



**AGENDA
AIRPORT ADVISORY COMMISSION
REGULAR MEETING
NOVEMBER 14, 2019
6:00 PM
CITY HALL COMMISSION CHAMBERS
204 ASH STREET
FERNANDINA BEACH, FL 32034**

- 1. CALL TO ORDER**
- 2. ROLL CALL**
- 3. APPROVAL OF MINUTES**
 - 3.1 Review Minutes from the October 10, 2019 Regular Airport Advisory Commission Meeting
- 4. PUBLIC COMMENT REGARDING ITEMS NOT ON THE AGENDA**
- 5. OLD BUSINESS**
 - 5.1 Runway 4 GPS Procedure Development Update
 - 5.2 Airport Financial Update
- 6. NEW BUSINESS**
 - 6.1 Re-appointment of AAC Members - Chuck Colcord and Kent McKee
 - 6.2 Flight Training Academy Proposal/Presentation
 - 6.3 Giltz and Associates Hangar Development Site Plan Review
- 7. AIRPORT DIRECTOR AND STAFF REPORTS**
 - 7.1 Airport Director Monthly Report
- 8. COMMISSION MEMBER REPORTS/COMMENTS**
- 9. NEXT MEETING DATE**
- 10. ADJOURNMENT**

All members of the public are invited to be present and be heard. Persons with disabilities requiring accommodations in order to participate in this program or activity should contact the City Clerk at (904) 310-3115 or TTY/TDD 711 (for the hearing or speech impaired). All interested parties may appear at said meeting and be heard as to the advisability of any

action, which may be considered with respect to such matter. For information regarding this matter, please contact the Airport Manager.

1. **Call to Order:** Vice-Chairperson David Austin called the meeting to order at 6:00 pm.
2. **Members Present:** Dave Austin, Kent McKee, Prudence Hostetter, David Broughton, Tom Piscitello, and Don Edlin
Members Absent: Chuck Colcord, Ward Gill

Others Present: Nathan Coyle (Staff Assistant), Robert Kozakoff, Tracine Anderson, Commissioner Chip Ross, Commissioner Len Kreger, and Commissioner Mike Lednovich.

3. **Approval of Minutes**

3.1 August 8, 2019 AAC Meeting – Approval of Minutes: Mr. Coyle presented the minutes for consideration of the AAC and Member Edlin noted that Kent McKee was not shown as present at the meeting, but did indeed attend the meeting. Mr. Coyle stated that he would correct the minutes to reflect Mr. McKee's presence at the August 8, 2019 AAC meeting.

A motion was made by Member Edlin, seconded by Member McKee, to approve the August 8, 2019 AAC Regular Meeting Minutes as amended. A vote upon passage of the motion was taken by ayes and nays and being all ayes, carried.

4. **Public Comment Regarding Items Not On The Agenda:** No Public Comment was provided.
5. **Old Business:**

- 5.1 **Runway 4 GPS Procedure Development Update**

Airport Manager Coyle stated that flight check flew the procedure during the first week of October, and that he received an email notification from the FAA that the procedure was forwarded to charting for publication during the December FLIP cycle.

- 5.2 **Airport Financials – September 30, 2019 Financial Report**

Airport Manager Coyle presented the airport financials through the end of September, and stated that this was a snapshot and not a final reporting as revenues and expenses continue to be accrued back to the previous fiscal year. Member Edlin asked what the airport cash balance would be moving into the new fiscal year and Mr. Coyle stated that he should be able to have a better cash balance amount within the next few weeks as the previous fiscal year closed out.

5.3 T-Hangar Request for Proposals Discussion

Airport Manager Coyle presented a draft RFP to solicit interest from private developers in the construction of T-Hangars on airport property that would be rented for aircraft storage. The group reviewed the outline of the RFP and a proposed site to be provided within the RFP. The defined site is adjacent to Taxiway Bravo along Jamestown Road. Member Piscitello asked if the drainage pond along Jamestown Road would require improvements to allow additional development along the road. Mr. Coyle stated that he was unsure of the capacity of the pond and would need to review that with Passero Associates. Mr. Coyle asked if there were any other comments or questions about the RFP and the group agreed that staff would continue coordination of the RFP within the City for release.

6. New Business:

6.1 Amelia River Golf Course Lease Assignment Review

Airport Manager Coyle presented a draft consent to assignment form for proposed assignment of the Amelia River Golf Course land lease from Amelia River Golf LLC to Amelia River Holdings LLC. Mr. Sheffield, the current lessee, provided comments regarding the history and his involvement of the existing lease. Mr. Coyle asked the AAC for a recommendation of action to be pursued by the City Commission on the matter at the October 15, 2019 Commission meeting.

A motion was made by Member Hostetter, seconded by Member McKee, to recommend that the City Commission approve the Consent to Assignment of the Amelia River Golf Course lease from Amelia River Golf, LLC to Amelia River Holdings, LLC. A vote upon passage of the motion was taken by ayes and nays and being all ayes, carried.

6.2 Water Utility Department Ground Lease Review/Recommendation

Airport Manager Coyle presented a draft ground lease for placement of a solar array on airport property to provide solar power to the adjacent City Water Plant and to also provide solar power to the Airport Terminal Facility under a project funded by the City Water Department. Member Piscitello asked if there is any value placing language in the lease to protect the airport of an unforeseen impact from the solar array. Mr. Coyle stated that the glare analysis was reviewed by the FAA and did not anticipate any unforeseen impact but would review the lease to see if any additional language should be added.

A motion was made by Member Edlin, seconded by Member Broughton, to recommend that the City Commission approve the ground lease between the Fernandina Beach Municipal Airport and City of Fernandina Beach Water Department for placement of a solar array on airport property. A vote upon passage of the motion was taken by ayes and nays and being all ayes, carried.

6.3 117th Air Control Squadron Facility Use Agreement Review/Recommendation

Airport Manager Coyle presented a Facility Use Agreement for use of airport property by the 117th Air Control Squadron, Georgia Air National Guard, for placement of equipment on airport property adjacent to the closed runway (18/36) and along Jamestown Road during an exercise in July of 2020.

A motion was made by Member Broughton, seconded by Member McKee, to recommend that the City Commission approve the Facility Use Agreement between the City of Fernandina Beach and the 117th Air Control Squadron, Air National Guard, for use of airport property in July 2020 as outlined within the agreement. A vote upon passage of the motion was taken by ayes and nays and being all ayes, carried.

6.4 2020 Concours/Bonhams/Russo and Steele FAA Safety Plan Review

Airport Manager Coyle presented the Safety Plan for the 2020 Concours/Bonhams/Russo and Steele events to AAC members for review and discussion. Mr. Coyle stated that the plan mirrored the safety plan utilized the year prior, and that there were not any safety incidents reported during the prior year's events.

A motion was made by Member Edlin, seconded by Member McKee, to recommend submission of the Concours/Bonhams/Russo and Steele Events Safety Plan, as presented to the AAC, for review and consideration of the Federal Aviation Administration (AAC). A vote upon passage of the motion was taken by ayes and nays and being all ayes, carried.

7. Airport Manager and Staff Reports:

Mr. Coyle presented the monthly staff report for questions or comments. There was no discussion or questions from the group.

8. Commission Member Reports and Comments:

No Discussion

9. Next Meeting Date: Thursday, November, 14, 2019.**10. Adjournment:** There being no further business to come before the Airport Advisory Commission, the meeting was adjourned at 6:50 p.m.

Secretary

Chuck Colcord, Chairperson

IFP Coordination (3) (<index.cfm?event=procedure.results&tab=coordination&nasId=FHB#searchResultsTop>)**IFP Documents (NDBR (Navigation Database)) (3)** (<index.cfm?event=procedure.results&tab=ndbr&nasId=FHB#searchResultsTop>)**IFP Production Plan** - Current IFPs under Development or Amendments with Tentative Publication Date and Status.[Filter Options](index.cfm?event=procedure.filterProductionPlan&tab=productionPlan&nasId=FHB) (<index.cfm?event=procedure.filterProductionPlan&tab=productionPlan&nasId=FHB>)

Showing results 1 - 3 of 3

Procedure ☐	Airport Name ☐	Airport ID ☐	City/State ☐	Scheduled Pub Date ☐	Status ☐	Actual Pub Date ☐	
RNAV (GPS) RWY 13, AMDT, AMDT 2C	FERNANDINA BEACH MUNI	FHB (KFHB)	FERNANDINA BEACH, FL	12/5/2019	Awaiting Publication (NFDC)		Email FAA
RNAV (GPS) RWY 22, AMDT, AMDT 1D	FERNANDINA BEACH MUNI	FHB (KFHB)	FERNANDINA BEACH, FL	12/5/2019	Awaiting Publication (NFDC)		Email FAA
RNAV (GPS) RWY 4, ORIG	FERNANDINA BEACH MUNI	FHB (KFHB)	FERNANDINA BEACH, FL	12/5/2019	Awaiting Publication (NFDC)		Email FAA

Showing results 1 - 3 of 3

[Export to CSV](index.cfm?event=procedure.exportResults&tab=productionPlan&nasId=FHB) (<index.cfm?event=procedure.exportResults&tab=productionPlan&nasId=FHB>)

For general comments, e-mail us at 9-amc-aerochart@faa.gov. For specific questions/comments about airports and/or procedures, please use the "Email FAA" links next the specific Procedure(s) to allow us to support you better.

AIRPORT 420**AIRPORT
420**

	BUDGET 2019-2020	YTD	Percentage
REVENUES			
33120 FEMA GRANT	-	1,477.79	100.0%
33220 FAA GRANT	2,143,000	0.00	0.0%
33323 FDOT GRANT	505,500	0.00	0.0%
33420 FEMA STATE GRANT	-	0.00	0.0%
34704 RENTALS NON-TAXABLE		0.00	0.0%
34720 RENTALS		370.00	100.0%
34970 FUEL SALES	24,800	1,041.84	4.2%
34971 LEASE PAYMENTS - LAND LEASE	69,797	6,442.15	9.2%
34973 LAND LEASE - AMELIA RIVER	205,960	14,038.33	6.8%
34974 LAND LEASE PAYMENTS - NON-TAXABLE	37,105	2,720.47	7.3%
34975 RENT/LEASE PAYMENTS - City Built	293,707	23,368.08	8.0%
34976 8 FLAGS RENT (TAXABLE)	67,017	0.00	0.0%
34978 8 FLAGS RENT - NON-TAXABLE	50,266	4,497.46	8.9%
34979 TRANSIENT REVENUE	-	0.00	0.0%
36110 INTEREST		413.47	
36420 INSURANCE PROCEEDS		0.00	
36800 CAPITAL CONTRIBUTION		0.00	
38410 LOAN PROCEEDS		0.00	
36990 OTHER REVENUE	112,650	1,910.00	1.7%
36991 PARKING REVENUE	2,004	0.00	0.0%
36995 LATE FEES	-	0.00	0.0%
36992 GAIN ON SALE OF ASSETS			
38101 TRANSFERS IN GENERAL FUND		0.00	
38910 CASH BALANCE FORWARD	148,581	0.00	0.0%
 TOTAL	 3,659,480	 56,279.59	 1.5%

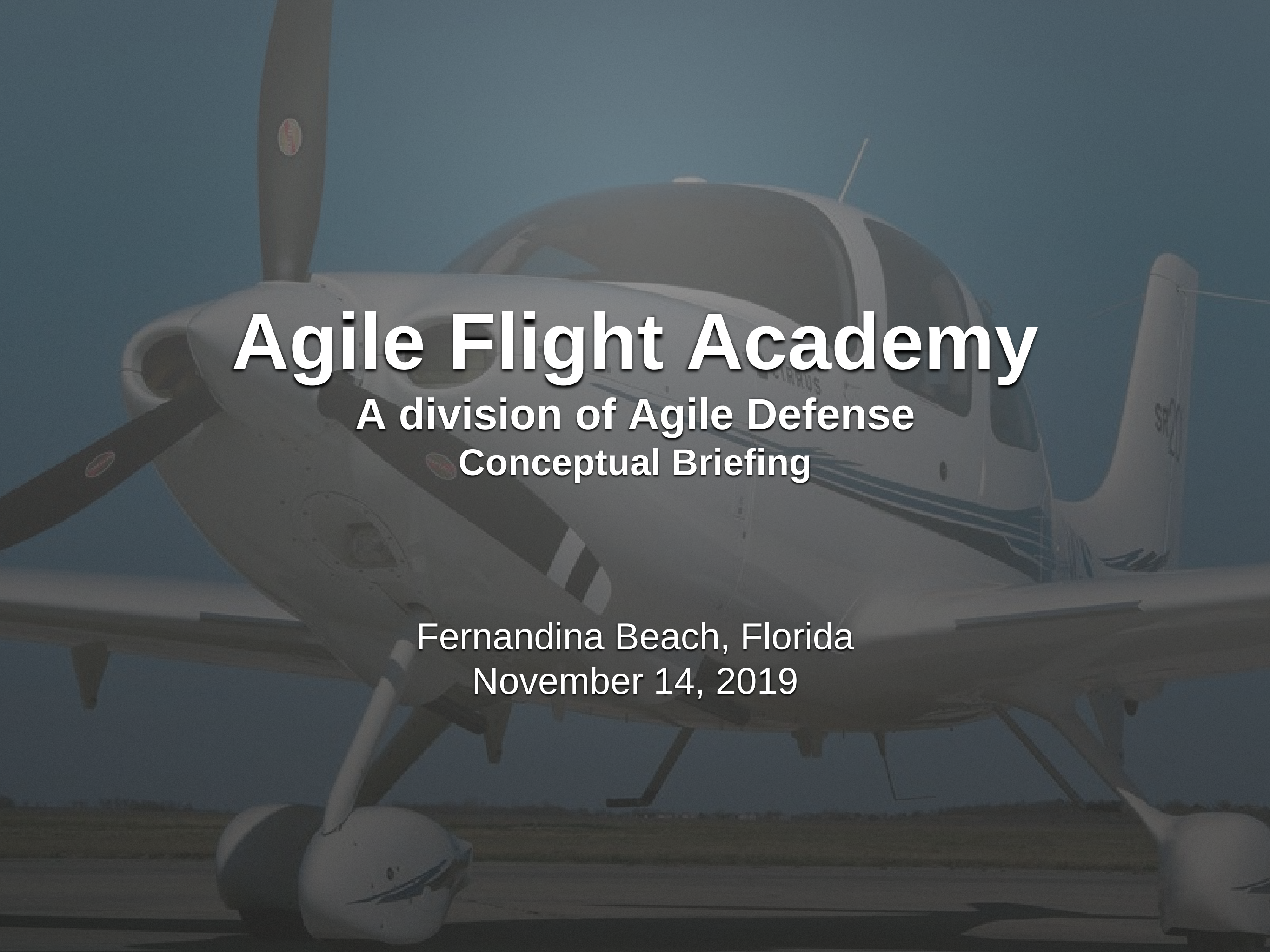
AIRPORT 420

AIRPORT 420

	BUDGET 2019-2020	YTD	Percentage
PERSONNEL SERVICES			
51200 SALARIES	128,570	6,783.64	5.28%
51300 TEMPORARY	-	0.00	
51350 PART TIME	15,809	0.00	
51400 OVERTIME	-	0.00	
52100 FICA	11,045	466.79	4.23%
52200 RETIREMENT	30,806	1,625.36	5.28%
52300 HEALTH	29,687	2,473.94	8.33%
52301 LIFE	713	59.22	8.31%
52350 OPEB COSTS	1,756	0.00	0.00%
52400 WORKERS' COMP	3,150	263.00	8.35%
52500 UNEMPLOYMENT			
TOTAL	221,536	11,671.95	5.27%
OPERATING EXPENSES			
53100 PROFESSIONAL SERVICES	25,000	750.00	3.00%
53200 AUDIT	6,795	566.00	8.33%
53400 CONTRACTUAL	54,790	2,079.18	3.79%
53900 AUTO ALLOWANCE		0.00	
53910 HOUSING ALLOWANCE	-	0.00	
54000 TRAINING/TRAVEL	3,000	0.00	0.00%
54100 COMMUNICATIONS	2,203	0.00	0.00%
54101 COMMUNICATIONS - CELL	2,000	115.31	5.77%
54103 COMMUNICATIONS - INTERNET	5,750	371.00	6.45%
54200 POSTAGE	100	0.00	0.00%
54300 UTILITIES - ELECTRIC	42,000	0.00	0.00%
54310 UTILITIES - WATER & SEWER	13,400	776.55	5.80%
54500 INSURANCE	42,349	3,529.00	8.33%
54610 R/M GROUNDS	94,000	2,345.35	2.50%
54620 R/M EQUIPMENT	1,500	0.00	0.00%
54630 R/M VEHICLES-LABOR	4,600	0.00	0.00%
54640 R/M VEHICLES-MATERIALS	5,000	0.00	0.00%
54700 PRINTING	1,057	0.00	0.00%
54800 PROMOTIONAL	1,000	0.00	0.00%
54902 BAD DEBT EXPENSE		0.00	
54910 BILLING COST	7,300	608.00	8.33%
55100 OFFICE SUPPLIES	7,300	57.90	0.79%
55200 OPERATING SUPPLIES	2,285	0.00	0.00%
55210 UNIFORMS	400	0.00	0.00%
55230 FUEL	5,000	215.95	4.32%

AIRPORT 420**AIRPORT
420**

	BUDGET 2019-2020	YTD	Percentage
55400 BOOKS/SUBS/DUES	525	330.00	62.86%
TOTAL	<u>327,354</u>	<u>11,744.24</u>	3.59%
CAPITAL OUTLAY			
56200 BUILDINGS	-	0.0	
56300 IMPROVEMENTS	2,965,585	25,638.3	0.86%
56400 MACH./EQUIP.	30,000	0.0	
56401 MACH./EQUIP. Non-CAP	1,000	0.0	0.00%
TOTAL	<u>2,996,585</u>	<u>25,638.3</u>	0.86%
57000 SETTLEMENT EXP		0.0	
57100 PRINCIPAL	79,000	0.0	
57200 INTEREST	35,005	0.0	
57300 FINANCING COSTS	-	0.0	
TOTAL	<u>114,005</u>	<u>0.0</u>	
DEPARTMENT TOTAL			
	<u><u>3,659,480</u></u>	<u><u>49,054.5</u></u>	1.34%

A Cirrus SR20 aircraft is shown from a front-three-quarter view, parked on a runway. The aircraft is white with blue and black stripes on the wings and tail. The background is a dark, overcast sky. The text is overlaid on the aircraft.

Agile Flight Academy

A division of Agile Defense
Conceptual Briefing

Fernandina Beach, Florida
November 14, 2019

Agile Flight Academy

Agile Defense Overview

Why Flight Training?

Who are we?

What's our vision?

What sets us apart?

Our Requirements

Planned Revenue targets and
Growth

Why Fernandina Beach?

Who are we?



Lifting the Soul of Aviation

Agile Defense

- Aerospace – Commercial & Military
 - Adversary Air (ADAIR) Contract Training
 - AHRLAC FAA Certification
 - Professional Pilot Flight Training



Adversary Air (ADAIR)

- Clean sheet approach to ADAIR contract training
- Utilize 4th Generation fighter assets
- Centered around Saab JAS-39 Gripen C/D fighter
- Meets USAF ADAIR Cat “C” requirements at start-up
- Lowest operating cost – highest reliability of any 4th Generation fighter
- Best value for ADAIR customers (domestic/worldwide)



AHRLAC FAA Certification

- Agile Defense is aligned with our strategic partner Paramount Group (South Africa) on a multitude of programs.
- Working to complete FAA Part 23 certification of the AHRLAC aircraft, and provide follow on support services including marketing, sales and training of the aircraft.
- The AHRLAC is a multi- purpose aircraft with applications ranging from Military Close Air Support, Border Security, Anti Poaching and Theft from Game and Wildlife Agencies to civilian uses.



Professional Pilot Flight Training

Agile Flight Academy will utilize the latest in technology to provide the best and most cost effective flight training possible

Incorporate electric powered trainers from initial start-up with a goal of a 100% electric fleet within 10 years

Committed to not just training pilots but producing the best prepared aviation professionals anywhere

**“50% of the pilots
who will fly the
world’s commercial
aircraft in 10 years
have not yet started
training.”**

CAE 2017-2027 Pilot Market Forecast



Why flight training?

Unprecedented need for commercial pilot training worldwide for the next 20+ years

At the threshold of the next evolution of flight....
Electric Powered aircraft

Agile Flight Academy

Unprecedented pilot training requirements

“804,000 new commercial pilots needed over the next 20 years.”

Boeing 2019 Pilot and Technician Outlook

“The projected increase in passenger traffic is expected to double the size of the commercial aviation industry over the next 20 years.”

CAE 2017-2027 Pilot Market Forecast

Agile Flight Academy

Unprecedented pilot training requirements

OCTOBER 10TH 19__DAN ROBITZSKI__FILED UNDER: FUTURE SOCIETY

Empty Cockpit

Bad news for the extremely wealthy: airplane pilots are abandoning their gigs flying private jets for more steady work at commercial airlines.

Pilots seem to be attracted to steady jobs that provide regular pay rather than the hourly wages and short notice that come with captaining some rich folks' private planes, according to *The Independent*. The result is a labor shortage that's not only keeping the wealthy grounded but hurting private jet sales as well.

Recruitment Drive

If the mega-rich's appetite for personalized air travel continues unfettered, the industry would need to find about 98,000 new pilots by 2038 — about 5,000 per year

JET SET

THE MEGA RICH ARE HAVING TROUBLE FINDING PILOTS FOR PRIVATE JETS



JETREQUEST VIA WIKIMEDIA COMMONS/VICTOR TANGERMANN

Agile Flight Academy

“Electrification is set to have as dramatic an impact on aviation as the replacement of piston engines by gas turbines.”

- Rob Watson, Rolls-Royce Electrical

Electric Aircraft are the future

> 170 electric aircraft design projects worldwide

Pipistrel Alpha Electro is certified and flying today

Bye Aerospace eFlyer2 prototype is flying

Technological improvements to both motors and batteries will continue to improve range, load capacity and speed

Energy costs are a fraction of conventionally powered aircraft. \$4 per charge per/hour vs \$50+/hour for 100LL (Bent Wing)

10x quieter than a helicopter (67dB vs 100dB)

Ideally suited as an initial pilot trainer

Who are we?

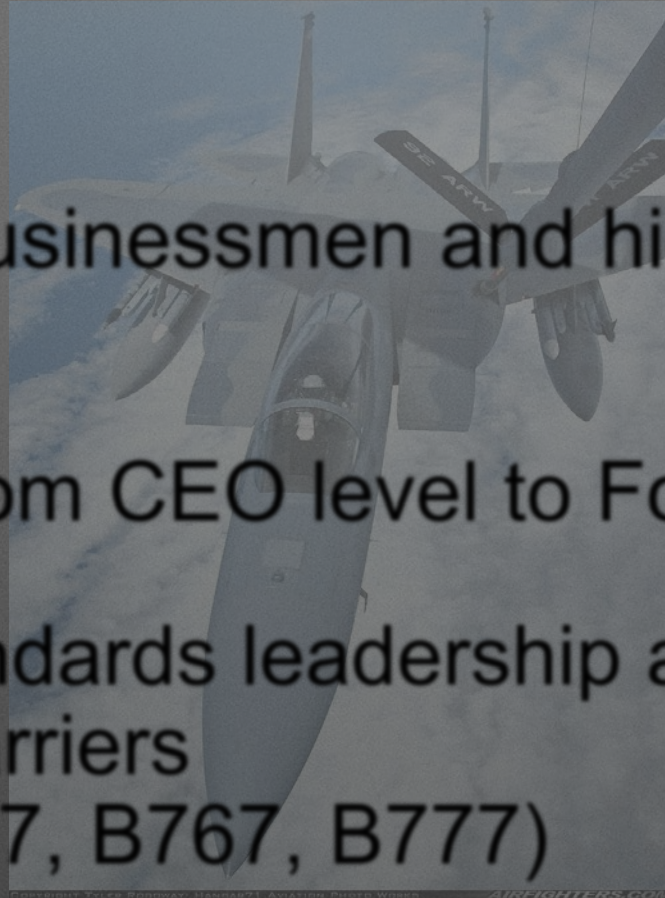
Team of professional businessmen and highly experienced airline and military aviators

Business experience from CEO level to Fortune 100 consultation

Training and Flight Standards leadership at the highest levels for one of the world's largest carriers (A320, B727, B737, B747, B757, B767, B777)

Former USAF and RCAF fighter pilots (A-10, A-37, F-4, F-5, F-15, F-16, F-18)

Dean of the College of Aviation at one of the most successful Flight Programs in the USA



What's our vision?

Developing a leading edge Flight Academy in Fernandina Beach

Utilize the latest in technology to provide the best and most cost effective flight training possible

Incorporate electric powered trainers from initial start-up with a goal of a 100% electric fleet within 10 years

Be a solid corporate citizen-partner with Fernandina Beach and local residents while making the Flight Academy the most eco-friendly and efficient in the nation

Aviation focused commitment to the community

What sets us apart?

The best and most experienced flight operations team in the USA

Committed to not just training pilots but producing the best prepared aviation professionals anywhere

An “outside the box” approach to pilot training that is focused on the needs of the customer....major air carriers

Student exposure to a curriculum that goes beyond that needed for just earning an FAA rating

Aviation professionals making aviation decisions

What sets us apart?

Program specifically designed to prepare trainees for immediate advancement to airline regionals followed by mainline carriers

Program designed and managed by Professional Commercial Aviation experts from the major Air Carriers

Training for International students with graduate hiring directly to their national carriers.

Partnerships and affiliations with major U.S. carriers and aviation industry leaders....

What sets us apart?



United
Airlines



Joe Burns – CEO AIRO/Agile Defense



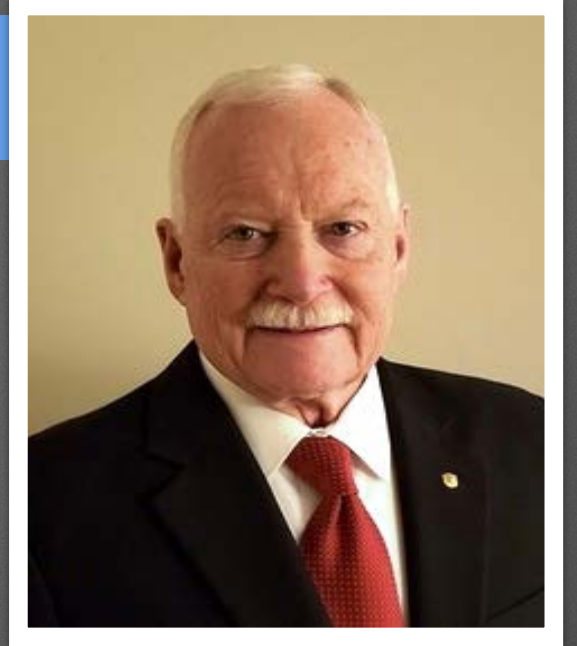
- Former Managing Director for United Airlines Technology and Flight Test, Flight Standards and FAA Director of Operations, Former CEO Sensurion Aerospace
- Board member of many aviation technology companies and industry groups: Chairman of ATA Ops Committee and ATC Council, Board member for EMS, Aspen Avionics, AirDat, and Industry boards including NCAR, Executive Branch PNT Board (GPS), FAA Free Flight, FAA NextGen Advisory Council
- Highly experienced International Captain and rated on A319/A320, B727, B757/B767 and others
- Multiple Patents and Patents pending in aviation, technology, and communications

Bob Perrin – COO AIRO/Agile Defense

- 30+ Years of business & technology experience serving in various executive positions, including CIO, across various industries including ground and air transportation.
- Former CEO Magellan Associates, an executive consulting business specializing in leadership competencies, organizational transformation, strategy, risk management, performance optimization, and cost elimination for Fortune 500 companies across the globe.
- Co-Founder & Faculty Member of University of Miami's Executive Information & Technology Institute.
- Advisory Board Member McCormick School of Engineering – Transportation.



Dave Strohm – Chief of Flt. Operations



- Brig Gen USAF/ANG (Ret)
 - Veteran Fighter Pilot/Forward Air Controller
 - Chief of Staff Alaska ANG
 - Director of Operations, Plans/Programs, Chief Weapons Michigan ANG
 - Chief of Close Air Support Programs NGB Pentagon
 - USAF Military Advisor (in country) to Latvia, El Salvador and Thailand
- Captain - United Airlines, B-777 (Ret)
 - Senior Manager Flight Technical Publications
 - Domicile Flight Manager responsible for the administration and management of over 2500 line pilots
 - Line Check Airman on the B727, A320 and B777. Trained over 250 initial pilots.

Rob Zettel – Chief Pilot



- USAF, Lt. Col, (Ret)
 - F-4, F-5, F-15, MiG-21, MiG-23
 - Aggressor Pilot – F-5E/F: Clark AB; Nellis AFB
 - 4477th TES “Red Eagle”: 476 sorties Soviet Fighters
 - MiG-21, F-7, MiG-23MS, MiG-23BN: Instructor Pilot, Mission Commander, FCF pilot, Fighter Weapons Instructor
 - F-15 Eagle Instructor Pilot/Mission Commander
- Captain, B767, United Airlines, (Ret)
 - Flight Standards Manager for B767/757 fleet at United
 - Oversaw 85 B757/B767 Captain “Check Airmen”
 - Responsible for maintaining United’s flight standards for 2,000+ fleet Captains/First Officers

Gerry Mac Kinnon – Asst. Chief Pilot



- Top Air Force Graduate at The Royal Military College of Canada 1987. Air Cadet League of Canada award.
- Top Graduate at CFB Moosejaw during Wings Training, 1987
- Top Graduate CF-5 Basic Fighter School. Russ Challoner Memorial Trophy recipient
- Top Graduate CF-18 Advanced Fighter School. Tristan deKoninck Memorial Trophy recipient
- NORAD Alpha Alert Force Commander CF-18, 1989-1992
- Desert Storm Combat Veteran 1991
- Current Line Check Airman at United Airlines, B757/767

Dave Powell – Dean, College of Aviation Western Michigan University



- Major, USAF/AFR/ANG (Ret)
 - Instructor Pilot: T-38, A-7, A-10, F-16
- Captain, United Airlines, (Ret)
 - Chief Pilot at Chicago O'Hare, San Francisco and Miami Int'l Airports.
 - Manager and Instructor Pilot – United Flight Training Center
 - Manager – Pilot Training and Development
 - B777 International Pilot
 - Flight Operations HR Representative for 14 years in charge of Flight Officer Recruitment
- Dean, College of Aviation, Western Michigan University
 - Third largest collegiate flight program in the U.S.
 - Most technologically advanced aircraft used of all programs

Why we are here

The Executive Team has committed to Florida as the Primary location for the AIRO Flight Academy

- Aviation Friendly State – FL Desires to be #2 Aviation COE in the Country
- Favorable Climate – Number of available flying days extensive
- Accessible – Easy access for Domestic and International students
- Growth – Population shift for business and residences to Sunbelt states
- Economic Value – Cost of Living and Tax Friendly policies for business and people attractive

Our Requirements

- Scalable and Expandable Airport facilities and Infrastructure
- Low to moderate airspace density allowing for continuous training
- Reasonable access to Office and Classroom facilities including space for Flight Simulators
- Access to Tower and controlled Airspace
- Within 30 – 60 minutes of major International Airport
- Easy Access to Interstate System
- Availability of housing for students and supporting infrastructure and amenities
- Affordable Cost of Living
- Near large University or College system
- Growing versus retracting area
- Diverse Demographics
- Makes Good Business sense

Agile Flight Academy Fleet Mix



Major Milestones

**Q4 2019
Q1 2020**

2020 2021

2020-2024

Finalize startup plan and location

Accomplishments

- Determine Final Location
- Negotiate and Finalize terms
- Execute Transaction
- Execute Start up Plan
- Open Training Center

Growth Stage Phase 1

Target:

- Grow Student Base
 - Organic
 - Acquisitions
 - Sales/Mkt Org
 - Global Focus
- Establish Partnerships
 - Air Carriers
 - Higher Ed Institutions
 - Offer Students Private use for hours and revenue
- Start Commercial Training Program

Growth Stage 2

Target:

- Expand and Grow Student Base
- Acquire High Performance Aircraft
- Start High Performance Program including Traveling offering
- Acquire first of light jets
- Start off Charter for Light Jets Residual use
- Negotiate and Sign Direct Pipeline Agreements with Carriers

Planned Revenue Targets and Growth

Conservative Estimates

Revenue Targets		Year 1	Year 2	Year 3	Year 4	Year 5
Flight Training		Baseline	50%	17%	20%	15%
Private Use		5%	10%	10%	10%	10%
Charter Operations		0%	10%	10%	10%	10%

Fleet Inventory		Year 1	Year 2	Year 3	Year 4	Year 5
Trainers		12	18	21	22	22
Commercial and High Performance		2	4	5	5	5
Light Jets		0	1	2	3	3
Total Aircraft Per Year		14	23	28	30	30

What are we bringing to the City?

Over \$10 million investment in aircraft, simulators and equipment

150-200 students annually

30-40 full and part-time jobs (Instructors/Staff)

Increased revenue for the City/Airport

Premier flight academy in Florida

Launch point for the evolution to electric aircraft

An aerial photograph of an airport and a golf course. The airport's runways and taxiways are visible in the upper and middle sections of the image. Below the airport, a lush green golf course with several small ponds is visible. The entire image is dimmed to serve as a background for the text.

Why Fernandina Beach?

An aerial photograph of an airport layout. The central feature is a long, straight runway running diagonally from the bottom left towards the top right. To the left of the runway, there is a large, rectangular area that appears to be a taxiway or apron. The surrounding landscape is a mix of green fields, some of which are water-filled, and patches of trees. In the background, there are some buildings and more land. The overall scene is a top-down view of an airport's infrastructure and its immediate surroundings.

Ideal airport layout for pilot training

FERNANDINA BEACH, FLORIDA

WAAS
CH 50318
W13A

APP CRS
131°

Rwy Idg
5152

TDZE
14

Apt Elev
16

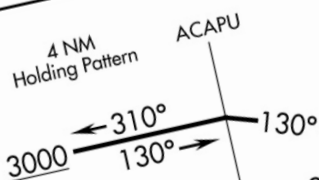
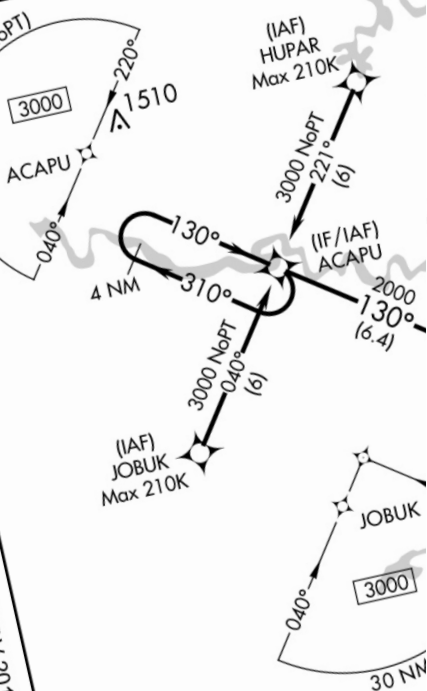
RNP APCH.

