STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION
AVIATION OFFICE

Statewide Airfield Pavement Management Program
Flagler County Airport – X47
(General Aviation)
Bunnell, Florida
(District 5)

June 11, 2008

Prepared for:
Florida Department of Transportation
Aviation Office

by:
URS Corporation Inc. / MACTEC Engineering & Consulting, Inc. / Planning Technology, Inc. / ASC Geosciences, Inc.

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EXECUTIVE SUMMARY

URS Corporation, Inc., MACTEC Engineering and Consulting, Inc. (MACTEC), Planning Technology, Inc. (PTI), and ASC Geosciences, Inc. (ASCG) were awarded with a contract to provide services in support of the Florida Department of Transportation (FDOT) Aviation Office for Phase II of the Statewide Aviation Pavement Management program. As part of this contract, MACTEC conducted pavement condition survey for airside pavements at Flagler County Airport, evaluated the condition and developed a maintenance and rehabilitation program to improve conditions to prescribed minimum levels.

The total pavement area in 2007 at Flagler County Airport is 2,291,736 square feet. The breakdown of pavement area for each pavement use is provided as follows:

Pavement Area by Pavement Use

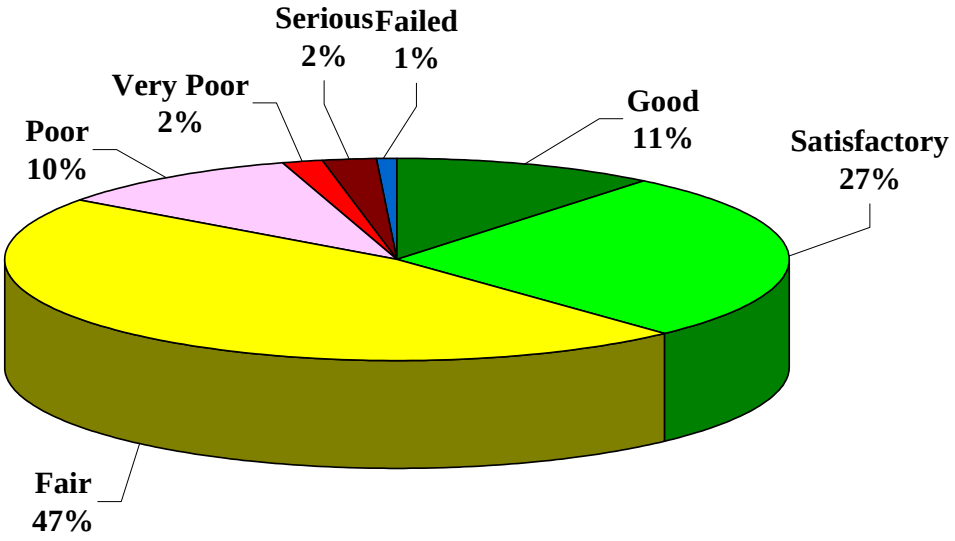
Use	Area, SqFt	% of Total Area
Runway	985,000	43
Taxiway	906,510	40
Apron	400,226	17
Total	2,291,736	**100**

The overall area-weighted Pavement Condition Index (PCI) of the areas in 2007 is 65, representing a Fair overall network condition.

The following figure provides the PCI distribution by rating category for the network. Approximately 38% of the network is in Good and Satisfactory condition while 15% of the network is in Poor to Failed condition.

The condition summary by pavement use table illustrates the area-weighted PCI computed individually for each pavement use. On average, the runways, taxiways, and aprons are all in Fair condition.

Network PCI Distribution by Rating Category



Condition Summary by Pavement Use

Use	Area-Weighted PCI
Runway	66
Taxiway	65
Apron	63
All	**65**

The immediate M&R needs include Runway 11-29 and several large areas of the Apron and Taxiway. Runway 11-29 ranges in condition from Fair to Poor and needs repair in the near future. The repairs for the Apron and Taxiway may not be the highest priority for funding but would need to be programmed over several years. These immediate needs are summarized in the following table.

Immediate Major M&R Needs

Branch	Section	Section Area, SqFt	Major M&R Funded**	PCI Before	Maintenance	PCI After
AP	4105	18,504	$252,025	0	Major M&R < Critical	100
AP	4110	49,797	$678,235	19	Major M&R < Critical	100
AP	4115	30,500	$191,845	48	Major M&R < Critical	100
AP	4120	8,400	$58,993	39	Major M&R < Critical	100
AP	4130	10,000	$136,200	29	Major M&R < Critical	100
AP	4135	99,750	$427,030	57	Major M&R < Critical	100
AP T-HANG	4315	26,600	$61,925	64	Major M&R < Critical	100
RW 11-29	6105	500,000	$2,571,001	54	Major M&R < Critical	100
TW A	104	7,500	$47,175	40	Major M&R < Critical	100
TW A	105	205,340	$820,128	58	Major M&R < Critical	100
TW A	110	17,610	$110,767	50	Major M&R < Critical	100
TW C	307	10,135	$55,023	53	Major M&R < Critical	100
TW C	310	22,500	$135,068	51	Major M&R < Critical	100
TW D	405	21,300	$133,977	45	Major M&R < Critical	100
TW D	407	10,000	$37,070	59	Major M&R < Critical	100
TW D	410	100,300	$288,262	62	Major M&R < Critical	100
TW D	414	4,000	$54,480	15	Major M&R < Critical	100
TW E	510	52,950	$166,634	61	Major M&R < Critical	100
TW E	512	19,350	$164,262	37	Major M&R < Critical	100
TW E	515	124,700	$712,785	52	Major M&R < Critical	100
TW F	605	22,500	$102,780	56	Major M&R < Critical	100
		Total	**$7,205,665**	**65***	**← Network Avg. PCI →**	**94***

* This table shows the area-weighted PCI before and after Major M&R and routine maintenance work for the first year of the 10-year plan. It includes all pavement sections at Flagler County Airport, including those sections not shown in this table.
** Cost figures are rounded down. Sum may be different. Costs are adjusted for inflation.

A forecast of Major M&R needs for a 10-year period was developed using an unlimited budget. The analysis identified ongoing maintenance needs and major M&R during that interval.

10 Year M&R Costs under Unlimited Funding Scenario

Year	Preventive	Major M&R >= Critical	Major M&R < Critical	Total
2008	$50,783	$0	$7,205,665	$7,256,448
2009	$143,000	$0	$0	$143,000
2010	$151,108	$0	$157,897	$309,005
2011	$172,310	$0	$0	$172,310
2012	$52,102	$0	$1,634,865	$1,686,967
2013	$83,141	$0	$70,304	$153,444
2014	$101,338	$0	$238,364	$339,702
2015	$139,636	$0	$0	$139,636
2016	$187,223	$0	$0	$187,223
2017	$242,713	$0	$0	$242,713
Total	**$1,323,353**	**$0**	**$9,307,095**	**$10,630,448**

Note: Cost figures are rounded down. Sum may be different. Costs are adjusted for inflation.

The 10 year analysis suggests an annual budget on the order of $1.1 million would be expected to provide an improvement in the overall condition, where the area-weighted PCI would increase from 65 in 2007 to 82 in 2017. However, as stated above, a number of large projects do exist that would need to be programmed over multiple years.

It is important to note that although large projects would have to be conducted over several years, the area-weighted PCI value for all Flagler County Airport pavements in 2017 may remain near 82. The airport manager should realize that what is most important is that the pavement repair work that has been identified for Flagler County Airport is conducted at some point in the 10-year plan.

1. INTRODUCTION

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. These public airports range from small general aviation airports to large international hub airports. These airports serve business travelers, tourism, and cargo operations crucial to the daily life of the people of Florida.

There are millions of square yards of pavement for the runways, taxiways, aprons and other areas that support aircraft operations. The timely and proper maintenance and rehabilitation (M&R) 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, FDOT has implemented pavement management system technology.

This report describes the procedures used to ensure that the appropriate engineering and scientific standards of care, quality budget, and schedule requirements are implemented at your airport as a result of your participation in the Statewide Aviation Pavement Management Program.

1.1 Purpose

This Florida Airport Pavement Evaluation Report is intended to:

- Describe, briefly, the Florida Department of Transportation (FDOT) Aviation Office Statewide Pavement Management Program and the roles and responsibilities of the program's participants
- Provide background information on pavement management principles, objectives, and benefits to the participating airport
- Outline the procedures used to collect, evaluate and report pavement inspection results at your airport
- Present the findings from the inspection and analysis of the needs for maintenance and rehabilitation activities for this airport.

1.2 FDOT Aviation PMS Program

In 1992, FDOT implemented a Pavement Management System (PMS) program to improve the knowledge of pavement conditions at public airports in the State system, identify maintenance needs at individual airports, automate information management, and establish standards to address future needs. The FDOT Aviation Office participated in the development of a proprietary software pavement management system and developed and populated a pavement management database that provided valuable information for establishing M&R policies, estimating M&R costs, and developing recommendations for performing routine pavement maintenance. This system was implemented and condition surveys performed in 1992 and 1993 and again updated in 1998 and 1999. The proprietary system, AIRPAV, is no longer supported.

In 2004, the FDOT Aviation Office undertook a project to update the PMS Program software utilized for the PMS program. The Aviation Office selected a consultant team consisting of URS Corporation, Inc., MACTEC Engineering and Consulting, Inc. (MACTEC), Planning Technology, Inc. (PTI), and ASC Geosciences, Inc. (ASCG) to aid with the implementation of the program update. This project involved a review of the AIRPAV software and other available

PMS software. As a result of this review, MicroPAVER was selected as the software for the update project. Condition data from the 1998/1999 surveys were converted to the MicroPAVER system.

The inventory of the pavement systems and drawings of the pavements were updated to reflect maintenance, rehabilitation, and construction activities since 1998/1999 to the extent that information was available. Detailed, specific procedures for the inspection and collection of pavement data were developed for this project. A web-site (www.floridaairportpavement.com) was developed for the input of data under secure procedures. The site also has a public section for dissemination of information to the general public.

1.3 Organization

The FDOT Aviation Office manages the day-to-day details of the Statewide PMS and the updates. The Aviation Office Airport Engineering Manager serves as the Program Manager (PM) monitoring the work of the Consultant. The Aviation Office has review and approval authority for each program task.

1.3.1 *Consultant Role*

The Consultant (MACTEC Engineering and Consulting/URS Corporation/Planning Technology/ASC Geosciences) developed the PMS based upon procedures outlined in FAA Advisory Circular 150/5380-6B Guidelines and Procedures for Maintenance of Airport Pavements (FAA/AC) and ASTM D 5340 Standard Test Method for Airport Pavement Condition Index Surveys (2004). The Consultant provides technical and administrative assistance to the Aviation Office PM, during the execution of this program, which involves the continuing evaluation of airport pavements and updating of the PMS. A website is available to view and update airport information, including construction activities and pavement condition data. In addition, pavement evaluation reports will be available for viewing and download from the site (www.floridaairportpavement.com).

1.3.2 *Airport Role*

The airports are the ultimate client for each of the field inspections and reports. Individual airports will be provided final deliverables prepared by the Consultant that have been reviewed and approved by the FDOT Aviation Office. The airport should review system inventory drawings in their folder in the pavement management website and add maintenance and rehabilitation activities conducted on airside pavements on the website system inventory form.

1.4 Pavement Types and Pavement Management

1.4.1 *Pavement basics*

A pavement is a prepared surface designed to provide a continuous smooth ride at a certain speed and to support an estimated amount of traffic for a certain number of years. Pavements are constructed of a combination of subgrade soils, subbases, bases and surfacing. There are mainly two types of pavements;

- Flexible pavement, composed of asphalt concrete (AC) surface, and
- Rigid pavement composed of Portland cement concrete (PCC) surface.

Both pavement types use a combination of layered materials and thicknesses in order to support the traffic loads and protect the underlying subgrade soil. Flexible pavements (AC) dissipate the load from layer to layer until the load magnitude is small enough to be supported by the subgrade soil. In rigid pavements (PCC), the Portland cement concrete supports most of the load, the base or subbase layer is mainly constructed to provide a smooth and continuous platform for the concrete. Due to the different nature of both pavement types and their materials, flexible and rigid pavements have different distresses and failure mechanisms. Understanding the mechanics and failure modes of both pavement types will assist engineers in making adequate and long lasting repairs or rehabilitation to the pavement structures.

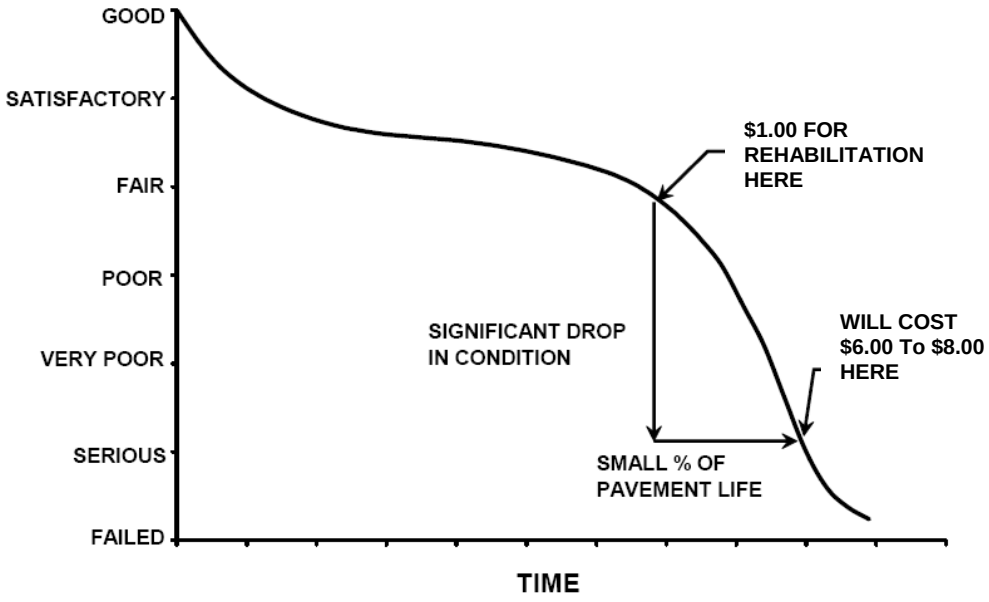
1.4.2 *Pavement Management System Concept*

A pavement management system (PMS) is a tool to assist engineers, planners and managing agencies in making decisions when planning pavement M&R. The management of pavements involves scheduling pavement maintenance and rehabilitation before pavements deteriorate to a condition where reconstruction (the most expensive alternative) is the only solution. Figure 1-1, taken from FAA/AC 5380-7A Pavement Management System, illustrates how a pavement generally deteriorates and the relative cost of rehabilitation at various times throughout its life. Note that during the first 75 percent 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 "Satisfactory" condition depends on how well it is maintained. 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.

Pavements deteriorate at an accelerated rate with increasing traffic and limited M&R resources. Planned maintenance and rehabilitation, essentially preventing pavements from reaching deteriorated conditions, helps managers/owners/agencies stretch and maximize the use of their budgets and prolong the life of the pavements. A PMS provides a tool to schedule and plan maintenance and rehabilitation based on engineering information and existing and predicted conditions of pavements.

There are several components or elements that are essential to a PMS. The first steps in the implementation of a PMS are to know and clearly identify what needs to be managed, the limits of the managing agency's responsibilities and the condition of the existing pavements. Once the cause and the extent of pavement problems are known, the appropriate maintenance and/or rehabilitation can be planned. By using local unit costs and expected yearly budgets, a multi year M&R plan can be determined.

Figure 1-1: Pavement Life Cycle



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Pavements deteriorate even if they do not carry any traffic. Pavement distresses may be attributed to climate, environment, materials, construction or traffic. Knowing the cause, extent and predominance of pavement distresses helps determine the most appropriate maintenance or rehabilitation work needed. Planning and applying preventive maintenance prolongs pavement life and minimizes future pavement repair costs. By projecting the rate of deterioration, a life cycle cost analysis can be performed for various alternatives, and the optimal time of application of the most feasible alternative can be determined. Such a decision is critical in order to avoid higher M&R costs at a later date.

A PMS enables the managing agency to identify and maintain the pavement conditions, keeping them at the upper end of the service life-condition curve. At this point, the total annual costs between maintaining a good pavement above a critical condition is much less than rehabilitating a poor pavement that has rapidly deteriorated beyond a critical condition level.

