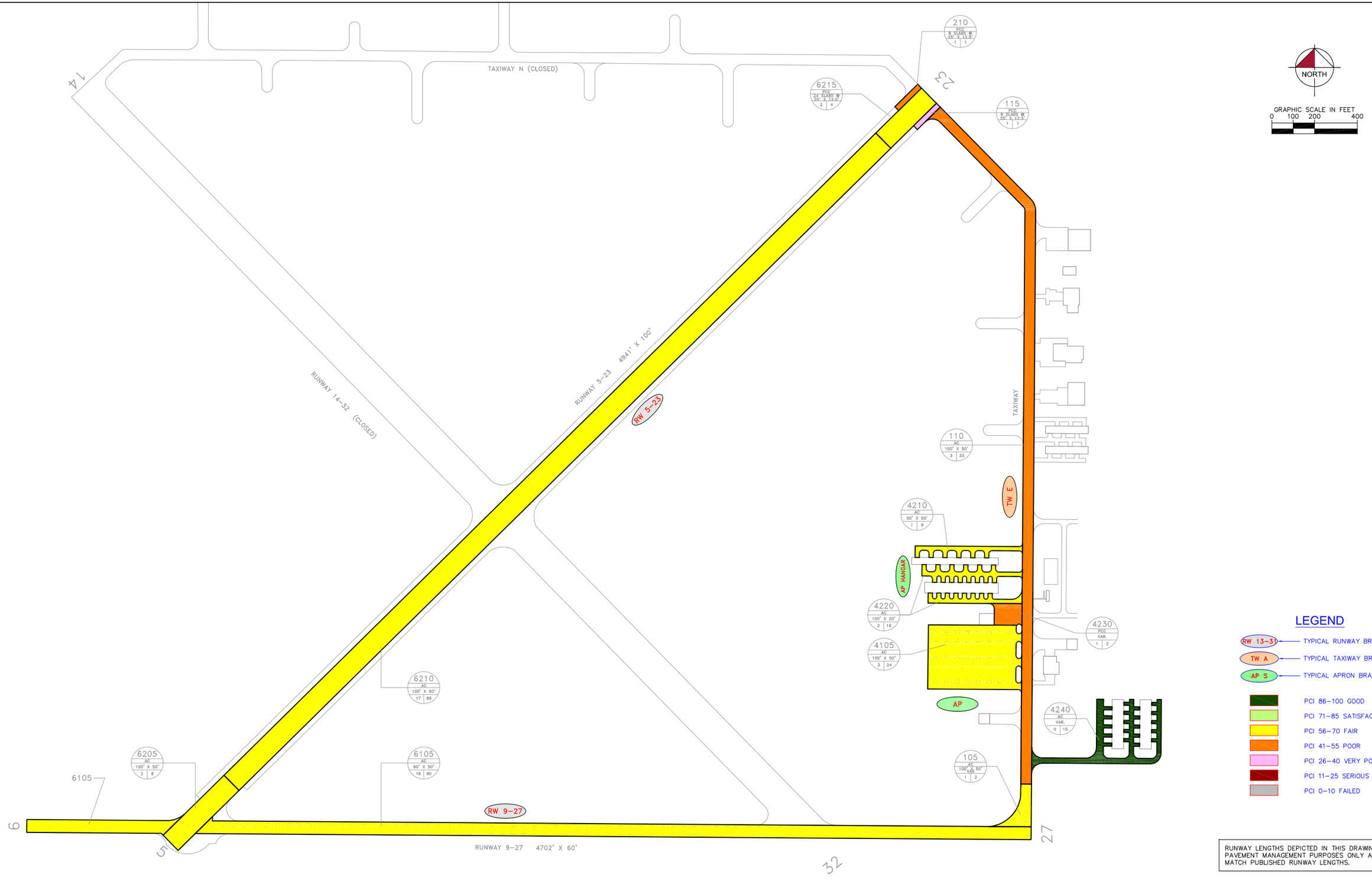
IDENTIFIER
X23
FDOT DISTRICT
5

Umatilla Municipal Airport (X23)

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
2014	Terminal Apron	4105	AC	30,466	$77,501.55	64	Mill and Overlay	100
2018	Apron At T-Hangars	4205	AC	21,000	$60,126.11	64	Mill and Overlay	100
				Total	**$137,627.66**	**64**		**100**

* Costs are adjusted for inflation.