⚠ Circling Rwy 9, 13, 22, 27 NA at night. Baro-VNAV NA when us altimeter setting. For uncompensated Baro-VNAV systems, LNAV, -15°C (5°F) or above 54°C (130°F). Helicopter visibility reduction When local altimeter setting not received, use Jacksonville Intl alti increase all DA 34 feet and all MDA 40 feet; increase LNAV/VN visibility 1/8 mile and LNAV Cat C/D visibility 1/4 mile. Straight-i

AWOS-3
118.075

JACKSONVIL
127.0

30 NM to ACAPU (NoPT)



GP 3.00°
TCH 49

CATEGORY	
LPV	DA
LNAV/VNAV	DA
LNAV MDA	420-1
CIRCLING	480-1

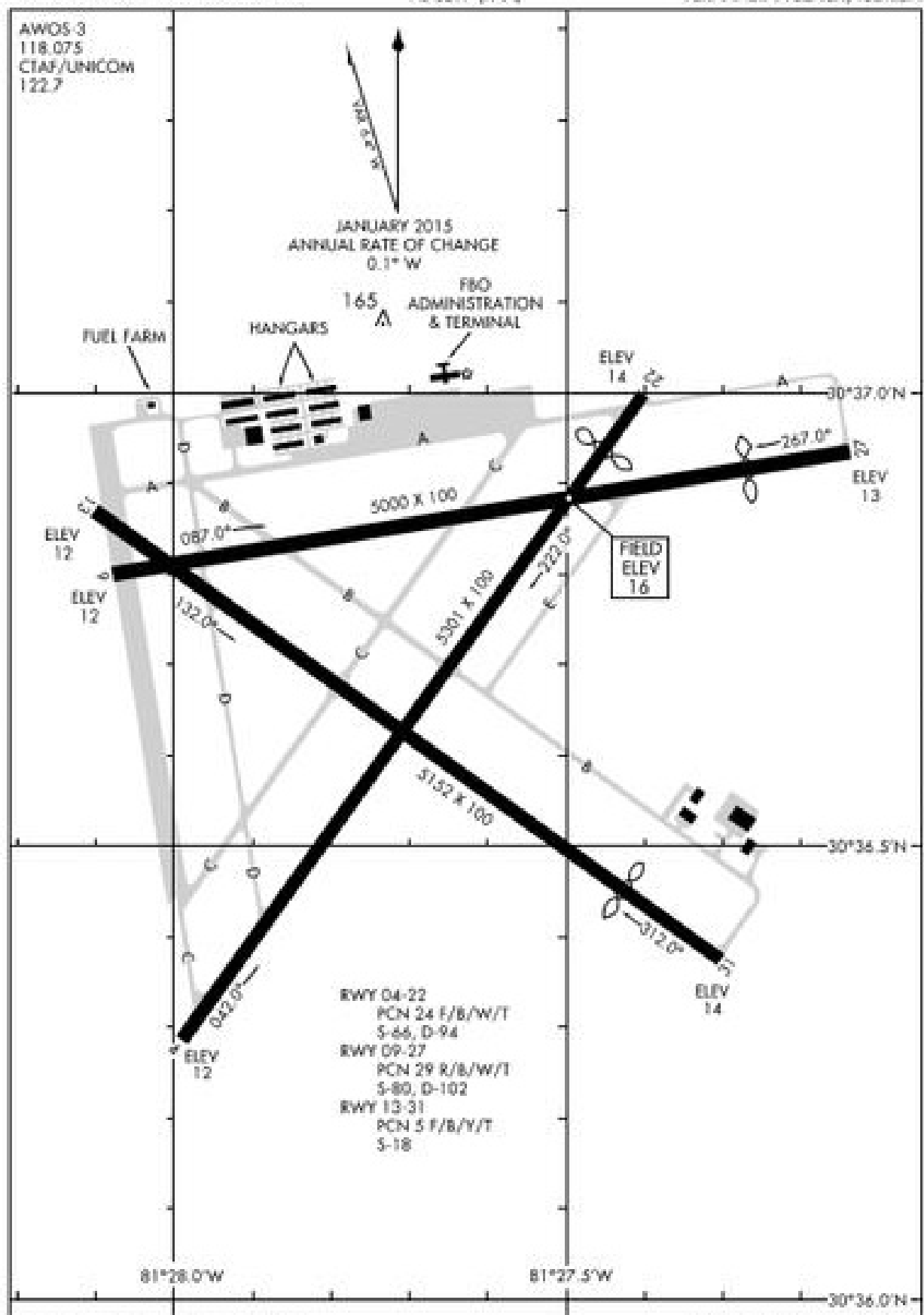
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AIRPORT DIAGRAM

AL-6597 (FAA)

FERNANDINA BEACH MUNI (FHB)

FERNANDINA BEACH, FLORIDA



AIRPORT DIAGRAM

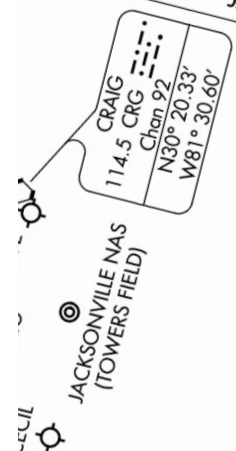
19171

FERNANDINA BEACH, FLORIDA

FERNANDINA BEACH MUNI (FHB)

70 (FAA)

JACKSONVILLE, FLORIDA



SE-3, 10 OCT 2019 to 07 NOV 2019

1:1000'

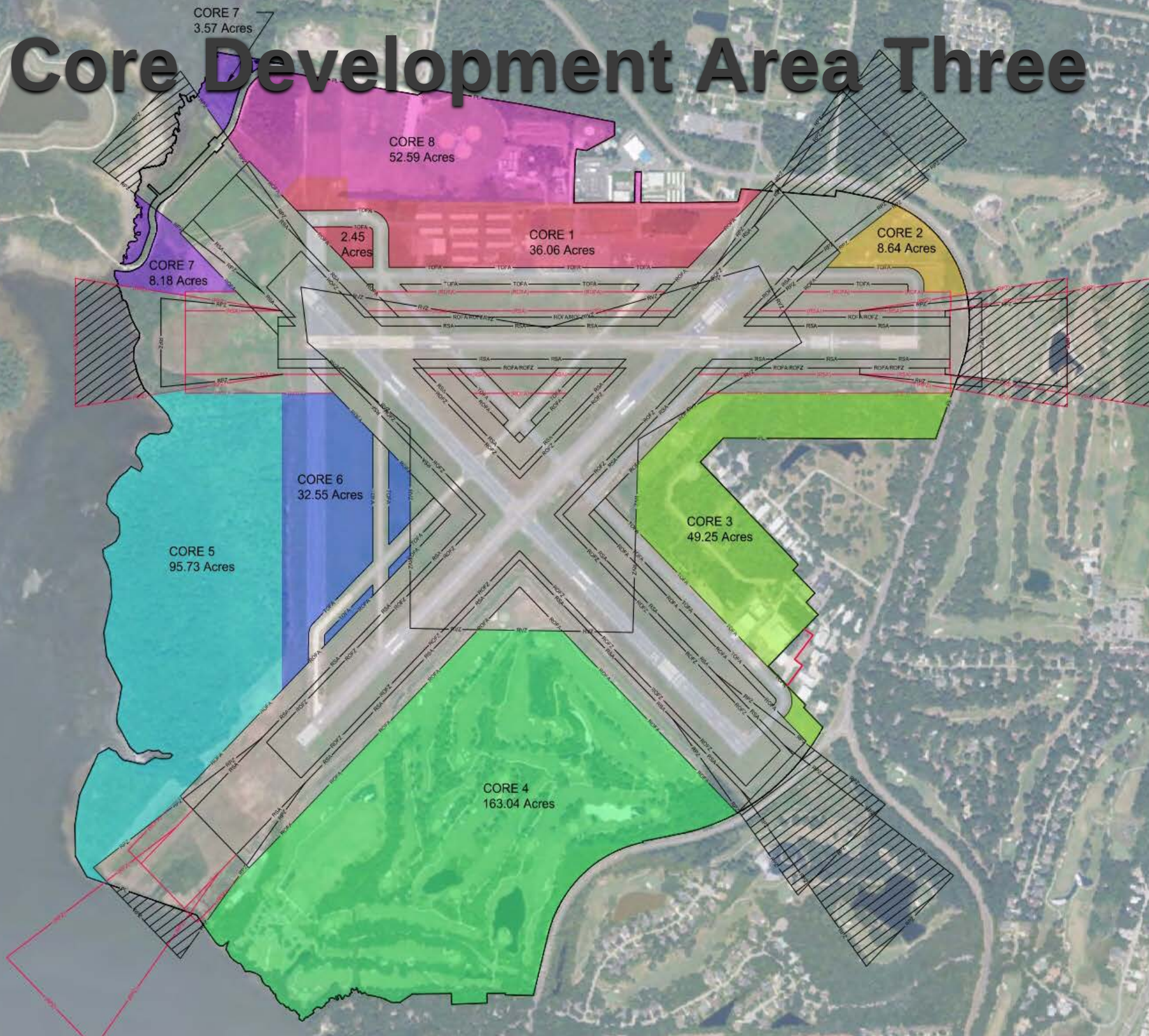
SE-3, 10 OCT 2019 to 07 NOV 2019

NOTE: DME Required.
NOTE: Chart not to scale.

An aerial photograph showing a large area of land. In the foreground, there is a golf course with several green fairways, dark trees, and small blue ponds. To the right and extending into the background are long, straight, light-colored runways and taxiways of an airport. The surrounding landscape is a mix of green fields, some industrial or commercial buildings, and more trees. The overall tone of the image is somewhat muted and dark.

Room to grow

Core Development Area Three



- LEGEND
- AIRFIELD CORE
 - CORE 1 - Airport North
 - CORE 2 - Northeast Outparcle
 - CORE 3 - Airport East
 - CORE 4 - Golf Course
 - CORE 5 - Non-Aviation West
 - CORE 6 - Airport West
 - CORE 7 - Northwest Outparcles
 - CORE 8 - Non-Aviation North
 - AIRFIELD CORE OFF AIRPORT PROPERTY



PASSERO ASSOCIATES

Fernandina Beach Municipal Airport
Fernandina Beach, Florida

On-Airport Land Use
Core Development Areas

Figure
7-4

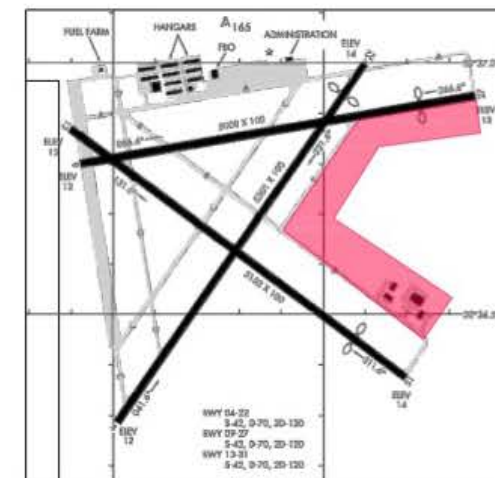
Core Development Area Three

CORE 3
49.25 Acres

Potential Uses	Potential Limitations
Mixed-Use	Ingress/Egress Roadway interface with Amelia Island Pkwy.
Aviation	
Development	
GA Terminal	
Non-Aviation	
Out Parcels	
Improvements Needed	Likelihood for Development
Utility Extension	High
Roadway Improvement	

General Notes

KEY MAP



Core Development Area 3



(Looking SE from Intersection TWY B & E)

Facility Availability?



An aerial photograph of an airport. In the foreground, there is a lush green golf course with several small, dark blue ponds. The middle ground shows the airport's infrastructure, including a long runway, taxiways, and parking areas. In the background, there are some buildings and more greenery. The text "Pilot friendly airport management" is overlaid in the center of the image.

Pilot friendly airport management

**It's going to happen
somewhere in Florida....**



Why not here!

Summary

Agile Defense Overview

Why Flight Training?

Who are we?

What's our vision?

What sets us apart?

Our Requirements

Planned Revenue targets and Growth

Why Fernandina Beach?



Questions



Staff Review (By Section) of Airport Architectural Standards

Hangar and Lease Setbacks – Requires Variance Request to leasehold setback on East-side of proposed development. Airport standards require facility to be 25' from leasehold boundary on unattached side of building. This is a pre-existing requirement of architectural standards (was not amended during recent revision to standards) to ensure hangar to hangar setbacks outlined within NFPA 409. NFPA 409 does allow reduced distances with addition of fire barrier as proposed by the developer. Initially, the developer proposed a larger distance between hangars however, during pre-TRC, the City utility department expressed concern with the proximity of an existing water main which prompted a proposal to add a fire barrier and move the hangar to the East. This request will require Fire Marshall review and concurrence.

Drainage – No Variances Requested or Required.

Hangars/Building – No Variances Requested or Required.

Signage – N/A at this time. Any signage requested in the future would be required to comply with City's sign code.

Aprons/Pavement – No Variances Requested or Required.

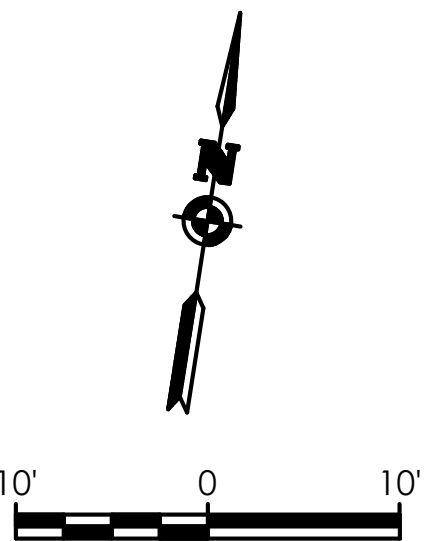
Utilities – No Variances Requested or Required. Utility plan reviewed by City staff during Pre-TRC meeting.

Hangar Doors – Door dimensions currently being finalized and will be reviewed by staff.

Hangar Characteristics – Awaiting final color selection which must be of neutral tones per standards. Staff will also confirm compliance with other building material provisions of airport standards.

Landscaping – No Variances Requested or Required. No existing trees are impacted by this project.

Auto Parking – No Variances Requested; 2 spaces proposed which meets 50% of T-Hangar or Row Hangar unit requirement of airport standards.



PRE-TRC REVIEW

Stamp:

Client:

Giltz & Associates
4835 Munson St. NW
Canton, OH 44718

Owner:

City of Fernandina Beach



204 Ash Street
Fernandina Beach, FL 32034

Passero Associates

4730 Casa Cola Way, Suite 208
St. Augustine, FL 32095

Principal-In-Charge
Project Manager
Project Architect
Andrew Holesko, C.M.
Matt Singletary, P.E.
Chris Nardone, R.A.

No.	Date	By	Description

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SECTION 7209 AND ARTICLE 147 SECTION 7307, THESE PLANS
ARE COPYRIGHT PROTECTED. ©

CONCEPTUAL SITE PLAN

BOX HANGARS (GILTZ)

Fernandina Beach Municipal
Airport
Town/City: Fernandina Beach
County: Nassau State: Florida

Project No.:

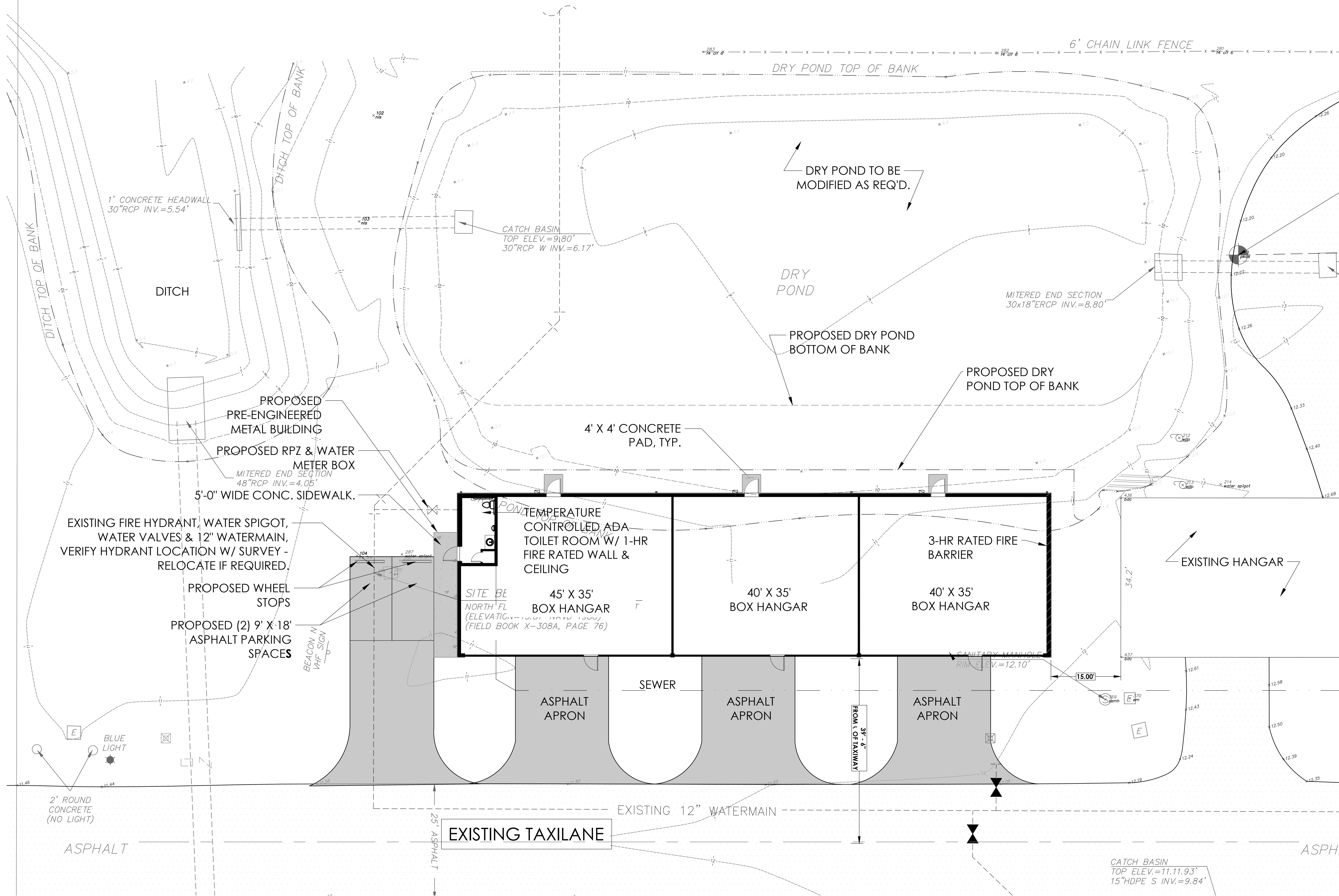
20182651.0002

Drawing No.:

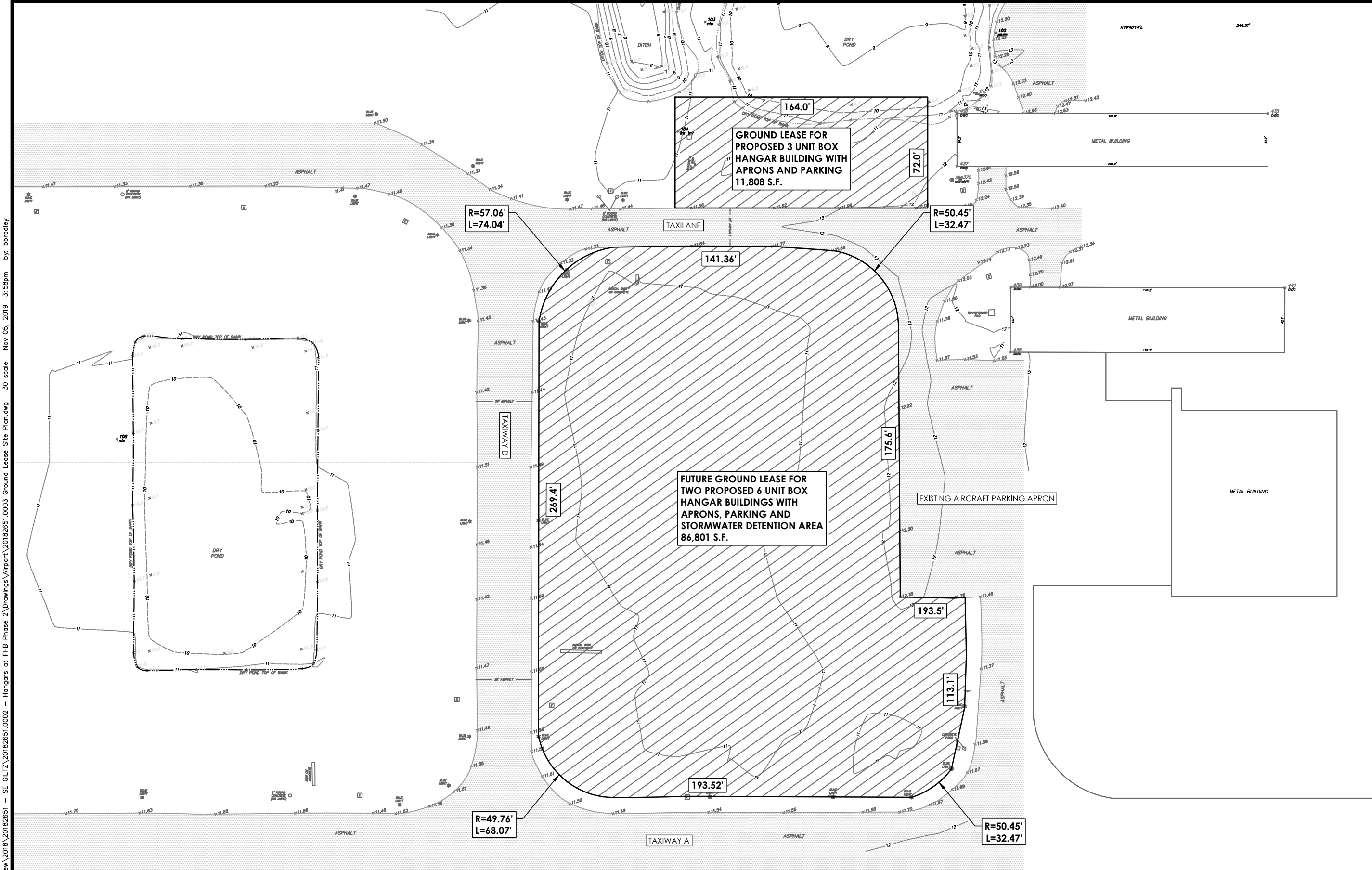
C-100

Date:

September 12, 2019



Drawing name: Y:\Projects-New\2018\20182651 - SE GILTZ\20182651.0002 - Hangars at FHB Phase 2\Drawings\Airport\20182651.0003 Ground Lease Site Plan.dwg 30 scale Nov 05, 2019 3:58pm by bbradley



PASSERO ASSOCIATES
engineering architecture

30' 0 30'

GROUND LEASE

Stamp:

Client:
Giltz & Associates
 4835 Munson St. NW
 Canton, OH 44718

Passero Associates
 13453 N. Main Street
 Jacksonville, FL 32218
 (904) 757-6106
 Fax: (904) 757-6107
 Principal-in-Charge: Andrew Holesko, C.M.
 Project Manager: Mott Singletary, P.E.
 Project Architect: Christopher Nordone, R.A.

No.	Date	By	Description

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GROUND LEASE SITE PLAN

Box Hangars (Giltz)

Fernandina Beach Municipal Airport
 Town/City: Fernandina
 County: Nassau Beach State: Florida

Project No.:
 20182651.0003

Drawing No.:
 1

Date:
 November, 2019



MEMORANDUM

TO: AIRPORT ADVISORY COMMISSION

FROM: AIRPORT MANAGER

DATE: November 14, 2019

RE: MONTHLY REPORT

-
- Work has begun on the demolition of office space and rehabilitation of Hangar D (previous FBO hangar and office). During demolition, it was identified that a change order was needed to complete the project due to unforeseen deteriorated metal on the structure exposed during the demolition process. The change order was approved by the City Commission on November 5th. Work is expected to re-commence on Monday/11 November and be completed within 2 to 2.5 weeks.
 - Field work for design of a Runway 4/22 project has been completed, and staff will be working with Passero Associates on preliminary design details over the coming weeks.
 - The design for a project to rehabilitate the fuel farm and replace fuel tanks has been completed and an invitation to bid was released at the end of October. The bid opening is scheduled for November 26, 2019 at 2 PM in City Hall.
 - Dredge sediment placement on the airport is complete. Contractors are now spreading the material to its final depth on the airport West of Runway 9/27 and Runway 13/31. This work is expected to take roughly two weeks to grade to a final level and condition. The final amount of dredge spoil placed on airport property is 25,930 CY of sediment for which the airport will receive \$14,261.50 for placement and storage of the material.
 - The Runway 4 GPS Procedure is scheduled for publication on December 5, 2019. Airport staff will be replacing runway edge lights within the last 2,000 feet of Runway 4 to designate the caution area of the runway during the month of November in preparation for publication of the procedure.
 - The AAC will review a site plan for development of three row hangars for aircraft storage by Giltz and Associates (Harry Giltz) during the upcoming AAC meeting on November 14, 2019.

- FDOT has released a revised pavement management plan for the Fernandina Beach Municipal Airport, and a copy of this report is attached to this department report. This report is a compilation of efforts of the airport staff working with pavement experts from FDOT over the past six months.
- The City Commission approved a ground lease for placement of a solar array on airport property adjacent to the water plant. This array will provide power to the City Water Plant on airport property as well as the Airport Terminal Facility. The array is expected to be completed by Summer of 2020.

FLORIDA DEPARTMENT OF TRANSPORTATION
AVIATION AND SPACEPORTS OFFICE

Statewide Airfield Pavement Management Program

Airport Pavement Evaluation Report November 2019



**Fernandina Beach
Municipal Airport (FHB)**
General Aviation Airport
District 2





Florida Department of Transportation

Statewide Airfield Pavement Management Program

Prepared by:

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



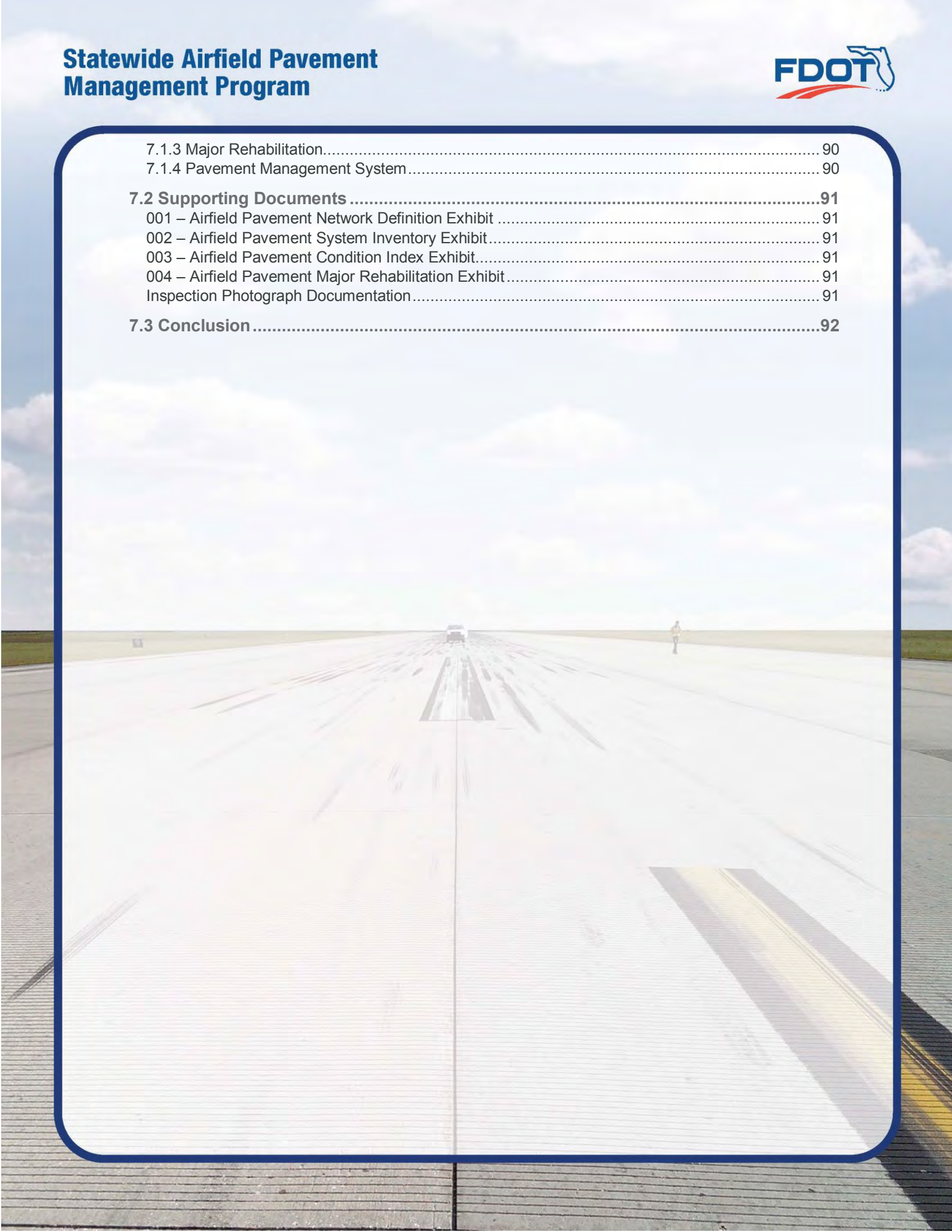
OFFICE OF FREIGHT, LOGISTICS & PASSENGER OPERATIONS

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Executive Summary





Executive Summary

Program Background

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

In 2016, the Florida Department of Transportation (FDOT) Aviation and Spaceports Office (ASO) selected Kimley-Horn and Associates, Inc. with subconsultants Airfield Pavement Management Systems, LLC and AVCON, Inc. to provide professional services in support of FDOT in the continued efforts of performing a system update to the Statewide Airfield Pavement Management Program (SAPMP). This work is to be completed from fiscal year 2016 through fiscal year 2019. The SAPMP has 95 public use airport facilities throughout the seven FDOT Districts that participate in the system update. The results of this system update for this specific airport are presented in this report and can be utilized by FDOT and the Federal Aviation Administration (FAA) to identify, prioritize, and schedule pavement maintenance, repair, and major rehabilitation projects.

Pavement condition was assessed utilizing the pavement condition index (PCI) methodology as defined in the FAA Advisory Circular **150/5380-7B “Airport Pavement Management Program (PMP)”** using the documented procedures set forth by ASTM **D5340-12 “Standard Test Method for Airport Pavement Condition Index Surveys.”**

Pavement deterioration, in accordance with the ASTM D5340-12, was characterized in terms of distinct distress types, severity level of distress, and quantity of distress. This information is utilized to calculate a PCI numeric that represents the overall condition of the pavement in a numeric index that ranges from 0 (a condition category of FAILED) to 100 (GOOD). The PCI methodology analyzes an overall measure of the pavement condition and provides an indication of the degree of maintenance, repair, or rehabilitation efforts that will be required to sustain functional pavement.

The tasks required for the system update at each participating airport consist of the following:

- Obtain recent and anticipated airfield pavement construction work data.
- Update airport airfield pavement system inventory records (construction history, identification, geometry, and facility classification).
- Perform PCI Survey Inspections at each participating airport.
- Update the FDOT SAPMP PAVER™ database system.
- Update the FDOT SAPMP GIS Airfield Navigation GPS enabled Maps.
- Update airfield pavement performance models and pavement condition forecasting.
- Identification of planning-level maintenance, repair, and major rehabilitation to address pavement needs based on functional PCI analysis.
- Development of planning-level opinion of probable construction costs for pavement rehabilitation.



Summary of Results

Pavement Condition Index (Latest Inspection)

Table E-1 Pavement Condition Index Summary (Last Inspection) – Section Level

Network ID	Branch Name	Branch Use	Section ID	Area (SF)	PCI	Condition Rating
FHB	RUNWAY 4-22	RUNWAY	6105	379,000	65	Fair
FHB	RUNWAY 4-22	RUNWAY	6110	138,933	92	Good
FHB	RUNWAY 13-31	RUNWAY	6215	479,466	65	Fair
FHB	RUNWAY 13-31	RUNWAY	6225	11,592	64	Fair
FHB	RUNWAY 9-27	RUNWAY	6305	86,150	98	Good
FHB	RUNWAY 9-27	RUNWAY	6335	30,150	83	Satisfactory
FHB	TAXIWAY A	TAXIWAY	305	20,095	68	Fair
FHB	TAXIWAY A	TAXIWAY	310	17,554	87	Good
FHB	TAXIWAY A	TAXIWAY	315	36,250	73	Satisfactory
FHB	TAXIWAY A	TAXIWAY	320	35,000	71	Satisfactory
FHB	TAXIWAY A	TAXIWAY	325	71,712	64	Fair
FHB	TAXIWAY A	TAXIWAY	327	18,381	78	Satisfactory
FHB	TAXIWAY A	TAXIWAY	330	39,508	69	Fair
FHB	TAXIWAY A	TAXIWAY	335	4,219	67	Fair
FHB	TAXIWAY A	TAXIWAY	350	11,250	71	Satisfactory
FHB	TAXIWAY B	TAXIWAY	205	11,685	66	Fair
FHB	TAXIWAY B	TAXIWAY	210	99,184	59	Fair
FHB	TAXIWAY B	TAXIWAY	215	7,146	63	Fair
FHB	TAXIWAY B	TAXIWAY	220	17,500	58	Fair
FHB	TAXIWAY B	TAXIWAY	225	6,738	69	Fair
FHB	TAXIWAY B	TAXIWAY	230	29,700	65	Fair
FHB	TAXIWAY B	TAXIWAY	233	15,343	70	Fair
FHB	TAXIWAY B	TAXIWAY	235	20,200	63	Fair
FHB	TAXIWAY B	TAXIWAY	236	4,994	70	Fair
FHB	TAXIWAY C	TAXIWAY	120	9,442	57	Fair
FHB	TAXIWAY C	TAXIWAY	125	9,632	85	Satisfactory
FHB	TAXIWAY C	TAXIWAY	130	10,200	89	Good
FHB	TAXIWAY C	TAXIWAY	140	14,381	94	Good
FHB	TAXIWAY C	TAXIWAY	145	11,198	37	Very Poor
FHB	TAXIWAY C	TAXIWAY	150	1,968	67	Fair
FHB	TAXIWAY C	TAXIWAY	155	6,151	83	Satisfactory
FHB	TAXIWAY D	TAXIWAY	405	6,163	81	Satisfactory
FHB	TAXIWAY D	TAXIWAY	410	24,188	71	Satisfactory
FHB	TAXIWAY D	TAXIWAY	412	8,092	71	Satisfactory



Network ID	Branch Name	Branch Use	Section ID	Area (SF)	PCI	Condition Rating
FHB	TAXIWAY D	TAXIWAY	415	8,400	77	Satisfactory
FHB	TAXIWAY D	TAXIWAY	417	17,493	71	Satisfactory
FHB	TAXIWAY D	TAXIWAY	420	42,000	72	Satisfactory
FHB	TAXIWAY D	TAXIWAY	425	9,694	68	Fair
FHB	TAXIWAY D	TAXIWAY	430	18,663	69	Fair
FHB	TAXIWAY E	TAXIWAY	510	61,180	91	Good
FHB	TAXIWAY TO NORTHWEST APRON	TAXIWAY	505	2,976	33	Very Poor
FHB	TAXIWAY TO NORTHWEST APRON	TAXIWAY	507	3,469	74	Satisfactory
FHB	NORTHWEST APRON	APRON	4105	11,190	36	Very Poor
FHB	NORTHWEST APRON	APRON	4110	14,280	33	Very Poor
FHB	NORTH APRON - TERMINAL	APRON	4205	30,473	90	Good
FHB	NORTH APRON - TERMINAL	APRON	4210	23,464	94	Good
FHB	NORTH APRON - TERMINAL	APRON	4215	155,925	55	Poor
FHB	NORTH APRON - TERMINAL	APRON	4220	23,835	1	Failed
FHB	NORTH APRON - TERMINAL	APRON	4240	113,573	85	Satisfactory
FHB	T-HANGAR APRON	APRON	4305	19,403	85	Satisfactory
FHB	T-HANGAR APRON	APRON	4307	28,110	56	Fair
FHB	T-HANGAR APRON	APRON	4310	18,438	69	Fair
FHB	NORTH RUN UP APRON	APRON	4510	7,368	58	Fair
WHITETOPPING PAVEMENT SECTIONS						
FHB	TAXIWAY C	TAXIWAY	105	64,808	82	Satisfactory
FHB	TAXIWAY C	TAXIWAY	110	60,686	81	Satisfactory
FHB	TAXIWAY C	TAXIWAY	115	11,183	80	Satisfactory
FHB	TAXIWAY C	TAXIWAY	135	21,887	93	Good
FHB	RUNWAY 9-27	RUNWAY	6315	253,550	85	Satisfactory
FHB	RUNWAY 9-27	RUNWAY	6317	88,500	84	Satisfactory
FHB	RUNWAY 9-27	RUNWAY	6330	41,500	83	Satisfactory



Forecasted Pavement Condition Index 2020-2029

Table E-2 Pavement Condition Index Forecast 2020-2029

Network ID	Branch ID	Section ID	Last PCI	Forecasted PCI									
				2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
FHB	AP N	4205	90	87	84	82	81	79	78	76	74	72	69
FHB	AP N	4210	94	92	91	89	88	86	85	83	81	80	78
FHB	AP N	4215	55	53	52	50	49	47	46	44	42	41	39
FHB	AP N	4220	1	0	0	0	0	0	0	0	0	0	0
FHB	AP N	4240	85	83	82	80	79	77	76	74	72	71	69
FHB	AP NW	4105	36	34	33	31	30	28	27	25	23	22	20
FHB	AP NW	4110	33	31	30	28	27	25	24	22	20	19	17
FHB	AP RU N	4510	58	56	55	53	52	50	49	47	45	44	42
FHB	AP T-HANG	4305	85	83	82	80	79	77	76	74	72	71	69
FHB	AP T-HANG	4307	56	54	53	51	50	48	47	45	43	42	40
FHB	AP T-HANG	4310	69	67	66	64	63	61	60	58	56	55	53
FHB	RW 13-31	6215	65	64	63	62	61	61	60	60	60	60	60
FHB	RW 13-31	6225	64	63	62	61	61	60	60	60	60	60	60
FHB	RW 4-22	6105	65	64	63	62	61	61	60	60	60	60	60
FHB	RW 4-22	6110	92	90	89	87	86	84	82	81	79	77	76
FHB	RW 9-27	6305	98	97	96	95	94	94	93	92	91	90	89
FHB	RW 9-27	6335	83	82	81	80	79	79	78	77	76	75	74
FHB	TW A	305	68	67	66	65	63	62	60	59	57	55	54
FHB	TW A	310	87	85	82	80	78	77	75	74	73	72	71
FHB	TW A	315	73	72	71	70	69	68	67	66	65	64	63
FHB	TW A	320	71	70	69	68	67	66	65	64	62	61	59
FHB	TW A	325	64	63	62	61	60	59	58	57	56	54	53
FHB	TW A	327	78	76	75	74	73	72	71	70	69	68	67
FHB	TW A	330	69	68	67	66	65	64	63	63	62	61	60
FHB	TW A	335	67	66	65	63	62	60	59	57	55	54	52
FHB	TW A	350	71	70	69	68	67	66	65	64	62	61	59
FHB	TW B	205	66	65	63	62	60	59	57	55	54	52	50
FHB	TW B	210	59	57	56	54	52	51	49	48	46	45	45
FHB	TW B	215	63	62	60	58	57	55	53	52	50	48	47
FHB	TW B	220	58	56	55	53	51	50	48	47	46	45	44
FHB	TW B	225	69	68	67	66	65	63	62	60	59	57	55
FHB	TW B	230	65	64	62	61	59	57	56	54	52	51	49
FHB	TW B	233	70	69	68	67	66	65	63	62	61	59	57
FHB	TW B	235	63	62	60	58	57	55	53	52	50	48	47
FHB	TW B	236	70	69	68	67	66	65	63	62	61	59	57



Network ID	Branch ID	Section ID	Last PCI	Forecasted PCI									
				2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
FHB	TW C	120	57	55	54	52	50	49	47	46	45	44	44
FHB	TW C	125	85	84	83	82	81	81	80	79	78	77	76
FHB	TW C	130	89	88	87	86	85	85	84	83	82	81	80
FHB	TW C	140	94	93	92	91	90	90	89	88	87	86	85
FHB	TW C	145	37	36	34	33	32	31	31	30	29	28	27
FHB	TW C	150	67	66	65	64	63	63	62	61	60	59	57
FHB	TW C	155	83	82	81	80	79	79	78	77	76	75	74
FHB	TW D	405	81	79	77	75	74	72	71	70	68	67	67
FHB	TW D	410	71	70	69	68	67	66	65	64	63	62	61
FHB	TW D	412	71	70	69	68	67	66	65	64	62	61	59
FHB	TW D	415	77	75	74	72	71	70	68	67	67	66	65
FHB	TW D	417	71	70	69	68	67	66	65	64	62	61	59
FHB	TW D	420	72	71	69	68	67	66	66	65	64	63	62
FHB	TW D	425	68	67	66	65	63	62	60	59	57	55	54
FHB	TW D	430	69	68	67	66	65	64	63	63	62	61	60
FHB	TW E	510	91	89	86	84	82	79	77	76	74	72	71
FHB	TW NW AP	505	33	32	31	30	29	29	28	27	26	25	23
FHB	TW NW AP	507	74	73	72	71	70	69	68	67	66	65	64