A PMS is a long-term planning tool that will result in an overall improvement of the pavement network condition and will also result in savings by applying the appropriate maintenance and rehabilitation activity at the appropriate time. Accurate estimates and timely M&R decisions and budgeting are of great importance when managing approximately 300 million square feet of Florida airside pavements.

1.4.3 *Pavement Inspection Methodology for PMS*

Pavement condition assessment is one of the primary decision variables in any airport pavement management system. Pavement condition assessments generally include visual surveys in

accordance with ASTM D 5340, *Standard Test Method for Airport Pavement Condition Index Surveys* and structural evaluation. Pavement condition surveys assess the functional condition of the pavement surface. Typically, most problems within a pavement structure will eventually reflect to the pavement surface. The structural condition and relative support of the pavement layers can be assessed utilizing non-destructive deflection testing (NDT) as well as other in-depth engineering evaluation or sampling and testing methods.

Pavement sections are broken down into sample units as established in FAA AC 150/5380-6B and ASTM D 5340. Sample unit sizes are approximately 5000 ± 2000 square feet for AC-surfaced pavements and 20 ± 8 slabs for PCC-surfaced pavements. Before the field inspections, the sampling plan was developed based on previous sampling and modified based on the available knowledge of branches, sections, use patterns, construction types and history. The sampling rate used for FDOT Statewide Pavement Management Program is provided in Table 1-1 below.

Table 1-1: 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

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The sample units to inspect are determined by a systematic random sampling technique. This means that the locations are determined such that they are distributed evenly throughout the section. In the case when nonrepresentive distresses are observed in the field, additional sample units were added.

The distress quantities and severity levels from the sample units are used to compute the PCI value for each section. PCI values range from 0 to 100. MicroPAVER provides a rating scale that relates PCI to pavement condition, with a PCI between 0 and 10 considered 'Failed' pavement and a PCI between 86 and 100 considered 'Good' pavement, with five other conditions for PCI values between 11 and 85. Figure 1-2 shows the PCI scale.

Figure 1-2: PCI Rating Scale

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1.5 Definitions

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 worked closely with FDOT District Aviation Specialists, during development of this project. District Aviation Specialists will consult with airport owners in implementation of project recommendations.

Base Course - Base Course is a layer of manufactured material, usually crushed rock (aggregate) or stabilized material (asphalt or concrete or Florida Limerock), immediately beneath the surface course of a pavement, which provides support to the surface course.

Branch – (Facility in prior system) - A runway, taxiway or apron is called a Branch. This is an easy reference to a recognizable component of airport pavement. In this report, Branch ID maintains the original AirPAV identification where 100 series through 3000 series facilities are taxiways, 4000 and 5000 series facilities are aprons (the 5000 series represent runup aprons and turnarounds), and 6000 series facilities are runways. It also includes the common designation for the item e.g. RW 18-36.

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

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.

Global M&R- Global M&R is defined as activities applied to entire pavement sections with the primary objective of slowing the rate of deterioration. These activities are primary for asphalt surfaced pavements, e.g. surface treatments.

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 system requirements described by 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.

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.

Network Definition – (Airport Sketch in prior system) – A Network Definition is a CAD drawing which shows the airport pavement outline with Branch and Section boundaries. This sketch is intended to assist the user of the report to quickly associate information from the text to a location on the airport. 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 in this report 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 an instant 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 5340-04, "Standard Test Method for Airport Pavement Condition Index Surveys," 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 – Pavement management is a broad function that uses pavement evaluation and pavement performance trends as a basis for planning, programming, financing, and maintaining a pavement system.

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.

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 – (Feature in prior system) - 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.

Section ID – A short form identification for the pavement Section that maintains the original AirPAV identification where 100 series through 3000 series sections are taxiways, 4000 and 5000 series sections are aprons (the 5000 series represent run-up aprons and turnarounds), and 6000 series sections are runways.

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.

2. NETWORK DEFINITION

Flagler County Airport (X47), located three miles east of Bunnell, Florida, is overseen by a seven-member Airport Advisory board. The airport focuses primarily on serving flight schools from the Daytona Beach area and recreational/sport activities. Flagler County Airport is served by two intersecting runways, Runway 6-24 and Runway 11-29. This airport is designated as a General Aviation (GA) airport and is located in District 5 of the Florida Department of Transportation.

The pavements within the network are defined in MicroPAVER in terms of manageable units that help to organize the data into similar groups. An organizational hierarchy is used to establish these units. The airport pavement network is subdivided into separate branches (runways, taxiways, or aprons) that have distinctly different uses. Branches are then divided into sections with similar pavement construction and performance that may share other common attributes. Sections are manageable units used to organize the data collection and are treated individually during the rehabilitation planning stage.

The network definition is used to identify changes in the network since the most recent update in 1998/1999 and also to plan the field inspection activities for 2007 survey. Prior to the field inspection process, the network definition drawing was updated. The purpose of this update is to compare the previous airport configuration and history with the current airport configuration and history and update the existing drawing showing network branch, section and sample unit designations to match the current configuration. This drawing serves not only as a primary guide for the airfield inspectors but also as an important history record.

The updated network definition fields of Flagler County Airport are provided in Table 2-1 and the updated network definition drawing of the airport is given in Appendix A. The field of ***Rank*** in Table 2-1 is defined in the definitions section in section 1.

Table 2-1: Flagler County Airport Network Definition

Branch Name	Section ID	Rank
APRON	4105	P
	4110	P
	4115	P
	4120	P
	4125	P
	4130	P
	4135	P
	4140	P
	4145	P
APRON AT T-HANGARS	4305	S
	4310	S
	4315	S
EAST APRON	4205	S
	4210	S
RUN-UP APRON AT RW 11	5105	P
RUNWAY 11-29	6105	P
RUNWAY 6-24	6205	P
TAXIWAY A	102	P
	104	P
	105	P
	110	P
TAXIWAY B	205	P
TAXIWAY C	305	P
	307	P
	310	P
	315	P
TAXIWAY D	405	P
	407	P
	410	P
	414	P
	415	P
TAXIWAY E	505	P
	510	P
	512	P
	515	P
	520	P
TAXIWAY F	605	P

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3. PAVEMENT INVENTORY

The detailed pavement inventory was updated to reflect the network definition update and field inspection results.

The total pavement area in 2007 at Flagler County Airport is 2,291,736 square feet. The breakdown of pavement area for each pavement use is provided in Table 3-1.

Table 3-1: Pavement Area by Pavement Use

Use	Area, SqFt	% of Total Area
Runway	985,000	43
Taxiway	906,510	40
Apron	400,226	17
Total	2,291,736	**100**

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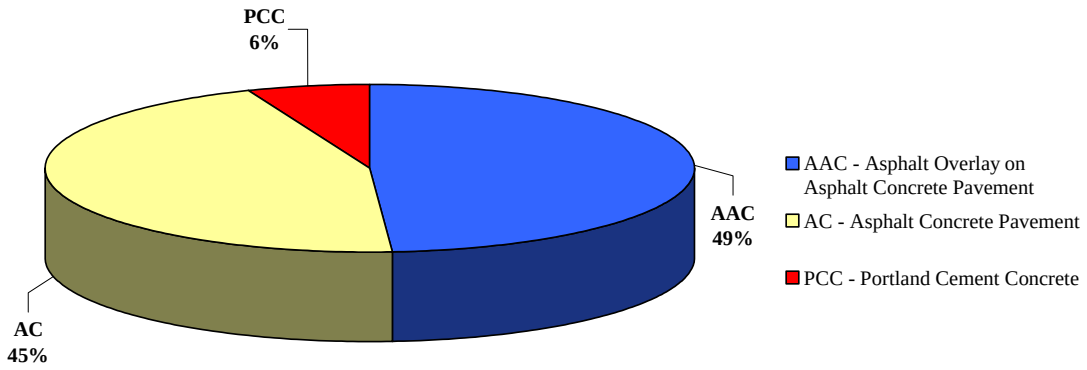
Figure 3-1 presents the breakdown of the pavement area at Flagler County Airport by surface type.

Figure 3-1: Pavement Area by Surface Type



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Details of pavement section information including section dimensions, rank, surface type, last construction date and last inspection date are given in Appendix A.

4. PAVEMENT CONDITION

Pavement conditions were inspected in accordance with the methods outlined in FAA AC 150/5380-6B and ASTM D 5340 "Standard Practice for Airport Pavement Condition Index Surveys." These procedures define distress type, severity and quantity for sampling areas within each section to determine the Pavement Condition Index (PCI).

Pavement condition inspections at Flagler County Airport were performed in May 2007. Data were recorded in the field using hand-held PDA (personal digital assistant) technology. The identifying information for each sample unit was pre-loaded into the PDA, and the survey results were entered directly, at the time of inspection. This simplified data handling and management.

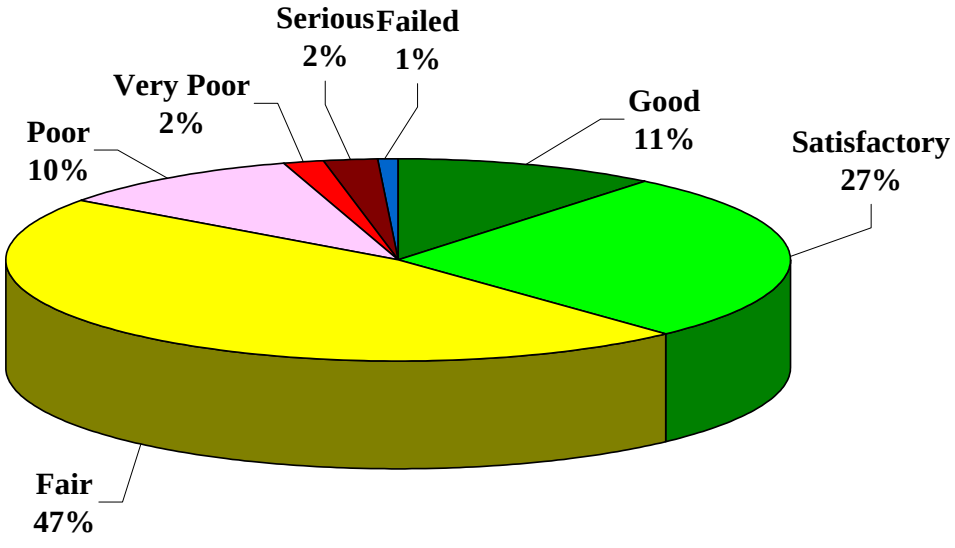
During the inspections Global Positioning System (GPS) coordinates were recorded at the centroid of each sample unit. The centroid is usually the geometric center of the area but in cases where sample units are irregular in shape this is the center of mass. These data are presented in tables on updated Network Definition drawings available from the website.

After the completion of data collection, the data were imported into MicroPAVER and PCI values were calculated for the pavement sections.

Appendix B includes detailed distress data generated by MicroPAVER, Appendix C contains a table and a map of PCI results by section inspected in 2007, and Appendix D contains a table of PCI results by branch.

According to the 2007 survey, the overall area-weighted PCI at Flagler County Airport is 65, representing a Fair overall network condition. Figure 4-1 provides the PCI distribution by rating category for the network.

Figure 4-1: Network PCI Distribution by Rating Category



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Approximately 38% of the network is in Good and Satisfactory condition while 15% of the network is in Poor to Failed condition. Table 4-1 illustrates the area-weighted PCI computed individually for each pavement use.

Table 4-1: Condition by Pavement Use

Use	Area-Weighted PCI
Runway	66
Taxiway	65
Apron	63
All	**65**

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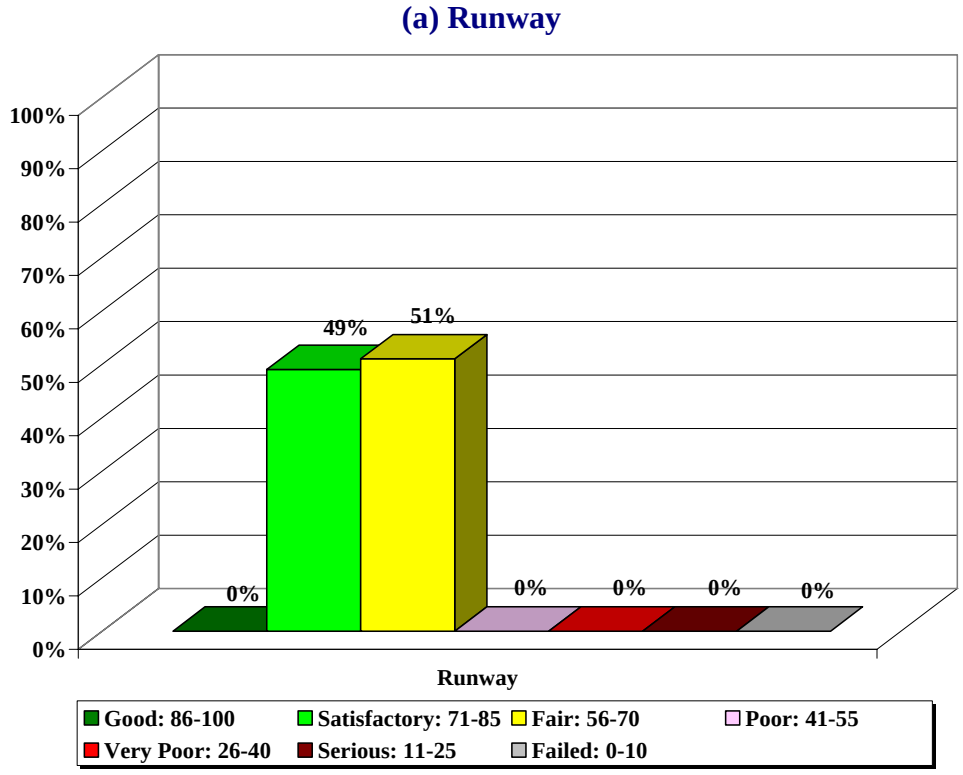
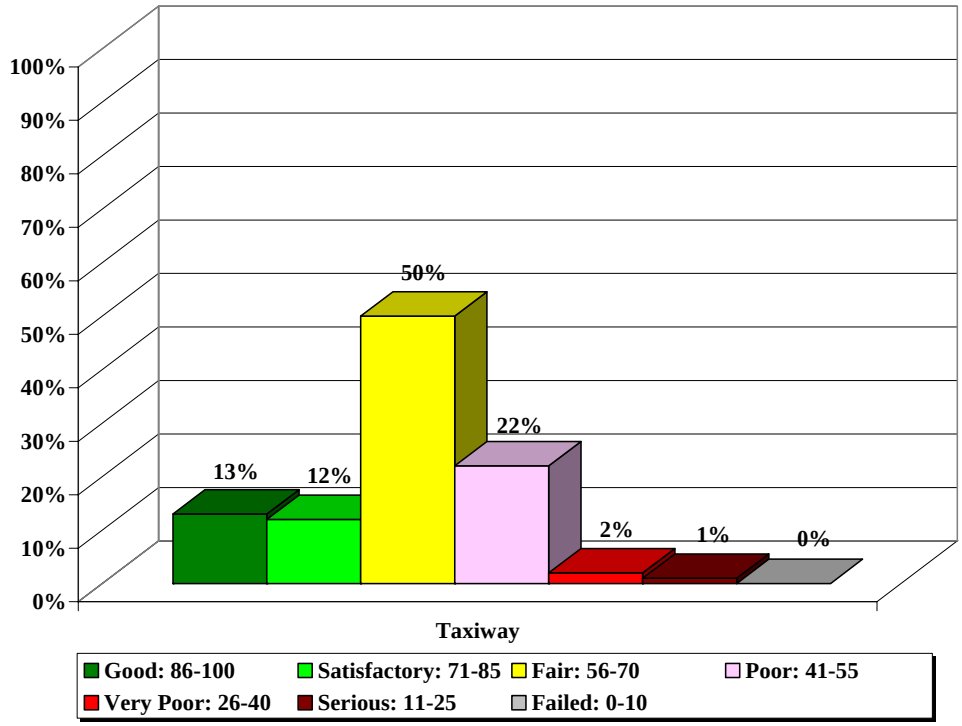
On average, runways, taxiways and apron are all in Fair condition at Flagler County Airport.

Figure 4-2 presents the breakdown of PCI by range for each pavement use.