LEGEND

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

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2011 CONDITION MAP

MARION COUNTY AIRPORT

MARION COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION OFFICE

IDENTIFIER **X35**

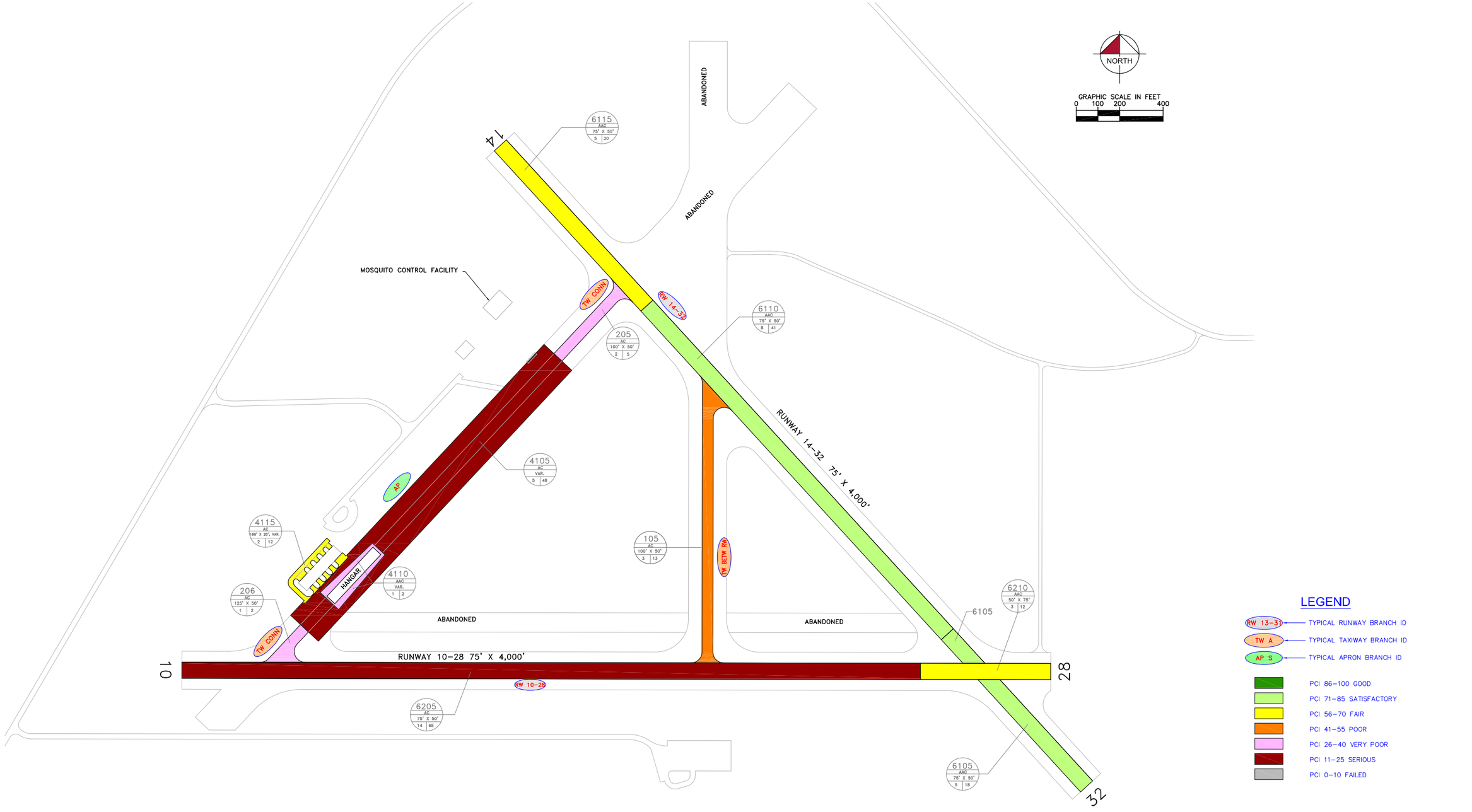
FDOT DISTRICT **5**

Marion County Airport (X35)

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	126,805	$329,820.01	63	Mill and Overlay	100
2011	Hangar Apron	4210	AC	14,720	$34,268.18	64	Mill and Overlay	100
2011	Hangar Apron	4220	AC	33,155	$86,236.21	63	Mill and Overlay	100
2011	Hangar Apron	4230	PCC	13,160	$150,300.41	33	Reconstruction	100
2011	Runway 5-23	6205	AAC	37,500	$160,537.58	57	Mill and Overlay	100
2011	Runway 5-23	6210	AAC	430,000	$1,594,010.97	59	Mill and Overlay	100
2011	Runway 5-23	6215	PCC	30,000	$171,480.02	52	PCC Restoration	100
2011	Runway 9-27	6105	AC	273,000	$1,247,064.52	56	Mill and Overlay	100
2011	East Taxiway	105	AC	11,500	$49,231.52	57	Mill and Overlay	100
2011	East Taxiway	110	AAC	167,500	$909,357.70	53	Mill and Overlay	100
2011	East Taxiway	115	PCC	3,750	$51,075.02	18	Reconstruction	100
2011	Taxiway November	210	PCC	3,750	$31,833.76	37	Reconstruction	100
				Total	**$4,815,215.90**	**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
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- PCI 0–10 FAILED

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

NUMBER	DATE	REVISIONS

DESIGNED: ELT | DRAWN: ALB | CHECKED: DRB | DATE:

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2011 CONDITION MAP

VALKARIA AIRPORT
BREVARD COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION OFFICE