Major Rehabilitation Planning 2020-2029

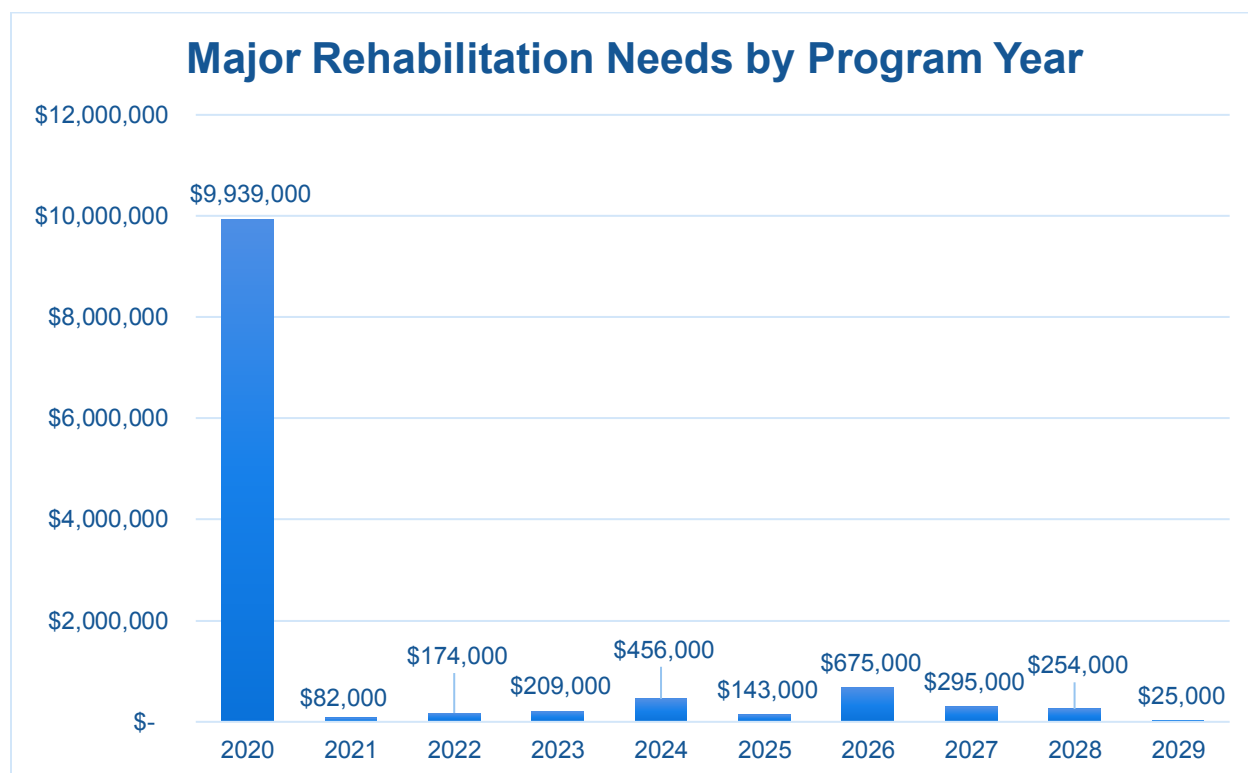
Table E-3 Major Rehabilitation Planning 2020-2029

Program Year	Network ID	Branch ID	Section ID	Surface	Area (SF)	PCI Before	Rehabilitation Type	Planning Cost
2020	FHB	AP N	4215	AC	155,925	53	AC Restoration	\$ 1,092,000.00
2020	FHB	AP N	4220	PCC	23,835	0	PCC Reconstruction	\$ 358,000.00
2020	FHB	AP NW	4105	AC	11,190	34	AC Reconstruction	\$ 101,000.00
2020	FHB	AP NW	4110	AC	14,280	31	AC Reconstruction	\$ 129,000.00
2020	FHB	AP RU N	4510	AC	7,368	56	AC Restoration	\$ 52,000.00
2020	FHB	AP T-HANG	4307	AC	28,110	54	AC Restoration	\$ 197,000.00
2020	FHB	RW 13-31	6215	AAC	479,466	64	AC Restoration	\$ 3,357,000.00
2020	FHB	RW 13-31	6225	AAC	11,592	63	AC Restoration	\$ 82,000.00
2020	FHB	RW 4-22	6105	AAC	379,000	64	AC Restoration	\$ 2,654,000.00
2020	FHB	TW A	325	AC	71,712	63	AC Restoration	\$ 503,000.00
2020	FHB	TW B	210	AAC	99,184	57	AC Restoration	\$ 695,000.00
2020	FHB	TW B	215	AAC	7,146	62	AC Restoration	\$ 51,000.00
2020	FHB	TW B	220	AAC	17,500	56	AC Restoration	\$ 123,000.00
2020	FHB	TW B	230	AAC	29,700	64	AC Restoration	\$ 208,000.00



Program Year	Network ID	Branch ID	Section ID	Surface	Area (SF)	PCI Before	Rehabilitation Type	Planning Cost
2020	FHB	TW B	235	AAC	20,200	62	AC Restoration	\$ 142,000.00
2020	FHB	TW C	120	AAC	9,442	55	AC Restoration	\$ 67,000.00
2020	FHB	TW C	145	AC	11,198	36	AC Reconstruction	\$ 101,000.00
2020	FHB	TW NW AP	505	AC	2,976	32	AC Reconstruction	\$ 27,000.00
2021	FHB	TW B	205	AAC	11,685	63	AC Restoration	\$ 82,000.00
2022	FHB	AP T-HANG	4310	AC	18,438	64	AC Restoration	\$ 130,000.00
2022	FHB	TW A	335	AAC	4,219	63	AC Restoration	\$ 30,000.00
2022	FHB	TW C	150	AC	1,968	64	AC Restoration	\$ 14,000.00
2023	FHB	TW A	305	AAC	20,095	63	AC Restoration	\$ 141,000.00
2023	FHB	TW D	425	AAC	9,694	63	AC Restoration	\$ 68,000.00
2024	FHB	TW A	330	AC	39,508	64	AC Restoration	\$ 277,000.00
2024	FHB	TW B	225	AAC	6,738	63	AC Restoration	\$ 48,000.00
2024	FHB	TW D	430	AC	18,663	64	AC Restoration	\$ 131,000.00
2025	FHB	TW B	233	AAC	15,343	63	AC Restoration	\$ 108,000.00
2025	FHB	TW B	236	AAC	4,994	63	AC Restoration	\$ 35,000.00
2026	FHB	TW A	320	AAC	35,000	64	AC Restoration	\$ 246,000.00
2026	FHB	TW A	350	AAC	11,250	64	AC Restoration	\$ 79,000.00
2026	FHB	TW D	410	AC	24,188	64	AC Restoration	\$ 170,000.00
2026	FHB	TW D	412	AAC	8,092	64	AC Restoration	\$ 57,000.00
2026	FHB	TW D	417	AAC	17,493	64	AC Restoration	\$ 123,000.00
2027	FHB	TW D	420	AC	42,000	64	AC Restoration	\$ 295,000.00
2028	FHB	TW A	315	AAC	36,250	64	AC Restoration	\$ 254,000.00
2029	FHB	TW NW AP	507	AAC	3,469	64	AC Restoration	\$ 25,000.00

**All planning cost values have been rounded to the nearest thousand-dollar.*

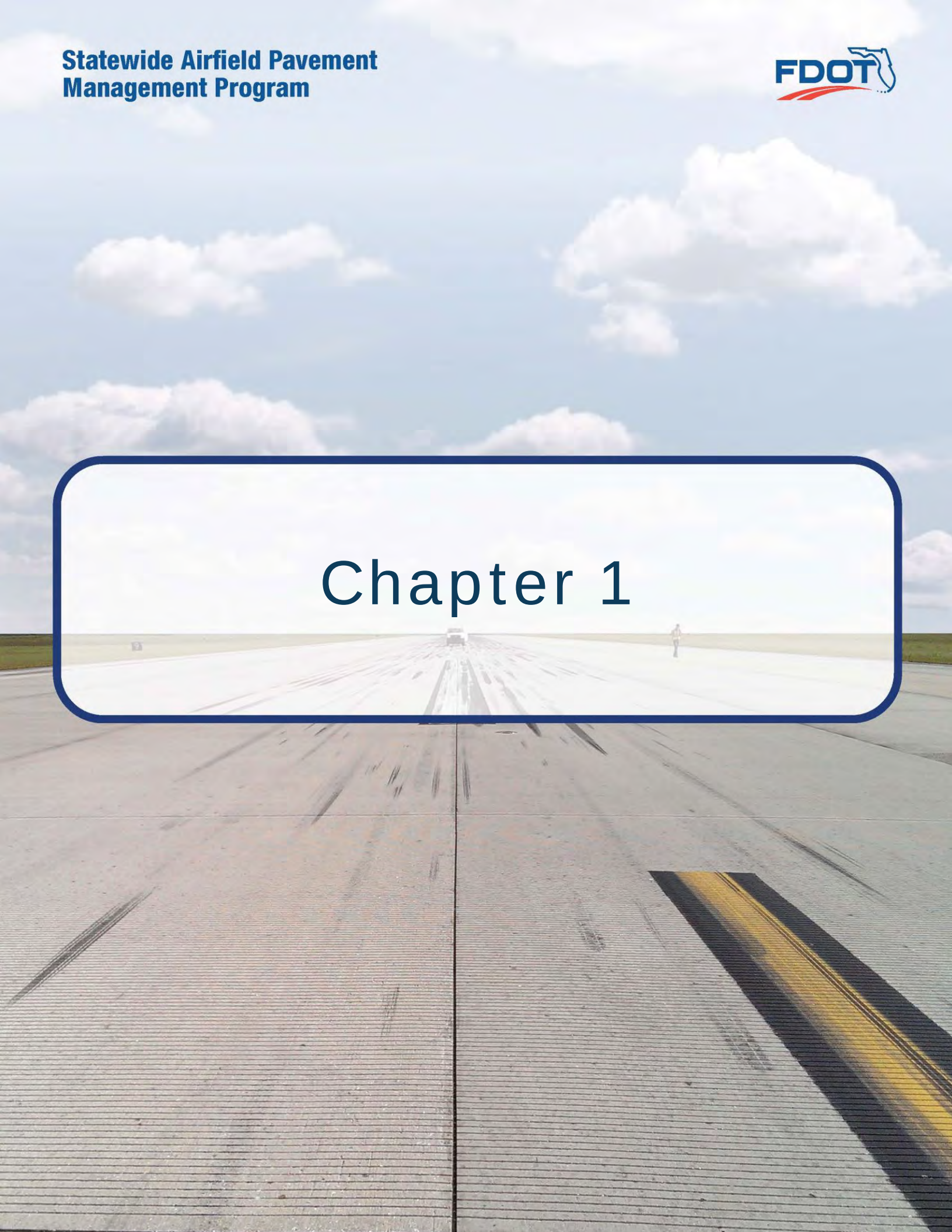
*Figure E-4 Major Rehabilitation Planning Annual Budget 2020-2029*

Summary of Fernandina Beach Municipal Airport

Fernandina Beach Municipal Airport was inspected in May of 2019 – the overall weighted PCI value was 69, a condition rating of Fair. The results of the maintenance, repair, and major rehabilitation analysis identified \$759,600 in localized M&R needs based on current conditions and a 10-Year major rehabilitation need of \$12,252,000 based on forecasted conditions. The current major rehabilitation needs based on the latest inspection consist of \$9,939,000 for pavements below critical condition.

Localized maintenance and repair identified within this report are categorized as preventive or stopgap; the FDOT SAPMP has defined maintenance policies based on FAA recommendations. Major rehabilitation is identified within the FDOT SAPMP as major construction activity that would result in an improvement or resetting of the pavement section's PCI to a value of 100. Such activities could include: mill and hot-mix asphalt overlay, rigid pavement repair and slab replacement, and full-depth reconstruction. It is recommended that the airport use this as a planning tool for future project development and prioritization – all localized maintenance and repair and major rehabilitation recommendations should be considered as planning-level only. All final localized maintenance, repair, and major rehabilitation is subject to change based on airport prioritization and further design-level evaluation.

Chapter 1





Chapter 1 – Introduction

1.1 Background

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

There are millions of square feet of pavement infrastructure that consists of runways, taxiways, aprons, ramps, and other areas of airports that are vital to the support and safety of aircraft operations. Timely pavement maintenance, repair and major rehabilitation of these pavements will support the airport in operating safely, efficiently, economically and without excessive down time.

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

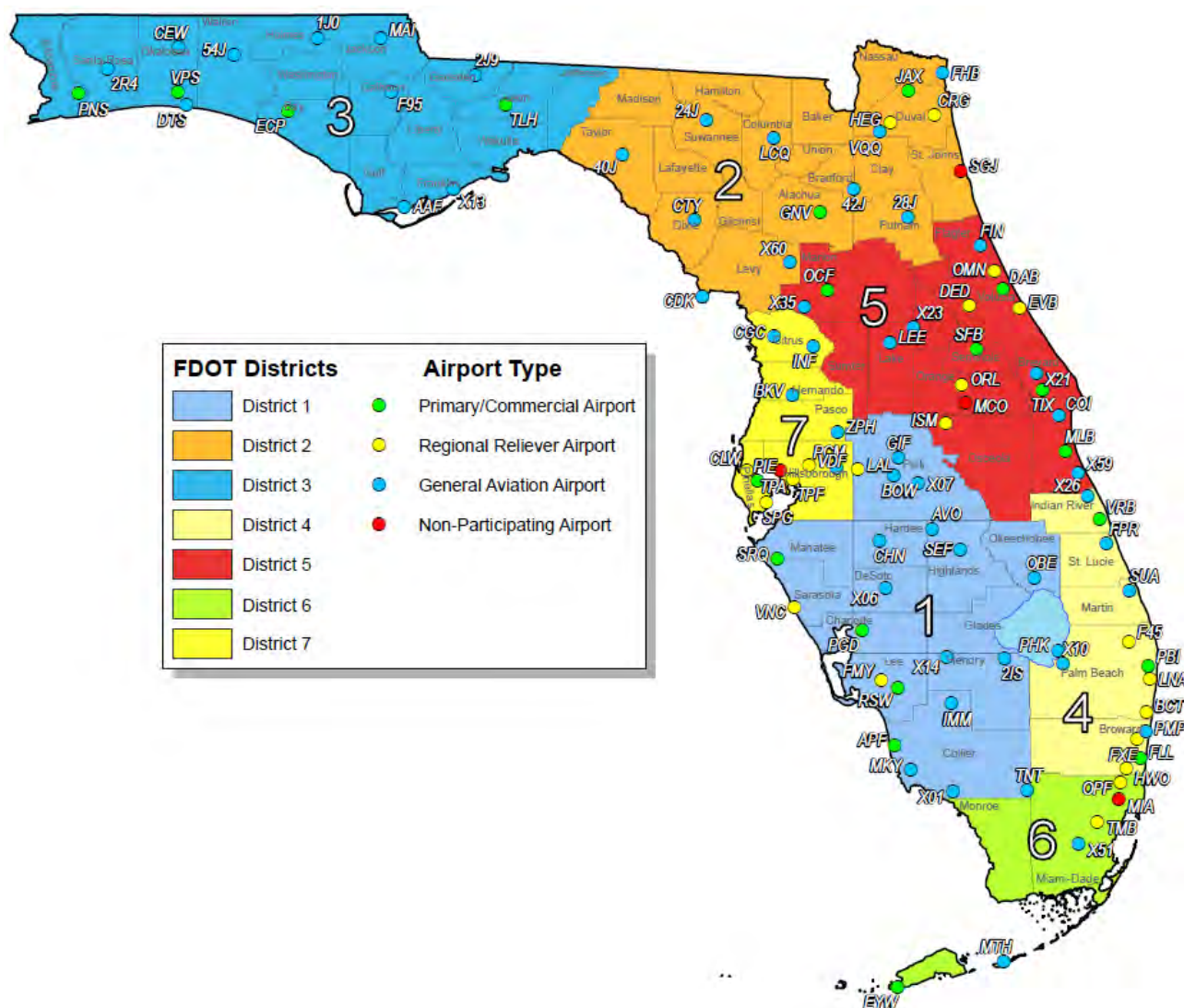
The SAPMP addresses the requirements of maintaining an effective pavement management program for the participating airports at the network level. Network-level management of pavement assets provides insight for short-term and long-term budget needs, understanding of the overall condition of the network (current and future), and pavement facilities that are subject for project consideration. A network-level evaluation can be supportive in the identification of maintenance, repair, and major rehabilitation needs and budgetary planning-level opinions of probable construction costs.

1.2 Statewide Airfield Pavement Management Program (SAPMP) Update 2018-2019

In 1992, the FDOT established the Statewide Airfield Pavement Management Program (SAPMP) to provide program managers, District Aviation and Spaceport Offices, and airport operators a system to proactively manage airport airfield pavement infrastructure within the Florida Aviation System. The SAPMP performs network-level Pavement Condition Index (PCI) survey inspections for airport facilities that are categorized as General Aviation (GA), Reliever (RL), and Commercial (PR). Currently, the program consists of 95 actively participating public-use airports with pavement facilities and provides users with comprehensive data to better manage pavement assets.



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



In 2016, the Florida Department of Transportation Aviation and Spaceports Office contracted Kimley-Horn and Associates, Inc. along with subconsultants Airfield Pavement Management Systems, LLC and AVCON, Inc. to provide professional services in support of FDOT in the continued efforts of performing a system update to the SAPMP. This work is to be completed from fiscal year 2016 through fiscal year 2019.



1.3 Organization

1.3.1 Florida Department of Transportation Aviation and Spaceports Office Program Manager

The FDOT Aviation and Spaceports Office (ASO) Aviation Engineering Manager serves as the Program Manager (ASO-PM) for the SAPMP. The ASO-PM monitors the work performed by the designated Consultant for the program. The ASO-PM has review and approval authority for each program task and manages the program's day-to-day details and pertinent updates.

The ASO-PM reports updates and milestones to the FDOT State Aviation and Spaceports Manager and Development Administrator.

1.3.2 Participating Florida Public-Use and Publicly Owned Airports

The airports are the end-user and beneficiary of the SAPMP. The SAPMP provides a specific Airport Pavement Evaluation Report that meets the requirements of the FAA Advisory Circular **150/5380-7B "Airport Pavement Management Program (PMP)."** Individual participating airports will be provided a final Airport Pavement Evaluation Report by the designated Consultant that is specific to each airport's airfield pavement condition index survey. The ASO-PM has full authority and final approval of each report prior to finalization. In advance of each PCI survey and prior to completion of each Airport Pavement Evaluation Report, participating airports are asked to provide the necessary record documentation for the proper analysis efforts. Relevant record documentation artifacts may consist of but are not limited to: Airport Layout Plans (ALP), Construction Bid Tabulations, As-Built Construction Drawings, Engineer's Reports, and/or field pavement inspection reports.

1.3.3 Florida Department of Transportation District Offices

The seven (7) FDOT District Offices, specifically the Aviation representatives (currently the Freight and Logistics personnel), provide essential support to the SAPMP update and the ASO-PM. Each District supports the SAPMP's on-going efforts by providing local construction cost information throughout the State. The construction cost information, typically consisting of plans and bid tabulations, are used as the basis of the development maintenance, repair, and major rehabilitation opinions of probable construction costs for planning purposes. Each District Office receives copies of individual Airport Pavement Evaluation Reports for the participating airport facilities located within their respective Districts.

1.3.4 Consultant

The Consultant, Kimley-Horn and Associates, Inc., provides technical and administrative support to the ASO-PM for the SAPMP update. The support consists of airfield pavement system inventory updates, performance of PCI Surveys in accordance with ASTM **D5340-12 "Standard Test Method for Airport Pavement Condition Index Surveys,"** evaluation and reporting of the pavement condition in accordance with the FAA Advisory Circular **150/5380-7B "Airport Pavement Management Program (PMP)."**

The Consultant Team consists of Kimley-Horn, Airfield Pavement Management Systems, LLC., and AVCON, Inc.



A brief description of the general scope of work undertaken to update the SAPMP includes but is not limited to:

- ▶ **Research and evaluation of existing record documentation** was performed to identify construction projects that have taken place since the most recent major update of the SAPMP. This data is used to update the pavement inventory and network definition.
- ▶ **An update to the existing Network Definition Map** was made to reflect geometric changes, pavement composition updates, and section characterization. Furthermore, an update to the PCI Survey sample units were made to reflect the field investigation efforts.
- ▶ **A functional pavement evaluation with PCI Survey inspections** was completed on all airfield pavements maintained by the Airport. The PCI Survey procedure, as defined by ASTM D5340-12, was used as the basis of the functional pavement evaluation. For this specific evaluation, the sample units defined by prior studies were inspected as to better develop performance models for prediction curves. Pavement subject to construction or anticipated construction during scheduled PCI Survey inspection or within 2 years were omitted from inspection based on confirmation of airport personnel.
- ▶ **Condition Analysis** was performed based on the distress data observed, rated, measured, and recorded in accordance with the ASTM D5340-12 for the calculation of PCI values and ratings. The results of the current condition analysis were used in concert with the historic PCI Survey data and construction work history to develop performance models to forecast future PCI values for each section for a 10-year study duration.
- ▶ **Maintenance, Repair, and Rehabilitation Planning** was performed predicated on the results of the condition analysis with updated policies and planning-level unit costs. The policies, or M&R policies, have been updated to reflect standard practices for maintenance, repair, and major rehabilitation as defined by the FAA **AC 150/5380-6C “Guidelines and Procedures for Maintenance of Airport Pavements.”** Planning-level unit costs were developed based on representative construction bid tabulations provided by participating airports. The bid tabulations consisted of limited airfield pavement construction projects that took place between 2009 and 2015 at participating airports.



1.4 Purpose of Airport Pavement Evaluation Report

The individual airport airfield pavement evaluation report discusses the work performed, a summary of findings, condition analysis results, and recommendations for maintenance, repair, and major rehabilitation (M&R) planning associated with the SAPMP system update. It also briefly describes the procedures used to ensure that the appropriate engineering and scientific standards of care, quality, budget, schedules, and safety requirements were implemented during the performance of this work.

The purpose of this Airfield Pavement Evaluation Report is to achieve the following:

- Describe the goals, procedures, and purpose of the SAPMP
- Provide a brief technical explanation of the pavement management methodology, standard practices, and objectives
- Analyze pavement distresses data for the determination of pavement conditions and for identification of airfield pavement maintenance, repair, and major rehabilitation needs based on functional PCI trends

The identification of rehabilitation needs has been determined at the planning level. Design-level investigation is recommended prior to developing construction-level design documents and budgets.

In compliance with FAA Grant Assurances 11 and 19; the FDOT SAPMP provides airports with airfield pavement evaluation reports in accordance with FAA **AC 150/5380-7B Airport Pavement Management Program (PMP)** and **AC 150/5380-6C Guidelines and Procedures for Maintenance of Airport Pavements**. The application of the results of a PCI survey are for planning purposes and are limited to the visual observation of deteriorated pavements in limited sampling; design-level investigation is recommended in accordance with the FAA procedures defined in **AC 5320-6F Airport Pavement Design and Evaluation** and **AC 150/5370-11B Use of Nondestructive Testing in the Evaluation of Airport Pavements**. The aforementioned ACs provide the design-level material properties of in-situ pavement and subgrade layers for the determination of appropriate rehabilitation actions. The FDOT Statewide Airfield Pavement Management Program is organized to provide airports with planning-level data and does not intend to preclude the responsible engineer in performing the appropriate level of investigation and analysis in determining the appropriate design details of a pavement rehabilitation. It would not be advisable to solely base design-level rehabilitation without the appropriate level of investigation and determination of pavement deterioration beyond that of a visual functional condition assessment.

1.5 History of the Program

In 1992, the FDOT implemented the SAPMP to understand the pavement conditions at public airports in the FAS, systematically update pavement infrastructure information, and assist airport operators with recommendations of pavement maintenance, repair, and major rehabilitation needs. The 1992 SAPMP implementation provided the FDOT and the participating airports valuable information for establishing and performing timely and appropriate pavement rehabilitation.



During the 1992-1993 implementation and again during the 1998-1999 updates; the SAPMP performed the development with proprietary software for pavement management system analysis. This development allowed for the creation of pavement management database file system populated with airport attributes and condition data. The pavement management database was used to establish maintenance, repair, and rehabilitation policies; consider planning-level unit costs; and develop recommendations for performing pavement maintenance. This system, known as AIRPAV, was initially developed during the 1992-1993 SAPMP implementation for the analysis of distress data. The AIRPAV system was used again in the 1998-1999 SAPMP update.

In 2004, the SAPMP system update included the review of the AIRPAV software compared to other industry available non-proprietary software packages. As a result of this review, MicroPAVER™ (currently known as PAVER™) was selected for implementation of the system update. MicroPAVER™ was developed by the U.S. Army Corps of Engineers Construction Engineering Research Laboratory for pavement management. Data from the 1998-1999 FDOT SAPMP update, which was built upon the initial 1992-1993 implementation of AIRPAV, was reviewed and converted to be compatible with the MicroPAVER™ system. This data conversion included all documented pavement facilities, classifications, types, histories, geometries, PCI condition data and pertinent attributes gathered from airport feedback at the time. This information was used to develop the inventory of each participating airport's pavement facilities in a consistent format. This was the development of Airfield Pavement Network Definition Exhibits. These inventory exhibits visually depicted the branch, section, and sample units that were based upon the pavement construction history and composition information provided by each airport.

In the 2006-2008 system update, the SAPMP was updated again with continued use of the MicroPAVER™ system. Based on the distress data collected, a maintenance repair and major rehabilitation planning program was developed for each airport. As part of this SAPMP update, the procedures for the inspection and the collection of the pavement distress data were documented, and an interactive website (<http://www.dot.state.fl.us/aviation/pavement.shtm>) was established for input of data.

In the 2010-2012 system update, the SAPMP was updated using new global positioning system (GPS) integrated technology to digitally collect pavement distress data. Interactive geographic information system (GIS) map files were developed from updated Airfield Pavement Network Definition Exhibits to aid pavement condition inspectors in the collection of sample distress data. The data collected was utilized to develop pavement performance models to predict future pavement PCI values and make recommendations for major rehabilitation.

In the 2013-2015 system update, the SAPMP integrated PAVER™ and FieldInspector™ with the use of GPS and GIS capable field tablets. Furthermore, the update included continued adherence to the ASTM **D5340-12 "Standard Test Method for Airport Pavement Condition Index Surveys."** The ASTM update consisted of refinement of distress definition types and deduction values for select asphalt concrete and Portland Cement Concrete distresses.



1.6 Federal Aviation Administration (FAA)

Currently, airports participating in the Airport Improvement Program (AIP) Grant Program are required by the FAA to develop and implement a pavement maintenance program to be eligible for funding (FAA Advisory Circular **150/5380-6C “Guidelines and Procedures for Maintenance of Airport Pavements”** and **150/5380-7B “Airport Pavement Management Program (PMP)”**). This program requires detailed inspection of airfield pavement conditions by trained personnel. The inspections are required to be performed at least once a year using the PASER method or every three years if the pavement is inspected as defined by the PCI survey procedure in accordance with the ASTM **D5340-12 “Standard Test Method for Airport Pavement Condition Index Surveys.”**

In general, adherence to the Advisory Circulars are mandatory for all projects funded with federal grant monies through the AIP program and with revenue from the Passenger Facilities Charges (PFC) Program. Further information is detailed in FAA Grant Assurance No. 11 “Pavement Maintenance,” No. 34 “Policies, Standards, and Specifications,” and PFC Assurance No. 9 “Standards and Specifications.”

1.7 FDOT SAPMP Objectives and Components

The FDOT SAPMP is a program that provides the FAS support in implementing and/or maintaining a network-level Pavement Management Program in a consistent and regularly scheduled manner.

In accordance with FAA AC**150/5380-7B “Airport Pavement Management Program (PMP)”** an effective Pavement Management Program consists of a system that achieves specific objectives. The FDOT SAPMP objectives are as follows:

1.7.1 Program Objectives

- 1 A systematic means for collecting and storing information regarding existing pavement structure and condition.
- 2 An objective and repeatable system for evaluating pavement condition.
- 3 Procedures for predicting future pavement condition.
- 4 Procedures for modeling both past and future pavement performance conditions.
- 5 Procedures to determine the budget requirements to meet management objectives, such as the maintenance, repair, and major rehabilitation budget required to keep a pavement at a specified PCI level or the budget required to improve to target PCI level.
- 6 Procedures for formulating and prioritizing maintenance, repair, and major rehabilitation projects.

The objectives are accomplished by the following components:

1.7.2 Program Components

- A. Database
- B. Pavement Inventory
- C. Pavement Structure
- D. Pavement Work History
- E. Pavement Condition Data

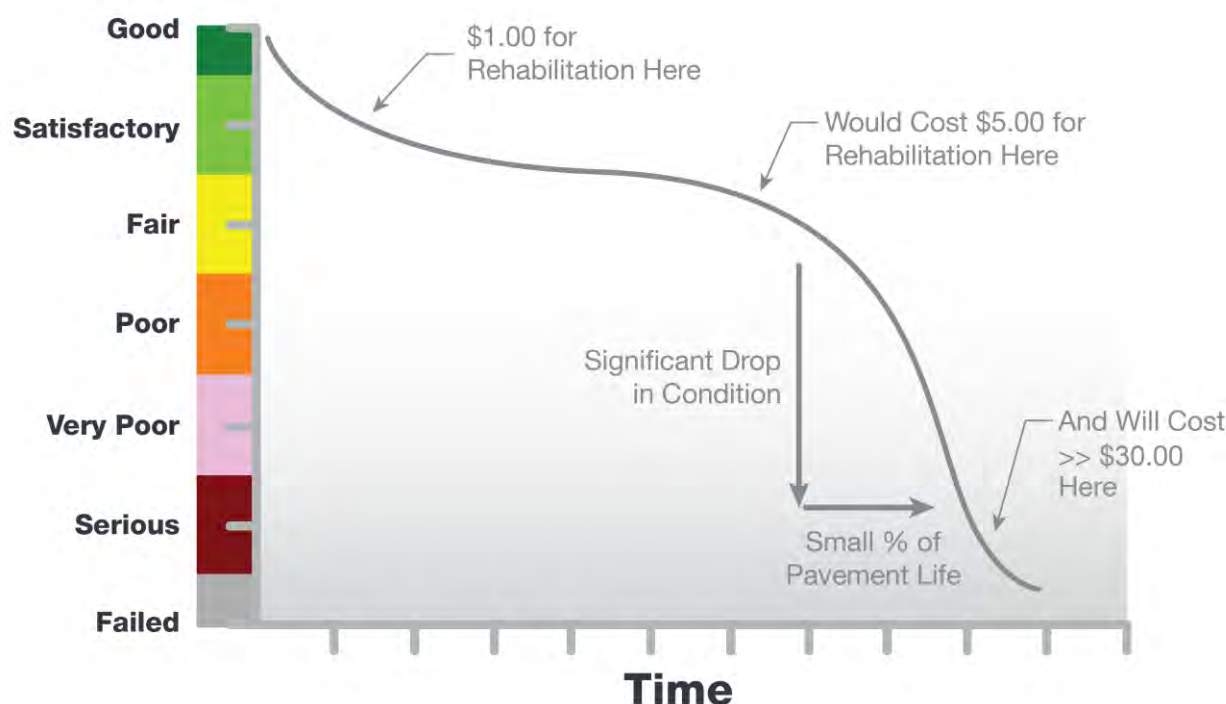


F. Pavement Performance Modeling for the Prediction/Forecast of PCI

G. Maintenance, Repair, and Major Rehabilitation Policies and Budget Simulation

A well-maintained network-level pavement management program may provide airport staff a better understanding of the airfield pavement performance for developing and planning for specific maintenance, repair, and major rehabilitation projects. The understanding of specific distress types and severities will assist the airport in addressing pavement maintenance and repair with the appropriate treatments as defined by the FAA Advisory Circular **150/5380-6C “Guidelines and Procedures for Maintenance of Airport Pavements.”** The development of projects with an understanding of system inventory, deterioration details, and pavement condition forecasts may assist airport staff in developing practical rehabilitation actions and budgets. Furthermore, the understanding of pavements’ past performance and forecasted condition may assist airport staff in addressing pavement rehabilitation in a timely and cost-effective manner. **Figure 1.7.2 (a) Typical Pavement Condition Life Cycle**, which is based on the FAA Advisory Circular **150/5380-7B “Airport Pavement Management Program (PMP).”** **Figure 1.7.2 (a) Typical Pavement Condition Life Cycle**, depicts a general duration of a pavement section and identifies the ideal condition to perform rehabilitative treatments at an optimal cost rather than allowing significant increase in rate of deterioration that would result in increased costs.

Figure 1.7.2 (a) Typical Pavement Condition Life Cycle



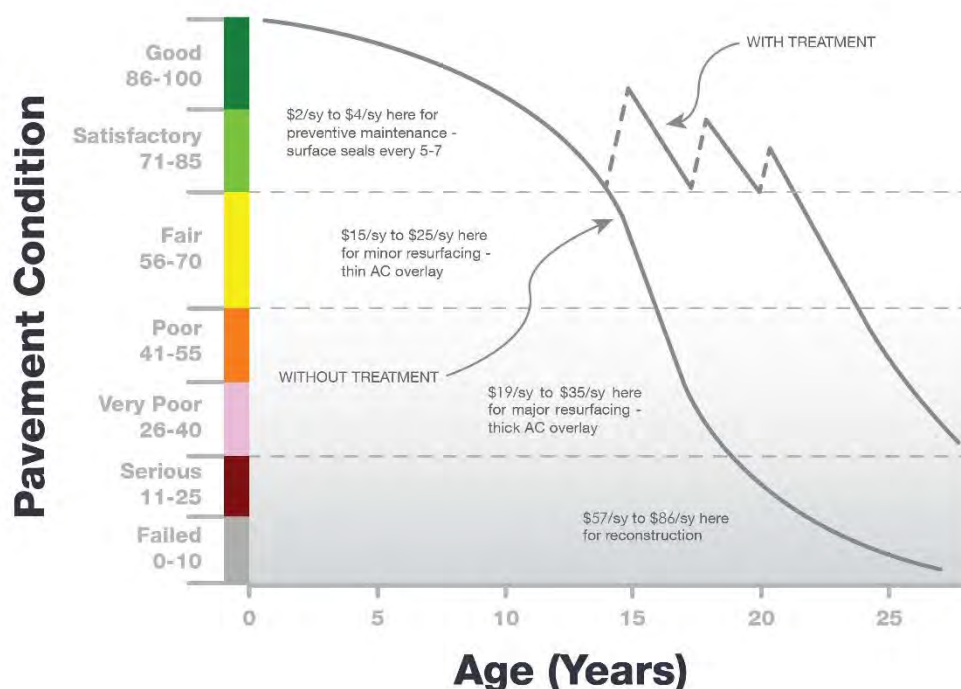
**Figure is for conceptual purposes only – unit costs are not specific to airfield pavements (AC vs PCC).*

Figure 1.7.2 (b) General Pavement Treatments by Condition Range depicts generic flexible asphalt concrete (AC) pavement treatments that are effective at specific condition ranges. This graphic is a general concept and will vary based on pavement surface type and overall



composition. The intent is to convey various treatment types that would be effective based on the condition of the pavement along the deterioration model.

Figure 1.7.2 (b) General Pavement Treatments by Condition Range



Pavement maintenance, repair, and major rehabilitation would be quite anticipatory if all pavements behaved as depicted in **Figures 1.7.2 (a) and 1.7.2 (b)**, however pavement condition performance vary significantly based on several factors. Factors that contribute to a pavement section's condition and deterioration performance may include: functional design life, material type, material construction quality, climatic conditions, aircraft loading type and frequency, non-aircraft loading type and frequency, maintenance history, subgrade conditions, and other infrastructure in the vicinity. The list of factors is not all-inclusive of all factors that may contribute to a pavement's life cycle, it is intended to clarify that unique conditions certainly will affect a pavement's deterioration.

Figures 1.7.2 (c) and Figure 1.7.2 (d) depict visual conditions of pavement facilities, for both AC and PCC respectively, with approximated PCI ranges and corresponding repair and rehabilitation measures.



Figure 1.7.2 (c) Flexible Asphalt Concrete

	PCI Range	Representative PCI	Representative Pavement Surface	Rehabilitation Activities
Routine Maintenance	86-100	90		Pavements with PCI values above 85, or 'Good', may require periodic joint/crack sealing and local patching.
Pavement Preservation	65-85	70		Pavements with PCI conditions ranging from 'Fair' to 'Satisfactory' may require surface treatments (seal coat), thin overlays, and/or joint/crack sealing.
Major Rehabilitation	40-64	50		Pavements that have deteriorated below a PCI 65 (but above 39), or within the range of 'Very Poor' to 'Fair' conditions, may require major rehabilitation such as pavement mill and overlay or partial full-depth reconstruction.
Major Reconstruction	0-39	15		Pavements that have deteriorated below a PCI 40, or within the range of 'Failed' to 'Very Poor' conditions, may require major reconstruction.

Figure 1.7.2 (d) Rigid Portland Cement Concrete

	PCI Range	Representative PCI	Representative Pavement Surface	Rehabilitation Activities
Routine Maintenance	86-100	90		Pavements with PCI values above 85, or 'Good', may require periodic joint/crack sealing and local patching.
Pavement Preservation	65-85	70		Pavements with PCI conditions ranging from 'Fair' to 'Satisfactory' may require patches and/or joint/crack sealing.
Major Rehabilitation	40-64	50		Pavements that have deteriorated below a PCI 65 (but above 39), or within the range of 'Very Poor' to 'Fair' conditions may require major rehabilitation such as slab replacement and PCC restoration activity.
Major Reconstruction	0-39	15		Pavements that have deteriorated below a PCI 40, or within the range of 'Failed' to 'Very Poor' conditions, may require major reconstruction.