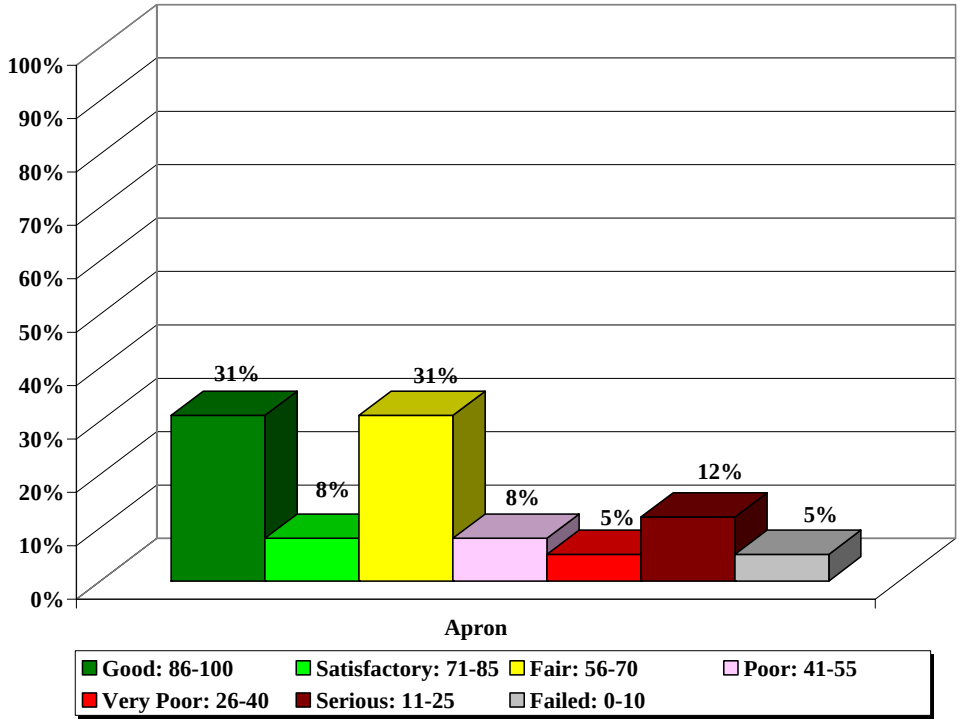
Figure 4-2: Percentage of Pavement Area within Each PCI Range by Pavement Use



(b) Taxiway



(c) Apron

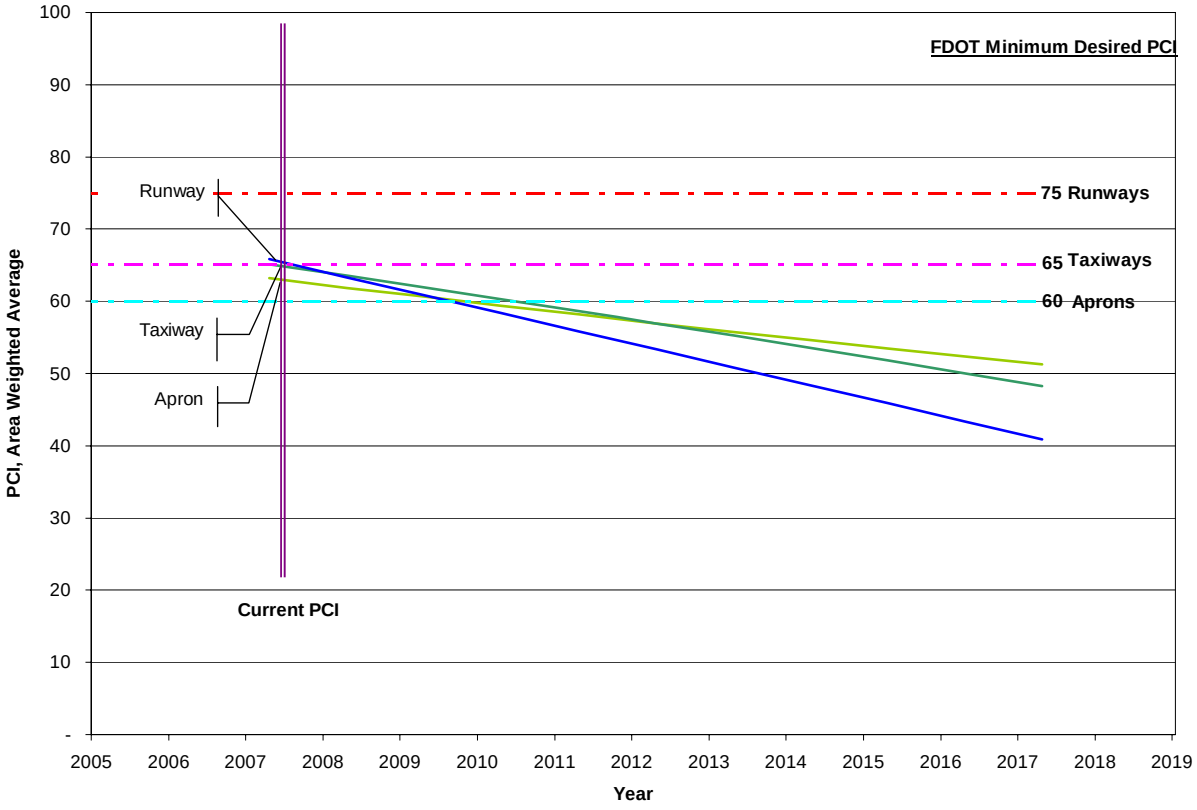


Prepared by BX *Checked by TH*

5. PAVEMENT CONDITION PREDICTION

Performance prediction models or deterioration curves for PCI were used to develop a condition forecast. The performance models were developed for combinations of variables such as pavement use (runway, taxiway or apron), surface type (AC or PCC) and airport category (GA, RL, or PR). Figure 5-1 illustrates the predicted performance of pavements at Flagler County Airport based on current condition, age since last construction and the deterioration model appropriate for the type of pavement. The figure presents the forecast for each pavement use and displays the FDOT minimum condition criteria for general aviation (GA) airports.

Figure 5-1: Predicted PCI by Pavement Use



Prepared by BX *Checked by TH*

Appendix C presents the tabular summary of the predicted Section PCI for each year from 2008 to 2017.

6. MAINTENANCE POLICIES AND COSTS

6.1 Policies

Maintenance and rehabilitation (M&R) policies are sets of rules used to develop repair recommendations for distresses encountered during the visual inspections.

Maintenance refers to repair-type activities that are applied to specific distress types on the pavement. These activities are preventative and/or corrective in nature, and are recommended to help achieve the performance goal.

Table 6-1 provides the list of the maintenance activities used in MicroPAVER to treat specific distress types. These repairs are used in an analysis only if there is an inspection within one year prior to the first year of the analysis period. MicroPAVER applies repairs to these distresses and adjusts the PCI based on specific rules.

Rehabilitation is warranted when the pavement condition decreases below a critical point such that the deterioration is extensive or 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 Phase I of Statewide Pavement Management Program were reviewed and updated for development of the M&R plan for the airport. 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. Table 6-2 gives the critical PCI levels for General Aviation Airports.

Table 6-1: Routine Maintenance Activities for Airfield Pavements

Surface	Distress	Severity*	Work Type	Code	Work Unit
AC	Alligator Crack	M, H	Patching - AC Deep	PA-AD	SqFt
	Bleeding	N/A	No Localized M&R	NONE	SqFt
	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 Deep	PA-AD	SqFt
	Patching	M, H	Patching - AC Deep	PA-AD	SqFt
	Polished Agg.	N/A	No Localized M&R	NONE	SqFt
	Raveling	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	Patching - AC Deep	PA-AD	SqFt
	Slippage Crack	N/A	Patching - AC Deep	PA-AD	SqFt
	Swelling	M, H	Patching - AC Deep	PA-AD	SqFt
PCC	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-PF	SqFt
	Large Patch	M, H	Patching - PCC Full Depth	PA-PF	SqFt
	Popouts	N/A	No Localized M&R	NONE	SqFt
	Pumping	N/A	No Localized M&R	NONE	SqFt
	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	Ft
	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

Prepared by BX *Checked by TH*

Table 6-2: Critical PCI for General Aviation Airports

Use	Critical PCI
Runway	65
Taxiway	65
Apron	65

Prepared by BX *Checked by TH*

It should be noted that critical PCI is not the same as Minimum PCI or Minimum Condition. The Minimum PCI is a value set by the user so pavement sections are rehabilitated before they fall below the set minimum. Table 6-3 gives the targeted, or desired, Minimum PCI values for runways, taxiways, and aprons of General Aviation Airports.

Table 6-3: Desired Minimum PCI for General Aviation Airports

Minimum PCI		
Runway	**Taxiway**	**Apron**
75	65	60

Prepared by BX *Checked by TH*

Typical Major M&R activities range from overlays to reconstruction. Based on the critical PCI values in Table 6-2 and our experience with pavement management systems, the PCI trigger range when the likely activity would be a mill and resurface was 31 to 55 and reconstruction at a PCI of 30 or lower. One important concept of pavement management systems is that it is cost effective to maintain pavements that are already in good condition rather than wait for them to get worse and require more expensive rehabilitation. With this objective, microsurfacing has been recommended to maintain pavements that have a PCI from 56 and 79. Microsurfacing is a surface treatment suggested for pavements in Fair to Satisfactory condition to extend the pavement life by five to seven years.

Crack sealing and full-depth patching are the M&R activities recommended to repair pavements with PCI values between 80 and 90. MicroPAVER considers these as preventative M&R with their primary objective being to slow the rate of pavement deterioration. While the trigger PCI for mill and overlay has been set to 55, MicroPAVER also assigns mill and overlay to sections with a PCI greater than 55 if they exhibit some structural distress. Table 6-4 summarizes the M&R activities for General Aviation Airports based on PCI value.

Table 6-4: M&R Activities for General Aviation Airports

	Activity	PCI Range
Maintenance	Crack Sealing and Full-Depth Patching	80 and 90
Rehabilitation	Microsurfacing (AC) or Concrete Pavement Restoration (PCC)	56 to 79
	Mill and Overlay (AC) or Concrete Pavement Restoration (PCC)	31 to 55
	Reconstruction	30 and less

Prepared by BX *Checked by TH*

6.2 Unit Costs

FDOT cost databases for airports and highway pavement maintenance and rehabilitation were reviewed in Phase I of Statewide Pavement Mangement Program in order to determine meaningful costs for the program. Table 6-5 presents the unit costs summary.

Table 6-5: Maintenance Unit Costs for FDOT

Code	Name	Cost	Unit
PA-AL	Patching – AC Leveling	$2.00	SqFt
PA-AS	Patching – AC Shallow	$4.00	SqFt
PA-PF	Patching – PCC Full Depth	$50.00	SqFt
PA-PP	Patching – Partial Depth	$35.00	SqFt
SL-PC	Slab Replacement	$15.00	SqFt
CS-PC	Crack Sealing – PCC	$2.00	Ft
UN-PC	Undersealing – PCC	$3.00	Ft
CS-AC	Crack Sealing – AC	$2.00	Ft
GR-PP	Grinding (Localized for PCC)	$20.00	Ft
JS-LC	Joint Seal (Localized)	$1.75	Ft
JS-SI	Joint Seal – Silicon	$2.50	Ft
PA-AD	Patching – AC Deep	$7.00	SqFt
OL-AT	Overlay – AC Thin	$1.50	SqFt
SS-CT	Surface Seal – Coal Tar	$0.20	SqFt
SS-RE	Surface Seal – Rejuvenating	$0.15	SqFt
ST-SS	Surface Treatment – Slurry Seal	$0.25	SqFt
ST-ST	Surface Treatment – Sand Tar	$0.25	SqFt
MI-AC	Microsurfacing	$0.90	SqFt

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The improvement in condition due to maintenance actions applied to specific distresses is only performed when an inspection is recent and only in the first year of the M&R analysis. In subsequent years MicroPAVER calculates M&R costs based on expected unit costs for pavements in a range of PCI. That is, for low PCI it is expected that the repair would be significant (e.g. reconstruction) and therefore very costly. Using available unit cost data the Major M&R Cost By Condition table was set up as shown in Table 6-6. The cost assigned to each range of PCI is based on a Transportation Cost Report provided by Office of Planning Policy of FDOT where the unit costs of reconstruction and resurfacing of airfield pavements were included. These costs were then assigned to the appropriate PCI range to arrive at a cost per square foot necessary to restore pavements at that PCI level to new condition, i.e. a PCI of 100.

Table 6-6: M&R Activities and Unit Costs by Condition for General Aviation Airports

	Activity	PCI Trigger	Cost/SqFt
Maintenance	Crack Sealing and Full-Depth Patching	90	$0.06
		80	$0.24
Rehabilitation	Microsurfacing (AC) or Concrete Pavement Restoration (PCC)	70	$0.69
		60	$3.42
	Mill and Overlay (AC) or Concrete Pavement Restoration (PCC)	50	$6.29
		40	$6.29
	Reconstruction	30	$13.62
		20	$13.62

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A 3% inflation rate per year was applied to the unit costs during the M&R analysis.

7. PAVEMENT REHABILITATION NEEDS ANALYSIS

Maintenance and Rehabilitation (M&R) analyses were performed after the condition data were calculated and MicroPAVER was customized with the maintenance policies and cost settings described in the previous section.

The objective of the M&R analysis is to observe the effect of different fiscal scenarios on the network condition, over a period of ten years. The analysis was conducted using an unlimited budget. An unlimited budget allows all M&R needs to be identified along with the associated cost regardless of priority.

Table 7-1 presents the M&R needs list of immediate needs for Major M&R, i.e. Year 1 of the forecast. The importance of this listing is that it points out the major activities triggered by the current condition of the pavements.

The 10 year forecast results are shown in Figure 7-1, illustrating the effect on pavement condition (PCI) of doing no maintenance versus having unlimited funds and performing all M&R actions based on the policies.

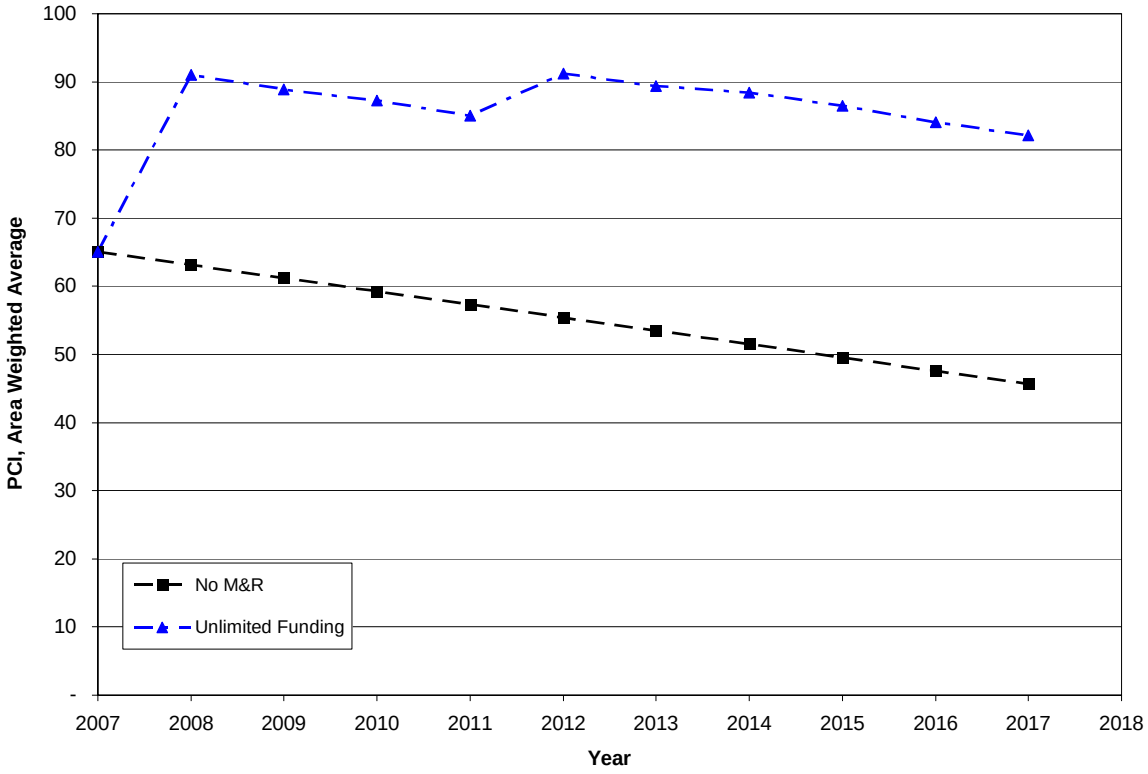
Table 7-1: Summary of Immediate Major M&R Needs

Branch	Section	Section Area, SqFt	Major M&R Funded**	PCI Before	Maintenance	PCI After
AP	4105	18,504	$252,025	0	Major M&R < Critical	100
AP	4110	49,797	$678,235	19	Major M&R < Critical	100
AP	4115	30,500	$191,845	48	Major M&R < Critical	100
AP	4120	8,400	$58,993	39	Major M&R < Critical	100
AP	4130	10,000	$136,200	29	Major M&R < Critical	100
AP	4135	99,750	$427,030	57	Major M&R < Critical	100
AP T-HANG	4315	26,600	$61,925	64	Major M&R < Critical	100
RW 11-29	6105	500,000	$2,571,001	54	Major M&R < Critical	100
TW A	104	7,500	$47,175	40	Major M&R < Critical	100
TW A	105	205,340	$820,128	58	Major M&R < Critical	100
TW A	110	17,610	$110,767	50	Major M&R < Critical	100
TW C	307	10,135	$55,023	53	Major M&R < Critical	100
TW C	310	22,500	$135,068	51	Major M&R < Critical	100
TW D	405	21,300	$133,977	45	Major M&R < Critical	100
TW D	407	10,000	$37,070	59	Major M&R < Critical	100
TW D	410	100,300	$288,262	62	Major M&R < Critical	100
TW D	414	4,000	$54,480	15	Major M&R < Critical	100
TW E	510	52,950	$166,634	61	Major M&R < Critical	100
TW E	512	19,350	$164,262	37	Major M&R < Critical	100
TW E	515	124,700	$712,785	52	Major M&R < Critical	100
TW F	605	22,500	$102,780	56	Major M&R < Critical	100
		Total	**$7,205,665**	**65***	**← Network Avg. PCI →**	**94***

* This table shows the area-weighted PCI before and after Major M&R and routine maintenance work for the first year of the 10-year plan. It includes all pavement sections at Flagler County Airport, including those sections not shown in this table.
** Cost figures are rounded down. Sum may be different. Costs are adjusted for inflation.