IDENTIFIER
X59
FDOT DISTRICT
5

Valkaria Municipal Airport (X59)

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	264,780	$3,606,304.77	24	Reconstruction	100
2011	Apron	4110	ACC	15,930	$181,936.59	33	Reconstruction	100
2011	Runway 10-28	6205	AC	300,000	$4,086,001.33	11	Reconstruction	100
2011	Runway 10-28	6210	ACC	45,525	$105,982.27	64	Mill and Overlay	100
2011	Runway 14-32	6115	ACC	75,000	$278,025.17	59	Mill and Overlay	100
2011	Taxiway Between Rws	105	AC	69,770	$438,853.33	41	Mill and Overlay	100
2011	Connector Taxiways to Ramp	205	AC	22,460	$305,905.30	28	Reconstruction	100
2011	Connector Taxiways to Ramp	206	AC	15,420	$210,020.47	27	Reconstruction	100
2014	Apron	4115	AC	13,200	$33,579.08	64	Mill and Overlay	100
2016	Runway 14-32	6105	ACC	63,750	$192,223.70	63	Mill and Overlay	100
2016	Runway 14-32	6110	ACC	153,750	$463,598.34	63	Mill and Overlay	100
Total					**$9,902,430.35**	**43**		**100**

* Costs are adjusted for inflation.

PLOTTED: May 31, 2012 - 9:02 AM, BY: Burton, George A

NUMBER	DATE	REVISIONS

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

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2012 CONDITION MAP

FLAGLER COUNTY AIRPORT
FLAGLER COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION OFFICE

IDENTIFIER
XFL
FDOT DISTRICT
5

Flagler County Airport (XFL)

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	4105	PCC	18,504	$252,024.56	0	Reconstruction	100
2012	Apron	4115	AC	30,500	$191,845.02	41	Mill and Overlay	100
2012	Apron	4120	PCC	8,400	$114,408.04	28	Reconstruction	100
2012	Apron	4130	PCC	10,000	$136,200.04	21	Reconstruction	100
2012	Run-up Apron at RW 11	5105	AAC	50,483	$303,049.48	51	Mill and Overlay	100
2012	Run-up Apron at RW 11	4310	AC	6,800	$27,159.21	58	Mill and Overlay	100
2012	Run-up Apron at RW 11	4315	AC	26,600	$167,314.01	50	Mill and Overlay	100
2012	Runway 6-24	6205	AAC	485,000	$2,633,065.58	53	Mill and Overlay	100
2012	Taxiway Alpha	104	AAC	7,500	$52,672.51	39	Reconstruction	100
2012	Taxiway Alpha	105	AC	205,340	$1,291,588.70	43	Mill and Overlay	100
2012	Taxiway Alpha	110	AAC	17,610	$136,583.19	38	Reconstruction	100
2012	Taxiway Charlie	307	AC	10,135	$40,479.21	58	Mill and Overlay	100
2012	Taxiway Charlie	310	AC	22,500	$141,525.01	45	Mill and Overlay	100
2012	Taxiway Charlie	315	AC	99,075	$623,181.80	43	Mill and Overlay	100
2012	Taxiway Delta	405	AC	21,300	$290,106.09	18	Reconstruction	100
2012	Taxiway Delta	407	AC	10,000	$121,540.04	32	Reconstruction	100
2012	Taxiway Delta	410	AC	100,300	$630,887.05	41	Mill and Overlay	100
2012	Taxiway Delta	415	AAC	15,500	$61,907.03	58	Mill and Overlay	100
2012	Taxiway Echo	505	AC	19,250	$121,082.51	42	Mill and Overlay	100
2012	Taxiway Echo	510	AC	55,016	$507,357.69	36	Reconstruction	100
2012	Taxiway Echo	512	AAC	19,350	$263,547.09	10	Reconstruction	100

Flagler County Airport (XFL)

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	515	AC	124,700	$967,173.43	38	Reconstruction	100
2012	Taxiway Foxtrot	605	AC	22,500	$141,525.01	41	Mill and Overlay	100
2014	East Apron	4210	PCC	16,693	$41,227.98	64	PCC Restoration	100
2014	Taxiway Bravo	205	AC	85,750	$211,783.36	64	Mill and Overlay	100
2014	Taxiway Charlie	305	AAC	20,500	$50,630.42	64	Mill and Overlay	100
2014	Taxiway Delta	414	AC	4,000	$9,879.11	64	Mill and Overlay	100
2015	Taxiway Echo	520	AC	23,250	$66,080.79	63	Mill and Overlay	100
2019	Apron	4125	PCC	24,950	$71,435.55	64	PCC Restoration	100
2019	East Apron	4205	AC	69,207	$198,149.89	64	Mill and Overlay	100
2021	Taxiway Alpha	102	AAC	25,000	$75,937.85	64	Mill and Overlay	100
				Total	**$9,941,947.25**	**60**		**100**

* Costs are adjusted for inflation.