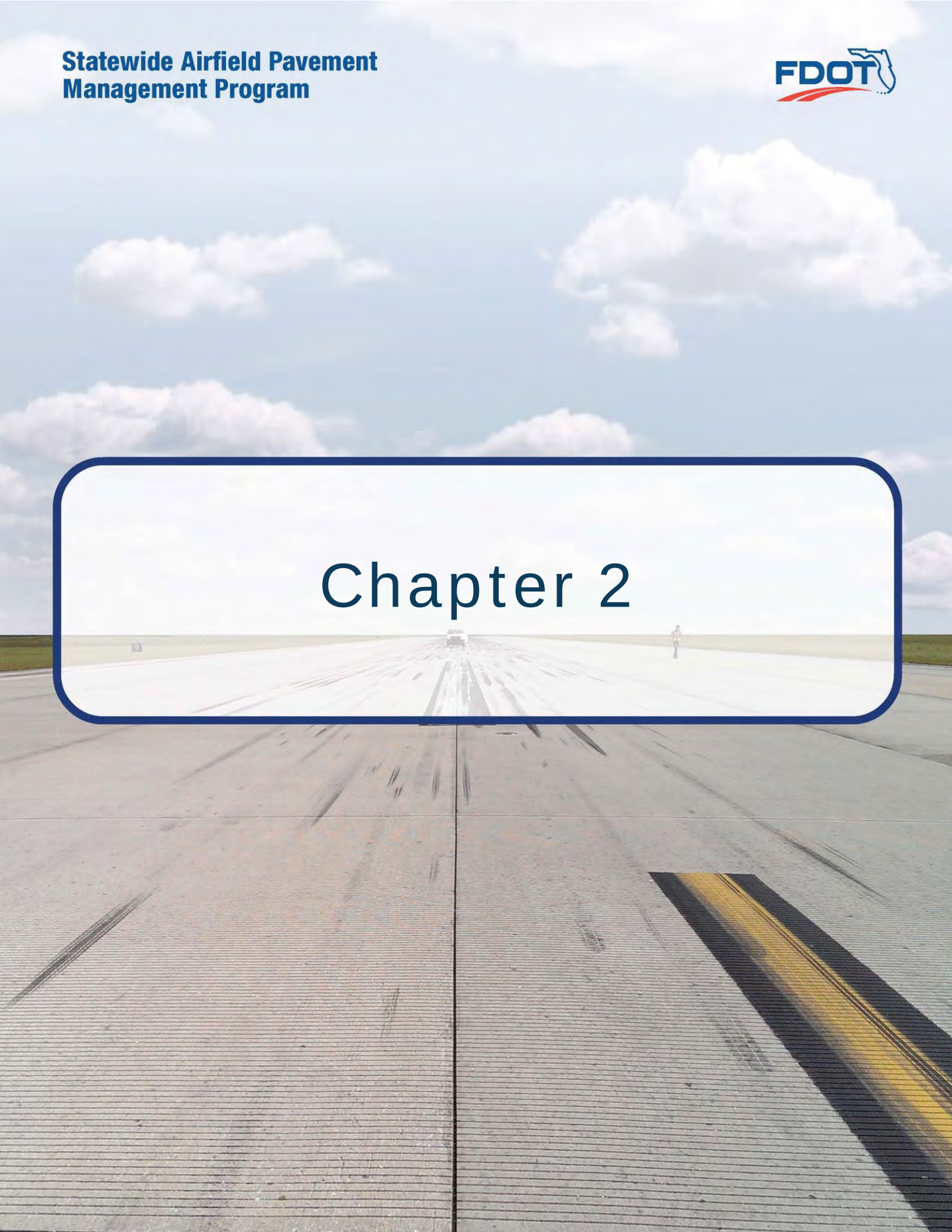


1.8 References

The following reference documents were referenced as specific guidelines and procedures for maintaining airport pavements; establishing an effective pavement maintenance program; and identifying specific pavement distresses, probable causes of distresses, inspection guidelines, and recommended methods of repair:

- ASTM D5340-12 “Standard Test Method for Airport Pavement Condition Index Surveys.”
- FAA Advisory Circular 150/5380-7B “Airport Pavement Management Program.”
- FAA Advisory Circular 150/5380-6C “Guidelines and Procedures for Maintenance of Airport Pavements.”
- FAA Advisory Circular 150/5320-6F “Airport Pavement Design and Evaluation.”
- Department of the Air Force, Air Force Civil Engineer Center “Engineering Technical Letter (ETL) 14-3: Preventive Maintenance Plan (PMP) for Airfield Pavements.”
- Unified Facilities Criteria (UFC) 3-260-16FA 16 “Airfield Pavement Condition Survey Procedures Pavements.”
- Unified Facilities Criteria (UFC) 3-260-03 “Airfield Pavement Evaluation.”
- Pavement Management for Airports, Roads, and Parking Lots 2nd Edition, M.Y. Shahin.

Chapter 2





Chapter 2 – Methodology

An effective pavement management program incorporates the regular collection of pavement condition information and communication of information to appropriate sponsors. This chapter of the report defines the specific methods utilized as part of the SAPMP System Update to meet the requirements of an effective pavement management system as defined by the FAA Advisory Circular **150/5380-7B “Airport Pavement Management Program (PMP).”**

2.1 Airfield Pavement Database

The SAPMP program has historically utilized PAVER™ (formerly MicroPAVER™); the current update has maintained the use of the PAVER™ 7.0 version of the software. The PAVER™ software application was developed by the U.S. Army Construction Engineering Research Laboratory sponsored by the FAA, Federal Highway Administration, U.S. Army, U.S. Air Force, and the U.S. Navy to meet the objectives of an effective pavement management system. The SAPMP consists of a network-level database of the airport's airfield pavement facilities that are part of the program. PAVER™ can achieve the following pavement management objectives: a manageable inventory system, the analysis of the current condition of pavements in accordance with the ASTM D5340, the development of pavement performance models to forecast conditions, and the development of maintenance, repair, and major rehabilitation recommendations based on budgetary scenarios.

PAVER™ inventory management is based on a tiered organizational structure that consists of networks, branches, and sections, with the section being the smallest unit of management. Critical elements of an effective pavement management program are maintained within the network-level PAVER™ database. These elements typically consist of pavement inventory characteristics, pavement structure, work history, historic condition records, and analytical customization.

The SAPMP System Update consisted of the conversion of the previous database from a PAVER™ version 6.5 to a version 7.0.

2.2 Airfield Pavement System Inventory

An airfield pavement system inventory typically maintains the location of all runways, taxiways, and aprons; geometric characteristics; type of pavement structure, year of construction and/or last major rehabilitation; and general composition details of the pavement.

The pavement inventory for an airport's airfield is an assembly of pavement infrastructure information that builds an inventory of branches and sections that codifies the airport's airfield pavement network. General geometry characteristics, estimated length, width, functional classification, pavement surface type, and operational function are among the characteristics identified at this initial phase in the pavement management process. The development of a pavement inventory that reasonably reflects the airport's airfield pavement facilities that are maintained by the airport provides a defined scope of the inspection and analysis efforts. As in the past, the SAPMP scope of work is specific to the airport-maintained airfield pavements as defined in the field network definition exhibits presented to current airport personnel.



A critical input to the pavement system inventory and network definition in the development of the SAPMP update is the date of last major rehabilitation/construction performed on the pavement assets that would set the asset at a PCI of 100 and a condition rating of Good. The airport provided a limited combination of record drawings, reports, and staff input that was pertinent information in developing the construction history of the airport's pavements from inception. Major rehabilitation/construction activities performed in the last 24-months or anticipated in the next 24-months are assumed to restore the PCI to 100. These activities include; pavement overlay, mill and replace, mill and overlay, new construction, and/or complete reconstruction.

Aerial imagery was obtained through the FDOT Surveying & Mapping Office's *Aerial Photo Look Up System (APLUS)*. This spatially projected imagery was utilized with computer-aided drafting software (AutoCAD) in concert with geographical information system software (ArcGIS) to develop a planning-level representative model that reasonably reflects the pavement assets at the airport.

2.2.1 Pavement Management Program Network Definition Terminology

There are several terms that are common in the communication of the results of the SAPMP System Update, these terms are defined as follows:

Pavement Network

A pavement network is a logical unit for organizing pavements into a structure for pavement management. A network will typically consist of one or more pavement *branches*, which are typically comprised of one or many pavement *sections*. The network is the starting point of the hierarchy of pavement management organization. For example, a network can be all the pavements within an airport's airfield or all the pavements in a statewide program. For the FDOT SAPMP, a network represents an individual airport's airfield pavement facilities maintained by the airport.

The SAPMP System Update consists of research and evaluation of existing record documentation for the participating airports' airfield facilities. The pavement network is typically limited to the pavement facilities subject to aircraft use that is also maintained by the airport owner and eligible for public funding.

Pavement Branch

A pavement branch, also known as a facility, is a logical unit of generally identifiable pavement of a network with distinct functional classification. For example, within an airfield each runway, taxiway, or apron is considered a branch. A branch must consist of at least one section.

Pavement Section

A pavement section, also known as a feature, is the most specific management unit when considering the application and selection of maintenance, repair, and/or major rehabilitation treatments on an area of pavement within a branch. Each branch consists of at least one section, but may consist of more if pavement feature characteristics are distinct throughout the branch. Characteristics considered when subdividing branches into sections include, but are not limited to: pavement structure, type, age, condition, and function; traffic composition and frequency (current and future); geometric location; construction history; and other related



infrastructure features (e.g. drainage). A pavement section is defined as a subordinate of a pavement branch, which is a subordinate of a “parent” pavement network.

Pavement Sample Unit

A pavement sample unit is a subdivision of a pavement section that has a standard size range: twenty (20) continuous slabs (± 8 slabs) for Portland Cement Concrete (PCC) pavement and 5,000 contiguous square feet ($\pm 2,000$ ft²) for flexible asphalt concrete (AC) or porous friction course pavements.

Table 2.2.1 Airfield Pavement Database Network Definition Terminology

PMS Network Level	Common Definition	Airport Example
Network	Overall pavement assets maintained by the Airport	“Tallahassee International Airport – Airfield Pavements”
Branch Name	Commonly defined asset name as established by Airport and by use	“Runway 18-36”
Branch ID	Codified shorthand name for commonly defined asset established for database identification	“RW 18-36” RW, Branch Use, “Runway” 18-36, Runway Facility
Section ID	Codified identification for pavement asset that is distinct by the following: • Pavement Composition • Construction Work History • Aircraft Traffic • Condition Records	“6105”
Sample Unit	A numeric identification of an area of pavement (5,000 $\pm$ 2,000 SF of AC or 20 $\pm$ 8 slabs of PCC) that has been inspected in accordance with ASTM D5340-12.	“300”



2.3 Airfield Pavement Structure

2.3.1 Pavement Structure Types

Airport airfield pavements are constructed to provide adequate support for the loads imposed by aircraft and produce a firm, stable, smooth, all-year, all-weather surface free of debris or other particles that may be blown or dislocated by propeller wash or jet blast. Typical pavement planning and design requires coordination of factors that include but are not limited to; subgrade conditions, material layer types, aircraft fleet mix (type, frequency, and traffic growth), and functional use. A pavement structure is composed of constructed layers that consist of subgrade, subbase, base course, structural courses, and surfaces courses. For the FDOT SAPMP, two major pavement structure types are classified for evaluation and analysis: Flexible Asphalt Concrete Surface and Rigid Portland Cement Concrete Surface. Additionally, Composite Structures known as Whitetopping Pavements are also present at limited airports within the Florida Airports System; these unique pavement structures are evaluated separately.

Flexible Asphalt Concrete Surface

A pavement comprised of aggregate mixture with an asphalt cement binder. The FDOT SAPMP consists of three (3) asphalt concrete surface types: Asphalt Concrete (AC), Asphalt Concrete Overlaid on Asphalt Concrete (AAC), and Asphalt Concrete Overlaid on Portland Cement Concrete (APC).

Asphalt Concrete (AC)

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

Asphalt Concrete Overlaid on Asphalt Concrete (AAC)

A flexible pavement section consisting of aggregate mixture with asphalt cement binder layered on an existing flexible AC pavement section. Flexible airfield pavement sections are AAC when a pavement rehabilitation consists of a pavement milling operation and a resurfacing of asphalt layers; or a direct overlay of asphalt concrete without surface preparation.

Asphalt Concrete Overlaid on Portland Cement Concrete (APC)

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



Rigid Portland Cement Concrete Surface

A pavement comprised of aggregate mixture with a Portland Cement binder. The FDOT SAPMP recognizes Portland Cement Concrete (PCC) as the primary rigid pavement section.

Portland Cement Concrete (PCC)

A rigid pavement section composed of Portland cement concrete placed on a granular or treated base course that is supported on a compacted subgrade. The concrete surface must provide a texture of nonskid qualities, prevent the infiltration of surface water into the subgrade, and provide structural support to the airplanes. Rigid pavement construction requires the layout of appropriately designed joint spacing.

Composite Structure – Whitetopping Pavement

A composite pavement comprised of relatively thin Portland Cement Concrete overlaid on an existing flexible asphalt concrete pavement structure. There are three (3) types of Whitetopping Pavements; Conventional (WHT), Thin (TWT), and Ultra-Thin (UTW).

Conventional Whitetopping (WHT)

A composite pavement structure consisting of a modified PCC overlaid on an existing flexible AC pavement section area. The modified PCC layer is typically greater than 8 inches in thickness.

Thin Whitetopping (TWT)

A composite pavement structure consisting of a modified PCC overlaid on an existing flexible asphalt concrete pavement section. The modified PCC layer is typically between 4 and 8 inches in thickness.

Ultra-Thin Whitetopping (UTW)

A composite pavement structure consisting of a modified PCC overlaid on an existing flexible asphalt concrete pavement section. The Portland Cement Concrete layer is typically between 2 and 4 inches in thickness.



2.4 Airfield Pavement Work History

2.4.1 Airfield Pavement Record Keeping

It is strongly recommended that airports maintain records of all airfield construction and maintenance related to the pavement facilities. A history of all maintenance and repair performed and its associated costs (construction and soft costs) can provide valuable information on the effectiveness of various treatments on pavements. An airport should maintain detailed records of maintenance (routine, emergency, and proactive) activities. The records should consist of the following:

1. Location and Limits of Work.
2. Types and Severity of Distresses Repaired.
3. Type of Work.
4. Cost of Work.
5. Supporting Documents (contract documents, construction drawings, specifications, bid tabulations, repair product, photograph records, etc.).

2.5 Airfield Pavement Traffic

A pavement section is typically designed to meet the needs of the user (airlines, air cargo, general aviation, and/or military) in providing a safe, smooth, operational surface. Pavement deterioration generally occurs gradually through increased roughness and/or fatigue cracking caused by successive and heavy aircraft traffic.

This study does not consist of a study or analysis of each individual airport's airfield aircraft fleet mix or traffic operations. However, it is strongly recommended that airports incorporate the requirements of FAA Advisory Circular **150/5320-6F Airport Pavement Design and Evaluation** when developing design-level rehabilitation activities. The AC provides guidance on incorporation of aircraft traffic fleet mix data.

2.6 Airfield Pavement Condition Index (PCI) Survey

2.6.1 PCI Survey Methodology

In adherence to the FAA Advisory Circular **150/5380-7B "Airport Pavement Management Program (PMP),"** the FDOT SAPMP utilizes the PCI Survey Method of inspection to collect pavement distress data and analyze the condition. The PCI Survey Inspection procedure is a visual statistical sampling of pavements for recording primary distress types (e.g. cracking and deformation), associated severities, and quantities as defined by the ASTM D5340-12. This effort is the primary means of obtaining and recording pavement distress data. The survey inspection consists primarily of visual inspection of pavement surfaces for signs of distress and deterioration resulting from loading (aircraft) and environmental influences.

A visual pavement condition survey provides an indication of the cause and rate of deterioration of a pavement section from a functional point of view and can be an indicator of structural distress. The functional condition analysis assesses the rating of the operational surface. A visual PCI Survey Inspection does not predict the remaining structural life of a pavement section, or its ability to support loads. The functional condition determined by the PCI method



can provide a cost-effective means to plan for pavement rehabilitation projects. The timely application of pavement rehabilitation may lead to the extension of functional life of individual pavement sections. This method varies from structural evaluation; functional condition is limited to visually observed distresses and indicative modes of pavement deterioration. A formal structural evaluation analyzes subsurface conditions, material characteristics, and qualitative pavement structure attributes. A structural evaluation may consist of; subsurface geotechnical exploration, falling weight deflectometer testing, petrographic testing, material coring, and/or flexural testing.



2.6.2 Pavement Distress Types

For each section, the severity and quantity of defined distresses are recorded and then analyzed in accordance with the ASTM D5340-12 standard. The standard identifies 17 distinct flexible asphalt concrete distress types and 16 distinct rigid Portland Cement Concrete distress types.

Table 2.6.2 (a) Pavement Distress Types – Flexible Asphalt Concrete-Surfaced Airfields

Distress	Common Distress Mechanisms
Alligator Cracking	Load / Fatigue
Bleeding	Construction Quality/ Mix Design
Block Cracking	Climate / Age
Corrugation	Load / Construction Quality
Depression	Load / Subsurface
Jet Blast	Aircraft
Joint Reflection - Cracking	Climate / Subsurface Pavement / Traffic Load
Longitudinal/Transverse Cracking	Climate / Construction Quality
Oil Spillage	Aircraft / Vehicle
Patching	Utility / Pavement Repair / Age
Polished Aggregate	Repeated Traffic Loading
Raveling	Climate / Age
Rutting	Load / Fatigue
Shoving	PCC Pavement Growth / Movement
Slippage Cracking	Load / Pavement Bond / Mix Design
Swelling	Climate / Subsurface
Weathering	Climate / Age



Table 2.6.2 (b) Pavement Distresses Possible Causes – Flexible Asphalt Concrete-Surfaced Airfields

Classification by Possible Causes			
Load	Climate / Durability	Moisture / Drainage	Others
- Alligator Cracking - Corrugation - Depression - Patching of Load-based distress - Polished Aggregate - Rutting - Slippage Cracking	- Bleeding - Block Cracking - Joint Reflection Cracking - L/T Cracking - Patching of climate / durability-caused distresses - Shoving from PCC - Raveling - Weathering - Swelling	- Alligator Cracking - Depression - Patching of moisture / drainage caused distress - Swelling - Raveling - Weathering	- Oil Spillage - Jet Blast Erosion - Polished Aggregate

Table 2.6.2 (c) Pavement Distresses Possible Effects – Flexible Asphalt Concrete-Surfaced Airfields

Classification by Possible Effects			
Roughness	Skid / Hydroplaning Potential	FOD Potential	Rate of Deterioration and Maintenance Requirements
- Corrugation - Depression - Rutting - Shoving of asphalt pavement - Swelling - Raveling - Weathering	- Bleeding - Depression - Polished Aggregate - Rutting	- Block Cracking - Joint Reflection Cracking - L/T Cracking - Slippage Cracking	All Distresses



Table 2.6.2 (d) Pavement Distresses – Rigid Portland Cement Concrete-Surfaced Airfields

Distress	Common Distress Mechanisms
Blowup	Climate / ASR
Corner Break	Load Repetition / Curling Stresses
Linear Cracking	Load Repetition / Curling Stresses / Shrinkage Stresses
Durability Cracking	Freeze-Thaw Cycling
Joint Seal Damage	Material Deterioration / Construction Quality / Age
Small Patch	Pavement Repair
Large Patch/Utility Cut	Utility / Pavement Repair
Popout	Freeze-Thaw Cycling / ASR / Material Quality
Pumping	Load Repetition / Poor Joint Sealant
Scaling	Construction Quality / Freeze-Thaw Cycling
Faulting	Subgrade Quality / ASR / Inadequate Load Transfer
Shattered Slab	Overloading
Shrinkage Cracking	Construction Quality / Climate
Joint Spalling	Load Repetition / Infiltration of Incompressible Material / Deterioration of Dowel (Load Transfer) Bars
Corner Spalling	Load Repetition / Infiltration of Incompressible Material / Deterioration of Dowel (Load Transfer) Bars
Alkali-Silica Reaction (ASR)	Construction Quality / Climate / Chemical Reaction



Table 2.6.2 (e) Pavement Distresses Possible Causes – Rigid Portland Cement Concrete-Surfaced Airfields

Classification by Possible Causes			
Load	Climate / Durability	Moisture / Drainage	Others
• Corner Break • Shattered Slab • L/T/D Cracking • Pumping • Patching of Load-associated distress • Spalling	• Blowup • "D" Cracking • Joint Seal Damage • Popouts • Scaling • Patch of Climate/Durability-associated distress • Shrinkage Cracking • Spalling • L/T/D Cracking	• Corner Break • Shattered Slab • Pumping • Patching of Moisture/Drainage-associated distress	• Settlement / Faulting

Table 2.6.2 (f) Pavement Distresses Possible Effects – Rigid Portland Cement Concrete-Surfaced Airfields

Classification by Possible Effects			
Roughness	Skid / Hydroplaning Potential	FOD Potential	Rate of Deterioration and Maintenance Requirements
• Blowup • Corner Break • L/T/D Cracking • Shattered Slab • Settlement / Faulting • Spalling	• Settlement / Faulting • Spalling	• Corner Break • L/T/D Cracking • "D" Cracking • Joint Seal Damage • Shattered Slab • Popouts • Scaling	• All distresses



2.6.3 PCI Survey Inspection Procedures

Inspection Sampling Rate

The FDOT SAPMP performs PCI Survey Inspections on sample units defined in the previous update. The sample units are subject to change at the discretion of the inspection personnel and/or to major pavement rehabilitation treatments. Furthermore, access to the sample units based on accessibility or impacts to operations may affect the overall sampling rate effort at each airport. The following **Tables 2.6.3 (a) and (b)** define the sampling criteria used by the FDOT SAPMP. A higher sampling rate may be utilized to achieve a greater statistical confidence should the airport have the available resources to perform PCI Survey Inspections independent of the FDOT SAPMP.

Table 2.6.3 (a) Recommended Sample Rate Schedule for Flexible Asphalt Concrete

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

Table 2.6.3 (b) Recommended Sample Rate Schedule for Rigid Portland Cement Concrete

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



2.6.4 Updates to the ASTM D5340-12

Airfield pavement distresses and conditions were surveyed in accordance with the methods outlined in FAA Advisory Circular 150/5380-6C and ASTM D5340-12. These procedures define distress type, severity, and quantity for sampling areas within each defined pavement section area to analyze and determine the PCI value and condition rating. During the 2013-2015 System Update, the incorporation of the significant changes to the ASTM D5340 (version D5340-12) resulted in adjusted pavement condition indices on pavement sections subject to the distress types updated. Furthermore, the revision of the PCI deduction curves and the separation of distress types from the original, such as Weathering and Raveling, have in select cases increased the PCI value of the section without any rehabilitation performed.

Flexible Asphalt Concrete Pavement Distress Updates

The previous methodology which featured “(52) Weathering and Raveling” distress has been separated into two distresses “(52) Raveling” and “(57) Weathering.” Previously, areas that were recorded as “Weathering and Raveling” were considered as one distress with a high deduction. Based on the updated methodology, in certain situations where “Weathering” only exists and does not meet the definition of “Raveling,” the PCI deduction is not as high as the former “Weathering and Raveling.” Therefore, areas identified only as “(57) Weathering” based on current ASTM standards, which were previously identified as “(52) Weathering and Raveling,” may be subject to an improvement in PCI. In instances where pavement PCI has increased due to this update, it is not due to an improvement in actual condition, however indicative of the adjusted distress deterioration effects.

Rigid Portland Cement Concrete Pavement Distress Updates

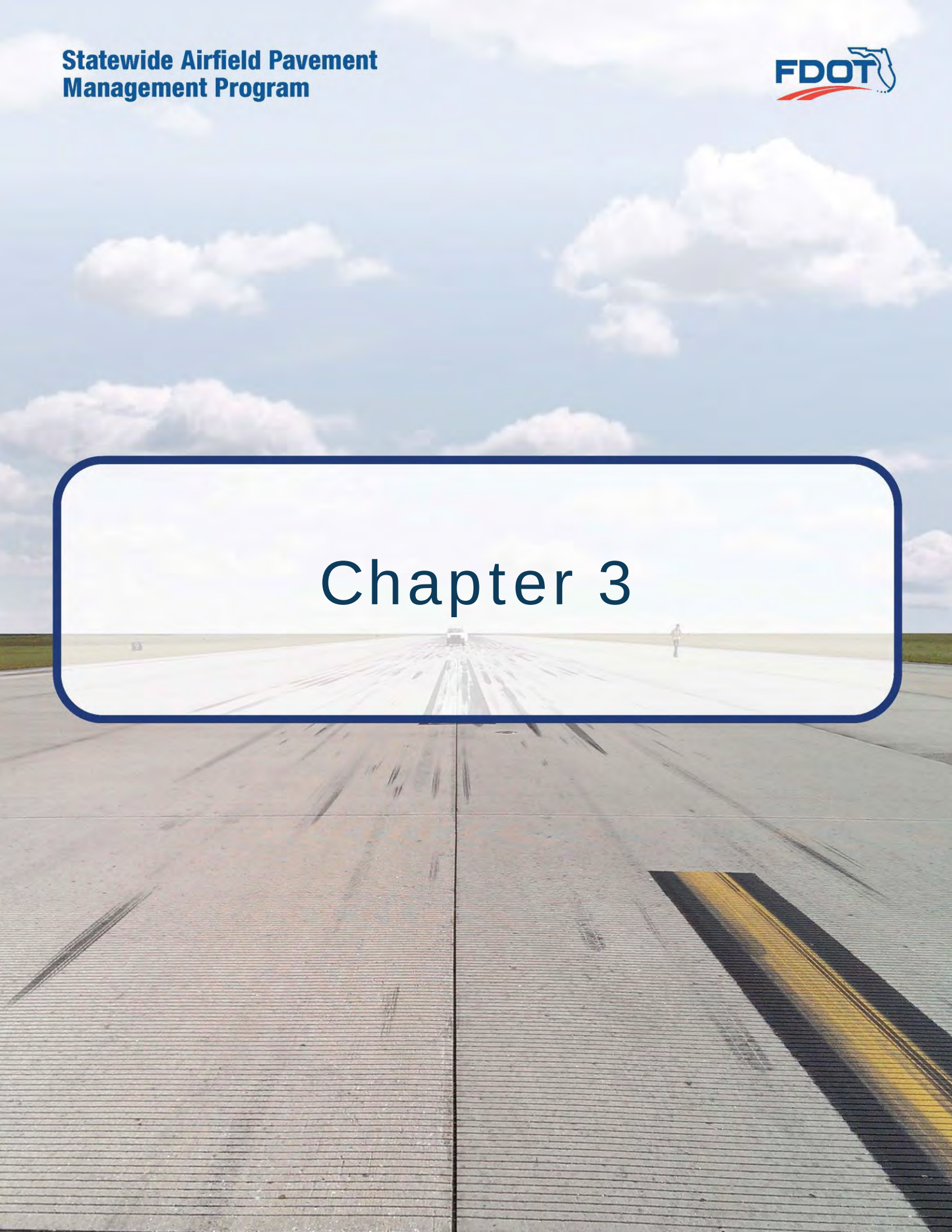
The previous methodology defined “(70) Scaling” as a distress that consisted of surface deterioration caused by construction defects, material defects, and environmental factors. The distress included *Alkali-Silica Reaction*, also known as ASR. The current methodology has separated Alkali-Silica Reaction as a distress identified as “(76) Alkali-Silica Reaction / ASR.” As a result, the previous “(70) Scaling” numerical deduction contribution to the PCI has been reduced. Previous inspections that recorded “(70) Scaling,” and currently do not exhibit “(76) Alkali-Silica Reactivity / ASR” may potentially see an increase in PCI. Additionally, “(73) Shrinkage Cracks” has been redefined as “(73) Shrinkage Cracking”. Shrinkage Cracking is characterized in two forms; drying shrinkage and plastic shrinkage. Drying shrinkage occurs over time as moisture leaves the pavement, it develops when hardened pavement continues to shrink as excess water not needed for cement hydration evaporates. It forms when subsurface resistance to the shrinkage is present and may extend through the entire depth of the slab. Plastic shrinkage can be caused by both atmospheric conditions and construction. Plastic shrinkage caused by atmospheric conditions develops when there is rapid loss of water in the surface of recently placed pavement. High winds or low humidity are contributing factors to evaporation. These shrinkage cracks can appear as a series of parallel cracks, usually 1 to 3 feet apart and do not extend very deep into the pavement’s surface. Plastic shrinkage caused by construction can form from over finishing/overworking of the pavement during construction. These shrinkage cracks appear as a series of inter-connected hairline cracks, or pattern cracking, and are often observed throughout the majority of the slab surface. This condition is also referred to as map cracking or crazing.



Table 2.6.4 Summary of Updates to ASTM D5340-12

Distress Updates to Reflect ASTM 5340-12				
Use and Surface Type	Updated Distress	Former Distress in Prior to 5340-10	Deduction Curve	Potential Effect
AC/AAC/APC Airfield	(52) Raveling - Low	(52) Weathering and Raveling - Low	No Change	N/A
	(52) Raveling - Medium	(52) Weathering and Raveling - Medium	No Change	N/A
	(52) Raveling - High	(52) Weathering and Raveling - High	No Change	N/A
	(57) Weathering - Low	N/A – was part of 'Weathering and Raveling'	New	Increase in PCI with no maintenance
	(57) Weathering - Medium	N/A – was part of 'Weathering and Raveling'	New	Increase in PCI with no maintenance
	(57) Weathering - High	N/A – was part of 'Weathering and Raveling'	New	Increase in PCI with no maintenance
PCC Airfield	(70) Scaling - Low	(70) Scaling, Map Cracking, and Cracking - Low	New	Increase in PCI with no maintenance
	(70) Scaling - Medium	(70) Scaling, Map Cracking, and Cracking - Medium	New	Increase in PCI with no maintenance
	(70) Scaling - High	(70) Scaling, Map Cracking, and Cracking - High	New	Increase in PCI with no maintenance
	(76) Alkali Silica Reaction – Low	N/A – was part of 'Scaling, Map Cracking, and Cracking'	New	Increase in PCI with no maintenance
	(76) Alkali Silica Reaction – Medium	N/A – was part of 'Scaling, Map Cracking, and Cracking'	New	Increase in PCI with no maintenance
	(76) Alkali Silica Reaction – High	N/A – was part of 'Scaling, Map Cracking, and Cracking'	New	Increase in PCI with no maintenance
	(73) Shrinkage Cracking	(73) Shrinkage Cracking	No Change	Prior distress types identified as 'Scaling, Map Cracking, and Cracking' may now be identified as 'Shrinkage Cracking'

Chapter 3





Chapter 3 – Airfield Pavement System Inventory

A significant element of an effective airfield pavement management system is the appropriate record keeping of changes due to construction or operational use of the pavement facilities. This chapter discusses the inventory data collected from the airport and summarizes network-level characteristics of the airport's airfield pavements. At the start of each FDOT SAPMP System Update, all airports are asked to review the existing Airfield Pavement Network Definition exhibit for accuracy. Furthermore, participating airports are asked to provide documentation for any recent or anticipated construction related to their airfield pavements.

3.1 Airfield Pavement Network Information

3.1.1 Previous and/or Anticipated Airfield Pavement Construction

Based on information provided by the airport, the following **Table 3.1.1** summarizes the airfield pavement construction projects that have been incorporated into the SAPMP database system since the 2013-2015 System Update. **Figure 3.1.1 (a)** and **Figure 3.1.1 (b)** provides an inset view of the 2019 Airfield Pavement Network Definition Exhibit and the 2019 Airfield Pavement System Inventory Exhibits that depict the updated network details for the airport reflected in the PAVER Database. Large format exhibits are referenced in **Appendix C Technical Exhibits**.

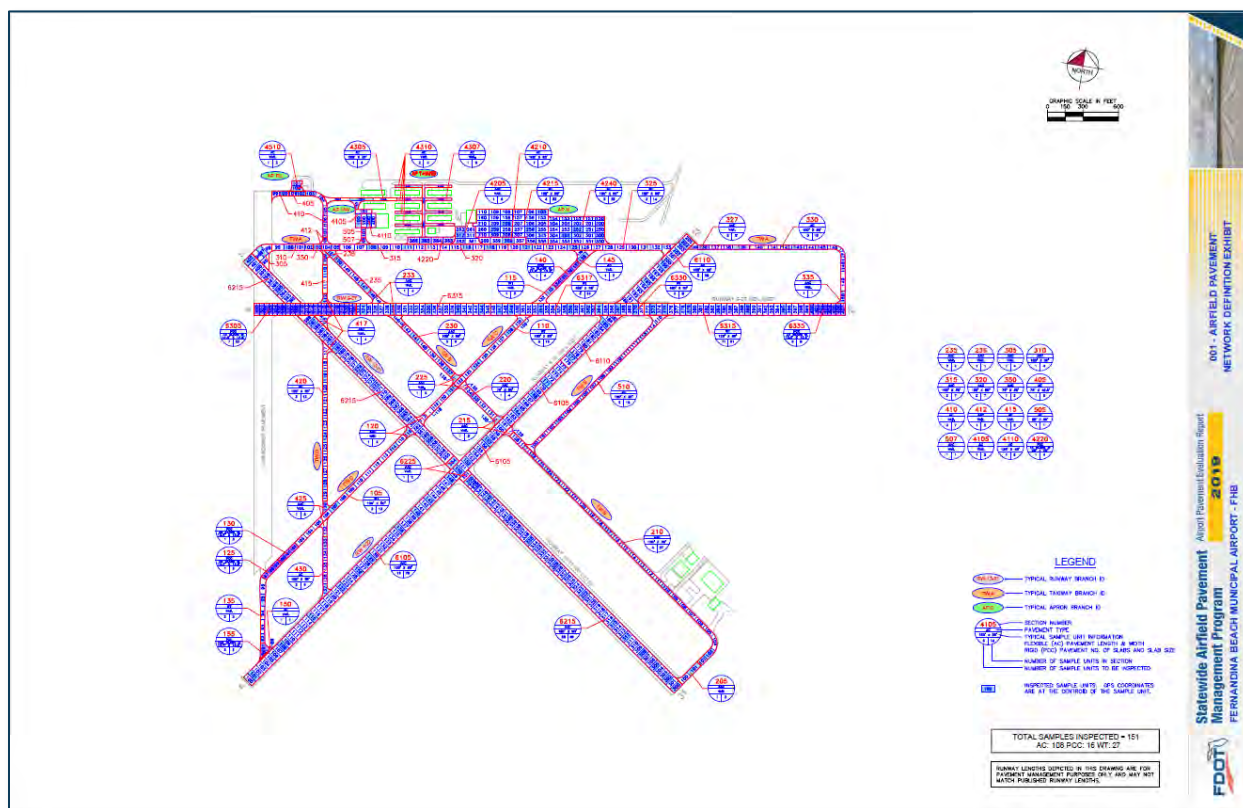
Table 3.1.1 Previous and/or Anticipated Airfield Pavement Construction

Year	General Work Description
2014	AP N - Mill and Overlay: 2" P-401
	AP N - Reconstruction: 4" P-401, 8" P-211, 12" P-160
	RW 4-22 - Reconstruction: 4" P-401, 6" P-211, 12" Stabilized Subgrade

The airport provided a limited combination of record drawings, reports, and staff input that was pertinent information in developing the construction history of the airport's pavements from inception. Major rehabilitation/construction activities performed in the last 24-months or anticipated in the next 24-months are assumed to restore the PCI to 100. These activities include: pavement overlay, mill and replace, mill and overlay, new construction, and/or complete reconstruction. These pavements were not formally subject to a PCI Survey and actual conditions may vary. Furthermore, any localized maintenance or repair performed that would improve the PCI will be considered in the condition analysis, if performed within inspection areas.



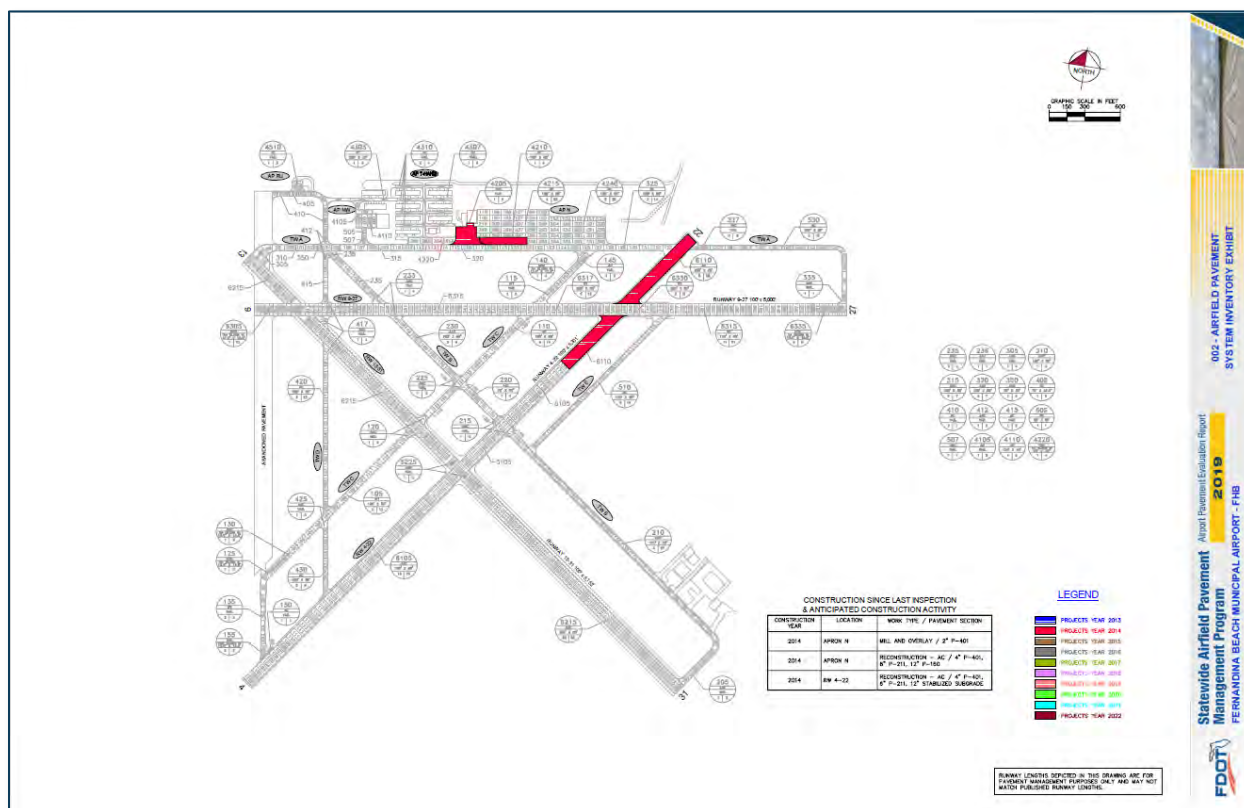
Figure 3.1.1 (a) 2019 Airfield Pavement Network Definition Exhibit



The Airfield Pavement Network Definition Exhibit provides details to the PCI Survey inspection efforts. The exhibit identifies the pavement facilities, surface type, section definition, and sample unit delineation.