Prepared by BX *Checked by TH*

Figure 7-1: Budget Scenario Analysis



Prepared by BX *Checked by TH*

The following network level observations can be made from the figure above:

- The PCI will deteriorate from 65 to 46 in ten years if no M&R activities are performed.
- The PCI will remain above 65 through the 10-year analysis period under the unlimited budget scenario. A 2017 PCI of 82 with this scenario is 36 PCI points higher than a "No M&R" scenario. The total cost for Major M&R over this 10-year period is about $9.3 million.

8. MAINTENANCE AND REHABILITATION PLAN

The M&R analysis results include activities that likely exceed a typical annual budget level. These activities would need to be evaluated for feasibility and desirability based on the airport's future plans. In an effort to identify appropriate budget levels the 10 year M&R analysis was evaluated to determine levels needed to address several specific areas: preventive maintenance, major activities for pavements in poor condition (Major M&R for PCI less than Critical), and activities that would be desirable to preserve good pavement conditions where they exist (Major M&R for PCI greater than or equal to Critical).

Table 8-1 provides the summary results under the critical PCI scenario.

Table 8-1: M&R Costs under Unlimited Funding Scenario

Year	Preventive	Major M&R >= Critical	Major M&R < Critical	Total
2008	$50,783	$0	$7,205,665	$7,256,448
2009	$143,000	$0	$0	$143,000
2010	$151,108	$0	$157,897	$309,005
2011	$172,310	$0	$0	$172,310
2012	$52,102	$0	$1,634,865	$1,686,967
2013	$83,141	$0	$70,304	$153,444
2014	$101,338	$0	$238,364	$339,702
2015	$139,636	$0	$0	$139,636
2016	$187,223	$0	$0	$187,223
2017	$242,713	$0	$0	$242,713
Total	**$1,323,353**	**$0**	**$9,307,095**	**$10,630,448**

Note: Cost figures are rounded down. Sum may be different. Costs are adjusted for inflation.

Prepared by BX *Checked by TH*

Approximately 77% of the total Major M&R cost is required in the first year (2008). This is a consequence of Runway 11-29 and several very large areas of the Apron and Taxiway being below Critical PCI. This includes Apron and Taxiways A and E.

Runway 11-29 currently ranges from Fair to Poor condition with an average PCI value of 57. This runway has immediate need for repair. In addition, several areas of the Apron and Taxiways A and E need further evaluation to identify capital project(s) that may be funded separately. The unlimited budget scenario provides the basis for estimating the total repair cost. In reality, it is neither operationally nor fiscally prudent.

Appendix E provides details of M&R plan by year under the unlimited funding scenario and the map of the 10-year M&R plan was provided in Appendix F. It is important to understand that a PMS is a network level tool and the M&R costs provided in this report are only for planning purposes.

9. VISUAL AIDS

9.1 GIS Linked Shape File

The pavement inventory data and pavement condition were linked to the airport's shape file to graphically show the inventory and condition of the airport via color coding shown on the shape file. The coding provides a visual representation that illustrates the PCIs for each pavement section.

9.2 Photographs

Selected digital photographs taken during the pavement inspection were provided in an Appendix G to provide visual support to special pavement conditions or distress observed during the inspection of the facility.

10. RECOMMENDATIONS

Pavement condition inspections were performed at Flagler County Airport and a 10-year M&R plan was developed based on the unlimited funding scenario.

The following recommendations were made based on 2007 condition inspections and M&R analysis results:

- Runway 11-29 is in Fair condition and some immediate repair is needed.
- Several large areas of the Apron and Taxiways A and E were identified that will require significant funding to restore them above Minimum PCI levels. Further evaluation of these features is necessary in order to develop repair plans and timing for future budgets. These cannot be addressed with typical annual expenditures as they amount close to one million dollars.

APPENDIX A

NETWORK DEFINITION MAP
AND
PAVEMENT INVENTORY TABLE

GPS COORDINATES – FLAGLER COUNTY AIRPORT

Location	Section Number	Sample Unit	Latitude	Longitude	Location	Section Number	Sample Unit	Latitude	Longitude
AP E	4205	303	29.47102347	-81.19910334	RW 29	6105	153	29.47015314	-81.20739449
AP HGR	4105	101	29.47251904	-81.210189	RW 29	6105	157	29.47029639	-81.2079953
AP E	250	106	29.4700615	-81.19995893	RW 29	6105	161	29.47046971	-81.2085825
AP E	4205	401	29.47053627	-81.19954503	RW 29	6105	164	29.4705762	-81.20903991
AP E	4205	205	29.47147235	-81.19869758	RW 29	6105	171	29.47082848	-81.2100966
AP HGR	4115	401	29.47214298	-81.20869385	RW 29	6105	178	29.47107125	-81.2111651
AP HGR	4125	201	29.47190318	-81.20732227	RW 29	6105	185	29.47134324	-81.21221014
AP HGR	4135	610	29.4715106	-81.20780941	RW 29	6105	192	29.47159809	-81.21325321
AP HGR	4120	402	29.47208859	-81.20835629	RW 29	6105	195	29.47171135	-81.21372316
AP HGR	4110	305	29.4718779	-81.20906933	RW 29	6105	199	29.4718573	-81.21431826
AP HGR	4110	606	29.47176468	-81.20900762	TW A	105	135	29.47075888	-81.20368468
AP HGR	4135	702	29.47199893	-81.21023546	TW A	110	148	29.46936458	-81.20005018
AP HGR	4310	201	29.47287608	-81.2102217	TW A	105	146	29.46982609	-81.20040192
AP HGR	4125	101	29.47151006	-81.20617825	TW A	105	141	29.47031459	-81.20185847
AP HGR	4125	201	29.47190318	-81.20732227	TW A	105	129	29.47119629	-81.20546901
AP T-HGR	4315	402	29.47309275	-81.20938745	TW A	105	125	29.47148169	-81.20667502
AP T-HGR	4305	602	29.4732035	-81.20880694	TW A	105	111	29.47255274	-81.2110178
R/W 11/29 LEFT			29.46807332	-81.19934696	TW A	105	120	29.47188194	-81.2082466
R/W 11/29 MIDDLE			29.46823108	-81.19929186	TW A	104	106	29.47290814	-81.21254196
R/W 11/29 RIGHT			29.46831713	-81.19926703	TW A	102	103	29.47253838	-81.21338372
R/W 6/24	6205	100	29.46080522	-81.21212864	TW A	102	101	29.47227745	-81.21393304
R/W 6/24	6205	103	29.46104194	-81.21171708	TW B	205	107	29.47193444	-81.21110454
R/W 6/24	6205	107	29.4613619	-81.21122539	TW B	205	101	29.47238215	-81.21294511
R/W 6/24	6205	112	29.46175176	-81.21060515	TW B	5105	301	29.47234883	-81.213264
R/W 6/24	6205	117	29.46216191	-81.2099082	TW B	205	113	29.47149435	-81.20931832
R/W 6/24	6205	121	29.46248249	-81.20939783	TW B	205	121	29.47090984	-81.20689328
R/W 6/24	6205	125	29.46280555	-81.20889905	TW C	305	104	29.47223069	-81.21133478
R/W 6/24	6205	131	29.46326939	-81.20816546	TW C	305	101	29.47152115	-81.21086065
R/W 6/24	6205	135	29.46359254	-81.20760645	TW C	310	101	29.46485493	-81.2067267
R/W 6/24	6205	140	29.4640026	-81.20695907	TW D	414	100	29.47042651	-81.20767469
R/W 6/24	6205	145	29.46439712	-81.20633645	TW D	415	100	29.47092385	-81.20751371
R/W 6/24	6205	149	29.46472862	-81.20581382	TW D	415	101	29.47066788	-81.2075954
R/W 6/24	6205	156	29.46526603	-81.20496831	TW D	407	105	29.46395172	-81.20934001
R/W 6/24	6205	163	29.46582521	-81.20406616	TW D	407	103	29.46344747	-81.2095004
R/W 6/24	6205	170	29.46637818	-81.20316399	TW D	410	101	29.46970987	-81.20784097
R/W 6/24	6205	177	29.4669622	-81.20222291	TW D	410	104	29.46890054	-81.20804249
R/W 6/24	6205	182	29.46735669	-81.20160379	TW D	410	111	29.46699042	-81.20855484
R/W 6/24	6205	188	29.46783671	-81.20083782	TW D	410	117	29.4651815	-81.20903513
R/W 6/24	6205	192	29.46812433	-81.20035906	TW D	405	101	29.46289337	-81.20960526
R/W 24 RIGHT			29.4686054	-81.19933508	TW E	512	202	29.46150697	-81.21259793
R/W 24 LEFT			29.46880816	-81.19954685	TW E	512	204	29.46199638	-81.21249537
R/W 24 MIDDLE			29.46870653	-81.19945087	TW E	510	107	29.46266183	-81.21200207
R/W 11/29	6105	103	29.46831591	-81.19984026	TW E	510	112	29.46346049	-81.210712
R/W 11/29	6105	108	29.46850185	-81.20062214	TW E	510	116	29.46409507	-81.20969032
R/W 11/29	6105	115	29.46874437	-81.20166003	TW E	515	119	29.46458053	-81.20893178
R/W 11/29	6105	122	29.46900744	-81.20270768	TW E	515	123	29.46520667	-81.20790063
R/W 11/29	6105	129	29.46928113	-81.20375714	TW E	515	131	29.46648368	-81.20587578
R/W 11/29	6105	136	29.4695328	-81.20480816	TW E	515	139	29.46777241	-81.20380354
R/W 11/29	6105	139	29.46965284	-81.20526372	TW E	505	102	29.46939162	-81.20121076
R/W 11/29	6105	143	29.46978203	-81.20587624	TW E	505	103	29.46955159	-81.20095265
R/W 11/29	6105	146	29.46989615	-81.2063365	TW F	605	100	29.47018817	-81.20603295
R/W 11/29	6105	150	29.47006451	-81.20693941					

Notes: Geodetics represent decimal degrees (GS-84 Datum)

All GPS coordinates are at the centroid of the sample units.

LEGEND

- RW 13–31 — TYPICAL RUNWAY BRANCH ID
- TW A — TYPICAL TAXIWAY BRANCH ID
- AP S — TYPICAL APRON BRANCH ID
- 4105 — SECTION NUMBER
  AC — PAVEMENT TYPE
  100' X 50' — TYPICAL SAMPLE UNIT INFORMATION
  FLEXIBLE (AC) PAVEMENT LENGTH & WIDTH
  RIGID (PCC) PAVEMENT NO. OF SLABS AND SLAB SIZE
  5 — NUMBER OF SAMPLE UNITS IN SECTION
  14 — NUMBER OF SAMPLE UNITS TO BE INSPECTED
- 605 — SECTION NOT DESIGNATED FOR INSPECTION DUE TO CONSTRUCTION IN 2006/2007.
- 100 — DESIGNATED SAMPLE UNITS. GPS COORDINATES ARE AT THE CENTROID OF THE SAMPLE UNIT.
- 100* — DOT ON A ODD SHAPED SAMPLE UNIT INIDCATES THE CENTROID LOCATION.

SOURCE: SYSTEM INVENTORY DRAWING PREPARED BY URS CORPORATION, JUNE 2005.

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

NUMBER	DATE	REVISIONS
0	Feb-06	Initial Submittal

DESIGNED: FL | DRAWN: | GB | CHECKED: | DATE: 9-07-2007

MACTEC
Engineering and Consulting, Inc.
Tallahassee, Florida
850-656-1293

NETWORK DEFINITION DRAWING

FLAGLER COUNTY AIRPORT
FLAGLER COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION OFFICE 27

IDENTIFIER **X47**

FDOT DISTRICT **5**

Table A-1: Pavement Inventory

Network Name	Network ID	Branch Name	Branch ID	Section ID	Length, Ft	Width, Ft	Area, SqFt	Rank	Surface	Last Const. Date	Last Insp. Date
FLAGLER COUNTY	X47	APRON	AP	4105	220	60	18,504	P	PCC	1/1/1942	5/23/2007
FLAGLER COUNTY	X47	APRON	AP	4110	820	60	49,797	P	PCC	1/1/1942	5/23/2007
FLAGLER COUNTY	X47	APRON	AP	4115	152	200	30,500	P	AC	1/1/1950	5/23/2007
FLAGLER COUNTY	X47	APRON	AP	4120	140	60	8,400	P	PCC	1/1/1992	5/23/2007
FLAGLER COUNTY	X47	APRON	AP	4125	220	110	24,950	P	PCC	1/1/1992	5/23/2007
FLAGLER COUNTY	X47	APRON	AP	4130	90	110	10,000	P	PCC	1/1/1992	5/23/2007
FLAGLER COUNTY	X47	APRON	AP	4135	1,170	70	99,750	P	AC	1/1/1992	5/23/2007
FLAGLER COUNTY	X47	APRON	AP	4140	145	30	4,350	P	AC	1/1/2007	1/1/2007
FLAGLER COUNTY	X47	APRON	AP	4145	125	15	1,875	P	AC	1/1/2007	1/1/2007
FLAGLER COUNTY	X47	EAST APRON	AP E	4205	540	130	69,207	S	AC	1/1/2007	5/23/2007
FLAGLER COUNTY	X47	EAST APRON	AP E	4210	167	100	16,693	S	PCC	1/1/2004	5/23/2007
FLAGLER COUNTY	X47	RUN-UP APRON AT RW 11	AP RU 11	5105	170	140	25,200	P	AAC	1/1/1992	5/23/2007
FLAGLER COUNTY	X47	APRON AT T-HANGARS	AP T-HANG	4305	100	70	7,600	S	PCC	12/25/1999	5/23/2007
FLAGLER COUNTY	X47	APRON AT T-HANGARS	AP T-HANG	4310	340	20	6,800	S	AC	12/25/1999	5/23/2007
FLAGLER COUNTY	X47	APRON AT T-HANGARS	AP T-HANG	4315	1,330	20	26,600	S	AC	12/25/1999	5/23/2007

See note at end of table.

Table A-1: Pavement Inventory

Network Name	Network ID	Branch Name	Branch ID	Section ID	Length, Ft	Width, Ft	Area, SqFt	Rank	Surface	Last Const. Date	Last Insp. Date
FLAGLER COUNTY	X47	RUNWAY 11-29	RW 11-29	6105	5,000	100	500,000	P	AAC	1/1/1988	5/23/2007
FLAGLER COUNTY	X47	RUNWAY 6-24	RW 6-24	6205	4,850	100	485,000	P	AAC	1/1/1995	5/23/2007
FLAGLER COUNTY	X47	TAXIWAY A	TW A	102	500	50	25,000	P	AAC	1/1/1992	5/23/2007
FLAGLER COUNTY	X47	TAXIWAY A	TW A	104	250	30	7,500	P	AAC	1/1/1982	5/23/2007
FLAGLER COUNTY	X47	TAXIWAY A	TW A	105	3,740	50	205,340	P	AC	1/1/1942	5/23/2007
FLAGLER COUNTY	X47	TAXIWAY A	TW A	110	587	30	17,610	P	AAC	1/1/1982	5/23/2007
FLAGLER COUNTY	X47	TAXIWAY B	TW B	205	2,450	35	85,750	P	AC	1/1/1992	5/23/2007
FLAGLER COUNTY	X47	TAXIWAY C	TW C	305	410	50	20,500	P	AAC	1/1/1992	5/23/2007
FLAGLER COUNTY	X47	TAXIWAY C	TW C	307	200	50	10,135	P	AC	1/1/1942	5/23/2007
FLAGLER COUNTY	X47	TAXIWAY C	TW C	310	450	50	22,500	P	AC	1/1/1942	5/23/2007
FLAGLER COUNTY	X47	TAXIWAY C	TW C	315	2,098	50	99,075	P	AC	1/1/2007	1/1/2007
FLAGLER COUNTY	X47	TAXIWAY D	TW D	405	426	50	21,300	P	AC	1/1/1942	5/23/2007
FLAGLER COUNTY	X47	TAXIWAY D	TW D	407	200	50	10,000	P	AC	1/1/1942	5/23/2007
FLAGLER COUNTY	X47	TAXIWAY D	TW D	410	2,000	50	100,300	P	AC	1/1/1942	5/23/2007
FLAGLER COUNTY	X47	TAXIWAY D	TW D	414	80	50	4,000	P	AC	1/1/1942	5/23/2007

See note at end of table.

Table A-1: Pavement Inventory

Network Name	Network ID	Branch Name	Branch ID	Section ID	Length, Ft	Width, Ft	Area, SqFt	Rank	Surface	Last Const. Date	Last Insp. Date
FLAGLER COUNTY	X47	TAXIWAY D	TW D	415	310	50	15,500	P	AAC	1/1/1992	5/23/2007
FLAGLER COUNTY	X47	TAXIWAY E	TW E	505	550	35	19,250	P	AC	1/1/1942	5/23/2007
FLAGLER COUNTY	X47	TAXIWAY E	TW E	510	1,100	35	52,950	P	AC	1/1/1942	5/23/2007
FLAGLER COUNTY	X47	TAXIWAY E	TW E	512	645	30	19,350	P	AAC	1/1/1982	5/23/2007
FLAGLER COUNTY	X47	TAXIWAY E	TW E	515	1,670	50	124,700	P	AC	1/1/1942	5/23/2007
FLAGLER COUNTY	X47	TAXIWAY E	TW E	520	465	50	23,250	P	AC	1/1/2004	5/23/2007
FLAGLER COUNTY	X47	TAXIWAY F	TW F	605	450	50	22,500	P	AC	1/1/1942	5/23/2007

Note: If new construction, then survey date = last construction date and PCI is set to 100 by MicroPAVER.

APPENDIX B

PCI RE-INSPECTION REPORT

Re-inspection Report

FDOT_COMBINED_12_22
Report Generated Date: 12/3/2007
Site Name:

Network: X47 Name: FLAGLER COUNTY

Branch: AP Name: APRON Use: APRON Area: 248,126.00 SqFt

Section: 4105 of 9 From: - To: - Last Const.: 1/1/1942
Surface: PCC Family: FDOT-GA-PCC Zone: Category: Rank: P
Area: 18,504.00 SqFt Length: 220.00 Ft Width: 60.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 5/23/2007 Total Samples: 3 Surveyed: 1
Conditions: PCI:0.00 |
Inspection Comments:

Sample Number: 101 Type: R Area: 15.00 Count PCI = 0
Sample Comments:
65 L 72 L 72 H 63 M 72 M

Re-inspection Report

FDOT_COMBINED_12_22
Report Generated Date: 12/3/2007
Site Name:

Network: X47 Name: FLAGLER COUNTY

Branch: AP Name: APRON Use: APRON Area: 248,126.00 SqFt

Section: 4110 of 9 From: - To: - Last Const.: 1/1/1942
Surface: PCC Family: FDOT-GA-PCC Zone: Category: Rank: P
Area: 49,797.00 SqFt Length: 820.00 Ft Width: 60.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 5/23/2007 Total Samples: 8 Surveyed: 1
Conditions: PCI:20.00 |
Inspection Comments:

Sample Number: 305 Type: R Area: 15.00 Count PCI = 20
Sample Comments:
70 L 72 M 65 H 63 M 63 L 75 L 72 L

Re-inspection Report

FDOT_COMBINED_12_22
Report Generated Date: 12/3/2007
Site Name:

Network: X47 Name: FLAGLER COUNTY

Branch: AP Name: APRON Use: APRON Area: 248,126.00 SqFt

Section: 4115 of 9 From: - To: - Last Const.: 1/1/1950
Surface: AC Family: FDOT-GA-AP-AC Zone: Category: Rank: P
Area: 30,500.00 SqFt Length: 152.50 Ft Width: 200.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 5/23/2007 Total Samples: 8 Surveyed: 1
Conditions: PCI:49.00 |
Inspection Comments:

Sample Number: 401 Type: R Area: 5,000.00 SqFt PCI = 49
Sample Comments:
48 M 43 M 45 L 56 L 48 L 43 L

Re-inspection Report

FDOT_COMBINED_12_22
Report Generated Date: 12/3/2007
Site Name:

Network: X47 Name: FLAGLER COUNTY

Branch: AP Name: APRON Use: APRON Area: 248,126.00 SqFt

Section: 4120 of 9 From: - To: - Last Const.: 1/1/1992
Surface: PCC Family: FDOT-GA-PCC Zone: Category: Rank: P
Area: 8,400.00 SqFt Length: 140.00 Ft Width: 60.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 5/23/2007 Total Samples: 1 Surveyed: 1
Conditions: PCI:40.00 |
Inspection Comments:

Sample Number: 402 Type: R Area: 12.00 Count PCI = 40
Sample Comments:
63 M 65 L 63 L 72 L 74 L

Re-inspection Report

FDOT_COMBINED_12_22
Report Generated Date: 12/3/2007
Site Name:

Network: X47 Name: FLAGLER COUNTY

Branch: AP Name: APRON Use: APRON Area: 248,126.00 SqFt

Section: 4125 of 9 From: - To: - Last Const.: 1/1/1992
Surface: PCC Family: FDOT-GA-PCC Zone: Category: Rank: P
Area: 24,950.00 SqFt Length: 220.00 Ft Width: 110.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 5/23/2007 Total Samples: 8 Surveyed: 1
Conditions: PCI:92.00 |
Inspection Comments:

Sample Number: 201 Type: R Area: 25.00 Count PCI = 92
Sample Comments:
70 L 65 L

Re-inspection Report

FDOT_COMBINED_12_22
Report Generated Date: 12/3/2007
Site Name:

Network: X47 Name: FLAGLER COUNTY

Branch: AP Name: APRON Use: APRON Area: 248,126.00 SqFt

Section: 4130 of 9 From: - To: - Last Const.: 1/1/1992
Surface: PCC Family: FDOT-GA-PCC Zone: Category: Rank: P
Area: 10,000.00 SqFt Length: 90.00 Ft Width: 110.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 5/23/2007 Total Samples: 3 Surveyed: 1
Conditions: PCI:30.00 |
Inspection Comments:

Sample Number: 101 Type: R Area: 16.00 Count PCI = 30
Sample Comments:
65 M 71 L 63 L 72 M 62 M 63 M 70 L

Re-inspection Report

FDOT_COMBINED_12_22
Report Generated Date: 12/3/2007
Site Name:

Network: X47 Name: FLAGLER COUNTY

Branch: AP Name: APRON Use: APRON Area: 248,126.00 SqFt

Section: 4135 of 9 From: - To: - Last Const.: 1/1/1992
Surface: AC Family: FDOT-GA-AP-AC Zone: Category: Rank: P
Area: 99,750.00 SqFt Length: 1,170.00 Ft Width: 70.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 5/23/2007 Total Samples: 25 Surveyed: 3
Conditions: PCI:58.00 |
Inspection Comments:

Sample Number: 606 Type: R Area: 2,000.00 SqFt PCI = 69
Sample Comments:
56 L 52 L

Sample Number: 610 Type: R Area: 5,000.00 SqFt PCI = 49
Sample Comments:
52 L 56 L

Sample Number: 702 Type: R Area: 5,000.00 SqFt PCI = 63
Sample Comments:
56 L 52 L

Re-inspection Report

FDOT_COMBINED_12_22
Report Generated Date: 12/3/2007
Site Name:

Network: X47 Name: FLAGLER COUNTY

Branch: AP Name: APRON Use: APRON Area: 248,126.00 SqFt

Section: 4140 of 9 From: - To: - Last Const.: 1/1/2007
Surface: AC Family: FDOT-GA-AP-AC Zone: Category: Rank: P
Area: 4,350.00 SqFt Length: 145.00 Ft Width: 30.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 1/1/2007 Total Samples: 0 Surveyed: 0
Conditions: PCI:100.00 |
Inspection Comments: Construction/Major M&R inspection record.

Sample Number: Type: Area: 0.00
<NO SAMPLE RECORDS>

Re-inspection Report

FDOT_COMBINED_12_22
Report Generated Date: 12/3/2007
Site Name:

Network: X47 Name: FLAGLER COUNTY

Branch: AP Name: APRON Use: APRON Area: 248,126.00 SqFt

Section: 4145 of 9 From: - To: - Last Const.: 1/1/2007
Surface: AC Family: FDOT-GA-AP-AC Zone: Category: Rank: P
Area: 1,875.00 SqFt Length: 125.00 Ft Width: 15.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 1/1/2007 Total Samples: 0 Surveyed: 0
Conditions: PCI:100.00 |
Inspection Comments: Construction/Major M&R inspection record.

Sample Number: Type: Area: 0.00
<NO SAMPLE RECORDS>

Re-inspection Report

FDOT_COMBINED_12_22
Report Generated Date: 12/3/2007
Site Name:

Network: X47 Name: FLAGLER COUNTY

Branch: AP E Name: EAST APRON Use: APRON Area: 85,900.00 SqFt

Section: 4205 of 2 From: - To: - Last Const.: 1/1/2007
Surface: AC Family: FDOT-GA-AP-AC Zone: Category: Rank: S
Area: 69,207.00 SqFt Length: 540.00 Ft Width: 130.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 5/23/2007 Total Samples: 11 Surveyed: 2
Conditions: PCI:100.00 |
Inspection Comments:

Sample Number: 303 Type: R Area: 5,000.00 SqFt PCI = 100
Sample Comments:
<NO DISTRESSES>

Sample Number: 305 Type: R Area: 5,000.00 SqFt PCI = 100
Sample Comments:
<NO DISTRESSES>

Re-inspection Report

FDOT_COMBINED_12_22
Report Generated Date: 12/3/2007
Site Name:

Network: X47 Name: FLAGLER COUNTY

Branch: AP E Name: EAST APRON Use: APRON Area: 85,900.00 SqFt

Section: 4210 of 2 From: - To: - Last Const.: 1/1/2004
Surface: PCC Family: FDOT-GA-PCC Zone: Category: Rank: S
Area: 16,693.00 SqFt Length: 167.00 Ft Width: 100.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 5/23/2007 Total Samples: 2 Surveyed: 1
Conditions: PCI:100.00 |
Inspection Comments:

Sample Number: 401 Type: R Area: 12.00 Count PCI = 100
Sample Comments:
<NO DISTRESSES>

Re-inspection Report

FDOT_COMBINED_12_22
Report Generated Date: 12/3/2007
Site Name:

Network: X47 Name: FLAGLER COUNTY

Branch: AP RU 11 Name: RUN-UP APRON AT RW 11 Use: APRON Area: 25,200.00 SqFt

Section: 5105 of 1 From: - To: - Last Const.: 1/1/1992
Surface: AAC Family: FDOT-GA-AP-AAC Zone: Category: Rank: P
Area: 25,200.00 SqFt Length: 170.00 Ft Width: 140.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 5/23/2007 Total Samples: 6 Surveyed: 1
Conditions: PCI:74.00 |
Inspection Comments:

Sample Number: 301 Type: R Area: 5,000.00 SqFt PCI = 74
Sample Comments:
52 L

Re-inspection Report

FDOT_COMBINED_12_22
Report Generated Date: 12/3/2007
Site Name:

Network: X47 Name: FLAGLER COUNTY

Branch: AP T-HANG Name: APRON AT T-HANGARS Use: APRON Area: 41,000.00 SqFt

Section: 4305 of 3 From: - To: - Last Const.: 12/25/199
Surface: PCC Family: FDOT-GA-PCC Zone: Category: Rank: S
Area: 7,600.00 SqFt Length: 100.00 Ft Width: 70.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 5/23/2007 Total Samples: 1 Surveyed: 1
Conditions: PCI:99.00 |
Inspection Comments:

Sample Number: 602 Type: R Area: 30.00 Count PCI = 99
Sample Comments:
70 L

Re-inspection Report

FDOT_COMBINED_12_22
Report Generated Date: 12/3/2007
Site Name:

Network: X47 Name: FLAGLER COUNTY

Branch: AP T-HANG Name: APRON AT T-HANGARS Use: APRON Area: 41,000.00 SqFt

Section: 4310 of 3 From: - To: - Last Const.: 12/25/199
Surface: AC Family: FDOT-GA-AP-AC Zone: Category: Rank: S
Area: 6,800.00 SqFt Length: 340.00 Ft Width: 20.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 5/23/2007 Total Samples: 1 Surveyed: 1
Conditions: PCI:74.00 |
Inspection Comments:

Sample Number: 201 Type: R Area: 2,000.00 SqFt PCI = 74
Sample Comments:
52 L

Re-inspection Report

FDOT_COMBINED_12_22
Report Generated Date: 12/3/2007
Site Name:

Network: X47 Name: FLAGLER COUNTY

Branch: AP T-HANG Name: APRON AT T-HANGARS Use: APRON Area: 41,000.00 SqFt

Section: 4315 of 3 From: - To: - Last Const.: 12/25/199
Surface: AC Family: FDOT-GA-AP-AC Zone: Category: Rank: S
Area: 26,600.00 SqFt Length: 1,330.00 Ft Width: 20.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 5/23/2007 Total Samples: 1 Surveyed: 1
Conditions: PCI:66.00 |
Inspection Comments:

Sample Number: 402 Type: R Area: 2,000.00 SqFt PCI = 66
Sample Comments:
56 L 52 L

Re-inspection Report

FDOT_COMBINED_12_22
Report Generated Date: 12/3/2007
Site Name:

Network: X47 Name: FLAGLER COUNTY

Branch: RW 11-29 Name: RUNWAY 11-29 Use: RUNWAY Area: 500,000.00 SqFt

Section: 6105 of 1 From: - To: - Last Const.: 1/1/1988
Surface: AAC Family: FDOT-GA-RW-AAC Zone: Category: Rank: P
Area: 500,000.00 SqFt Length: 5,000.00 Ft Width: 100.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 5/23/2007 Total Samples: 125 Surveyed: 20
Conditions: PCI:57.00 |
Inspection Comments:

Sample Number: 103 Type: R Area: 5,000.00 SqFt PCI = 59
Sample Comments:
48 M 56 L 48 L 52 L

Sample Number: 108 Type: R Area: 5,000.00 SqFt PCI = 57
Sample Comments:
48 M 50 L 56 L 52 L 48 L