Figure 3.1.1 (b) 2019 Airfield Pavement System Inventory Exhibit



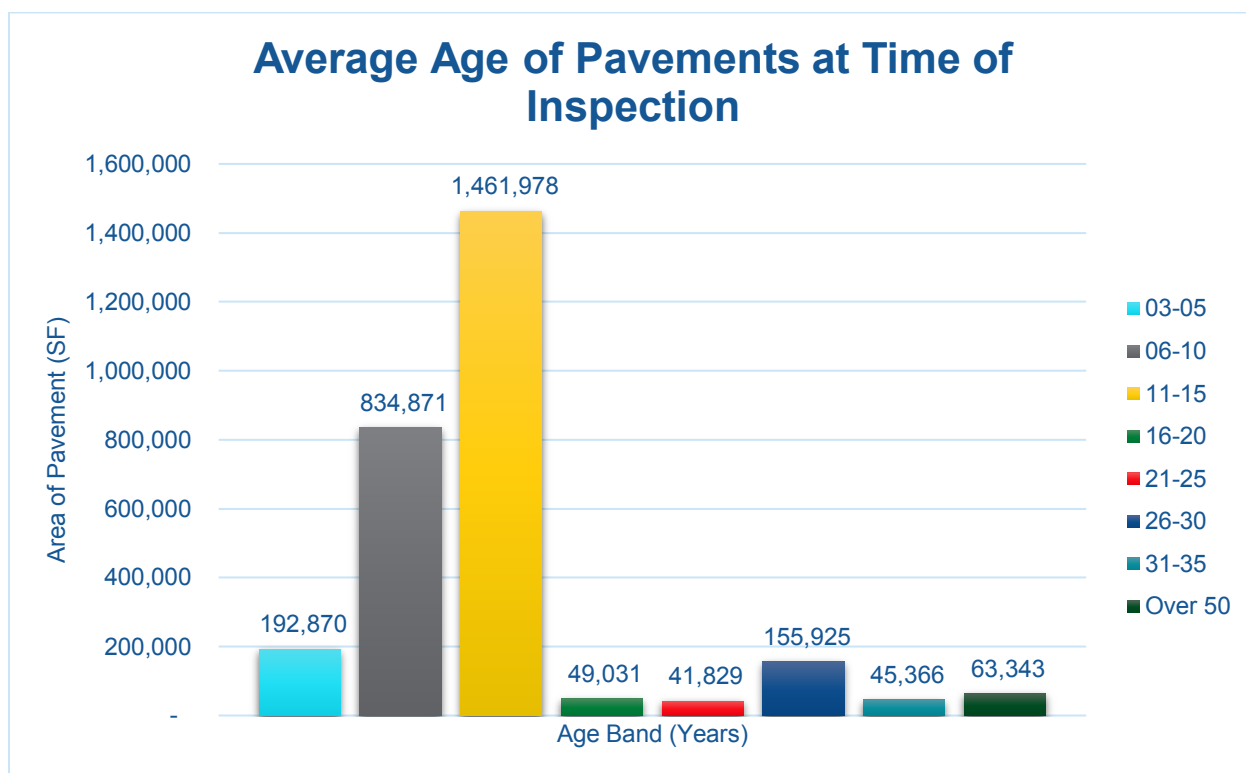
The Airfield Pavement System Inventory Exhibit provides details to the work history updates communicated by the Airport. The Exhibit provides the approximate limits of recent and/or anticipated construction on the airfield pavement facilities. The limits are based on documentation provided by the Airport and, if constructed, observed in the field.

3.1.2 Estimated Pavement Age

Standard pavement design practice considers a design life of a 20-year period. Design inputs typically require subgrade soil conditions, pavement section layer material characteristics, and anticipated loading (aircraft fleet mix) for the design-life period. Based on the review of the historic airfield pavement construction, **Figure 3.1.2** summarizes the average age of the pavement sections at the time of the PCI survey inspection. Age is determined to be the number of years since any major construction activity has occurred. This is intended to be a rough estimate based on interpretation of the limited data available at the time of report.



Figure 3.1.2 Average Age of Pavements at Inspection



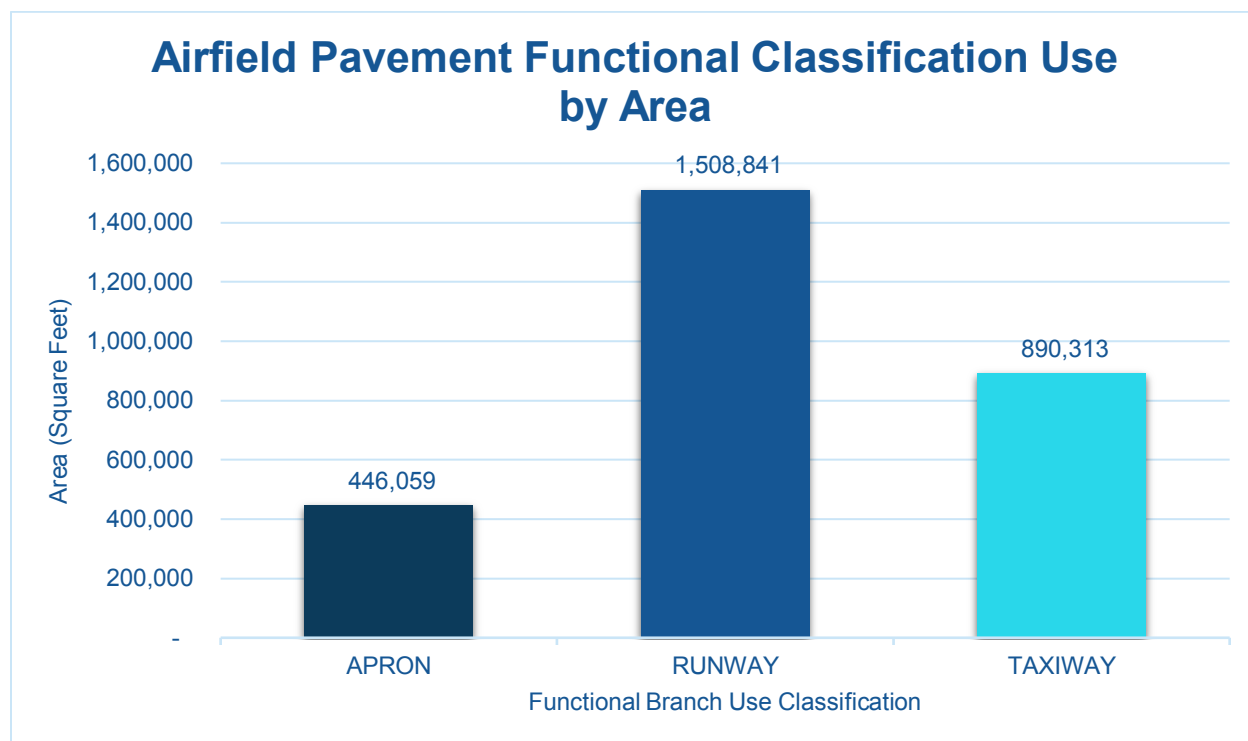
The estimation of the pavement age is based on information requested and provided by participating airports. Additionally, data collected in the prior system updates since 1992 have been relied upon.



3.1.3 Functional Use Classification

Pavements are subject to varying aircraft loading patterns based on utilization and overall operations. For this SAPMP Update, the following categories of airfield functional use have been identified and associated with the following possible pavement branch facilities: Apron, Runway, Taxiway, and Taxilane. **Figure 3.1.3** summarizes the identified pavements' functional use by area in square feet. The pavement areas reviewed exclude shoulder pavement facilities.

Figure 3.1.3 Airfield Pavement Functional Classification Use by Area





3.1.4 Pavement Surface Type

The airfield pavement facility surface types within the SAPMP include four common types of pavement: Portland cement concrete (PCC), asphalt concrete (AC), asphalt concrete overlaid on asphalt concrete (AAC), and asphalt concrete overlaid on Portland cement concrete (APC).

Based on the record documentation incorporated within the SAPMP database throughout the years, the pavement surface types have been assigned to the various pavement sections in accordance to its work history composition. The following **Figures 3.1.4 (a) and (b)** summarize the applicable pavement types observed at this specific airport's airfield.

Figure 3.1.4 (a) Pavement Surface Type by Area (SF)

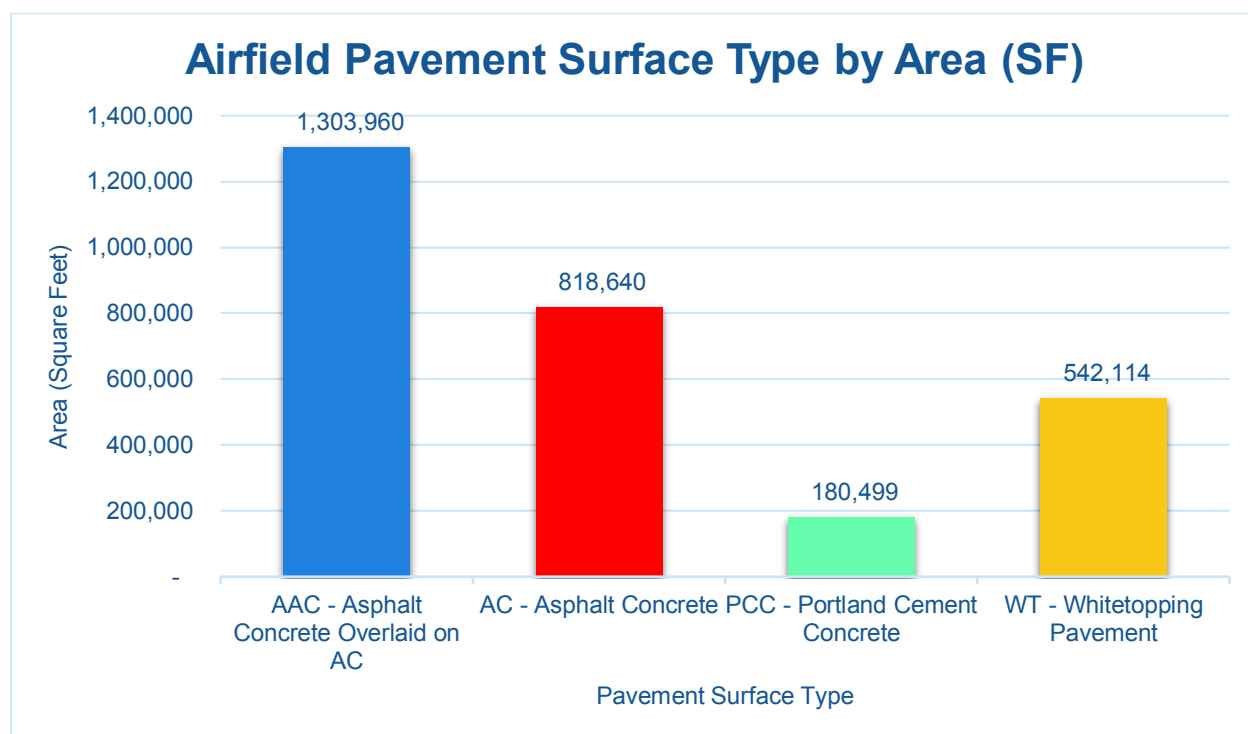
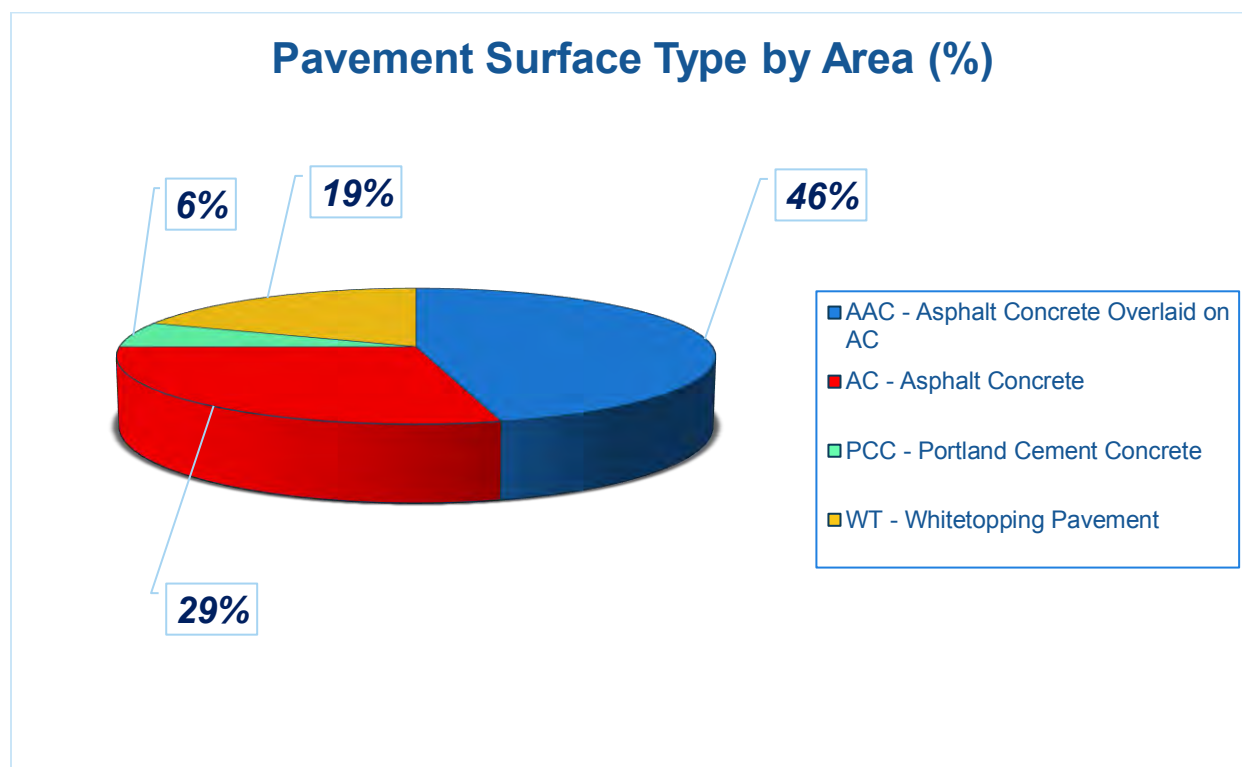




Figure 3.1.4 (b) Pavement Surface Type by Area (%)



3.1.5 Pavement System Inventory Details

The following **Table 3.1.5** displays the section-level details assembled as part of this update. The section-level details are based on the record documentation provided by the airports to FDOT and from SAPMP System Updates. The details assembled rely on the accuracy and the adequacy of data provided; however, it should be noted that characteristics such as pavement areas may be based on aerial interpretation of spatially projected imagery. The accuracy of data is presented with the intention of a network planning-level document; should the airport elect to perform rehabilitation work, it is recommended that further investigation be performed at the project level for construction purposes.

In summary, the scope of the pavement inventory update resulted in the updating of select existing pavement geometry and the development of an AutoCAD model with spatial projection for use within GIS. **Appendix A** includes the Airfield Pavement Network Definition Exhibit and the Airfield Pavement System Inventory Exhibit which visually summarize the results of the Airfield Pavement System Inventory analysis and reporting.



Table 3.1.5 Pavement System Inventory Details

Network ID	Branch Name	Branch ID	Branch Use	Section ID	Length (FT)	Width (FT)	Area (SF)	Surface Type	Est. Last Construction Date
FHB	NORTH APRON - TERMINAL	AP N	APRON	4205	160	200	30,473	AAC	1/1/2014
FHB	NORTH APRON - TERMINAL	AP N	APRON	4210	400	60	23,464	AC	1/1/2014
FHB	NORTH APRON - TERMINAL	AP N	APRON	4215	600	250	155,925	AC	1/1/1993
FHB	NORTH APRON - TERMINAL	AP N	APRON	4220	400	60	23,835	PCC	1/1/1944
FHB	NORTH APRON - TERMINAL	AP N	APRON	4240	480	235	113,573	AC	1/1/2004
FHB	NORTHWEST APRON	AP NW	APRON	4105	150	50	11,190	AC	1/1/2000
FHB	NORTHWEST APRON	AP NW	APRON	4110	120	100	14,280	AC	1/1/1987
FHB	NORTH RUN UP APRON	AP RU N	APRON	4510	85	80	7,368	AC	1/1/2004
FHB	T-HANGAR APRON	AP T-HANG	APRON	4305	900	25	19,403	AC	12/25/2000
FHB	T-HANGAR APRON	AP T-HANG	APRON	4307	1,400	20	28,110	AC	1/1/1987
FHB	T-HANGAR APRON	AP T-HANG	APRON	4310	2,030	25	18,438	AC	12/25/1999
FHB	RUNWAY 13-31	RW 13-31	RUNWAY	6215	4,690	100	479,466	AAC	1/1/2010
FHB	RUNWAY 13-31	RW 13-31	RUNWAY	6225	165	100	11,592	AAC	1/1/2004
FHB	RUNWAY 4-22	RW 4-22	RUNWAY	6105	5,100	100	379,000	AAC	1/1/2004
FHB	RUNWAY 4-22	RW 4-22	RUNWAY	6110	5,100	100	138,933	AC	1/1/2014
FHB	RUNWAY 9-27	RW 9-27	RUNWAY	6305	860	100	86,150	PCC	1/1/2004
FHB	RUNWAY 9-27	RW 9-27	RUNWAY	6335	300	100	30,150	PCC	1/1/2004
FHB	TAXIWAY A	TW A	TAXIWAY	305	220	50	20,095	AAC	1/1/2010
FHB	TAXIWAY A	TW A	TAXIWAY	310	220	50	17,554	AAC	1/1/2010
FHB	TAXIWAY A	TW A	TAXIWAY	315	650	50	36,250	AAC	1/1/2004
FHB	TAXIWAY A	TW A	TAXIWAY	320	582	50	35,000	AAC	1/1/2004
FHB	TAXIWAY A	TW A	TAXIWAY	325	1,420	50	71,712	AC	1/1/2004
FHB	TAXIWAY A	TW A	TAXIWAY	327	520	35	18,381	AAC	1/1/2004
FHB	TAXIWAY A	TW A	TAXIWAY	330	1,150	35	39,508	AC	1/1/1944
FHB	TAXIWAY A	TW A	TAXIWAY	335	102	35	4,219	AAC	1/1/2004

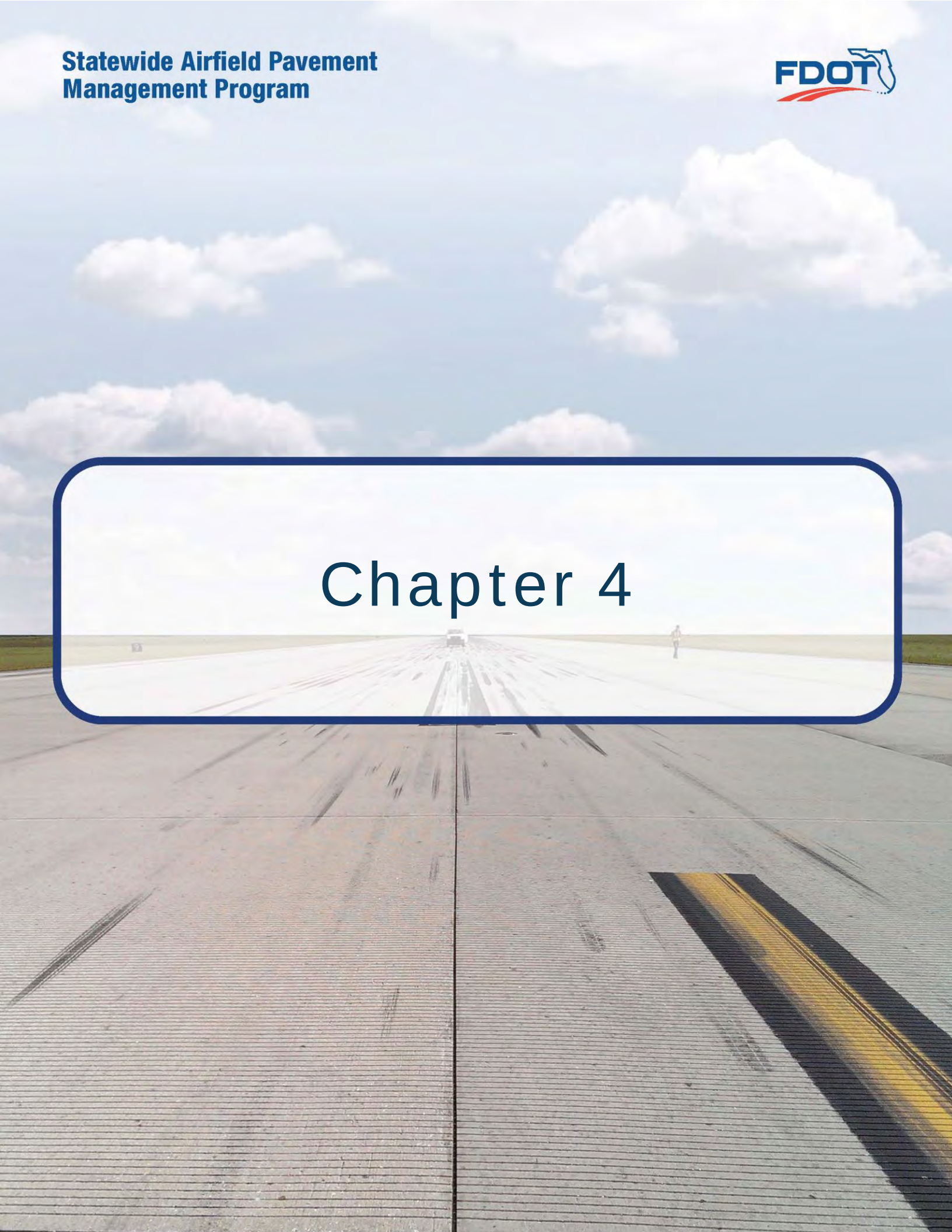


Network ID	Branch Name	Branch ID	Branch Use	Section ID	Length (FT)	Width (FT)	Area (SF)	Surface Type	Est. Last Construction Date
FHB	TAXIWAY A	TW A	TAXIWAY	350	450	50	11,250	AAC	1/1/1996
FHB	TAXIWAY B	TW B	TAXIWAY	205	200	35	11,685	AAC	1/1/2010
FHB	TAXIWAY B	TW B	TAXIWAY	210	2,700	35	99,184	AAC	1/1/2010
FHB	TAXIWAY B	TW B	TAXIWAY	215	65	40	7,146	AAC	1/1/2010
FHB	TAXIWAY B	TW B	TAXIWAY	220	370	35	17,500	AAC	1/1/2010
FHB	TAXIWAY B	TW B	TAXIWAY	225	43	40	6,738	AAC	1/1/2010
FHB	TAXIWAY B	TW B	TAXIWAY	230	850	35	29,700	AAC	1/1/2010
FHB	TAXIWAY B	TW B	TAXIWAY	233	425	35	15,343	AAC	1/1/2010
FHB	TAXIWAY B	TW B	TAXIWAY	235	580	35	20,200	AAC	1/1/2010
FHB	TAXIWAY B	TW B	TAXIWAY	236	620	35	4,994	AAC	1/1/1996
FHB	TAXIWAY C	TW C	TAXIWAY	120	125	40	9,442	AAC	1/1/2010
FHB	TAXIWAY C	TW C	TAXIWAY	125	175	50	9,632	PCC	1/1/2010
FHB	TAXIWAY C	TW C	TAXIWAY	130	200	50	10,200	PCC	1/1/2004
FHB	TAXIWAY C	TW C	TAXIWAY	140	300	50	14,381	PCC	1/1/2004
FHB	TAXIWAY C	TW C	TAXIWAY	145	125	50	11,198	AC	1/1/2004
FHB	TAXIWAY C	TW C	TAXIWAY	150	100	20	1,968	AC	1/1/2010
FHB	TAXIWAY C	TW C	TAXIWAY	155	175	50	6,151	PCC	1/1/2010
FHB	TAXIWAY D	TW D	TAXIWAY	405	200	50	6,163	AC	1/1/2004
FHB	TAXIWAY D	TW D	TAXIWAY	410	600	50	24,188	AC	1/1/2004
FHB	TAXIWAY D	TW D	TAXIWAY	412	170	50	8,092	AAC	1/1/1996
FHB	TAXIWAY D	TW D	TAXIWAY	415	230	50	8,400	AC	1/1/2004
FHB	TAXIWAY D	TW D	TAXIWAY	417	236	50	17,493	AAC	1/1/1996
FHB	TAXIWAY D	TW D	TAXIWAY	420	1,194	50	42,000	AC	1/1/2004
FHB	TAXIWAY D	TW D	TAXIWAY	425	92	50	9,694	AAC	1/1/2004
FHB	TAXIWAY D	TW D	TAXIWAY	430	500	35	18,663	AC	1/1/2004
FHB	TAXIWAY E	TW E	TAXIWAY	510	1,600	35	61,180	AC	1/1/2011



Network ID	Branch Name	Branch ID	Branch Use	Section ID	Length (FT)	Width (FT)	Area (SF)	Surface Type	Est. Last Construction Date
FHB	TAXIWAY TO NORTHWEST APRON	TW NW AP	TAXIWAY	505	140	35	2,976	AC	1/1/1987
FHB	TAXIWAY TO NORTHWEST APRON	TW NW AP	TAXIWAY	507	650	50	3,469	AAC	1/1/2004
WHITETOPPING PAVEMENT SECTIONS									
FHB	TAXIWAY C	TW C	TAXIWAY	105	1,300	50	64,808	WT	1/1/2004
FHB	TAXIWAY C	TW C	TAXIWAY	110	1,178	50	60,686	WT	1/1/2004
FHB	TAXIWAY C	TW C	TAXIWAY	115	200	50	11,183	WT	1/1/2004
FHB	TAXIWAY C	TW C	TAXIWAY	135	560	35	21,887	WT	1/1/2010
FHB	RUNWAY 9-27	RW 9-27	RUNWAY	6315	2,535	100	253,550	WT	1/1/2004
FHB	RUNWAY 9-27	RW 9-27	RUNWAY	6317	885	100	88,500	WT	1/1/2004
FHB	RUNWAY 9-27	RW 9-27	RUNWAY	6330	415	100	41,500	WT	1/1/2004

Chapter 4





Chapter 4 – Airfield Pavement Condition

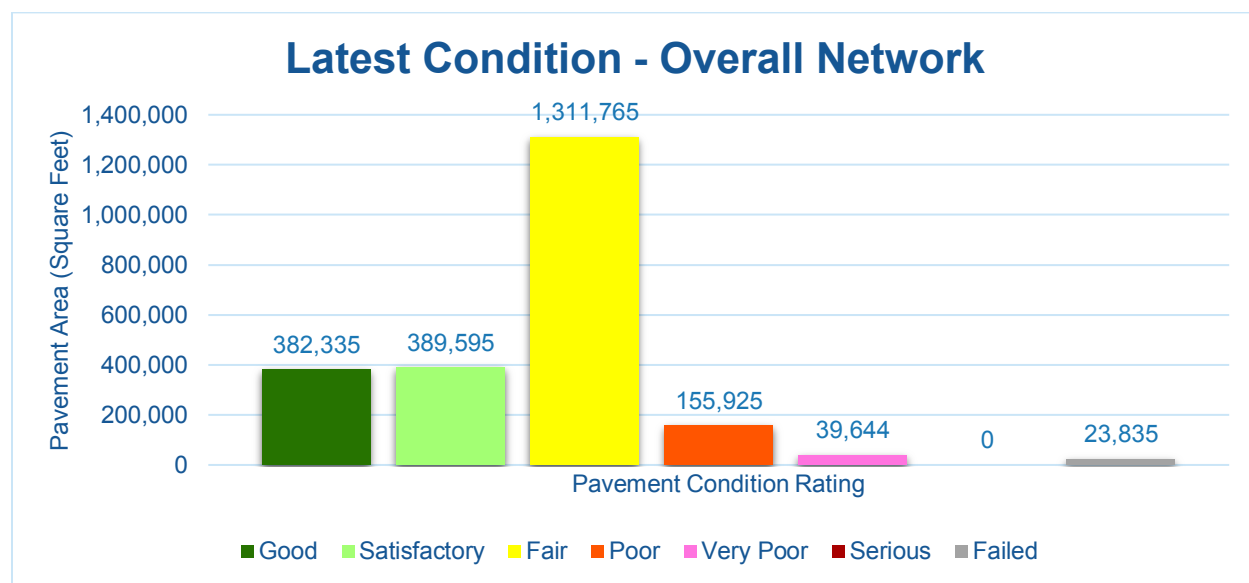
The examination of specific distress types (with causes attributed to load, climate, or other defined distress mechanism), determination of the severity of distress, and determination of the quantity of distress manifestation are required in the computation of a PCI value. The PCI provides valuable information that can be used to determine the existing condition of the pavement, possible cause of the pavement deterioration, and eventually aid in the planning of the rehabilitation of pavements. It should be noted that the PCI method of pavement condition evaluation is strictly a visual and functional evaluation. Further evaluation of the pavement condition may be necessary for design and/or project-level determination of pavement rehabilitation.

4.1 Airfield Pavement Condition Index (Latest Inspection)

4.1.1 Network-Level Analysis

The following **Figure 4.1.1** summarizes the network-level pavement condition analysis based on the most recent PCI Survey inspection results.

Figure 4.1.1 Latest Condition – Overall Network



4.1.2 Branch-Level Analysis

The following **Figures 4.1.2 (a) through (c)** summarize the branch-level pavement condition analysis based on the most recent PCI Survey inspection results; the following Figures provide overall branch-level conditions by branch use.



Figure 4.1.2 (a) Latest Condition – Runway Pavements

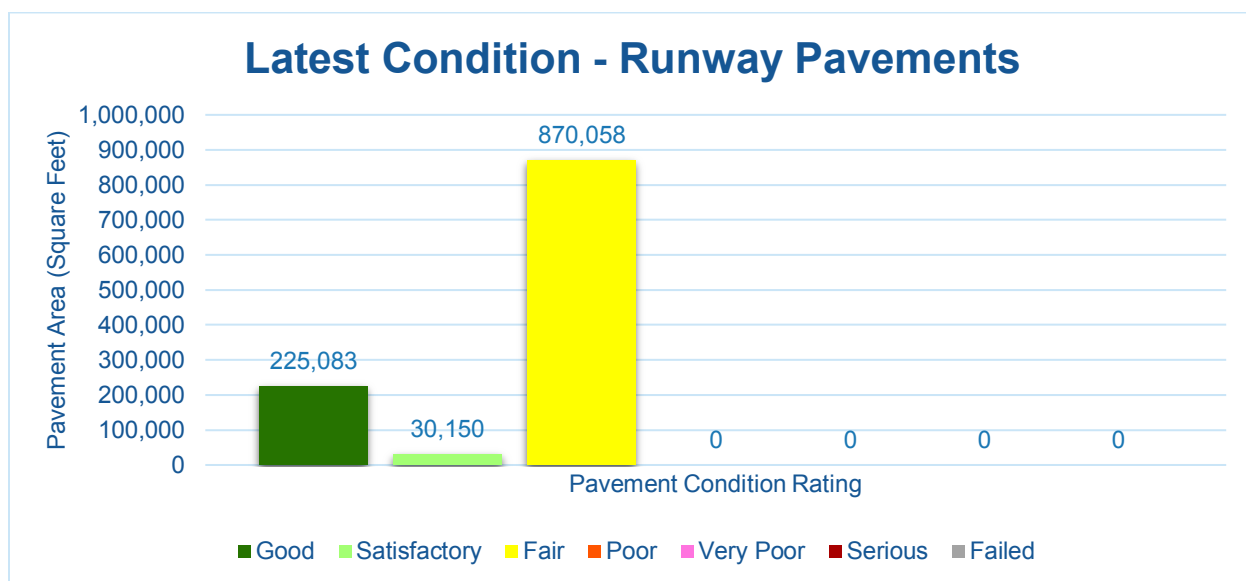


Figure 4.1.2 (b) Latest Condition – Taxiway Pavements

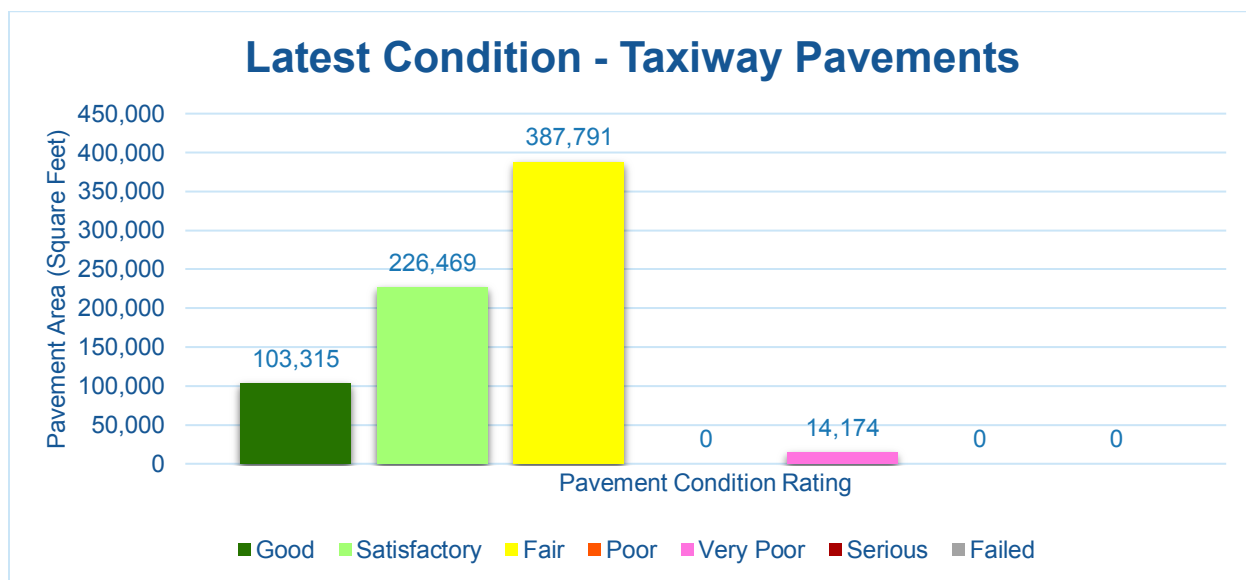
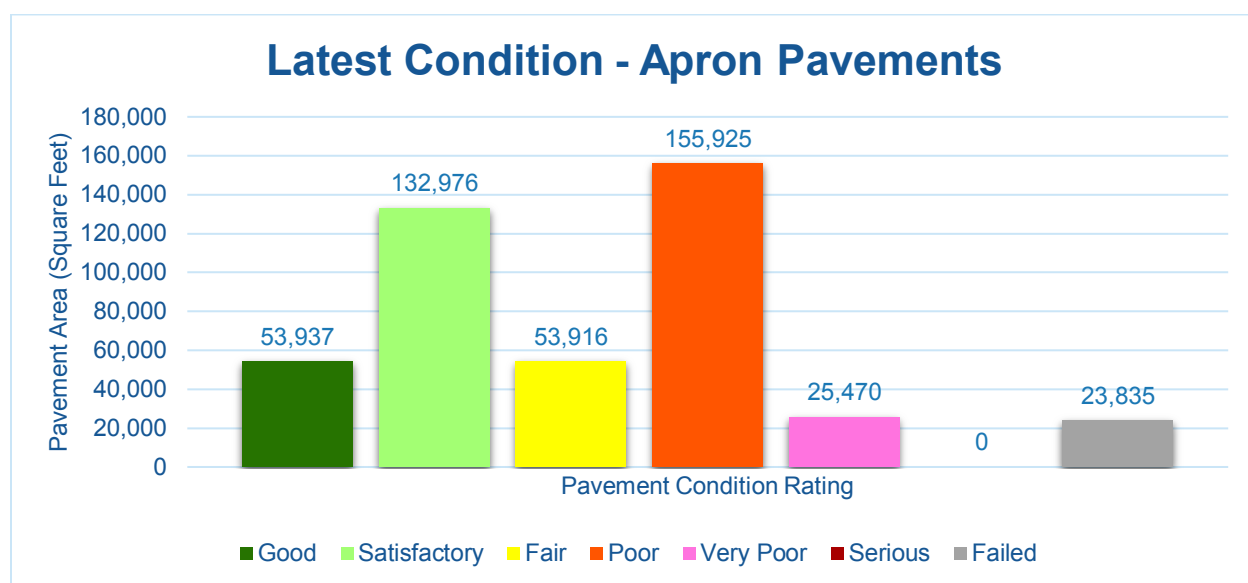




Figure 4.1.2 (c) Latest Condition – Apron Pavements



4.1.3 Section-Level Analysis

The following **Table 4.1.3** provides details for each pavement section of its area-weighted average PCI and the percent of distress which is related to load, climate, or other factors. The amount of distress attributed to the various causes provides insight into maintenance, repair, and rehabilitation needs. Load-related distress indicates that pavements are reaching the end of their structural design life, and for those pavements exhibiting a significant amount of these distress types, rehabilitation should be planned to strengthen or reconstruct the pavement.

Appendix C Technical Exhibits provides a technical exhibit that graphically depicts the PCI values and ratings determined from this SAPMP System Update.

Any pavement facilities subject to pavement construction within the past 2 years or anticipated for construction within the next year may have been omitted from inspection. Pavement subject to major rehabilitation will be set to a PCI of 100.



Table 4.1.3 Latest Pavement Condition Index Summary

Network ID	Branch ID	Branch Name	Branch Use	Section ID	Area (SF)	Surface	PCI	PCI Rating	PCI % Climate	PCI % Load	PCI % Other	Sample Units Inspected	Total Sample Units in Section
FHB	AP N	NORTH APRON - TERMINAL	APRON	4205	30,473	AAC	90	Good	100%	0%	0%	1	6
FHB	AP N	NORTH APRON - TERMINAL	APRON	4210	23,464	AC	94	Good	100%	0%	0%	1	4
FHB	AP N	NORTH APRON - TERMINAL	APRON	4215	155,925	AC	55	Poor	75%	0%	25%	4	32
FHB	AP N	NORTH APRON - TERMINAL	APRON	4220	23,835	PCC	1	Failed	5%	76%	19%	1	4
FHB	AP N	NORTH APRON - TERMINAL	APRON	4240	113,573	AC	85	Satisfactory	100%	0%	0%	3	25
FHB	AP NW	NORTHWEST APRON	APRON	4105	11,190	AC	36	Very Poor	52%	0%	48%	1	2
FHB	AP NW	NORTHWEST APRON	APRON	4110	14,280	AC	33	Very Poor	76%	10%	14%	1	3
FHB	AP RU N	NORTH RUN UP APRON	APRON	4510	7,368	AC	58	Fair	72%	0%	28%	1	2
FHB	AP T-HANG	T-HANGAR APRON	APRON	4305	19,403	AC	85	Satisfactory	100%	0%	0%	1	4
FHB	AP T-HANG	T-HANGAR APRON	APRON	4307	28,110	AC	56	Fair	81%	0%	19%	1	6
FHB	AP T-HANG	T-HANGAR APRON	APRON	4310	18,438	AC	69	Fair	94%	0%	6%	2	4
FHB	RW 13-31	RUNWAY 13-31	RUNWAY	6215	479,466	AAC	65	Fair	98%	0%	2%	20	96
FHB	RW 13-31	RUNWAY 13-31	RUNWAY	6225	11,592	AAC	64	Fair	96%	0%	4%	1	2
FHB	RW 4-22	RUNWAY 4-22	RUNWAY	6105	379,000	AAC	65	Fair	98%	0%	2%	16	76
FHB	RW 4-22	RUNWAY 4-22	RUNWAY	6110	138,933	AC	92	Good	100%	0%	0%	5	28
FHB	RW 9-27	RUNWAY 9-27	RUNWAY	6305	86,150	PCC	98	Good	72%	0%	28%	7	23
FHB	RW 9-27	RUNWAY 9-27	RUNWAY	6335	30,150	PCC	83	Satisfactory	64%	0%	36%	3	8
FHB	TW A	TAXIWAY A	TAXIWAY	305	20,095	AAC	68	Fair	100%	0%	0%	1	4
FHB	TW A	TAXIWAY A	TAXIWAY	310	17,554	AAC	87	Good	100%	0%	0%	1	4
FHB	TW A	TAXIWAY A	TAXIWAY	315	36,250	AAC	73	Satisfactory	70%	0%	30%	2	7
FHB	TW A	TAXIWAY A	TAXIWAY	320	35,000	AAC	71	Satisfactory	79%	0%	21%	2	7
FHB	TW A	TAXIWAY A	TAXIWAY	325	71,712	AC	64	Fair	53%	0%	47%	2	14
FHB	TW A	TAXIWAY A	TAXIWAY	327	18,381	AAC	78	Satisfactory	100%	0%	0%	2	5
FHB	TW A	TAXIWAY A	TAXIWAY	330	39,508	AC	69	Fair	100%	0%	0%	3	10
FHB	TW A	TAXIWAY A	TAXIWAY	335	4,219	AAC	67	Fair	96%	0%	4%	1	1
FHB	TW A	TAXIWAY A	TAXIWAY	350	11,250	AAC	71	Satisfactory	100%	0%	0%	1	3
FHB	TW B	TAXIWAY B	TAXIWAY	205	11,685	AAC	66	Fair	89%	0%	11%	1	2
FHB	TW B	TAXIWAY B	TAXIWAY	210	99,184	AAC	59	Fair	100%	0%	0%	4	27
FHB	TW B	TAXIWAY B	TAXIWAY	215	7,146	AAC	63	Fair	100%	0%	0%	1	2
FHB	TW B	TAXIWAY B	TAXIWAY	220	17,500	AAC	58	Fair	95%	0%	5%	1	4
FHB	TW B	TAXIWAY B	TAXIWAY	225	6,738	AAC	69	Fair	95%	0%	5%	1	2
FHB	TW B	TAXIWAY B	TAXIWAY	230	29,700	AAC	65	Fair	97%	0%	3%	2	6
FHB	TW B	TAXIWAY B	TAXIWAY	233	15,343	AAC	70	Fair	96%	0%	4%	1	4
FHB	TW B	TAXIWAY B	TAXIWAY	235	20,200	AAC	63	Fair	71%	0%	29%	2	4
FHB	TW B	TAXIWAY B	TAXIWAY	236	4,994	AAC	70	Fair	100%	0%	0%	1	1
FHB	TW C	TAXIWAY C	TAXIWAY	120	9,442	AAC	57	Fair	95%	0%	5%	1	2
FHB	TW C	TAXIWAY C	TAXIWAY	125	9,632	PCC	85	Satisfactory	13%	0%	87%	1	3

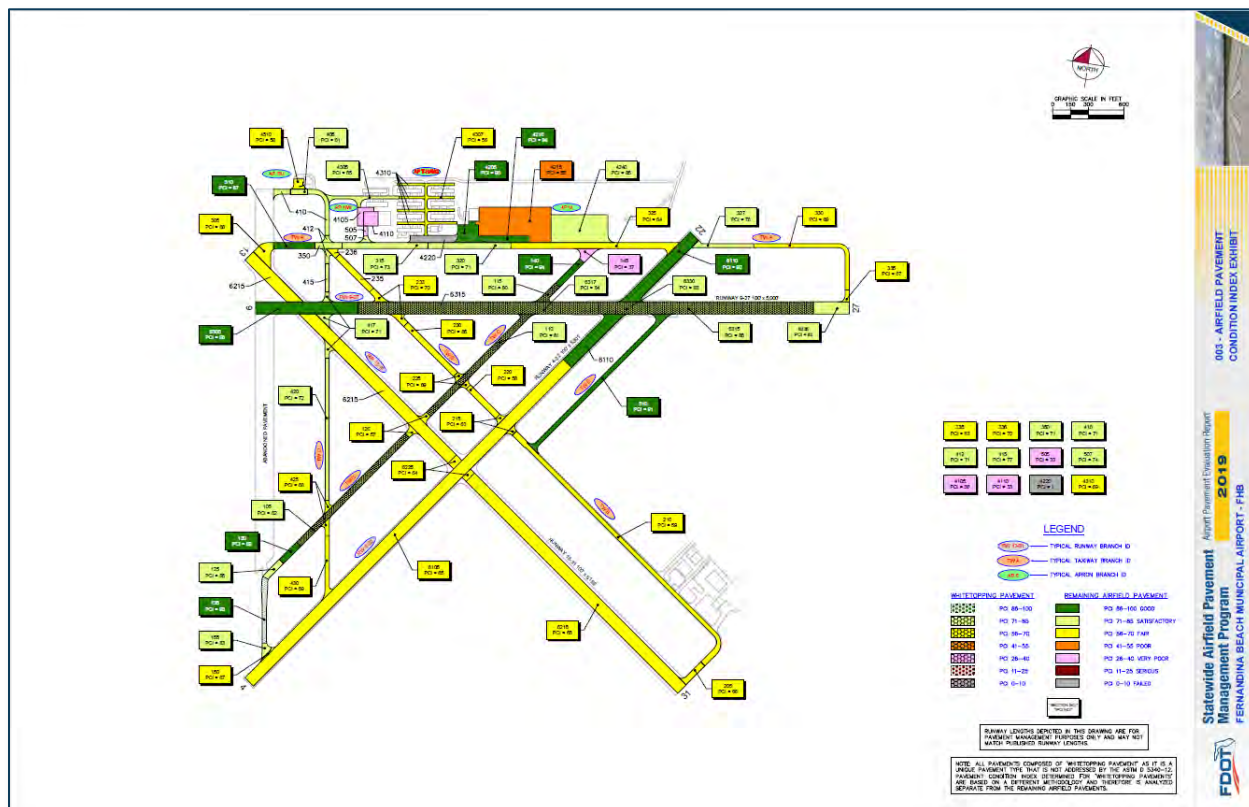


Network ID	Branch ID	Branch Name	Branch Use	Section ID	Area (SF)	Surface	PCI	PCI Rating	PCI % Climate	PCI % Load	PCI % Other	Sample Units Inspected	Total Sample Units in Section
FHB	TW C	TAXIWAY C	TAXIWAY	130	10,200	PCC	89	Good	62%	0%	38%	1	3
FHB	TW C	TAXIWAY C	TAXIWAY	140	14,381	PCC	94	Good	31%	0%	69%	1	4
FHB	TW C	TAXIWAY C	TAXIWAY	145	11,198	AC	37	Very Poor	60%	0%	40%	1	2
FHB	TW C	TAXIWAY C	TAXIWAY	150	1,968	AC	67	Fair	86%	0%	14%	1	1
FHB	TW C	TAXIWAY C	TAXIWAY	155	6,151	PCC	83	Satisfactory	12%	24%	64%	2	2
FHB	TW D	TAXIWAY D	TAXIWAY	405	6,163	AC	81	Satisfactory	90%	0%	10%	1	2
FHB	TW D	TAXIWAY D	TAXIWAY	410	24,188	AC	71	Satisfactory	95%	0%	5%	3	7
FHB	TW D	TAXIWAY D	TAXIWAY	412	8,092	AAC	71	Satisfactory	100%	0%	0%	1	2
FHB	TW D	TAXIWAY D	TAXIWAY	415	8,400	AC	77	Satisfactory	100%	0%	0%	1	2
FHB	TW D	TAXIWAY D	TAXIWAY	417	17,493	AAC	71	Satisfactory	100%	0%	0%	1	4
FHB	TW D	TAXIWAY D	TAXIWAY	420	42,000	AC	72	Satisfactory	100%	0%	0%	3	12
FHB	TW D	TAXIWAY D	TAXIWAY	425	9,694	AAC	68	Fair	99%	0%	1%	1	2
FHB	TW D	TAXIWAY D	TAXIWAY	430	18,663	AC	69	Fair	100%	0%	0%	2	5
FHB	TW E	TAXIWAY E	TAXIWAY	510	61,180	AC	91	Good	92%	0%	8%	3	16
FHB	TW NW AP	TAXIWAY TO NORTHWEST APRON	TAXIWAY	505	2,976	AC	33	Very Poor	64%	0%	36%	1	1
FHB	TW NW AP	TAXIWAY TO NORTHWEST APRON	TAXIWAY	507	3,469	AAC	74	Satisfactory	71%	0%	29%	1	1
WHITETOPPING PAVEMENT SECTIONS													
FHB	TW C	TAXIWAY C	TAXIWAY	105	64,808	WT	82	Satisfactory	N/A	N/A	N/A	2	13
FHB	TW C	TAXIWAY C	TAXIWAY	110	60,686	WT	81	Satisfactory	N/A	N/A	N/A	3	13
FHB	TW C	TAXIWAY C	TAXIWAY	115	11,183	WT	80	Satisfactory	N/A	N/A	N/A	1	2
FHB	TW C	TAXIWAY C	TAXIWAY	135	21,887	WT	93	Good	N/A	N/A	N/A	2	5
FHB	RW 9-27	RUNWAY 9-27	RUNWAY	6315	253,550	WT	85	Satisfactory	N/A	N/A	N/A	11	51
FHB	RW 9-27	RUNWAY 9-27	RUNWAY	6317	88,500	WT	84	Satisfactory	N/A	N/A	N/A	5	18
FHB	RW 9-27	RUNWAY 9-27	RUNWAY	6330	41,500	WT	83	Satisfactory	N/A	N/A	N/A	3	8



Figure 4.1.3 is an inset view of the 2019 Airfield Pavement Condition Index Exhibit that visually represents the results of the latest PCI Survey inspection. A large format exhibit is located in **Appendix C Technical Exhibits**.

Figure 4.1.3 2019 Airfield Pavement Condition Index Exhibit





4.2 Summary of Pavement Condition Evaluation Results

4.2.1 Network-Level Observations

The field PCI Survey performed at Fernandina Beach Municipal Airport (FHB) was completed in May of 2019. The resulting overall area-weighted average PCI value was 69 representing a condition rating of Fair. Fernandina Beach Municipal Airport is serviced by three runways; Runway 4-22 is 100-ft wide and 5,301-ft long, Runway 9-27 is 100-ft wide and 5,000-ft long, and Runway 13-31 is 100-ft wide and 5,152-ft long. Portions of Runway 4-22 and portions of Taxiway C are Thin Whitetopping and Conventional Whitetopping with slabs approximately 5-ft by 6-ft ranging between 4-in to greater than 8-in in thickness.

The airport has pavement facilities that are composed of Whitetopping pavement sections. Whitetopping is a composite pavement of Portland Cement Concrete constructed over existing asphalt concrete pavement. Whitetopping consists of three categories; Conventional (greater than 8-inches), thin (4 to 8-inches), and ultra-thin (2 to 4-inches). The ASTM D 5340-12 method does not address the distress types that manifest in Whitetopping pavement. FDOT has developed a method that quantifies typical distresses and provides an index. Since the Whitetopping pavements are unique and not addressed by either the ASTM D 5340-12 or the FAA Advisory Circulars, for this SAPMP Program Update no predicted pavement performance or maintenance and major rehabilitation analysis has been performed for these sections.

Based on the FAA 5010 Report as of 09/12/2019 the Airport has reported 47,000 operations for 12 months ending 02/07/2018.

4.2.2 Branch-Level Observations

The following branch-level observations are intended to be an overall summary of select pavement facilities identified during the PCI Survey; further detail at the section and sample-level may be referenced for all pavements assessed as part of this System Update. The branch-level observations discussed are limited to select branches based on use and condition.

Runway 13-31

Runway 13-31 consists of 2 sections constructed of AAC. The last construction years range from 2004 to 2010. The area-weighted average PCI for Runway 13-31 is 64 representing a Fair condition rating. The pavement distresses observed were related to Climate and Other distress classifications. Distresses observed on Runway 13-31 consist of Block Cracking, Depression, Longitudinal & Transverse Cracking, Patching, Raveling, and Weathering.

Runway 9-27

Runway 9-27 consists of 2 sections constructed of PCC. The last construction year for Runway 9-27 was 2004. The area-weighted average PCI for Runway 9-27 is 94 representing a Good condition rating. The pavement distresses observed were related to Climate and Other distress classifications. Distresses observed on Runway 9-27 consist of Joint Seal Damage, Small Patch, Faulting, Shrinkage Cracking, Joint Spall, and Corner Spall.



Taxiway A

Taxiway A consists of 9 sections constructed of AC and AAC. The last construction years range from 1944 to 2010. The area-weighted average PCI for Taxiway A is 70 representing a Fair condition rating. The pavement distresses observed were related to Climate and Other distress classifications. Distresses observed on Taxiway A consist of Bleeding, Block Cracking, Longitudinal & Transverse Cracking, Patching, Raveling, Swelling, and Weathering.

Taxiway B

Taxiway B consists of 9 sections constructed of AAC. The last construction years range from 1996 to 2010. The area-weighted average PCI for Taxiway B is 62 representing a Fair condition rating. The pavement distresses observed were related to Climate and Other distress classifications. Distresses observed on Taxiway B consist of Block Cracking, Depression, Longitudinal & Transverse Cracking, Patching, Raveling, Swelling, and Weathering.

North Apron - Terminal

The North Apron - Terminal consists of 5 sections constructed of AC, AAC, and PCC. The last construction years range from 1944 to 2014. The area-weighted average PCI for the North Apron - Terminal is 66 representing a Fair condition rating. The pavement distresses observed were related to Climate, Load, and Other distress classifications. Distresses observed on the North Apron - Terminal consist of Bleeding, Block Cracking, Longitudinal & Transverse Cracking, Patching, Raveling, Swelling, Weathering, Linear Cracking, Joint Seal Damage, Faulting, Shattered Slab, and Shrinkage Cracking.

Figure 4.2.2 Pavement Condition Summary by Facility Use

Facility Use	Area-Weighted Average PCI	Condition Rating
Runway	71	Satisfactory
Taxiway	70	Fair
Apron	65	Fair



4.3 Forecasted Pavement Conditions

4.3.1 Performance Models and Prediction Curves

Pavement Performance Models are developed from the distress data and historic construction records collected for the SAPMP. This data is consolidated in a database and organized by inspection/construction date, pavement type, age, and pavement use. The pavement Performance Models are used to develop broad Prediction Curves, alternatively known as deterioration curves or family curves. These Prediction Curves are utilized to develop forecasted PCI values based on historic trends and statistical models.

4.3.2 Branch-Level Pavement Condition Forecast

The following **Figures 4.3.2 (a) through (c)** depict the branch-level pavement condition forecast by Branch Use (Runway, Taxiway, and/or Apron). The forecasted conditions are for a 10-year duration starting in January 2020 through January 2029.

Figure 4.3.2 (a) Forecasted Runway Pavement Performance

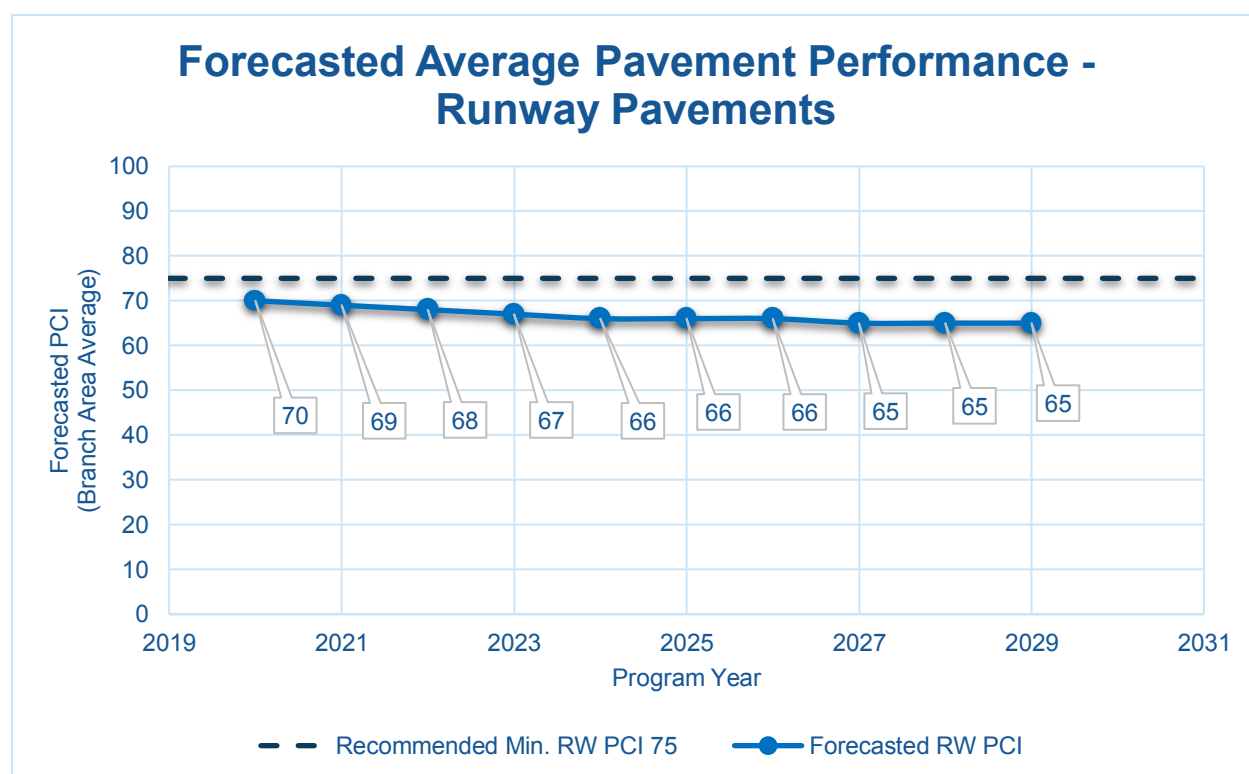




Figure 4.3.2 (b) Forecasted Taxiway Pavement Performance

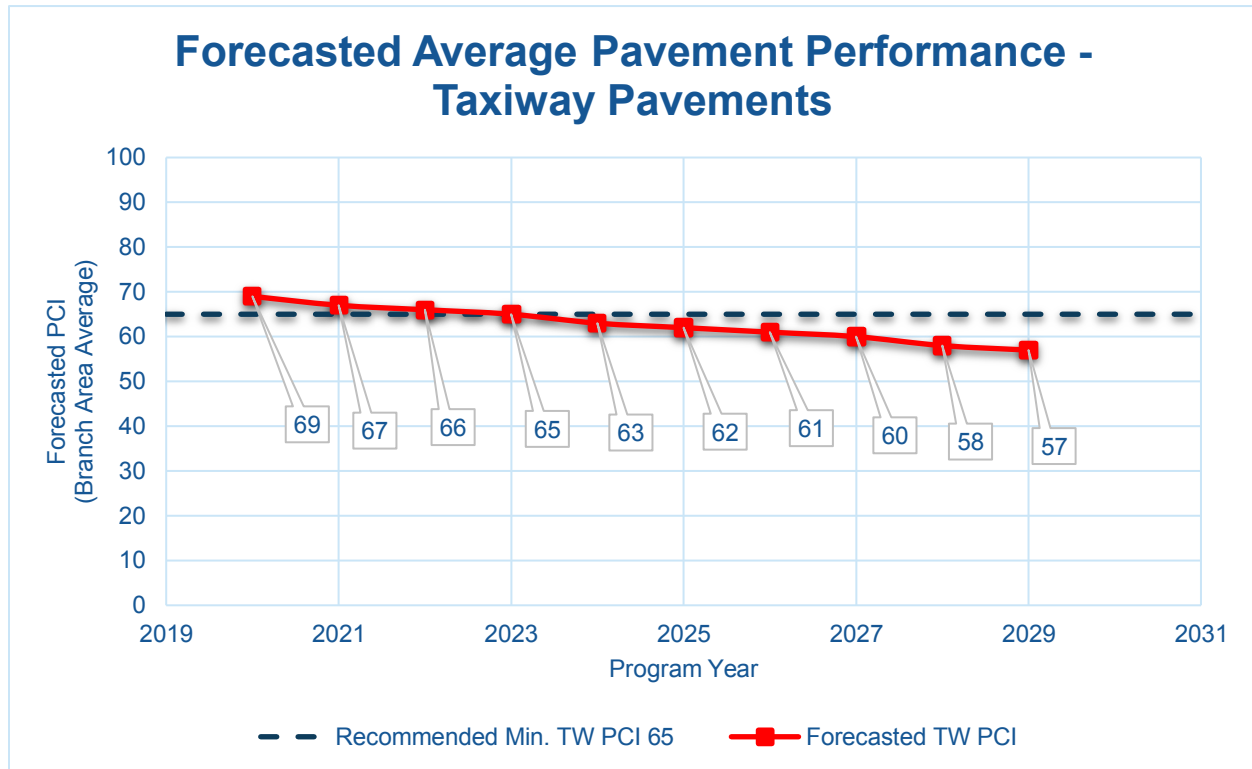
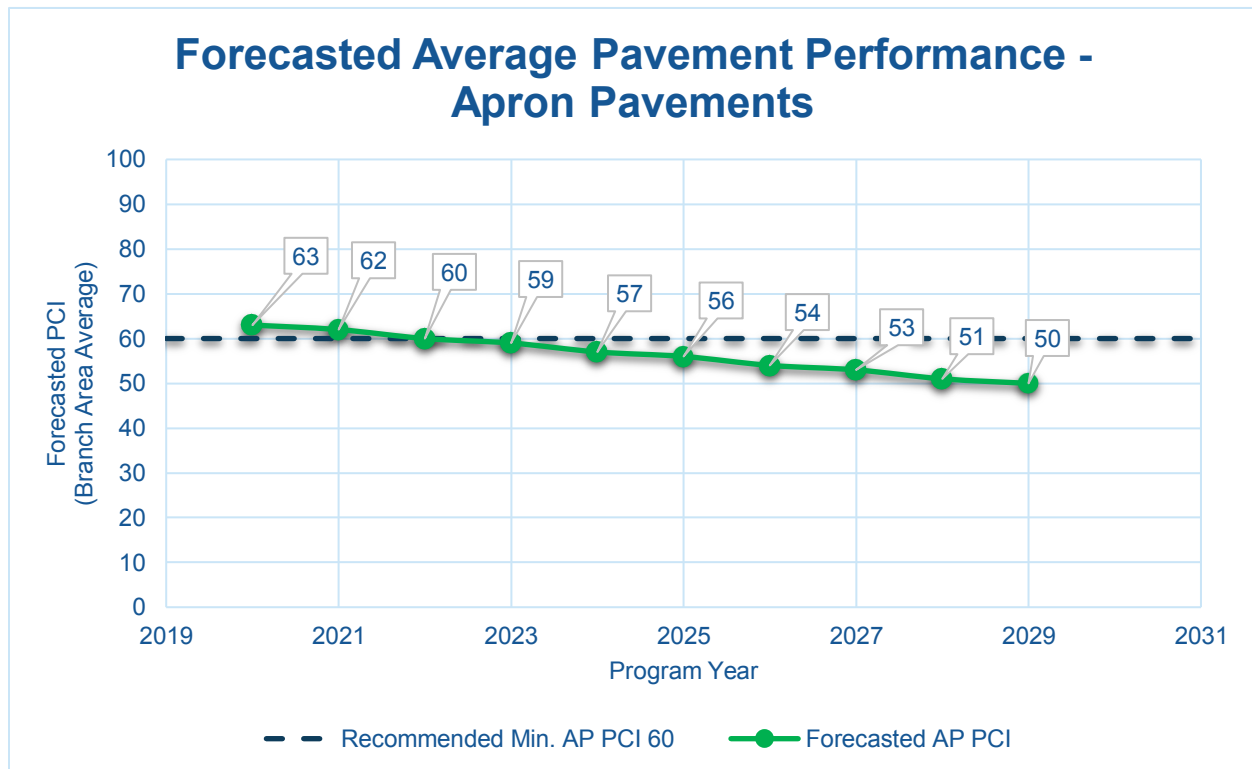


Figure 4.3.2 (c) Forecasted Apron Pavement Performance





4.3.3 Section-Level Pavement Condition Forecast

The following **Table 4.3.3** provides detail to the forecasted PCI values for each section inspected. Please note the forecasted Branch- and Section-Level PCI's are for planning purposes and are subject to the sensitivities in changes in traffic and maintenance frequency. Airport staff should perform annual visual condition assessments to maintain recent understanding of pavement conditions.



Table 4.3.3 Forecasted PCI 2020-2029

Network ID	Branch ID	Section ID	Last PCI	Forecasted PCI									
				2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
FHB	AP N	4205	90	87	84	82	81	79	78	76	74	72	69
FHB	AP N	4210	94	92	91	89	88	86	85	83	81	80	78
FHB	AP N	4215	55	53	52	50	49	47	46	44	42	41	39
FHB	AP N	4220	1	0	0	0	0	0	0	0	0	0	0
FHB	AP N	4240	85	83	82	80	79	77	76	74	72	71	69
FHB	AP NW	4105	36	34	33	31	30	28	27	25	23	22	20
FHB	AP NW	4110	33	31	30	28	27	25	24	22	20	19	17
FHB	AP RU N	4510	58	56	55	53	52	50	49	47	45	44	42
FHB	AP T-HANG	4305	85	83	82	80	79	77	76	74	72	71	69
FHB	AP T-HANG	4307	56	54	53	51	50	48	47	45	43	42	40
FHB	AP T-HANG	4310	69	67	66	64	63	61	60	58	56	55	53
FHB	RW 13-31	6215	65	64	63	62	61	61	60	60	60	60	60
FHB	RW 13-31	6225	64	63	62	61	61	60	60	60	60	60	60
FHB	RW 4-22	6105	65	64	63	62	61	61	60	60	60	60	60
FHB	RW 4-22	6110	92	90	89	87	86	84	82	81	79	77	76
FHB	RW 9-27	6305	98	97	96	95	94	94	93	92	91	90	89
FHB	RW 9-27	6335	83	82	81	80	79	79	78	77	76	75	74
FHB	TW A	305	68	67	66	65	63	62	60	59	57	55	54
FHB	TW A	310	87	85	82	80	78	77	75	74	73	72	71
FHB	TW A	315	73	72	71	70	69	68	67	66	65	64	63
FHB	TW A	320	71	70	69	68	67	66	65	64	62	61	59
FHB	TW A	325	64	63	62	61	60	59	58	57	56	54	53
FHB	TW A	327	78	76	75	74	73	72	71	70	69	68	67
FHB	TW A	330	69	68	67	66	65	64	63	63	62	61	60
FHB	TW A	335	67	66	65	63	62	60	59	57	55	54	52
FHB	TW A	350	71	70	69	68	67	66	65	64	62	61	59



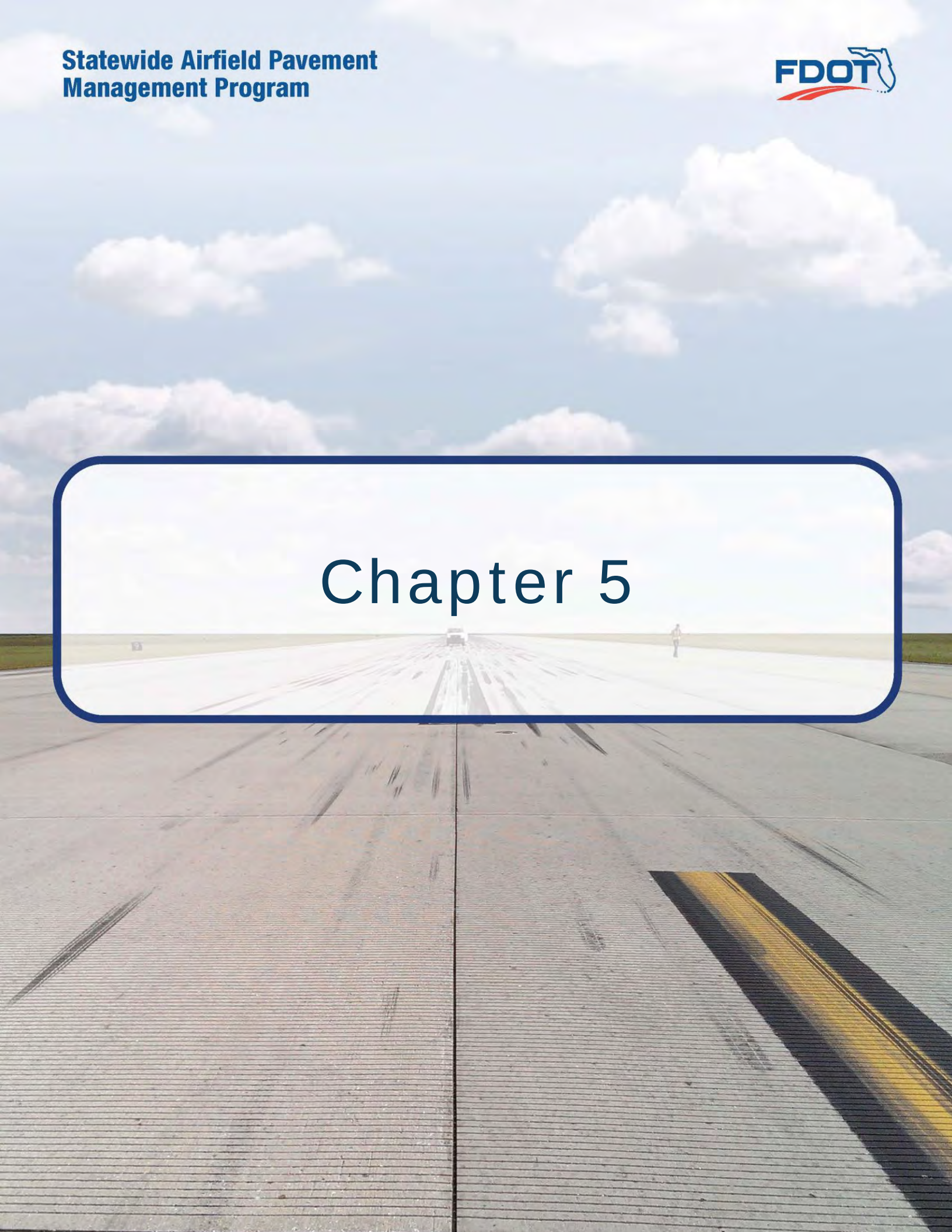
Network ID	Branch ID	Section ID	Last PCI	Forecasted PCI									
				2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
FHB	TW B	205	66	65	63	62	60	59	57	55	54	52	50
FHB	TW B	210	59	57	56	54	52	51	49	48	46	45	45
FHB	TW B	215	63	62	60	58	57	55	53	52	50	48	47
FHB	TW B	220	58	56	55	53	51	50	48	47	46	45	44
FHB	TW B	225	69	68	67	66	65	63	62	60	59	57	55
FHB	TW B	230	65	64	62	61	59	57	56	54	52	51	49
FHB	TW B	233	70	69	68	67	66	65	63	62	61	59	57
FHB	TW B	235	63	62	60	58	57	55	53	52	50	48	47
FHB	TW B	236	70	69	68	67	66	65	63	62	61	59	57
FHB	TW C	120	57	55	54	52	50	49	47	46	45	44	44
FHB	TW C	125	85	84	83	82	81	81	80	79	78	77	76
FHB	TW C	130	89	88	87	86	85	85	84	83	82	81	80
FHB	TW C	140	94	93	92	91	90	90	89	88	87	86	85
FHB	TW C	145	37	36	34	33	32	31	31	30	29	28	27
FHB	TW C	150	67	66	65	64	63	63	62	61	60	59	57
FHB	TW C	155	83	82	81	80	79	79	78	77	76	75	74
FHB	TW D	405	81	79	77	75	74	72	71	70	68	67	67
FHB	TW D	410	71	70	69	68	67	66	65	64	63	62	61
FHB	TW D	412	71	70	69	68	67	66	65	64	62	61	59
FHB	TW D	415	77	75	74	72	71	70	68	67	67	66	65
FHB	TW D	417	71	70	69	68	67	66	65	64	62	61	59
FHB	TW D	420	72	71	69	68	67	66	66	65	64	63	62
FHB	TW D	425	68	67	66	65	63	62	60	59	57	55	54
FHB	TW D	430	69	68	67	66	65	64	63	63	62	61	60
FHB	TW E	510	91	89	86	84	82	79	77	76	74	72	71
FHB	TW NW AP	505	33	32	31	30	29	29	28	27	26	25	23
FHB	TW NW AP	507	74	73	72	71	70	69	68	67	66	65	64



4.3.4 Forecasted PCI Considerations

As FDOT continues to update the SAPMP with future PCI Survey inspections and assembly of airfield pavement construction work history, the performance models will be further refined. With the refinement of additional PCI and work history data points, the forecasting of pavement conditions will continue to better reflect the performance trends of airfield pavements in the Florida Airports System. Forecasted or predicted pavement conditions for the airport are intended for planning purposes only. Design-level recommendations for pavement rehabilitation and/or reconstruction will require the appropriate application of the procedures defined in FAA **AC 150/5320-6F Airport Pavement Design and Evaluation** and **AC 150/5370-11B Use of Nondestructive Testing in the Evaluation of Airport Pavements** to determine structural and/or functional conditions at the time of project.

Chapter 5





Chapter 5 – Localized Maintenance and Repair Planning

General Maintenance and Rehabilitation (M&R) methods are characterized under three broad categories: localized maintenance and repair, global treatments, and major rehabilitation.

- **Localized Maintenance and Repair** includes patching and crack sealing.
- **Global Treatments** include surface seals and rejuvenators for flexible pavements.
- **Major Rehabilitation** includes overlays, significant slab replacement, and reconstruction.

This chapter discusses the FDOT SAPMP Localized Maintenance and Repair Planning approach. Proactive localized maintenance and repair, specifically preservation, is highly recommended to the airports. However, it is certainly recognized that once pavements have deteriorated below a certain condition, the facility would benefit from a more substantial rehabilitation in lieu of localized efforts. Chapter 6 Major Rehabilitation Planning discusses the addressing of pavements through timely rehabilitation once it has deteriorated below a critical PCI where localized repairs may not be as cost effective.

5.1 Localized Maintenance and Repair

Localized maintenance and repair is best applied as a conservation measure and is oftentimes applied to slow the rate of deterioration of distressed pavements; however, may be applied as a temporary corrective measure in isolated areas. Localized maintenance and repair can be applied either as a safety (“stopgap”) measure or preventive measure. Example distress types subject to localized preventive maintenance and repair may consist of low-severity longitudinal and transverse cracking and low-severity weathering. In many cases however, localized stopgap repair is applied as a safety measure to address high-severity distress manifestations when major rehabilitation is not funded for a given section with a PCI value below critical PCI. Some agencies may elect to define both types; preventative and stopgap, as localized maintenance.

Localized Stopgap/Safety Maintenance and Repair

Localized Stopgap or Safety Maintenance and Repair is defined as the localized distress repair needed to keep pavements operational in a safe condition. These activities are typically applied to high-severity distresses or distresses affecting operational activities. Typical pavement section PCIs will range from 0 to 65.

Localized Preventive Maintenance and Repair

Localized Preventive Maintenance and Repair is defined as distress maintenance activities performed with the primary objective of slowing the rate of deterioration. These activities typically include crack sealing and patching. Typical pavement section PCIs will be above 65.



5.2 Localized Maintenance and Repair Policy

The resulting Localized Maintenance and Repair recommendations are identified based on the policy defined in **Table 5.2 (a)** and **Table 5.2 (b)**, for flexible asphalt concrete and rigid Portland cement concrete pavements, respectively. The activities identified were based on the research of practical pavement treatments in consideration of the FAA **AC 150/5380-6C “Guidelines and Procedures for Maintenance of Airport Pavements”** and the **FDOT Airfield Pavement Distress Repair Manual**. Additionally, the **Engineering Technical Letter (ETL) 14-3: Preventive Maintenance Plan (PMP) for Airfield Pavements** was referenced for conservative application of pavement treatments. The Localized Maintenance and Repair Policy and associated planning-level unit costs were developed in consideration of a network-level analysis – it is strictly intended to provide a glimpse of the condition of the airport pavements with a limited PCI survey effort.

The developed Localized Maintenance and Repair Policy and associated planning-level unit costs were based on a statewide consideration of pavement treatments and review of state construction costs for both Airfield Pavements and from the FDOT Historical Cost Information archives. Furthermore, a consideration of limited repair quantities was factored in the determination of conservative planning-level unit costs. The identified Localized maintenance activities for both preventive and stopgap activities are based on a statewide network approach; project-specific evaluation and maintenance quantities should be developed prior to any construction.