Sample Number: 115 Type: R Area: 5,000.00 SqFt PCI = 54
Sample Comments:
48 L 50 L 52 L 56 L 48 M

Sample Number: 122 Type: R Area: 5,000.00 SqFt PCI = 54
Sample Comments:
56 L 48 M 56 M 48 L 52 L

Sample Number: 129 Type: R Area: 5,000.00 SqFt PCI = 54
Sample Comments:
48 M 56 M 52 L 56 L 48 L

Sample Number: 136 Type: R Area: 5,000.00 SqFt PCI = 59
Sample Comments:
48 L 56 L 48 M 52 L

Sample Number: 139 Type: R Area: 5,000.00 SqFt PCI = 57
Sample Comments:
48 L 52 L 56 L 48 M

Sample Number: 143 Type: R Area: 5,000.00 SqFt PCI = 57
Sample Comments:
50 L 48 M 52 L 48 L 56 L

Sample Number: 146 Type: R Area: 5,000.00 SqFt PCI = 54
Sample Comments:
48 L 48 M 52 L 56 L

Sample Number: 150 Type: R Area: 5,000.00 SqFt PCI = 49
Sample Comments:
56 L 48 M 52 L 44 L 48 L

Sample Number: 153 Type: R Area: 5,000.00 SqFt PCI = 59
Sample Comments:

Re-inspection Report

FDOT_COMBINED_12_22
Report Generated Date: 12/3/2007
Site Name:

56 L 48 L 48 M 52 L

Sample Number: 157 Type: R Area: 5,000.00 SqFt PCI = 59
Sample Comments:
56 L 48 L 52 L 48 M

Sample Number: 161 Type: R Area: 5,000.00 SqFt PCI = 54
Sample Comments:
52 L 56 L 48 L 52 M 48 M

Sample Number: 164 Type: R Area: 5,000.00 SqFt PCI = 56
Sample Comments:
44 L 52 L 56 L 48 L

Sample Number: 171 Type: R Area: 5,000.00 SqFt PCI = 58
Sample Comments:
50 L 48 M 52 L 48 L 56 L

Sample Number: 178 Type: R Area: 5,000.00 SqFt PCI = 71
Sample Comments:
52 M 52 L 48 L

Sample Number: 185 Type: R Area: 5,000.00 SqFt PCI = 58
Sample Comments:
48 L 52 L 56 L 48 M

Sample Number: 192 Type: R Area: 5,000.00 SqFt PCI = 62
Sample Comments:
56 L 48 L 52 L 52 M

Sample Number: 195 Type: R Area: 5,000.00 SqFt PCI = 59
Sample Comments:
48 M 52 L 56 L 48 L

Sample Number: 199 Type: R Area: 5,000.00 SqFt PCI = 59
Sample Comments:
48 L 52 L 56 L 48 M

Re-inspection Report

FDOT_COMBINED_12_22
Report Generated Date: 12/3/2007
Site Name:

Network: X47 Name: FLAGLER COUNTY

Branch: RW 6-24 Name: RUNWAY 6-24 Use: RUNWAY Area: 485,000.00 SqFt

Section: 6205 of 1 From: - To: - Last Const.: 1/1/1995
Surface: AAC Family: FDOT-GA-RW-AAC Zone: Category: Rank: P
Area: 485,000.00 SqFt Length: 4,850.00 Ft Width: 100.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 5/23/2007 Total Samples: 121 Surveyed: 20
Conditions: PCI:75.00 |
Inspection Comments:

Sample Number: 100 Type: R Area: 5,000.00 SqFt PCI = 66
Sample Comments:
52 L 56 L 48 L

Sample Number: 103 Type: R Area: 5,000.00 SqFt PCI = 76
Sample Comments:
48 L 52 L

Sample Number: 107 Type: R Area: 5,000.00 SqFt PCI = 84
Sample Comments:
50 L 48 L

Sample Number: 112 Type: R Area: 5,000.00 SqFt PCI = 90
Sample Comments:
48 L

Sample Number: 117 Type: R Area: 5,000.00 SqFt PCI = 84
Sample Comments:
48 L 50 L 52 L

Sample Number: 121 Type: R Area: 5,000.00 SqFt PCI = 89
Sample Comments:
52 L 48 L

Sample Number: 125 Type: R Area: 5,000.00 SqFt PCI = 77
Sample Comments:
48 L 56 L 52 L

Sample Number: 131 Type: R Area: 5,000.00 SqFt PCI = 89
Sample Comments:
48 L 52 L

Sample Number: 135 Type: R Area: 5,000.00 SqFt PCI = 75
Sample Comments:
52 L 56 L 48 L 50 L

Sample Number: 140 Type: R Area: 5,000.00 SqFt PCI = 78
Sample Comments:
48 L 48 M 56 L

Sample Number: 145 Type: R Area: 5,000.00 SqFt PCI = 79
Sample Comments:

Re-inspection Report

FDOT_COMBINED_12_22
Report Generated Date: 12/3/2007
Site Name:

56 L 48 L

Sample Number: 149 Type: R Area: 5,000.00 SqFt PCI = 82
Sample Comments:
48 M 48 L

Sample Number: 156 Type: R Area: 5,000.00 SqFt PCI = 80
Sample Comments:
48 L 48 M 52 L

Sample Number: 163 Type: R Area: 5,000.00 SqFt PCI = 79
Sample Comments:
48 L 48 M 56 L

Sample Number: 170 Type: R Area: 5,000.00 SqFt PCI = 68
Sample Comments:
48 M 52 L 50 L 48 L

Sample Number: 177 Type: R Area: 5,000.00 SqFt PCI = 72
Sample Comments:
48 M 52 L 48 L

Sample Number: 182 Type: R Area: 5,000.00 SqFt PCI = 77
Sample Comments:
56 L 48 L 48 M

Sample Number: 188 Type: R Area: 5,000.00 SqFt PCI = 68
Sample Comments:
48 L 48 M 50 L 52 L 56 L

Sample Number: 192 Type: R Area: 5,000.00 SqFt PCI = 51
Sample Comments:
48 L 52 M

Sample Number: 199 Type: R Area: 5,000.00 SqFt PCI = 42
Sample Comments:
52 L 52 M 43 M 48 L

Re-inspection Report

FDOT_COMBINED_12_22
Report Generated Date: 12/3/2007
Site Name:

Network: X47 Name: FLAGLER COUNTY

Branch: TW A Name: TAXIWAY A Use: TAXIWAY Area: 255,450.00 SqFt

Section: 102 of 4 From: - To: - Last Const.: 1/1/1992
Surface: AAC Family: FDOT-GA-TW-AAC Zone: Category: Rank: P
Area: 25,000.00 SqFt Length: 500.00 Ft Width: 50.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 5/23/2007 Total Samples: 6 Surveyed: 1
Conditions: PCI:69.00 |
Inspection Comments:

Sample Number: 101 Type: R Area: 3,500.00 SqFt PCI = 69
Sample Comments:
45 L 52 L

Re-inspection Report

FDOT_COMBINED_12_22
Report Generated Date: 12/3/2007
Site Name:

Network: X47 Name: FLAGLER COUNTY

Branch: TW A Name: TAXIWAY A Use: TAXIWAY Area: 255,450.00 SqFt

Section: 104 of 4 From: - To: - Last Const.: 1/1/1982
Surface: AAC Family: FDOT-GA-TW-AAC Zone: Category: Rank: P
Area: 7,500.00 SqFt Length: 250.00 Ft Width: 30.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 5/23/2007 Total Samples: 2 Surveyed: 1
Conditions: PCI:42.00 |
Inspection Comments:

Sample Number: 106 Type: R Area: 3,000.00 SqFt PCI = 42
Sample Comments:
43 M 52 L

Re-inspection Report

FDOT_COMBINED_12_22
Report Generated Date: 12/3/2007
Site Name:

Network: X47 Name: FLAGLER COUNTY

Branch: TW A Name: TAXIWAY A Use: TAXIWAY Area: 255,450.00 SqFt

Section: 105 of 4 From: - To: - Last Const.: 1/1/1942
Surface: AC Family: FDOT-GA-TW-AC Zone: Category: Rank: P
Area: 205,340.00 SqFt Length: 3,740.00 Ft Width: 50.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 5/23/2007 Total Samples: 51 Surveyed: 6
Conditions: PCI:59.00 |
Inspection Comments:

Sample Number: 111 Type: R Area: 5,000.00 SqFt PCI = 61
Sample Comments:
48 L 43 L

Sample Number: 120 Type: R Area: 5,000.00 SqFt PCI = 71
Sample Comments:
48 M 48 L 50 L

Sample Number: 125 Type: R Area: 5,000.00 SqFt PCI = 65
Sample Comments:
45 L 43 L 48 L

Sample Number: 129 Type: R Area: 5,000.00 SqFt PCI = 50
Sample Comments:
50 L 48 M 43 M 48 L

Sample Number: 135 Type: R Area: 5,000.00 SqFt PCI = 59
Sample Comments:
43 L 50 L

Sample Number: 141 Type: R Area: 5,000.00 SqFt PCI = 47
Sample Comments:
43 M 45 L

Re-inspection Report

FDOT_COMBINED_12_22
Report Generated Date: 12/3/2007
Site Name:

Network: X47 Name: FLAGLER COUNTY

Branch: TW A Name: TAXIWAY A Use: TAXIWAY Area: 255,450.00 SqFt

Section: 110 of 4 From: - To: - Last Const.: 1/1/1982
Surface: AAC Family: FDOT-GA-TW-AAC Zone: Category: Rank: P
Area: 17,610.00 SqFt Length: 587.00 Ft Width: 30.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 5/23/2007 Total Samples: 4 Surveyed: 2
Conditions: PCI:52.00 |
Inspection Comments:

Sample Number: 146 Type: R Area: 3,000.00 SqFt PCI = 42
Sample Comments:
43 M 52 L

Sample Number: 148 Type: R Area: 3,000.00 SqFt PCI = 61
Sample Comments:
48 L 43 L

Re-inspection Report

FDOT_COMBINED_12_22
Report Generated Date: 12/3/2007
Site Name:

Network: X47 Name: FLAGLER COUNTY

Branch: TW B Name: TAXIWAY B Use: TAXIWAY Area: 85,750.00 SqFt

Section: 205 of 1 From: - To: - Last Const.: 1/1/1992
Surface: AC Family: FDOT-GA-TW-AC Zone: Category: Rank: P
Area: 85,750.00 SqFt Length: 2,450.00 Ft Width: 35.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 5/23/2007 Total Samples: 21 Surveyed: 4
Conditions: PCI:73.00 |
Inspection Comments:

Sample Number: 101 Type: R Area: 3,500.00 SqFt PCI = 70
Sample Comments:
52 L 48 L

Sample Number: 107 Type: R Area: 3,500.00 SqFt PCI = 74
Sample Comments:
52 L

Sample Number: 113 Type: R Area: 3,500.00 SqFt PCI = 74
Sample Comments:
52 L

Sample Number: 121 Type: R Area: 3,500.00 SqFt PCI = 74
Sample Comments:
52 L

Re-inspection Report

FDOT_COMBINED_12_22
Report Generated Date: 12/3/2007
Site Name:

Network: X47 Name: FLAGLER COUNTY

Branch: TW C Name: TAXIWAY C Use: TAXIWAY Area: 152,210.00 SqFt

Section: 305 of 4 From: - To: - Last Const.: 1/1/1992
Surface: AAC Family: FDOT-GA-TW-AAC Zone: Category: Rank: P
Area: 20,500.00 SqFt Length: 410.00 Ft Width: 50.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 5/23/2007 Total Samples: 4 Surveyed: 1
Conditions: PCI:70.00 |
Inspection Comments:

Sample Number: 101 Type: R Area: 5,000.00 SqFt PCI = 70
Sample Comments:
48 L 52 L

Re-inspection Report

FDOT_COMBINED_12_22
Report Generated Date: 12/3/2007
Site Name:

Network: X47 Name: FLAGLER COUNTY

Branch: TW C Name: TAXIWAY C Use: TAXIWAY Area: 152,210.00 SqFt

Section: 307 of 4 From: - To: - Last Const.: 1/1/1942
Surface: AC Family: FDOT-GA-TW-AC Zone: Category: Rank: P
Area: 10,135.00 SqFt Length: 200.00 Ft Width: 50.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 5/23/2007 Total Samples: 3 Surveyed: 1
Conditions: PCI:55.00 |
Inspection Comments:

Sample Number: 104 Type: R Area: 5,000.00 SqFt PCI = 55
Sample Comments:
48 L 48 M 52 L 43 L

Re-inspection Report

FDOT_COMBINED_12_22
Report Generated Date: 12/3/2007
Site Name:

Network: X47 Name: FLAGLER COUNTY

Branch: TW C Name: TAXIWAY C Use: TAXIWAY Area: 152,210.00 SqFt

Section: 310 of 4 From: - To: - Last Const.: 1/1/1942
Surface: AC Family: FDOT-GA-TW-AC Zone: Category: Rank: P
Area: 22,500.00 SqFt Length: 450.00 Ft Width: 50.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 5/23/2007 Total Samples: 6 Surveyed: 1
Conditions: PCI:53.00 |
Inspection Comments:

Sample Number: 101 Type: R Area: 5,000.00 SqFt PCI = 53
Sample Comments:
48 L 48 M 50 L 43 L

Re-inspection Report

FDOT_COMBINED_12_22
Report Generated Date: 12/3/2007
Site Name:

Network: X47 Name: FLAGLER COUNTY

Branch: TW C Name: TAXIWAY C Use: TAXIWAY Area: 152,210.00 SqFt

Section: 315 of 4 From: - To: - Last Const.: 1/1/2007
Surface: AC Family: FDOT-GA-TW-AC Zone: Category: Rank: P
Area: 99,075.00 SqFt Length: 2,098.00 Ft Width: 50.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 1/1/2007 Total Samples: 0 Surveyed: 0
Conditions: PCI:100.00 |
Inspection Comments: Construction/Major M&R inspection record.

Sample Number: Type: Area: 0.00
<NO SAMPLE RECORDS>

Re-inspection Report

FDOT_COMBINED_12_22
Report Generated Date: 12/3/2007
Site Name:

Network: X47 Name: FLAGLER COUNTY

Branch: TW D Name: TAXIWAY D Use: TAXIWAY Area: 151,100.00 SqFt

Section: 405 of 5 From: - To: - Last Const.: 1/1/1942
Surface: AC Family: FDOT-GA-TW-AC Zone: Category: Rank: P
Area: 21,300.00 SqFt Length: 426.00 Ft Width: 50.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 5/23/2007 Total Samples: 5 Surveyed: 2
Conditions: PCI:47.00 |
Inspection Comments:

Sample Number: 101 Type: R Area: 5,000.00 SqFt PCI = 53
Sample Comments:
43 M 48 M 48 L 41 L

Sample Number: 103 Type: R Area: 5,000.00 SqFt PCI = 42
Sample Comments:
52 L 43 M

Re-inspection Report

FDOT_COMBINED_12_22
Report Generated Date: 12/3/2007
Site Name:

Network: X47 Name: FLAGLER COUNTY

Branch: TW D Name: TAXIWAY D Use: TAXIWAY Area: 151,100.00 SqFt

Section: 407 of 5 From: - To: - Last Const.: 1/1/1942
Surface: AC Family: FDOT-GA-TW-AC Zone: Category: Rank: P
Area: 10,000.00 SqFt Length: 200.00 Ft Width: 50.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 5/23/2007 Total Samples: 3 Surveyed: 1
Conditions: PCI:60.00 |
Inspection Comments:

Sample Number: 105 Type: R Area: 5,000.00 SqFt PCI = 60
Sample Comments:
45 L 45 M 48 L 48 M 50 L

Re-inspection Report

FDOT_COMBINED_12_22
Report Generated Date: 12/3/2007
Site Name:

Network: X47 Name: FLAGLER COUNTY

Branch: TW D Name: TAXIWAY D Use: TAXIWAY Area: 151,100.00 SqFt

Section: 410 of 5 From: - To: - Last Const.: 1/1/1942
Surface: AC Family: FDOT-GA-TW-AC Zone: Category: Rank: P
Area: 100,300.00 SqFt Length: 2,000.00 Ft Width: 50.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 5/23/2007 Total Samples: 25 Surveyed: 4
Conditions: PCI:63.00 |
Inspection Comments:

Sample Number: 101 Type: R Area: 5,000.00 SqFt PCI = 68
Sample Comments:
48 M 48 L 52 L 56 L

Sample Number: 104 Type: R Area: 5,000.00 SqFt PCI = 73
Sample Comments:
48 L 52 H 48 M

Sample Number: 111 Type: R Area: 5,000.00 SqFt PCI = 47
Sample Comments:
50 L 52 L 56 L

Sample Number: 117 Type: R Area: 5,000.00 SqFt PCI = 64
Sample Comments:
43 L

Re-inspection Report

FDOT_COMBINED_12_22
Report Generated Date: 12/3/2007
Site Name:

Network: X47 Name: FLAGLER COUNTY

Branch: TW D Name: TAXIWAY D Use: TAXIWAY Area: 151,100.00 SqFt

Section: 414 of 5 From: - To: - Last Const.: 1/1/1942
Surface: AC Family: FDOT-GA-TW-AC Zone: Category: Rank: P
Area: 4,000.00 SqFt Length: 80.00 Ft Width: 50.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 5/23/2007 Total Samples: 1 Surveyed: 1
Conditions: PCI:17.00 |
Inspection Comments:

Sample Number: 100 Type: R Area: 4,000.00 SqFt PCI = 17
Sample Comments:
50 M 48 M 43 M 41 H 50 L 50 H

Re-inspection Report

FDOT_COMBINED_12_22
Report Generated Date: 12/3/2007
Site Name:

Network: X47 Name: FLAGLER COUNTY

Branch: TW D Name: TAXIWAY D Use: TAXIWAY Area: 151,100.00 SqFt

Section: 415 of 5 From: - To: - Last Const.: 1/1/1992
Surface: AAC Family: FDOT-GA-TW-AAC Zone: Category: Rank: P
Area: 15,500.00 SqFt Length: 310.00 Ft Width: 50.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 5/23/2007 Total Samples: 4 Surveyed: 2
Conditions: PCI:70.00 |
Inspection Comments:

Sample Number: 100 Type: R Area: 3,150.00 SqFt PCI = 64
Sample Comments:
56 L 52 L 48 L

Sample Number: 101 Type: R Area: 5,000.00 SqFt PCI = 74
Sample Comments:
52 L

Re-inspection Report

FDOT_COMBINED_12_22
Report Generated Date: 12/3/2007
Site Name:

Network: X47 Name: FLAGLER COUNTY

Branch: TW E Name: TAXIWAY E Use: TAXIWAY Area: 239,500.00 SqFt

Section: 505 of 5 From: - To: - Last Const.: 1/1/1942
Surface: AC Family: FDOT-GA-TW-AC Zone: Category: Rank: P
Area: 19,250.00 SqFt Length: 550.00 Ft Width: 35.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 5/23/2007 Total Samples: 5 Surveyed: 2
Conditions: PCI:72.00 |
Inspection Comments:

Sample Number: 102 Type: R Area: 3,500.00 SqFt PCI = 71
Sample Comments:
48 L 50 L 56 L

Sample Number: 103 Type: R Area: 3,500.00 SqFt PCI = 73
Sample Comments:
48 L 52 L 56 L

Re-inspection Report

FDOT_COMBINED_12_22
Report Generated Date: 12/3/2007
Site Name:

Network: X47 Name: FLAGLER COUNTY

Branch: TW E Name: TAXIWAY E Use: TAXIWAY Area: 239,500.00 SqFt

Section: 510 of 5 From: - To: - Last Const.: 1/1/1942
Surface: AC Family: FDOT-GA-TW-AC Zone: Category: Rank: P
Area: 52,950.00 SqFt Length: 1,100.00 Ft Width: 35.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 5/23/2007 Total Samples: 13 Surveyed: 3
Conditions: PCI:62.00 |
Inspection Comments:

Sample Number: 107 Type: R Area: 3,500.00 SqFt PCI = 50
Sample Comments:
41 L 45 L 48 L 56 L 48 M

Sample Number: 112 Type: R Area: 3,500.00 SqFt PCI = 66
Sample Comments:
43 L 48 L

Sample Number: 116 Type: R Area: 3,500.00 SqFt PCI = 70
Sample Comments:
45 L 48 L 50 L 50 M 43 L

Re-inspection Report

FDOT_COMBINED_12_22
Report Generated Date: 12/3/2007
Site Name:

Network: X47 Name: FLAGLER COUNTY

Branch: TW E Name: TAXIWAY E Use: TAXIWAY Area: 239,500.00 SqFt

Section: 512 of 5 From: - To: - Last Const.: 1/1/1982
Surface: AAC Family: FDOT-GA-TW-AAC Zone: Category: Rank: P
Area: 19,350.00 SqFt Length: 645.00 Ft Width: 30.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 5/23/2007 Total Samples: 5 Surveyed: 2
Conditions: PCI:39.00 |
Inspection Comments:

Sample Number: 202 Type: R Area: 3,000.00 SqFt PCI = 39
Sample Comments:
43 L 52 L 56 L

Sample Number: 204 Type: R Area: 3,000.00 SqFt PCI = 40
Sample Comments:
52 M 48 M 48 L 52 L 43 L 41 L

Re-inspection Report

FDOT_COMBINED_12_22
Report Generated Date: 12/3/2007
Site Name:

Network: X47 Name: FLAGLER COUNTY

Branch: TW E Name: TAXIWAY E Use: TAXIWAY Area: 239,500.00 SqFt

Section: 515 of 5 From: - To: - Last Const.: 1/1/1942
Surface: AC Family: FDOT-GA-TW-AC Zone: Category: Rank: P
Area: 124,700.00 SqFt Length: 1,670.00 Ft Width: 50.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 5/23/2007 Total Samples: 31 Surveyed: 4
Conditions: PCI:54.00 |
Inspection Comments:

Sample Number: 119 Type: R Area: 3,500.00 SqFt PCI = 66
Sample Comments:
50 L 48 M

Sample Number: 123 Type: R Area: 3,500.00 SqFt PCI = 68
Sample Comments:
48 M 50 L 48 L

Sample Number: 131 Type: R Area: 5,000.00 SqFt PCI = 47
Sample Comments:
43 M

Sample Number: 139 Type: R Area: 5,000.00 SqFt PCI = 42
Sample Comments:
52 L 43 M

Re-inspection Report

FDOT_COMBINED_12_22
Report Generated Date: 12/3/2007
Site Name:

Network: X47 Name: FLAGLER COUNTY

Branch: TW E Name: TAXIWAY E Use: TAXIWAY Area: 239,500.00 SqFt

Section: 520 of 5 From: - To: - Last Const.: 1/1/2004
Surface: AC Family: FDOT-GA-TW-AC Zone: Category: Rank: P
Area: 23,250.00 SqFt Length: 465.00 Ft Width: 50.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 5/23/2007 Total Samples: 1 Surveyed: 1
Conditions: PCI:98.00 |
Inspection Comments:

Sample Number: 106 Type: R Area: 5,000.00 SqFt PCI = 98
Sample Comments:
50 L

Re-inspection Report

FDOT_COMBINED_12_22
Report Generated Date: 12/3/2007
Site Name:

Network: X47 Name: FLAGLER COUNTY

Branch: TW F Name: TAXIWAY F Use: TAXIWAY Area: 22,500.00 SqFt

Section: 605 of 1 From: - To: - Last Const.: 1/1/1942
Surface: AC Family: FDOT-GA-TW-AC Zone: Category: Rank: P
Area: 22,500.00 SqFt Length: 450.00 Ft Width: 50.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

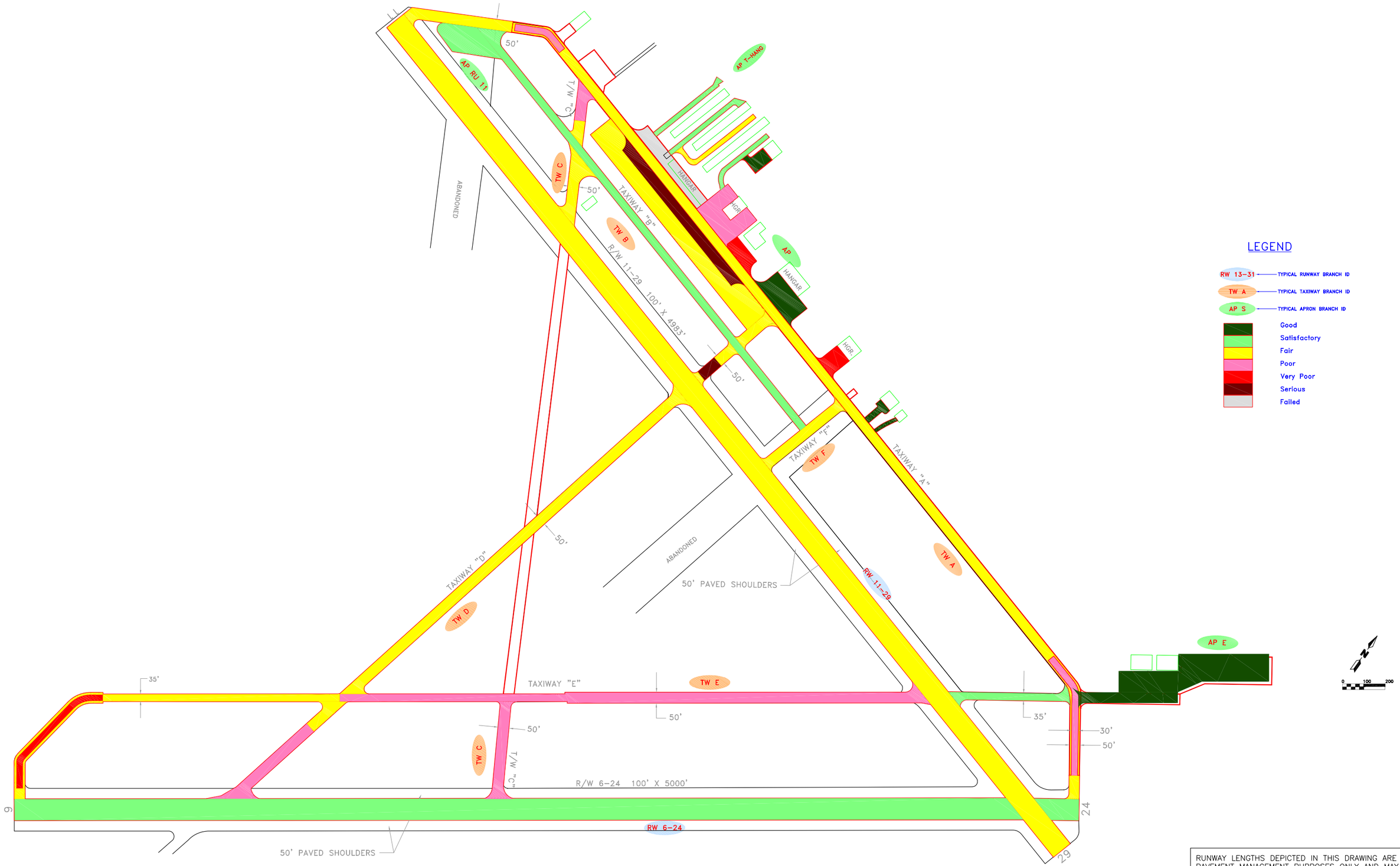
Last Insp. Date: 5/23/2007 Total Samples: 6 Surveyed: 2
Conditions: PCI:57.00 |
Inspection Comments:

Sample Number: 100 Type: R Area: 5,000.00 SqFt PCI = 52
Sample Comments:
50 L 52 L 43 M 48 M 48 L

Sample Number: 102 Type: R Area: 5,000.00 SqFt PCI = 61
Sample Comments:
48 L 43 L 45 M 48 M

APPENDIX C

2007 CONDITION MAP AND TABLES



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

NUMBER	DATE	REVISIONS
1	Oct-07	Draft Report, Drawn by KJ, Checked by BX
0	Feb-06	Initial Submittal
DESIGNED:	FL	DRAWN: BB CHECKED: DATE: 9-07-2007

MACTEC
Engineering and Consulting, Inc.
Tallahassee, Florida
850-656-1293

2007 Condition Map

FLAGLER COUNTY AIRPORT
FLAGLER COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION OFFICE

IDENTIFIER X47
FDOT DISTRICT 5
27

Table C-1: Pavement Condition Index

Network Name	Network ID	Branch Name	Branch ID	Section ID	Length, Ft	Width, Ft	Area, SqFt	Rank	Surface	Last Const. Date	Last Insp. Date	2007 PCI
FLAGLER COUNTY	X47	APRON	AP	4105	220	60	18,504	P	PCC	1/1/1942	5/23/2007	0
FLAGLER COUNTY	X47	APRON	AP	4110	820	60	49,797	P	PCC	1/1/1942	5/23/2007	20
FLAGLER COUNTY	X47	APRON	AP	4115	152	200	30,500	P	AC	1/1/1950	5/23/2007	49
FLAGLER COUNTY	X47	APRON	AP	4120	140	60	8,400	P	PCC	1/1/1992	5/23/2007	40
FLAGLER COUNTY	X47	APRON	AP	4125	220	110	24,950	P	PCC	1/1/1992	5/23/2007	92
FLAGLER COUNTY	X47	APRON	AP	4130	90	110	10,000	P	PCC	1/1/1992	5/23/2007	30
FLAGLER COUNTY	X47	APRON	AP	4135	1,170	70	99,750	P	AC	1/1/1992	5/23/2007	58
FLAGLER COUNTY	X47	APRON	AP	4140	145	30	4,350	P	AC	1/1/2007	1/1/2007	100
FLAGLER COUNTY	X47	APRON	AP	4145	125	15	1,875	P	AC	1/1/2007	1/1/2007	100
FLAGLER COUNTY	X47	EAST APRON	AP E	4205	540	130	69,207	S	AC	1/1/2007	5/23/2007	100
FLAGLER COUNTY	X47	EAST APRON	AP E	4210	167	100	16,693	S	PCC	1/1/2004	5/23/2007	100
FLAGLER COUNTY	X47	RUN-UP APRON AT RW 11	AP RU 11	5105	170	140	25,200	P	AAC	1/1/1992	5/23/2007	74
FLAGLER COUNTY	X47	APRON AT T-HANGARS	AP T-HANG	4305	100	70	7,600	S	PCC	12/25/1999	5/23/2007	99
FLAGLER COUNTY	X47	APRON AT T-HANGARS	AP T-HANG	4310	340	20	6,800	S	AC	12/25/1999	5/23/2007	74
FLAGLER COUNTY	X47	APRON AT T-HANGARS	AP T-HANG	4315	1,330	20	26,600	S	AC	12/25/1999	5/23/2007	66

See note at end of table.

Table C-1: Pavement Condition Index

Network Name	Network ID	Branch Name	Branch ID	Section ID	Length, Ft	Width, Ft	Area, SqFt	Rank	Surface	Last Const. Date	Last Insp. Date	2007 PCI
FLAGLER COUNTY	X47	RUNWAY 11-29	RW 11-29	6105	5,000	100	500,000	P	AAC	1/1/1988	5/23/2007	57
FLAGLER COUNTY	X47	RUNWAY 6-24	RW 6-24	6205	4,850	100	485,000	P	AAC	1/1/1995	5/23/2007	75
FLAGLER COUNTY	X47	TAXIWAY A	TW A	102	500	50	25,000	P	AAC	1/1/1992	5/23/2007	69
FLAGLER COUNTY	X47	TAXIWAY A	TW A	104	250	30	7,500	P	AAC	1/1/1982	5/23/2007	42
FLAGLER COUNTY	X47	TAXIWAY A	TW A	105	3,740	50	205,340	P	AC	1/1/1942	5/23/2007	59
FLAGLER COUNTY	X47	TAXIWAY A	TW A	110	587	30	17,610	P	AAC	1/1/1982	5/23/2007	52
FLAGLER COUNTY	X47	TAXIWAY B	TW B	205	2,450	35	85,750	P	AC	1/1/1992	5/23/2007	73
FLAGLER COUNTY	X47	TAXIWAY C	TW C	305	410	50	20,500	P	AAC	1/1/1992	5/23/2007	70
FLAGLER COUNTY	X47	TAXIWAY C	TW C	307	200	50	10,135	P	AC	1/1/1942	5/23/2007	55
FLAGLER COUNTY	X47	TAXIWAY C	TW C	310	450	50	22,500	P	AC	1/1/1942	5/23/2007	53
FLAGLER COUNTY	X47	TAXIWAY C	TW C	315	2,098	50	99,075	P	AC	1/1/2007	1/1/2007	100
FLAGLER COUNTY	X47	TAXIWAY D	TW D	405	426	50	21,300	P	AC	1/1/1942	5/23/2007	47
FLAGLER COUNTY	X47	TAXIWAY D	TW D	407	200	50	10,000	P	AC	1/1/1942	5/23/2007	60
FLAGLER COUNTY	X47	TAXIWAY D	TW D	410	2,000	50	100,300	P	AC	1/1/1942	5/23/2007	63
FLAGLER COUNTY	X47	TAXIWAY D	TW D	414	80	50	4,000	P	AC	1/1/1942	5/23/2007	17

See note at end of table.