Table 5.2 (a) Localized Maintenance and Repair – Flexible Asphalt Concrete

Distress	Severity	Description	Code	Work Type	Work Unit
41	Low	ALLIGATOR CR	FDOT-PA-AF	FDOT - PATCHING - AC FULL DEPTH	SqFt
41	Medium	ALLIGATOR CR	FDOT-PA-AF	FDOT - PATCHING - AC FULL DEPTH	SqFt
41	High	ALLIGATOR CR	FDOT-PA-AF	FDOT - PATCHING - AC FULL DEPTH	SqFt
42	N/A	BLEEDING	FDOT-MO-PV	FDOT - MONITOR	N/A
43	Low	BLOCK CR	FDOT-MO-PV	FDOT - MONITOR	N/A
43	Medium	BLOCK CR	FDOT-CS-AC	FDOT - CRACK SEALING - AC	Ft
43	High	BLOCK CR	FDOT-PA-AP	FDOT - PATCHING - AC PARTIAL DEPTH	SqFt
44	Low	CORRUGATION	FDOT-ML-AC	FDOT - MILLING - AC	SqFt
44	Medium	CORRUGATION	FDOT-ML-AC	FDOT - MILLING - AC	SqFt
44	High	CORRUGATION	FDOT-PA-AF	FDOT - PATCHING - AC FULL DEPTH	SqFt
45	Low	DEPRESSION	FDOT-PA-AF	FDOT - PATCHING - AC FULL DEPTH	SqFt
45	Medium	DEPRESSION	FDOT-PA-AF	FDOT - PATCHING - AC FULL DEPTH	SqFt
45	High	DEPRESSION	FDOT-PA-AF	FDOT - PATCHING - AC FULL DEPTH	SqFt
46	N/A	JET BLAST	FDOT-PA-AP	FDOT - PATCHING - AC PARTIAL DEPTH	SqFt
47	Low	JT REF. CR	FDOT-MO-PV	FDOT - MONITOR	N/A
47	Medium	JT REF. CR	FDOT-CS-AC	FDOT - CRACK SEALING - AC	Ft
47	High	JT REF. CR	FDOT-CS-AC	FDOT - CRACK SEALING - AC	Ft



Distress	Severity	Description	Code	Work Type	Work Unit
48	Low	L & T CR	FDOT-MO-PV	FDOT - MONITOR	N/A
48	Medium	L & T CR	FDOT-CS-AC	FDOT - CRACK SEALING - AC	Ft
48	High	L & T CR	FDOT-CS-AC	FDOT - CRACK SEALING - AC	Ft
49	N/A	OIL SPILLAGE	FDOT-PA-AP	FDOT - PATCHING - AC PARTIAL DEPTH	SqFt
50	Low	PATCHING	FDOT-MO-PV	FDOT - MONITOR	N/A
50	Medium	PATCHING	FDOT-PA-AF	FDOT - PATCHING - AC FULL DEPTH	SqFt
50	High	PATCHING	FDOT-PA-AF	FDOT - PATCHING - AC FULL DEPTH	SqFt
51	N/A	POLISHED AG	FDOT-SS-LO	FDOT - SURFACE SEAL	SqFt
52	Low	RAVELING	FDOT-SS-LO	FDOT - SURFACE SEAL	SqFt
52	Medium	RAVELING	FDOT-PA-AP	FDOT - PATCHING - AC PARTIAL DEPTH	SqFt
52	High	RAVELING	FDOT-PA-AP	FDOT - PATCHING - AC PARTIAL DEPTH	SqFt
53	Low	RUTTING	FDOT-MO-PV	FDOT - MONITOR	N/A
53	Medium	RUTTING	FDOT-PA-AF	FDOT - PATCHING - AC FULL DEPTH	SqFt
53	High	RUTTING	FDOT-PA-AF	FDOT - PATCHING - AC FULL DEPTH	SqFt
54	Low	SHOVING	FDOT-MO-PV	FDOT - MONITOR	N/A
54	Medium	SHOVING	FDOT-ML-AC	FDOT - MILLING - AC	SqFt
54	High	SHOVING	FDOT-PA-AF	FDOT - PATCHING - AC FULL DEPTH	SqFt
55	N/A	SLIPPAGE CR	FDOT-PA-AP	FDOT - PATCHING - AC PARTIAL DEPTH	SqFt
56	Low	SWELLING	FDOT-MO-PV	FDOT - MONITOR	N/A
56	Medium	SWELLING	FDOT-PA-AF	FDOT - PATCHING - AC FULL DEPTH	SqFt
56	High	SWELLING	FDOT-PA-AF	FDOT - PATCHING - AC FULL DEPTH	SqFt
57	Low	WEATHERING	FDOT-MO-PV	FDOT - MONITOR	N/A
57	Medium	WEATHERING	FDOT-SS-LO	FDOT - SURFACE SEAL	SqFt
57	High	WEATHERING	FDOT-PA-AP	FDOT - PATCHING - AC PARTIAL DEPTH	SqFt

Table 5.2 (b) Localized Maintenance and Repair – Rigid Portland Cement Concrete

Distress	Severity	Description	Code	Work Type	Work Unit
61	Low	BLOW-UP	FDOT-PA-PP	FDOT - PATCHING - PCC PARTIAL DEPTH	SqFt
61	Medium	BLOW-UP	FDOT-PA-PF	FDOT - PATCHING - PCC FULL DEPTH	SqFt
61	High	BLOW-UP	FDOT-SL-PC	FDOT - SLAB REPLACEMENT - PCC	SqFt
62	Low	CORNER BREAK	FDOT-CS-PC	FDOT - CRACK SEALING - PCC	Ft
62	Medium	CORNER BREAK	FDOT-PA-PF	FDOT - PATCHING - PCC FULL DEPTH	SqFt
62	High	CORNER BREAK	FDOT-PA-PF	FDOT - PATCHING - PCC FULL DEPTH	SqFt
63	Low	LINEAR CR	FDOT-MO-PV	FDOT - MONITOR	N/A
63	Medium	LINEAR CR	FDOT-CS-PC	FDOT - CRACK SEALING - PCC	Ft
63	High	LINEAR CR	FDOT-PA-PP	FDOT - PATCHING - PCC PARTIAL DEPTH	SqFt



Distress	Severity	Description	Code	Work Type	Work Unit
64	Low	DURABIL. CR	FDOT-MO-PV	FDOT - MONITOR	N/A
64	Medium	DURABIL. CR	FDOT-PA-PF	FDOT - PATCHING - PCC FULL DEPTH	SqFt
64	High	DURABIL. CR	FDOT-SL-PC	FDOT - SLAB REPLACEMENT - PCC	SqFt
65	Low	JT SEAL DMG	FDOT-JS-PC	FDOT - JOINT SEAL - PCC	Ft
65	Medium	JT SEAL DMG	FDOT-JS-PC	FDOT - JOINT SEAL - PCC	Ft
65	High	JT SEAL DMG	FDOT-JS-PC	FDOT - JOINT SEAL - PCC	Ft
66	Low	SMALL PATCH	FDOT-MO-PV	FDOT - MONITOR	N/A
66	Medium	SMALL PATCH	FDOT-PA-PP	FDOT - PATCHING - PCC PARTIAL DEPTH	SqFt
66	High	SMALL PATCH	FDOT-PA-PP	FDOT - PATCHING - PCC PARTIAL DEPTH	SqFt
67	Low	LARGE PATCH	FDOT-MO-PV	FDOT - MONITOR	N/A
67	Medium	LARGE PATCH	FDOT-PA-PF	FDOT - PATCHING - PCC FULL DEPTH	SqFt
67	High	LARGE PATCH	FDOT-PA-PF	FDOT - PATCHING - PCC FULL DEPTH	SqFt
68	N/A	POPOUTS	FDOT-PO-FL	FDOT - POPOUT FILLER	SqFt
69	N/A	PUMPING	FDOT-SB-PC	FDOT - SLAB STABILIZATION - PCC	SqFt
70	Low	SCALING	FDOT-MO-PV	FDOT - MONITOR	N/A
70	Medium	SCALING	FDOT-PA-PP	FDOT - PATCHING - PCC PARTIAL DEPTH	SqFt
70	High	SCALING	FDOT-SL-PC	FDOT - SLAB REPLACEMENT - PCC	SqFt
71	Low	FAULTING	FDOT-MO-PV	FDOT - MONITOR	N/A
71	Medium	FAULTING	FDOT-GR-PP	FDOT - GRINDING (LOCALIZED)	Ft
71	High	FAULTING	FDOT-GR-PP	FDOT - GRINDING (LOCALIZED)	Ft
72	Low	SHAT. SLAB	FDOT-CS-PC	FDOT - CRACK SEALING - PCC	Ft
72	Medium	SHAT. SLAB	FDOT-SL-PC	FDOT - SLAB REPLACEMENT - PCC	SqFt
72	High	SHAT. SLAB	FDOT-SL-PC	FDOT - SLAB REPLACEMENT - PCC	SqFt
73	N/A	SHRINKAGE CR	FDOT-MO-PV	FDOT - MONITOR	N/A
74	Low	JOINT SPALL	FDOT-CS-PC	FDOT - CRACK SEALING - PCC	Ft
74	Medium	JOINT SPALL	FDOT-PA-PP	FDOT - PATCHING - PCC PARTIAL DEPTH	SqFt
74	High	JOINT SPALL	FDOT-PA-PP	FDOT - PATCHING - PCC PARTIAL DEPTH	SqFt
75	Low	CORNER SPALL	FDOT-CS-PC	FDOT - CRACK SEALING - PCC	Ft
75	Medium	CORNER SPALL	FDOT-PA-PP	FDOT - PATCHING - PCC PARTIAL DEPTH	SqFt
75	High	CORNER SPALL	FDOT-PA-PP	FDOT - PATCHING - PCC PARTIAL DEPTH	SqFt
76	Low	ASR	FDOT-MO-PV	FDOT - MONITOR	N/A
76	Medium	ASR	FDOT-PA-PF	FDOT - PATCHING - PCC FULL DEPTH	SqFt
76	High	ASR	FDOT-SL-PC	FDOT - SLAB REPLACEMENT - PCC	SqFt



Table 5.2 (c) Localized Repair Planning-Level Unit Costs – Flexible Asphalt Concrete

Code	Name	Cost	Units
FDOT-SS-LO	FDOT - SURFACE SEAL	\$0.55	SqFt
FDOT-ML-AC	FDOT - MILLING - AC	\$2.00	SqFt
FDOT-GR-PP	FDOT - GRINDING (LOCALIZED)	\$2.00	Ft
FDOT-CS-AC	FDOT - CRACK SEALING - AC	\$3.00	Ft
FDOT-MO-PV	FDOT - MONITOR	\$0.00	SqFt
FDOT-PA-AF	FDOT - PATCHING - AC FULL DEPTH	\$6.00	SqFt
FDOT-PA-AP	FDOT - PATCHING - AC PARTIAL DEPTH	\$3.00	SqFt

Table 5.2 (d) Localized M&R Planning-Level Unit Costs – Rigid Portland Cement Concrete

Code	Name	Cost	Units
FDOT-PA-PF	FDOT - PATCHING - PCC FULL DEPTH	\$100.00	SqFt
FDOT-SL-PC	FDOT - SLAB REPLACEMENT - PCC	\$30.00	SqFt
FDOT-SB-PC	FDOT - SLAB STABILIZATION - PCC	\$30.00	SqFt
FDOT-PA-PP	FDOT - PATCHING - PCC PARTIAL DEPTH	\$72.00	SqFt
FDOT-PO-FL	FDOT - POPOUT FILLER	\$0.05	SqFt
FDOT-GR-PP	FDOT - GRINDING (LOCALIZED)	\$2.00	Ft
FDOT-CS-PC	FDOT - CRACK SEALING - PCC	\$4.25	Ft
FDOT-MO-PV	FDOT - MONITOR	\$0.00	N/A
FDOT-JS-PC	FDOT - JOINT SEAL - PCC	\$2.75	Ft

*PCC Patching (Full Depth and Partial Depth) consider high-early-strength and high-performing repair material.



5.3 Localized Maintenance and Repair Analysis and Recommendations

The SAPMP provides a planning-level estimation of Localized Maintenance and Repair based on the results of the latest PCI Survey Inspection performed at the airport. Based on the limited sample units inspected, a statistical extrapolation of distresses at the section level is used to estimate the quantities of recommended repair activities based on the policies defined in **5.2 Localized M&R Policy**. The PCI Survey Inspections did not consist of 100% inspection of all sample units; therefore, the section-level distress quantities used to estimate the Localized Maintenance and Repair needs are for conceptual planning purposes. The accuracy of the extrapolated distresses, and therefore work quantities, is subject to the amount of sample units inspected and the concentration of distress types observed in sample units. **Appendix B** provides the estimated Localized Maintenance and Repair based on this SAPMP's PCI Survey Inspection efforts. Localized Preventive Maintenance and Repair is typically applied to pavements that are in a condition at or above the Critical PCI of 65. Localized Stopgap Maintenance and Repair is typically applied to pavements that are below the Critical PCI of 65. It is recommended that airport staff evaluate the application of Localized Maintenance and Repair in concert with the planning of Major Rehabilitation efforts identified in Chapter 6 Major Rehabilitation Planning. Pavements with Stopgap recommendations that are subject to near-term Major Rehabilitation efforts may remove the need to perform localized maintenance efforts.

The following **Table 5.3 (a)** summarizes the anticipated Localized Maintenance and Repair efforts based on the PCI Survey Inspection efforts performed at this airport as part of this SAPMP System Update. The following table depicts planning-level costs rounded to the nearest ten dollars.

Table 5.3 (a) Summary of Airport Localized M&R Planning Cost and Quantity at Network Level

Work Description	Work Category	Rough Estimate of Work Quantity	Work Units	Planning Material Cost
FDOT - PATCHING - AC FULL DEPTH	PREVENTIVE	555	SqFt	\$ 3,330.00
FDOT - PATCHING - AC PARTIAL DEPTH	PREVENTIVE	105	SqFt	\$ 320.00
FDOT - PATCHING - PCC PARTIAL DEPTH	PREVENTIVE	75	SqFt	\$ 5,110.00
FDOT - SURFACE SEAL	PREVENTIVE	107,715	SqFt	\$ 59,250.00
FDOT - CRACK SEALING - PCC	PREVENTIVE	115	Ft	\$ 470.00
FDOT - JOINT SEAL - PCC	PREVENTIVE	39,595	Ft	\$ 108,880.00
FDOT - CRACK SEALING - AC	PREVENTIVE	495	Ft	\$ 1,490.00
FDOT - PATCHING - PCC PARTIAL DEPTH	STOPGAP	695	SqFt	\$ 50,030.00
FDOT - CRACK SEALING - PCC	STOPGAP	285	Ft	\$ 1,200.00
FDOT - SLAB REPLACEMENT - PCC	STOPGAP	11,295	SqFt	\$ 338,830.00
FDOT - JOINT SEAL - PCC	STOPGAP	1,940	Ft	\$ 5,340.00
FDOT - GRINDING (LOCALIZED)	STOPGAP	285	Ft	\$ 570.00
FDOT - SURFACE SEAL	STOPGAP	229,330	SqFt	\$ 126,140.00
FDOT - PATCHING - AC FULL DEPTH	STOPGAP	3,770	SqFt	\$ 22,600.00
FDOT - CRACK SEALING - AC	STOPGAP	8,670	Ft	\$ 26,010.00
FDOT - PATCHING - AC PARTIAL DEPTH	STOPGAP	3,345	SqFt	\$ 10,030.00



The following **Table 5.3 (b)** provides further breakdown of the anticipated planning-level cost at the section level for the pavements exhibiting distresses that would benefit from Localized M&R. The table shows the approximate improved “End Condition” of the section after the application of Localized M&R. The following table depicts planning-level costs rounded to the nearest ten dollars.

Table 5.3 (b) Summary of Airport Localized M&R Planning Cost and Quantity at Section Level

Network ID	Branch ID	Section ID	Area (SF)	Start Condition	End Condition	Cost
FHB	AP N	4205	30,473	90	90	\$ -
FHB	AP N	4210	23,464	94	94	\$ -
FHB	AP N	4215	155,925	55	59	\$ 20,360.00
FHB	AP N	4220	23,835	1	59	\$ 395,970.00
FHB	AP N	4240	113,573	85	88	\$ 630.00
FHB	AP NW	4105	11,190	36	40	\$ 2,940.00
FHB	AP NW	4110	14,280	33	54	\$ 15,930.00
FHB	AP RU N	4510	7,368	58	76	\$ 2,430.00
FHB	AP T-HANG	4305	19,403	85	86	\$ 20.00
FHB	AP T-HANG	4307	28,110	56	73	\$ 9,440.00
FHB	AP T-HANG	4310	18,438	69	82	\$ 1,510.00
FHB	RW 13-31	6215	479,466	65	67	\$ 10,230.00
FHB	RW 13-31	6225	11,592	64	74	\$ 2,890.00
FHB	RW 4-22	6105	379,000	65	73	\$ 85,610.00
FHB	RW 4-22	6110	138,933	92	92	\$ -
FHB	RW 9-27	6305	86,150	98	100	\$ 36,840.00
FHB	RW 9-27	6335	30,150	83	96	\$ 13,920.00
FHB	TW A	305	20,095	68	68	\$ -
FHB	TW A	310	17,554	87	87	\$ -
FHB	TW A	315	36,250	73	78	\$ 1,200.00
FHB	TW A	320	35,000	71	76	\$ 1,930.00
FHB	TW A	325	71,712	64	69	\$ 2,960.00
FHB	TW A	327	18,381	78	85	\$ 790.00
FHB	TW A	330	39,508	69	74	\$ 1,090.00
FHB	TW A	335	4,219	67	76	\$ 410.00
FHB	TW A	350	11,250	71	88	\$ 1,350.00
FHB	TW B	205	11,685	66	81	\$ 2,330.00
FHB	TW B	210	99,184	59	64	\$ 7,520.00
FHB	TW B	215	7,146	63	80	\$ 1,730.00
FHB	TW B	220	17,500	58	71	\$ 8,060.00
FHB	TW B	225	6,738	69	83	\$ 1,600.00
FHB	TW B	230	29,700	65	76	\$ 5,480.00
FHB	TW B	233	15,343	70	81	\$ 2,280.00



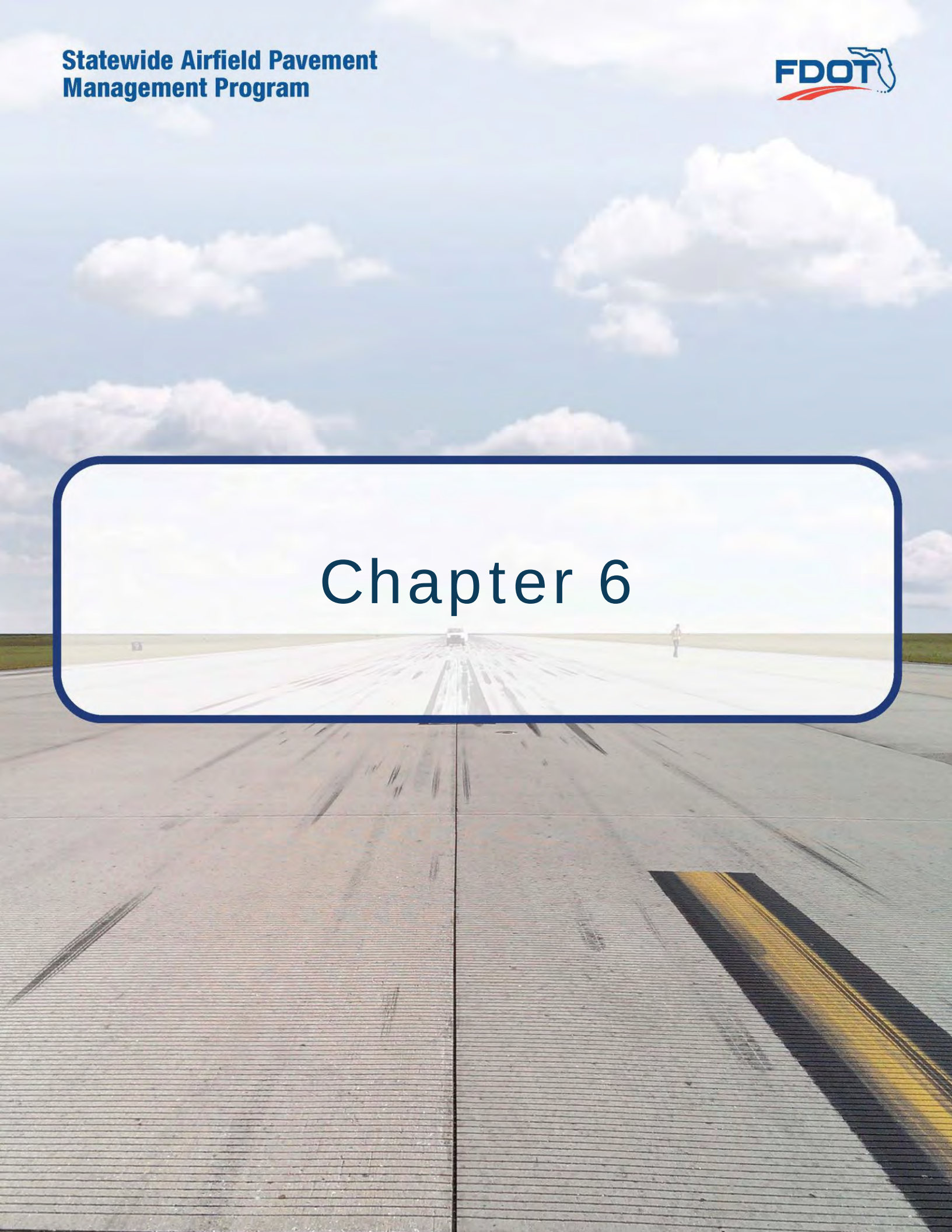
Network ID	Branch ID	Section ID	Area (SF)	Start Condition	End Condition	Cost
FHB	TW B	235	20,200	63	77	\$ 3,630.00
FHB	TW B	236	4,994	70	94	\$ 2,810.00
FHB	TW C	120	9,442	57	60	\$ 490.00
FHB	TW C	125	9,632	85	93	\$ 6,570.00
FHB	TW C	130	10,200	89	96	\$ 3,950.00
FHB	TW C	140	14,381	94	96	\$ 6,010.00
FHB	TW C	145	11,198	37	46	\$ 970.00
FHB	TW C	150	1,968	67	70	\$ 160.00
FHB	TW C	155	6,151	83	89	\$ 4,260.00
FHB	TW D	405	6,163	81	86	\$ 170.00
FHB	TW D	410	24,188	71	88	\$ 4,370.00
FHB	TW D	412	8,092	71	85	\$ 1,060.00
FHB	TW D	415	8,400	77	90	\$ 960.00
FHB	TW D	417	17,493	71	94	\$ 9,550.00
FHB	TW D	420	42,000	72	85	\$ 23,120.00
FHB	TW D	425	9,694	68	82	\$ 1,710.00
FHB	TW D	430	18,663	69	84	\$ 3,630.00
FHB	TW E	510	61,180	91	93	\$ 1,320.00
FHB	TW NW AP	505	2,976	33	63	\$ 4,330.00
FHB	TW NW AP	507	3,469	74	84	\$ 590.00

The following **Table 5.3 (c)** provides a summary of the anticipated planning-level costs for Localized Preventive Maintenance and Repair and Localized Stopgap Maintenance and Repair. The following table depicts planning-level costs rounded to the nearest ten dollars.

Table 5.3 (c) Summary of Localized Maintenance

Work Category	Cost
Preventive	\$ 178,850.00
Stopgap	\$ 580,750.00
Planning-Level Localized M&R Needs =	\$ 759,600.00

Chapter 6





Chapter 6 – Major Rehabilitation Planning

6.1 Major Rehabilitation

Major rehabilitation is recommended to correct or improve structural deficiencies and/or functional deterioration for pavement sections within a network. Often, when pavements are subject to significant changes in the aircraft fleet mix (frequency and type), major rehabilitation is required to provide a pavement section to meet the traffic demand. Major rehabilitation is recommended when a pavement section falls below the Critical PCI value that is defined during the system customization or if a pavement section has a significant observation of load-related distress. Observation of any load-related distress potentially indicates that the section may be structurally deficient or that the aircraft loads being applied to the pavement section are different than what the section was designed for. **Figures 6.1 (a) and 6.1 (b)** depict the decision process for major rehabilitation project identification with the assumption of available funds. Should funding be unavailable for pavement sections in need of major rehabilitation, the airport may elect to apply the appropriate localized stopgap repair.

Figure 6.1 (a) Major Rehabilitation Planning Decision Diagram, $PCI \leq \text{Critical PCI}$

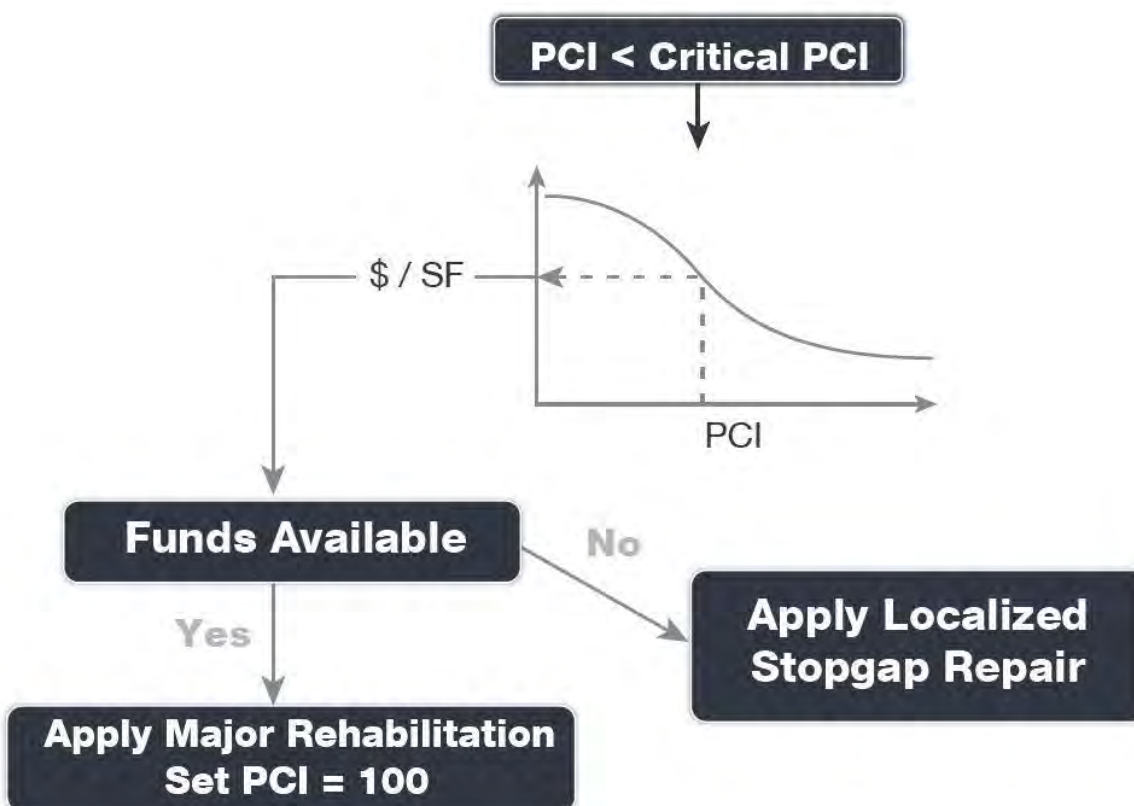
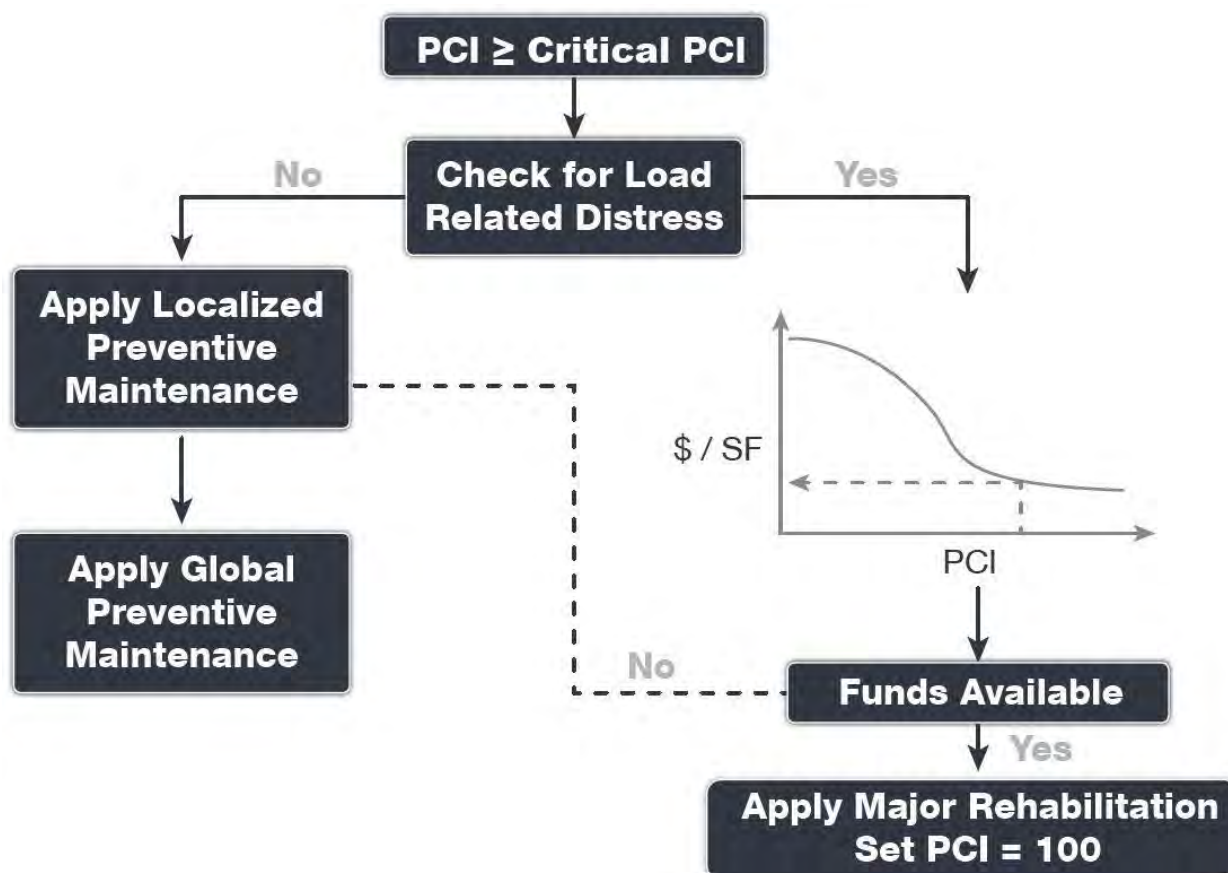




Figure 6.1 (b) Major Rehabilitation Planning Decision Diagram, $PCI > \text{Critical } PCI$





6.1.1 Critical PCI

For the FDOT SAPMP the development of a major rehabilitation program is based on the Critical PCI concept. The **Critical PCI** concept assumes that it is more cost-effective to maintain pavements above, rather than below their critical PCI. It is assumed that once a pavement section deteriorates to the Critical PCI value that it is more cost-effective to complete a major rehabilitation project rather than continuing to apply preventive maintenance. This method includes defining the Critical PCI and introducing major rehabilitation work types.

Identification of annual and long-range Major Rehabilitation work plans are typically based on the Critical PCI concept. The Critical PCI is defined as the PCI value at which the rate of loss (deterioration) increases with time, or the cost of applying localized maintenance and repair increases or is not effective. A Critical PCI is usually within a range of 55 and 70; the following procedure is standard approach in developing a specific Critical PCI:

1. Develop a pavement performance model and refine a prediction model for the pavements considered.
2. Select a localized maintenance and repair policy to be used in developing a work plan.
3. Apply the selected localized policy to the pavement sections for a range of PCI.
4. Compute the unit cost per area for each PCI range.
5. Plot the cost versus the PCI.
6. Determine the Critical PCI based on the point where the cost is insignificant.

The FDOT SAPMP defines the Critical PCI at 65 – this is based on the historic trends in pavement performance and Statewide planning efforts.

6.1.2 FDOT Recommended Minimum Service-Level PCI

The FDOT has recommended **Minimum Service-Level PCI** for airports' airfield pavements based on the following characteristics; airport type within FDOT SAPMP, branch use, and expected aircraft operations. For the purposes of Major Rehabilitation, the Critical PCI is typically the threshold condition that triggers major construction, however it is recommended that the airports maintain the Minimum Service-Level PCI with a combination of Localized Maintenance and Repair and timely Major Rehabilitation. **Table 6.1.2** summarizes the FDOT Recommended Minimum Service-Level PCI.

Table 6.1.2 FDOT Recommended Minimum Service-Level PCI

Branch Use	FDOT Recommended PCI	Additional Consideration
Runway	75	Aircraft Fleet Mix Changes Primary Runway
Taxiway / Taxilane	65	Aircraft Fleet Mix Changes Expected Operations
Aprons / Run-Ups / Ramps	60	Ground Service Equipment Non-Aircraft Operations (e.g. fueling)



6.2 Major Rehabilitation Policy

6.2.1 Major Rehabilitation Pavement Section Development

The review of the existing as-built record documentation within the participating airports' archives was used as the basis of the conceptual pavement design sections. Refinement of the pavement section layers was performed in consideration of the FAA **AC 150/ 5320-6F "Airport Pavement Design and Evaluation."** It should be noted that no subsurface geotechnical investigation, ALTA/ACSM Survey, topographic survey, utilities survey, environmental, or site specific air traffic study(s) have been utilized in the development of the design criteria. No warranty or assurance is implied in this document for final design nor construction for any airfield pavements discussed within this report. The following **Tables 6.2.1 (a) and (b)** provide details on the conceptual pavement sections developed for this study.

Major rehabilitation is divided into two policy categories as part of this program: Full-Depth Reconstruction (Reconstruction) and Intermediate-Level Major Rehabilitation (Restoration). Based on the pavement type, the general categories are defined as AC Reconstruction and AC Restoration for AC, AAC, and APC flexible pavement types and PCC Reconstruction and PCC Restoration for PCC rigid pavement types. The pavement sections have been based on the average GA Airport Type requirements; no pavement design has been performed in accordance with AC 150/5320-6F for the determined conceptual sections.

Table 6.2.1 (a) Conceptual Pavement Section for Major Rehabilitation – Flexible Asphalt Concrete

Rehabilitation Type	General Aviation (GA) Airport
AC Restoration <i>Combination of asphalt pavement milling and overlay with 25% of the areas subject to full-depth reconstruction.</i> PCI = 41 to 65	75% Mill and Overlay P-101 AC Milling (2") P-603 Bituminous Tack P-401 (HMA) (2") 25% AC Reconstruction P-101 Pavement Removal P-152 Subgrade (12") P-211 Base (6") P-602 Bituminous Prime P-603 Bituminous Tack P-401 HMA (2") <i>Excludes any paved shoulder features.</i>
AC Reconstruction <i>Full-depth asphalt pavement section reconstruction.</i> PCI = 40 or less	P-101 Pavement Removal P-152 Subgrade (12") P-211 Base (6") P-602 Bituminous Prime P-603 Bituminous Tack P-401 HMA (2") <i>Excludes any paved shoulder features.</i>



Table 6.2.1 (b) Conceptual Pavement Section for Major Rehabilitation – Rigid Portland Cement Concrete

Rehabilitation Type	General Aviation (GA) Airport
PCC Restoration <i>Restoration of PCC pavement with a combination of crack sealing, joint seal replacement, and replacement of 25% of slab panels.</i> PCI = 41 to 65	P-101 Pavement Removal P-605 Joint Seal Repair P-152 Subgrade (6") P-211 Base (if needed, typical) (6") P-501 Rigid PCC (10") *Select Slabs (25%) **Crack Seal and Limited Patching
PCC Reconstruction <i>Full-depth rigid pavement section reconstruction.</i> PCI = 40 or less	P-101 Pavement Removal P-605 Joint Seal Repair P-152 Subgrade (6") P-211 Base (6") P-501 Rigid PCC (10")

The identification of rehabilitation needs and conceptual pavement sections have been determined at the planning level. Design-level investigation is recommended prior to developing construction-level design documents and budgets.

In compliance with FAA Grant Assurances 11 and 19, the FDOT SAPMP provides airports with airfield pavement evaluation reports in accordance with **FAA AC 150/5380-7B Airport Pavement Management Program (PMP)** and **AC 150/5380-6C Guidelines and Procedures for Maintenance of Airport Pavements**. The application of the results of a PCI survey are for planning purposes and are limited to the visual observation of deteriorated pavements in limited sampling; design-level investigation is recommended in accordance with the FAA procedures defined in **AC 5320-6F Airport Pavement Design and Evaluation** and **AC 150/5370-11B Use of Nondestructive Testing in the Evaluation of Airport Pavements**. The aforementioned ACs provide the design-level material properties of in-situ pavement and subgrade layers for the determination of appropriate rehabilitation actions. The FDOT SAPMP is organized to provide airports with planning-level data and does not intend to preclude the responsible engineer in performing the appropriate level of investigation and analysis in determining the appropriate design details of a pavement rehabilitation. It would not be advisable to solely base design-level rehabilitation without the appropriate level of investigation and determination of pavement deterioration beyond that of a visual functional condition assessment.

The recommendations identified in the Major Rehabilitation Needs consider the **FAA AC 150/5370-10H Standard Specifications for Construction of Airports** when determining the appropriate materials and methods implemented for construction projects, such as pavement rehabilitation, on airports. It should be noted that the **AC 150/5370-10H Standard Specifications for Construction of Airports** was updated in December of 2018. Design-level determination of project specific specifications based on the AC should be developed by the Airport when performing applicable construction projects.



6.2.2 Major Rehabilitation Planning-Level Unit Costs

Planning-level opinion of probable construction unit costs developed for this System Update was based on archived bid tabulations and records from airfield pavement projects provided by participating airports. A review of cost trends and cost factors have been incorporated to assist airports in planning for project budgets. Neither FDOT nor the Consultant Team has control over the cost of labor, materials, equipment, or over the Contractor's methods of determining prices or over competitive bidding or market conditions. Opinions of probable construction costs provided herein are based on the information known to FDOT at this time and represent only the Consultant Team's judgment as a design professional familiar with the construction industry. This report cannot and does not guarantee that proposals, bids, or actual construction costs will not vary from its opinions of probable construction costs.

Table 6.2.2 General Aviation Major Rehabilitation Planning-Level Unit Cost by Pavement Type

Rehabilitation Type	PCI Range	Flexible Asphalt Concrete Cost Per SF	Rigid Portland Cement Concrete Cost per SF
Restoration	41 to 65	\$ 7.00	\$ 10.00
Reconstruction	0 to 40	\$ 9.00	\$ 15.00

Planning-level opinion of probable construction unit costs consider factors for non-pavement improvements, QA/QC testing, and administrative costs.

6.3 Major Rehabilitation Needs

The objective of the major pavement rehabilitation needs analysis is to provide planning-level projects within an airport's airfield pavement network. Major rehabilitation activities are recommended when a pavement section has deteriorated below the Critical PCI value, a point at which localized maintenance and repair activities may not be the most cost-effective solution. In addition, major rehabilitation is also recommended when the Section PCI is at or above the Critical PCI but the section has significant load-related PCI distresses. Identification of rehabilitation needs is done at the Airfield Pavement Network Definition's section level. This however does not limit the airport from further refining limits of project planning areas.

Major rehabilitation is identified within the FDOT SAPMP as major construction activity that would result in an improvement or resetting of the pavement section's PCI to a value of 100. Major rehabilitation recommendations (AC Restoration, AC Reconstruction, PCC Restoration, and PCC Reconstruction) should be considered as planning-level only. Additional design-level investigation in accordance to the FAA Advisory Circulars will be required. Recommendations identified within this planning document do not imply final design.

6.3.1 10-Year Unconstrained Budget Major Rehabilitation Needs

An unconstrained budget (unlimited budget) is performed for a 10-year duration to identify pavement rehabilitation needs based on current or forecasted PCI values deteriorating below the Critical PCI. FDOT recognizes airports are constrained by budgets and does not intend to convey an unrealistic approach of addressing pavement rehabilitation. The intent of the 10-Year Major Rehabilitation Needs analysis is to identify pavements that will warrant rehabilitation. It is highly recommended that airport staff utilize this information in support of the development of a practical Capital Improvement Program based on priorities, further design/project-level



investigation, and budgetary constraints. The following **Table 6.3.1** summarizes all identified section-level major rehabilitation needs forecasted for the next 10-year period. It should be noted that the following table depicts planning-level costs and have been rounded for planning purposes.