Table C-1: Pavement Condition Index

Network Name	Network ID	Branch Name	Branch ID	Section ID	Length, Ft	Width, Ft	Area, SqFt	Rank	Surface	Last Const. Date	Last Insp. Date	2007 PCI
FLAGLER COUNTY	X47	TAXIWAY D	TW D	415	310	50	15,500	P	AAC	1/1/1992	5/23/2007	70
FLAGLER COUNTY	X47	TAXIWAY E	TW E	505	550	35	19,250	P	AC	1/1/1942	5/23/2007	72
FLAGLER COUNTY	X47	TAXIWAY E	TW E	510	1,100	35	52,950	P	AC	1/1/1942	5/23/2007	62
FLAGLER COUNTY	X47	TAXIWAY E	TW E	512	645	30	19,350	P	AAC	1/1/1982	5/23/2007	39
FLAGLER COUNTY	X47	TAXIWAY E	TW E	515	1,670	50	124,700	P	AC	1/1/1942	5/23/2007	54
FLAGLER COUNTY	X47	TAXIWAY E	TW E	520	465	50	23,250	P	AC	1/1/2004	5/23/2007	98
FLAGLER COUNTY	X47	TAXIWAY F	TW F	605	450	50	22,500	P	AC	1/1/1942	5/23/2007	57

Note: If new construction, then survey date = last construction date and PCI is set to 100 by MicroPAVER.

* Sections not surveyed due to reasons such as re-sectioning, no escort, not accessible at the time of survey.

Table C-2: Pavement Condition Prediction

Network ID	Branch ID	Section ID	2007 PCI	PCI Forecast									
				2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
X47	AP	4105	0	0	0	0	0	0	0	0	0	0	0
X47	AP	4110	20	19	18	17	17	16	15	14	13	12	11
X47	AP	4115	49	48	47	46	46	45	44	44	43	42	42
X47	AP	4120	40	39	38	37	37	36	35	34	33	32	31
X47	AP	4125	92	91	90	89	89	88	87	86	85	84	83
X47	AP	4130	30	29	28	27	27	26	25	24	23	22	21
X47	AP	4135	58	57	55	54	53	52	51	50	49	48	47
X47	AP	4140	99	97	95	93	91	89	87	85	83	81	79
X47	AP	4145	99	97	95	93	91	89	87	85	83	81	79
X47	AP E	4205	100	98	96	94	92	90	88	86	84	82	80
X47	AP E	4210	100	99	98	97	97	96	95	94	93	92	91
X47	AP RU 11	5105	74	72	70	68	66	64	63	61	59	57	55
X47	AP T-HANG	4305	99	98	97	96	96	95	94	93	92	91	90
X47	AP T-HANG	4310	74	72	70	69	67	65	64	62	61	59	58
X47	AP T-HANG	4315	66	64	63	61	60	58	57	56	55	53	52
X47	RW 11-29	6105	57	54	52	49	47	44	42	40	37	35	32
X47	RW 6-24	6205	75	72	70	67	65	62	60	58	55	53	50
X47	TW A	102	69	67	65	63	61	59	57	55	54	52	50
X47	TW A	104	42	40	38	36	34	32	30	28	27	25	23
X47	TW A	105	59	58	56	55	54	52	51	49	47	45	43
X47	TW A	110	52	50	48	46	44	42	40	38	37	35	33
X47	TW B	205	73	72	70	69	68	66	65	64	63	62	61
X47	TW C	305	70	68	66	64	62	60	58	56	55	53	51
X47	TW C	307	55	54	52	50	49	47	45	43	41	39	37
X47	TW C	310	53	51	50	48	46	44	42	40	38	36	34
X47	TW C	315	99	96	93	90	88	86	83	81	80	78	76
X47	TW D	405	47	45	43	41	39	37	35	33	31	29	27
X47	TW D	407	60	59	58	56	55	53	52	50	49	47	45
X47	TW D	410	63	62	61	59	58	57	56	54	53	51	50
X47	TW D	414	17	15	13	11	9	7	5	3	1	0	0
X47	TW D	415	70	68	66	64	62	60	58	56	55	53	51

See note at end of table.

Table C-2: Pavement Condition Prediction

Network ID	Branch ID	Section ID	2007 PCI	PCI Forecast									
				2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
X47	TW E	505	72	71	69	68	67	66	64	63	62	61	60
X47	TW E	510	62	61	60	58	57	56	54	53	51	50	48
X47	TW E	512	39	37	35	33	31	29	27	25	24	22	20
X47	TW E	515	54	52	51	49	48	46	44	42	40	38	36
X47	TW E	520	98	95	92	90	87	85	83	81	79	77	76
X47	TW F	605	57	56	54	53	51	50	48	46	44	42	40

Note: If new construction, then survey date = last construction date and PCI is set to 100 by MicroPAVER.

APPENDIX D

AREA-WEIGHTED PCI RESULTS BY BRANCH

Table D-1 Condition Summary by Branch

Network	Branch Name	2007 PCI
FLAGLER COUNTY	APRON	48
FLAGLER COUNTY	EAST APRON	100
FLAGLER COUNTY	RUN-UP APRON AT RW 11	74
FLAGLER COUNTY	APRON AT T-HANGARS	73
FLAGLER COUNTY	RUNWAY 11-29	57
FLAGLER COUNTY	RUNWAY 6-24	75
FLAGLER COUNTY	TAXIWAY A	59
FLAGLER COUNTY	TAXIWAY B	73
FLAGLER COUNTY	TAXIWAY C	85
FLAGLER COUNTY	TAXIWAY D	60
FLAGLER COUNTY	TAXIWAY E	60
FLAGLER COUNTY	TAXIWAY F	57

APPENDIX E

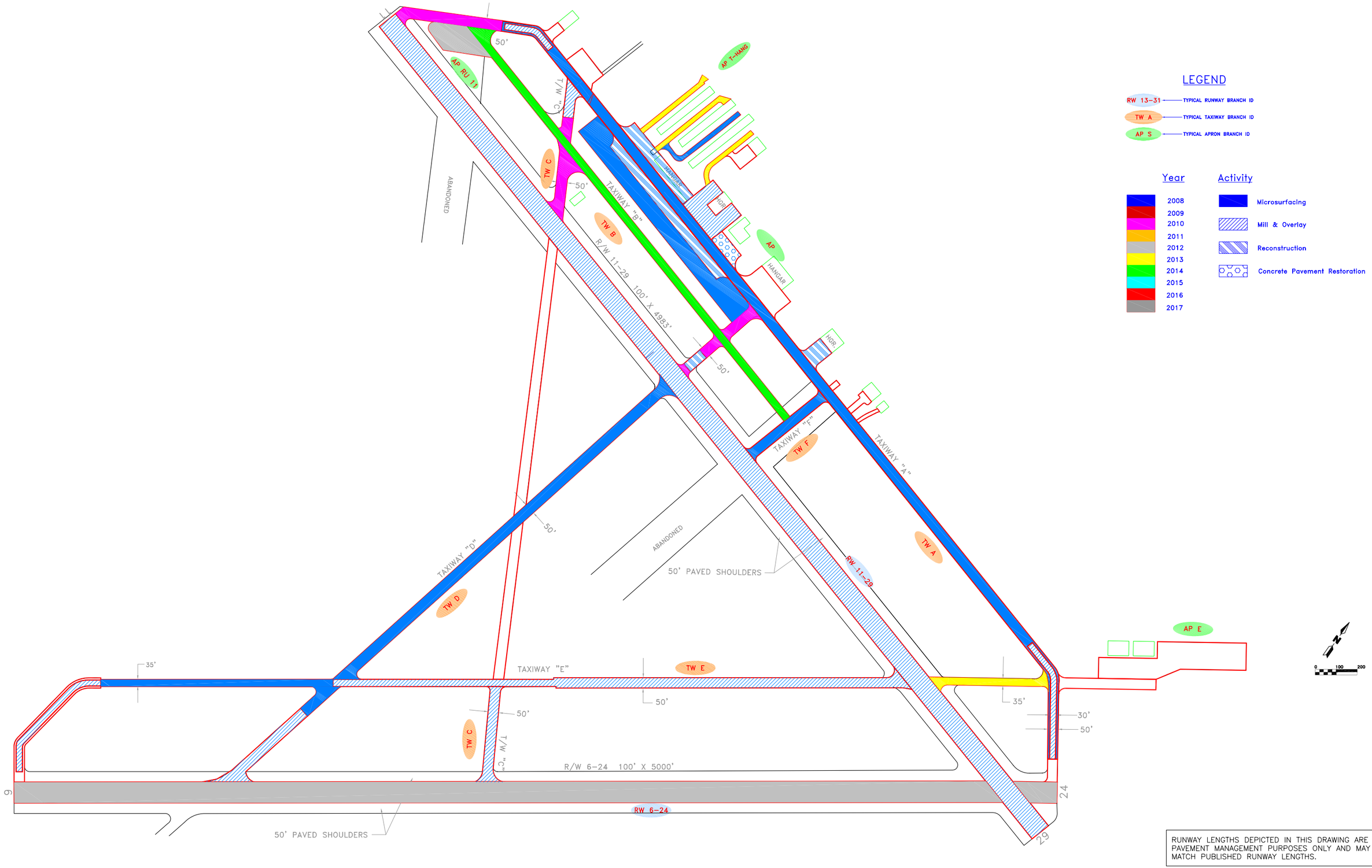
MAJOR M&R PLAN BY YEAR

Table E-1: Major M&R Plan by Year

Network	Branch Use	Branch ID	Section ID	Surface	Area, SqFt	Year	PCI Before Maint.	Activities	PCI After Maint.	Cost
X47	Apron	AP	4105	PCC	18,504	2008	0	Reconstruction	100	$252,025
X47	Apron	AP	4110	PCC	49,797	2008	19	Reconstruction	100	$678,235
X47	Apron	AP	4115	AC	30,500	2008	48	Mill & Overlay	100	$191,845
X47	Apron	AP	4120	PCC	8,400	2008	39	PCC Restoration	100	$58,993
X47	Apron	AP	4130	PCC	10,000	2008	29	Reconstruction	100	$136,200
X47	Apron	AP	4135	AC	99,750	2008	57	Microsurfacing	100	$427,030
X47	Apron	AP T-HANG	4315	AC	26,600	2008	64	Microsurfacing	100	$61,925
X47	Runway	RW 11-29	6105	AAC	500,000	2008	54	Mill & Overlay	100	$2,571,001
X47	Taxiway	TW A	104	AAC	7,500	2008	40	Mill & Overlay	100	$47,175
X47	Taxiway	TW A	105	AC	205,340	2008	58	Microsurfacing	100	$820,128
X47	Taxiway	TW A	110	AAC	17,610	2008	50	Mill & Overlay	100	$110,767
X47	Taxiway	TW C	307	AC	10,135	2008	53	Mill & Overlay	100	$55,023
X47	Taxiway	TW C	310	AC	22,500	2008	51	Mill & Overlay	100	$135,068
X47	Taxiway	TW D	405	AC	21,300	2008	45	Mill & Overlay	100	$133,977
X47	Taxiway	TW D	407	AC	10,000	2008	59	Microsurfacing	100	$37,070
X47	Taxiway	TW D	410	AC	100,300	2008	62	Microsurfacing	100	$288,262
X47	Taxiway	TW D	414	AC	4,000	2008	15	Reconstruction	100	$54,480
X47	Taxiway	TW E	510	AC	52,950	2008	61	Microsurfacing	100	$166,634
X47	Taxiway	TW E	512	AAC	19,350	2008	37	Mill & Overlay	100	$164,262
X47	Taxiway	TW E	515	AC	124,700	2008	52	Mill & Overlay	100	$712,785
X47	Taxiway	TW F	605	AC	22,500	2008	56	Microsurfacing	100	$102,780
X47	Taxiway	TW A	102	AAC	25,000	2010	63	Microsurfacing	100	$68,985
X47	Taxiway	TW C	305	AAC	20,500	2010	64	Microsurfacing	100	$50,630
X47	Taxiway	TW D	415	AAC	15,500	2010	64	Microsurfacing	100	$38,282
X47	Apron	AP RU 11	5105	AAC	25,200	2012	64	Microsurfacing	100	$66,029
X47	Runway	RW 6-24	6205	AAC	485,000	2012	62	Microsurfacing	100	$1,568,837
X47	Apron	AP T-HANG	4310	AC	6,800	2013	64	Microsurfacing	100	$18,352
X47	Taxiway	TW E	505	AC	19,250	2013	64	Microsurfacing	100	$51,952
X47	Taxiway	TW B	205	AC	85,750	2014	64	Microsurfacing	100	$238,364

APPENDIX F

10-YEAR M&R MAP



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

NUMBER	DATE	REVISIONS
1	Oct-07	Draft Report, Drawn by KJ, Checked by BX
0	Feb-06	Initial Submittal

DESIGNED: FL | DRAWN: BB | CHECKED: | DATE: 9-07-2007

MACTEC
Engineering and Consulting, Inc.
Tallahassee, Florida
850-656-1293

10-Year M&R Map

FLAGLER COUNTY AIRPORT
FLAGLER COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION OFFICE | 27

IDENTIFIER: X47
FDOT DISTRICT: 5

APPENDIX G

PHOTOGRAPHS

RW 11-29 Section 6105: Medium Severity Linear/Transverse Cracking (May 24, 2007)

TW F Section 605: Medium Severity Block Cracking (May 24, 2007)

TW D Section 415: Low Severity Weathering (May 24, 2007)

TW D Section 414: Medium Severity Block Cracking (May 24, 2007)

RW 6-24 Section 6205: Low Severity Weathering (May 24, 2007)

TW E Section 510: Low Severity Block Cracking (May 24, 2007)

TW E Section 512: Low Severity Block Cracking (May 24, 2007)

TW D Section 407: Low Severity Linear/Transverse Cracking (May 24, 2007)

TW D Section 405: Medium Severity Block Cracking (May 24, 2007)

TW E Section 515: Medium Severity Linear/Transverse Cracking (May 24, 2007)

TW C Section 310: Low Severity Weathering (May 24, 2007)

TW E Section 505: Low Severity Linear/Transverse Cracking (May 24, 2007)

TW A Section 110: Medium Severity Block Cracking (May 24, 2007)

TW E Section 520: Section Overview (May 24, 2007)

AP E Section 4205: Section Overview (May 24, 2007)

TW A Section 105: Low Severity Block Cracking (May 24, 2007)

AP Section 4130: Low Severity Scaling (May 24, 2007)

AP Section 4125: Low Severity Scaling (May 24, 2007)

AP Section 4120: Low Severity Joint Seal Damage (May 24, 2007)

AP Section 4115: Medium Severity Block Cracking (May 24, 2007)

AP Section 4110: Low Severity Scaling (May 24, 2007)

AP Section 4135: Low Severity Weathering (May 24, 2007)

AP Section 4105: Low Severity Joint Seal Damage (May 24, 2007)

AP T-HANG Section 4310: Low Severity Weathering (May 24, 2007)

AP T-HANG Section 4315: Low Severity Weathering (May 24, 2007)

TW C Section 307: Low Severity Block Cracking (May 24, 2007)

TW A Section 102: Low Severity Linear/Transverse Cracking (May 24, 2007)

TW A Section 104: Medium Severity Block Cracking (May 24, 2007)

TW B Section 205: Low Severity Linear/Transverse Cracking (May 24, 2007)

AP RU 11 Section 5105: Low Severity Weathering (May 24, 2007)

TW D Section 410: High Severity Weathering (May 24, 2007)