Table 6.3.1 10-Year Major Rehabilitation Needs

Program Year	Network ID	Branch ID	Section ID	Surface	Area (SF)	PCI Before	Rehabilitation Type	Planning Cost
2020	FHB	AP N	4215	AC	155,925	53	AC Restoration	\$ 1,092,000.00
2020	FHB	AP N	4220	PCC	23,835	0	PCC Reconstruction	\$ 358,000.00
2020	FHB	AP NW	4105	AC	11,190	34	AC Reconstruction	\$ 101,000.00
2020	FHB	AP NW	4110	AC	14,280	31	AC Reconstruction	\$ 129,000.00
2020	FHB	AP RU N	4510	AC	7,368	56	AC Restoration	\$ 52,000.00
2020	FHB	AP T-HANG	4307	AC	28,110	54	AC Restoration	\$ 197,000.00
2020	FHB	RW 13-31	6215	AAC	479,466	64	AC Restoration	\$ 3,357,000.00
2020	FHB	RW 13-31	6225	AAC	11,592	63	AC Restoration	\$ 82,000.00
2020	FHB	RW 4-22	6105	AAC	379,000	64	AC Restoration	\$ 2,654,000.00
2020	FHB	TW A	325	AC	71,712	63	AC Restoration	\$ 503,000.00
2020	FHB	TW B	210	AAC	99,184	57	AC Restoration	\$ 695,000.00
2020	FHB	TW B	215	AAC	7,146	62	AC Restoration	\$ 51,000.00
2020	FHB	TW B	220	AAC	17,500	56	AC Restoration	\$ 123,000.00
2020	FHB	TW B	230	AAC	29,700	64	AC Restoration	\$ 208,000.00
2020	FHB	TW B	235	AAC	20,200	62	AC Restoration	\$ 142,000.00
2020	FHB	TW C	120	AAC	9,442	55	AC Restoration	\$ 67,000.00
2020	FHB	TW C	145	AC	11,198	36	AC Reconstruction	\$ 101,000.00
2020	FHB	TW NW AP	505	AC	2,976	32	AC Reconstruction	\$ 27,000.00
2021	FHB	TW B	205	AAC	11,685	63	AC Restoration	\$ 82,000.00
2022	FHB	AP T-HANG	4310	AC	18,438	64	AC Restoration	\$ 130,000.00
2022	FHB	TW A	335	AAC	4,219	63	AC Restoration	\$ 30,000.00
2022	FHB	TW C	150	AC	1,968	64	AC Restoration	\$ 14,000.00
2023	FHB	TW A	305	AAC	20,095	63	AC Restoration	\$ 141,000.00
2023	FHB	TW D	425	AAC	9,694	63	AC Restoration	\$ 68,000.00
2024	FHB	TW A	330	AC	39,508	64	AC Restoration	\$ 277,000.00
2024	FHB	TW B	225	AAC	6,738	63	AC Restoration	\$ 48,000.00
2024	FHB	TW D	430	AC	18,663	64	AC Restoration	\$ 131,000.00
2025	FHB	TW B	233	AAC	15,343	63	AC Restoration	\$ 108,000.00
2025	FHB	TW B	236	AAC	4,994	63	AC Restoration	\$ 35,000.00
2026	FHB	TW A	320	AAC	35,000	64	AC Restoration	\$ 246,000.00
2026	FHB	TW A	350	AAC	11,250	64	AC Restoration	\$ 79,000.00
2026	FHB	TW D	410	AC	24,188	64	AC Restoration	\$ 170,000.00
2026	FHB	TW D	412	AAC	8,092	64	AC Restoration	\$ 57,000.00



Program Year	Network ID	Branch ID	Section ID	Surface	Area (SF)	PCI Before	Rehabilitation Type	Planning Cost
2026	FHB	TW D	417	AAC	17,493	64	AC Restoration	\$ 123,000.00
2027	FHB	TW D	420	AC	42,000	64	AC Restoration	\$ 295,000.00
2028	FHB	TW A	315	AAC	36,250	64	AC Restoration	\$ 254,000.00
2029	FHB	TW NW AP	507	AAC	3,469	64	AC Restoration	\$ 25,000.00

*All values have been rounded to the nearest thousand-dollar.

The following **Figure 6.3.1 (a)** summarizes the section-level major rehabilitation needs for a 10-year period between 2020 and 202*. **Figure 6.3.1 (b)** provides an inset view of Airfield Pavement Major Rehabilitation Exhibit, a large format exhibit is located in **Appendix C Technical Exhibits**. The exhibit graphically depicts the Major Rehabilitation Needs with rounded costs.

Figure 6.3.1 (a) 10-Year Major Rehabilitation Needs by Program Year

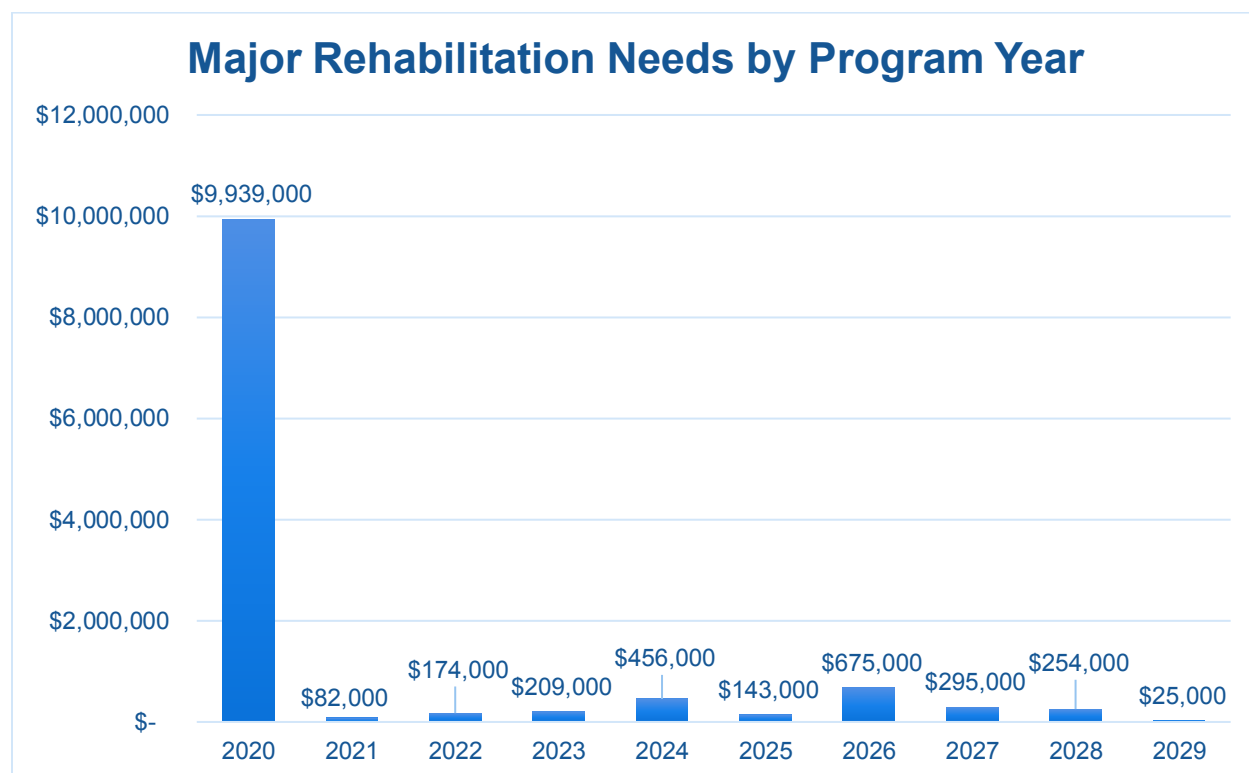
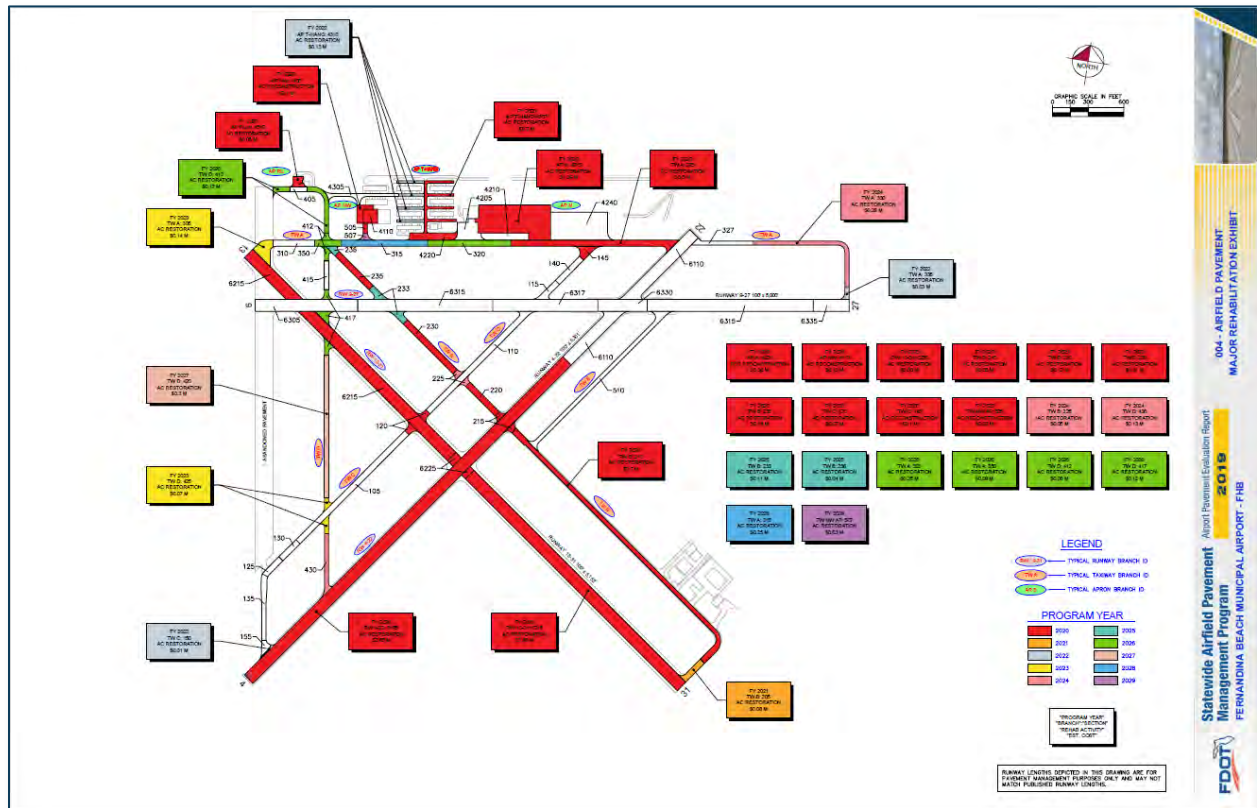
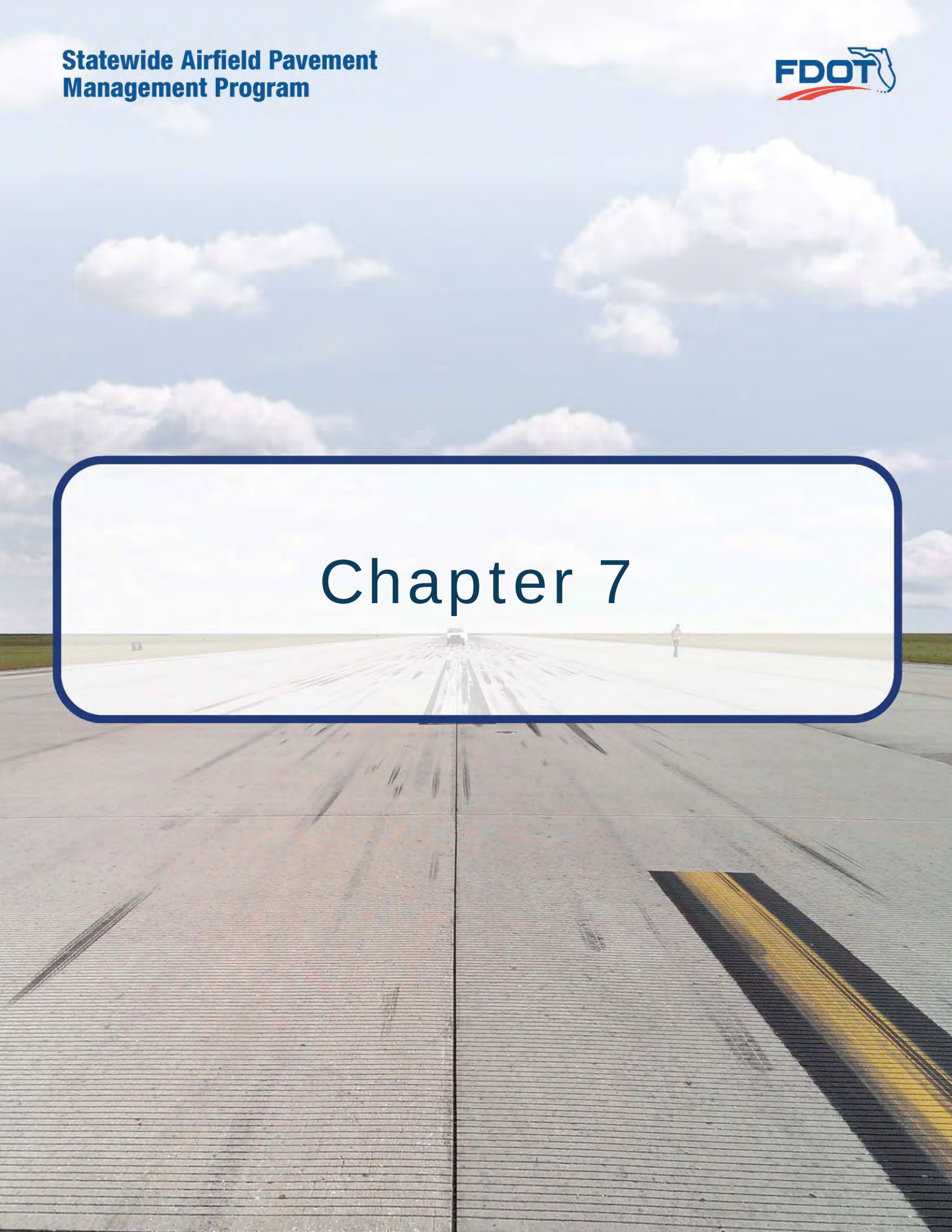




Figure 6.3.1 (b) 10-Year Major Rehabilitation Needs by Program Year Exhibit



Chapter 7





Chapter 7 – Conclusion

7.1 Recommendations

7.1.1 Continued PCI Survey Inspections

It is recommended that the airport continue to perform regularly scheduled PCI Survey inspections in accordance with the ASTM D5340-12 (or latest edition) to monitor the condition of the airfield pavement facilities.

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

7.1.2 Localized Maintenance and Repair

While deterioration of the pavements due to usage and exposure to the environment cannot be completely prevented, applying timely and effective maintenance efforts can slow the anticipated rate of deterioration. Lack of adequate and timely maintenance is the significant factor in pavement deterioration.

It is recommended that airport sponsors coordinate with their respective Airport Maintenance staff and Airport Engineer when developing project-level maintenance and repair efforts.

7.1.3 Major Rehabilitation

Chapter 6 – Major Rehabilitation Planning identified major pavement rehabilitation project needs from 2020-2029. The identification of the rehabilitation needs was performed at the section level for manageable project areas with the assumption of an unconstrained budget scenario. Given the uncertainty in the airport-specific budget information and prioritization goals, the unconstrained budget scenario was performed to evaluate the worst-case scenario and identify all the inspected pavements' needs in a 10-year period. Certainly, it is understood that most airports are faced with constrained budgets; further evaluation of projects based on prioritization, operational criticality, funding availability, and practicality is recommended.

7.1.4 Pavement Management System

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

- ▶ Develop a detailed preventive maintenance program for the airport.
- ▶ Further refine and implement the identified 10-year major rehabilitation needs.
- ▶ Maintain detailed records on pavement maintenance, construction, and inspection.
- ▶ Maintain records on major pavement construction projects (year, scope, cost, and construction documents).



7.2 Supporting Documents

001 – Airfield Pavement Network Definition Exhibit

The Airfield Pavement Network Definition Exhibit is located in **Appendix C Technical Exhibits**. The exhibit depicts the airfield layout in a manner that defines the airfield pavement infrastructure as branches, sections, and sample units in accordance with the ASTM D5340-12. The exhibit is intended for planning purposes only – further detail on facilities can be found on the Airport's adopted Airport Layout Plan. Detailed characteristics are tabulated in **Appendix A Pavement Analysis Tables**.

002 – Airfield Pavement System Inventory Exhibit

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

003 – Airfield Pavement Condition Index Exhibit

The Airfield Pavement Condition Index Exhibit is located in **Appendix C Technical Exhibits**. The exhibit is a visual summary of the latest conditions calculated from the results of the PCI Survey performed at the airport. The analysis of the distresses surveyed in accordance with the ASTM D5340-12 (referenced in **Appendix E Inspection Distress Details**) were analyzed using PAVER™ software to determine PCI values. The PCI values are identified in the exhibit and graphically represented using the standard ASTM D5340-12 colors for condition rating categories.

004 – Airfield Pavement Major Rehabilitation Exhibit

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

Inspection Photograph Documentation

Representative field conditions from the PCI Survey are documented with digital photographs located in **Appendix D Inspection Photograph Documentation**. Select photographs are provided with limited caption on the distresses observed – the Appendix does not contain photographs for every sample unit.



7.3 Conclusion

The FDOT SAPMP Update Phase 2 2018-2019 was completed for the airport on behalf of the FDOT ASO in accordance with the Advisory Circulars **150/5380-7B “Airport Pavement Management Program (PMP)”** and **150/5380-6C “Guidelines and Procedures for Maintenance of Airport Pavements.”** FDOT’s implementation of the SAPMP has assisted public airports with this requirement in performing PCI survey inspections and analysis in accordance with the ASTM **D5340-12 “Standard Test Method for Airport Pavement Condition Index Surveys.”**

Appendix A

Airfield Pavement Analysis Tables



Table A-1 Pavement System Inventory Details

Network ID	Branch Name	Branch ID	Branch Use	Section ID	Length (FT)	Width (FT)	Area (SF)	Surface Type	Est. Last Construction Date
FHB	NORTH APRON - TERMINAL	AP N	APRON	4205	160	200	30,473	AAC	1/1/2014
FHB	NORTH APRON - TERMINAL	AP N	APRON	4210	400	60	23,464	AC	1/1/2014
FHB	NORTH APRON - TERMINAL	AP N	APRON	4215	600	250	155,925	AC	1/1/1993
FHB	NORTH APRON - TERMINAL	AP N	APRON	4220	400	60	23,835	PCC	1/1/1944
FHB	NORTH APRON - TERMINAL	AP N	APRON	4240	480	235	113,573	AC	1/1/2004
FHB	NORTHWEST APRON	AP NW	APRON	4105	150	50	11,190	AC	1/1/2000
FHB	NORTHWEST APRON	AP NW	APRON	4110	120	100	14,280	AC	1/1/1987
FHB	NORTH RUN UP APRON	AP RU N	APRON	4510	85	80	7,368	AC	1/1/2004
FHB	T-HANGAR APRON	AP T-HANG	APRON	4305	900	25	19,403	AC	12/25/2000
FHB	T-HANGAR APRON	AP T-HANG	APRON	4307	1,400	20	28,110	AC	1/1/1987
FHB	T-HANGAR APRON	AP T-HANG	APRON	4310	2,030	25	18,438	AC	12/25/1999
FHB	RUNWAY 13-31	RW 13-31	RUNWAY	6215	4,690	100	479,466	AAC	1/1/2010
FHB	RUNWAY 13-31	RW 13-31	RUNWAY	6225	165	100	11,592	AAC	1/1/2004
FHB	RUNWAY 4-22	RW 4-22	RUNWAY	6105	5,100	100	379,000	AAC	1/1/2004
FHB	RUNWAY 4-22	RW 4-22	RUNWAY	6110	5,100	100	138,933	AC	1/1/2014
FHB	RUNWAY 9-27	RW 9-27	RUNWAY	6305	860	100	86,150	PCC	1/1/2004
FHB	RUNWAY 9-27	RW 9-27	RUNWAY	6335	300	100	30,150	PCC	1/1/2004
FHB	TAXIWAY A	TW A	TAXIWAY	305	220	50	20,095	AAC	1/1/2010
FHB	TAXIWAY A	TW A	TAXIWAY	310	220	50	17,554	AAC	1/1/2010
FHB	TAXIWAY A	TW A	TAXIWAY	315	650	50	36,250	AAC	1/1/2004
FHB	TAXIWAY A	TW A	TAXIWAY	320	582	50	35,000	AAC	1/1/2004
FHB	TAXIWAY A	TW A	TAXIWAY	325	1,420	50	71,712	AC	1/1/2004
FHB	TAXIWAY A	TW A	TAXIWAY	327	520	35	18,381	AAC	1/1/2004
FHB	TAXIWAY A	TW A	TAXIWAY	330	1,150	35	39,508	AC	1/1/1944
FHB	TAXIWAY A	TW A	TAXIWAY	335	102	35	4,219	AAC	1/1/2004
FHB	TAXIWAY A	TW A	TAXIWAY	350	450	50	11,250	AAC	1/1/1996
FHB	TAXIWAY B	TW B	TAXIWAY	205	200	35	11,685	AAC	1/1/2010
FHB	TAXIWAY B	TW B	TAXIWAY	210	2,700	35	99,184	AAC	1/1/2010
FHB	TAXIWAY B	TW B	TAXIWAY	215	65	40	7,146	AAC	1/1/2010
FHB	TAXIWAY B	TW B	TAXIWAY	220	370	35	17,500	AAC	1/1/2010
FHB	TAXIWAY B	TW B	TAXIWAY	225	43	40	6,738	AAC	1/1/2010
FHB	TAXIWAY B	TW B	TAXIWAY	230	850	35	29,700	AAC	1/1/2010
FHB	TAXIWAY B	TW B	TAXIWAY	233	425	35	15,343	AAC	1/1/2010
FHB	TAXIWAY B	TW B	TAXIWAY	235	580	35	20,200	AAC	1/1/2010
FHB	TAXIWAY B	TW B	TAXIWAY	236	620	35	4,994	AAC	1/1/1996



Network ID	Branch Name	Branch ID	Branch Use	Section ID	Length (FT)	Width (FT)	Area (SF)	Surface Type	Est. Last Construction Date
FHB	TAXIWAY C	TW C	TAXIWAY	120	125	40	9,442	AAC	1/1/2010
FHB	TAXIWAY C	TW C	TAXIWAY	125	175	50	9,632	PCC	1/1/2010
FHB	TAXIWAY C	TW C	TAXIWAY	130	200	50	10,200	PCC	1/1/2004
FHB	TAXIWAY C	TW C	TAXIWAY	140	300	50	14,381	PCC	1/1/2004
FHB	TAXIWAY C	TW C	TAXIWAY	145	125	50	11,198	AC	1/1/2004
FHB	TAXIWAY C	TW C	TAXIWAY	150	100	20	1,968	AC	1/1/2010
FHB	TAXIWAY C	TW C	TAXIWAY	155	175	50	6,151	PCC	1/1/2010
FHB	TAXIWAY D	TW D	TAXIWAY	405	200	50	6,163	AC	1/1/2004
FHB	TAXIWAY D	TW D	TAXIWAY	410	600	50	24,188	AC	1/1/2004
FHB	TAXIWAY D	TW D	TAXIWAY	412	170	50	8,092	AAC	1/1/1996
FHB	TAXIWAY D	TW D	TAXIWAY	415	230	50	8,400	AC	1/1/2004
FHB	TAXIWAY D	TW D	TAXIWAY	417	236	50	17,493	AAC	1/1/1996
FHB	TAXIWAY D	TW D	TAXIWAY	420	1,194	50	42,000	AC	1/1/2004
FHB	TAXIWAY D	TW D	TAXIWAY	425	92	50	9,694	AAC	1/1/2004
FHB	TAXIWAY D	TW D	TAXIWAY	430	500	35	18,663	AC	1/1/2004
FHB	TAXIWAY E	TW E	TAXIWAY	510	1,600	35	61,180	AC	1/1/2011
FHB	TAXIWAY TO NORTHWEST APRON	TW NW AP	TAXIWAY	505	140	35	2,976	AC	1/1/1987
FHB	TAXIWAY TO NORTHWEST APRON	TW NW AP	TAXIWAY	507	650	50	3,469	AAC	1/1/2004
WHITETOPPING PAVEMENT SECTIONS									
FHB	TAXIWAY C	TW C	TAXIWAY	105	1,300	50	64,808	WT	1/1/2004
FHB	TAXIWAY C	TW C	TAXIWAY	110	1,178	50	60,686	WT	1/1/2004
FHB	TAXIWAY C	TW C	TAXIWAY	115	200	50	11,183	WT	1/1/2004
FHB	TAXIWAY C	TW C	TAXIWAY	135	560	35	21,887	WT	1/1/2010
FHB	RUNWAY 9-27	RW 9-27	RUNWAY	6315	2,535	100	253,550	WT	1/1/2004
FHB	RUNWAY 9-27	RW 9-27	RUNWAY	6317	885	100	88,500	WT	1/1/2004
FHB	RUNWAY 9-27	RW 9-27	RUNWAY	6330	415	100	41,500	WT	1/1/2004



Table A-2 Pavement Condition Index Summary (Last Inspection) – Section Level

Network ID	Branch Name	Branch Use	Section ID	Area (SF)	PCI	Condition Rating
FHB	RUNWAY 4-22	RUNWAY	6105	379,000	65	Fair
FHB	RUNWAY 4-22	RUNWAY	6110	138,933	92	Good
FHB	RUNWAY 13-31	RUNWAY	6215	479,466	65	Fair
FHB	RUNWAY 13-31	RUNWAY	6225	11,592	64	Fair
FHB	RUNWAY 9-27	RUNWAY	6305	86,150	98	Good
FHB	RUNWAY 9-27	RUNWAY	6335	30,150	83	Satisfactory
FHB	TAXIWAY A	TAXIWAY	305	20,095	68	Fair
FHB	TAXIWAY A	TAXIWAY	310	17,554	87	Good
FHB	TAXIWAY A	TAXIWAY	315	36,250	73	Satisfactory
FHB	TAXIWAY A	TAXIWAY	320	35,000	71	Satisfactory
FHB	TAXIWAY A	TAXIWAY	325	71,712	64	Fair
FHB	TAXIWAY A	TAXIWAY	327	18,381	78	Satisfactory
FHB	TAXIWAY A	TAXIWAY	330	39,508	69	Fair
FHB	TAXIWAY A	TAXIWAY	335	4,219	67	Fair
FHB	TAXIWAY A	TAXIWAY	350	11,250	71	Satisfactory
FHB	TAXIWAY B	TAXIWAY	205	11,685	66	Fair
FHB	TAXIWAY B	TAXIWAY	210	99,184	59	Fair
FHB	TAXIWAY B	TAXIWAY	215	7,146	63	Fair
FHB	TAXIWAY B	TAXIWAY	220	17,500	58	Fair
FHB	TAXIWAY B	TAXIWAY	225	6,738	69	Fair
FHB	TAXIWAY B	TAXIWAY	230	29,700	65	Fair
FHB	TAXIWAY B	TAXIWAY	233	15,343	70	Fair
FHB	TAXIWAY B	TAXIWAY	235	20,200	63	Fair
FHB	TAXIWAY B	TAXIWAY	236	4,994	70	Fair
FHB	TAXIWAY C	TAXIWAY	120	9,442	57	Fair
FHB	TAXIWAY C	TAXIWAY	125	9,632	85	Satisfactory
FHB	TAXIWAY C	TAXIWAY	130	10,200	89	Good
FHB	TAXIWAY C	TAXIWAY	140	14,381	94	Good
FHB	TAXIWAY C	TAXIWAY	145	11,198	37	Very Poor
FHB	TAXIWAY C	TAXIWAY	150	1,968	67	Fair
FHB	TAXIWAY C	TAXIWAY	155	6,151	83	Satisfactory
FHB	TAXIWAY D	TAXIWAY	405	6,163	81	Satisfactory
FHB	TAXIWAY D	TAXIWAY	410	24,188	71	Satisfactory
FHB	TAXIWAY D	TAXIWAY	412	8,092	71	Satisfactory
FHB	TAXIWAY D	TAXIWAY	415	8,400	77	Satisfactory
FHB	TAXIWAY D	TAXIWAY	417	17,493	71	Satisfactory
FHB	TAXIWAY D	TAXIWAY	420	42,000	72	Satisfactory



Network ID	Branch Name	Branch Use	Section ID	Area (SF)	PCI	Condition Rating
FHB	TAXIWAY D	TAXIWAY	425	9,694	68	Fair
FHB	TAXIWAY D	TAXIWAY	430	18,663	69	Fair
FHB	TAXIWAY E	TAXIWAY	510	61,180	91	Good
FHB	TAXIWAY TO NORTHWEST APRON	TAXIWAY	505	2,976	33	Very Poor
FHB	TAXIWAY TO NORTHWEST APRON	TAXIWAY	507	3,469	74	Satisfactory
FHB	NORTHWEST APRON	APRON	4105	11,190	36	Very Poor
FHB	NORTHWEST APRON	APRON	4110	14,280	33	Very Poor
FHB	NORTH APRON - TERMINAL	APRON	4205	30,473	90	Good
FHB	NORTH APRON - TERMINAL	APRON	4210	23,464	94	Good
FHB	NORTH APRON - TERMINAL	APRON	4215	155,925	55	Poor
FHB	NORTH APRON - TERMINAL	APRON	4220	23,835	1	Failed
FHB	NORTH APRON - TERMINAL	APRON	4240	113,573	85	Satisfactory
FHB	T-HANGAR APRON	APRON	4305	19,403	85	Satisfactory
FHB	T-HANGAR APRON	APRON	4307	28,110	56	Fair
FHB	T-HANGAR APRON	APRON	4310	18,438	69	Fair
FHB	NORTH RUN UP APRON	APRON	4510	7,368	58	Fair
WHITETOPPING PAVEMENT SECTIONS						
FHB	TAXIWAY C	TAXIWAY	105	64,808	82	Satisfactory
FHB	TAXIWAY C	TAXIWAY	110	60,686	81	Satisfactory
FHB	TAXIWAY C	TAXIWAY	115	11,183	80	Satisfactory
FHB	TAXIWAY C	TAXIWAY	135	21,887	93	Good
FHB	RUNWAY 9-27	RUNWAY	6315	253,550	85	Satisfactory
FHB	RUNWAY 9-27	RUNWAY	6317	88,500	84	Satisfactory
FHB	RUNWAY 9-27	RUNWAY	6330	41,500	83	Satisfactory



Table A-3 Forecasted PCI 2020-2029

Network ID	Branch ID	Section ID	Last PCI	Forecasted PCI									
				2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
FHB	AP N	4205	90	87	84	82	81	79	78	76	74	72	69
FHB	AP N	4210	94	92	91	89	88	86	85	83	81	80	78
FHB	AP N	4215	55	53	52	50	49	47	46	44	42	41	39
FHB	AP N	4220	1	0	0	0	0	0	0	0	0	0	0
FHB	AP N	4240	85	83	82	80	79	77	76	74	72	71	69
FHB	AP NW	4105	36	34	33	31	30	28	27	25	23	22	20
FHB	AP NW	4110	33	31	30	28	27	25	24	22	20	19	17
FHB	AP RU N	4510	58	56	55	53	52	50	49	47	45	44	42
FHB	AP T-HANG	4305	85	83	82	80	79	77	76	74	72	71	69
FHB	AP T-HANG	4307	56	54	53	51	50	48	47	45	43	42	40
FHB	AP T-HANG	4310	69	67	66	64	63	61	60	58	56	55	53
FHB	RW 13-31	6215	65	64	63	62	61	61	60	60	60	60	60
FHB	RW 13-31	6225	64	63	62	61	61	60	60	60	60	60	60
FHB	RW 4-22	6105	65	64	63	62	61	61	60	60	60	60	60
FHB	RW 4-22	6110	92	90	89	87	86	84	82	81	79	77	76
FHB	RW 9-27	6305	98	97	96	95	94	94	93	92	91	90	89
FHB	RW 9-27	6335	83	82	81	80	79	79	78	77	76	75	74
FHB	TW A	305	68	67	66	65	63	62	60	59	57	55	54
FHB	TW A	310	87	85	82	80	78	77	75	74	73	72	71
FHB	TW A	315	73	72	71	70	69	68	67	66	65	64	63
FHB	TW A	320	71	70	69	68	67	66	65	64	62	61	59
FHB	TW A	325	64	63	62	61	60	59	58	57	56	54	53
FHB	TW A	327	78	76	75	74	73	72	71	70	69	68	67
FHB	TW A	330	69	68	67	66	65	64	63	63	62	61	60
FHB	TW A	335	67	66	65	63	62	60	59	57	55	54	52
FHB	TW A	350	71	70	69	68	67	66	65	64	62	61	59
FHB	TW B	205	66	65	63	62	60	59	57	55	54	52	50
FHB	TW B	210	59	57	56	54	52	51	49	48	46	45	45
FHB	TW B	215	63	62	60	58	57	55	53	52	50	48	47
FHB	TW B	220	58	56	55	53	51	50	48	47	46	45	44
FHB	TW B	225	69	68	67	66	65	63	62	60	59	57	55
FHB	TW B	230	65	64	62	61	59	57	56	54	52	51	49
FHB	TW B	233	70	69	68	67	66	65	63	62	61	59	57
FHB	TW B	235	63	62	60	58	57	55	53	52	50	48	47
FHB	TW B	236	70	69	68	67	66	65	63	62	61	59	57
FHB	TW C	120	57	55	54	52	50	49	47	46	45	44	44
FHB	TW C	125	85	84	83	82	81	81	80	79	78	77	76



Network ID	Branch ID	Section ID	Last PCI	Forecasted PCI									
				2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
FHB	TW C	130	89	88	87	86	85	85	84	83	82	81	80
FHB	TW C	140	94	93	92	91	90	90	89	88	87	86	85
FHB	TW C	145	37	36	34	33	32	31	31	30	29	28	27
FHB	TW C	150	67	66	65	64	63	63	62	61	60	59	57
FHB	TW C	155	83	82	81	80	79	79	78	77	76	75	74
FHB	TW D	405	81	79	77	75	74	72	71	70	68	67	67
FHB	TW D	410	71	70	69	68	67	66	65	64	63	62	61
FHB	TW D	412	71	70	69	68	67	66	65	64	62	61	59
FHB	TW D	415	77	75	74	72	71	70	68	67	67	66	65
FHB	TW D	417	71	70	69	68	67	66	65	64	62	61	59
FHB	TW D	420	72	71	69	68	67	66	66	65	64	63	62
FHB	TW D	425	68	67	66	65	63	62	60	59	57	55	54
FHB	TW D	430	69	68	67	66	65	64	63	63	62	61	60
FHB	TW E	510	91	89	86	84	82	79	77	76	74	72	71
FHB	TW NW AP	505	33	32	31	30	29	29	28	27	26	25	23
FHB	TW NW AP	507	74	73	72	71	70	69	68	67	66	65	64

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Pavement Database: FDOT

Network: FERNANDINA BEA		Branch: AP N		NORTH APRON -		Section: 4205	Surface: AAC
L.C.D. 1/1/2014	Use: APRON	Rank: P	Length: 160.00 (Ft)	Width: 200.00 (Ft)	True Area: 30473.00000 (SqFt)		
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments	
1/1/2014	ML-OV	MILL and OVERLAY	0.00	0.00	☒	2" P-401 MILL & OVERLAY	
1/1/1987	IMPORT ED	BUILT	0.00	0.00	☒	EST 1987 AC SECTION UNKNOWN	

Network: FERNANDINA BEA		Branch: AP N		NORTH APRON -		Section: 4210	Surface: AC
L.C.D. 1/1/2014	Use: APRON	Rank: P	Length: 400.00 (Ft)	Width: 60.00 (Ft)	True Area: 23464.00000 (SqFt)		
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments	
1/1/2014	CR-AC	Complete Reconstruction - AC	0.00	0.00	☒	FULL DEPTH RECON. REMOVE E	
1/1/1944	IMPORT ED	BUILT	0.00	0.00	☒	1944 PCC PAVEMENT SECTION UNKNOWN	

Network: FERNANDINA BEA		Branch: AP N		NORTH APRON -		Section: 4215	Surface: AC
L.C.D. 1/1/1993	Use: APRON	Rank: P	Length: 600.00 (Ft)	Width: 250.00 (Ft)	True Area: 155925.0000 (SqFt)		
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments	
1/1/1993	IMPORT ED	BUILT	0.00	0.00	☒	EST 1993 AC PAVEMENT SECTION UNKNOWN	

Network: FERNANDINA BEA		Branch: AP N		NORTH APRON -		Section: 4220	Surface: PCC
L.C.D. 1/1/1944	Use: APRON	Rank: P	Length: 400.00 (Ft)	Width: 60.00 (Ft)	True Area: 23835.00000 (SqFt)		
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments	
1/1/1944	IMPORT ED	BUILT	0.00	0.00	☒	1944 PCC PAVEMENT SECTION UNKNOWN	

Network: FERNANDINA BEA		Branch: AP N		NORTH APRON -		Section: 4240	Surface: AC
L.C.D. 1/1/2004	Use: APRON	Rank: T	Length: 480.00 (Ft)	Width: 235.00 (Ft)	True Area: 113573.0000 (SqFt)		
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments	
1/1/2004	NU-IN	New Construction - Initial	0.00	4.00	☒	4" AC/8" Limerock/12" Compacted S	

Network: FERNANDINA BEA		Branch: AP NW		NORTHWEST AP		Section: 4105	Surface: AC
L.C.D. 1/1/2000	Use: APRON	Rank: P	Length: 150.00 (Ft)	Width: 50.00 (Ft)	True Area: 11190.00000 (SqFt)		
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments	
1/1/2000	CR-AC	Complete Reconstruction - AC	0.00	4.00	☒	4" AC/8" P211/12" Subgrade	
1/1/1993	IMPORT ED	BUILT	0.00	0.00	☒	EST 1993 AC PAVEMENT SECTION UNKNOWN	

Network: FERNANDINA BEA		Branch: AP NW		NORTHWEST AP		Section: 4110	Surface: AC
L.C.D. 1/1/1987	Use: APRON	Rank: P	Length: 120.00 (Ft)	Width: 100.00 (Ft)	True Area: 14280.00000 (SqFt)		
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments	
1/1/1987	IMPORT ED	BUILT	0.00	0.00	☒	EST 1987 AC SECTION UNKNOWN	

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Pavement Database: FDOT

Network: FERNANDINA BEA		Branch: AP RU N		NORTH RUN UP		Section: 4510	Surface: AC
L.C.D. 1/1/2004	Use: APRON	Rank: T	Length: 85.00 (Ft)	Width: 80.00 (Ft)	True Area: 7368.000002 (SqFt)		
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments	
1/1/2004	NU-IN	New Construction - Initial	0.00	4.00	☒	4" AC/8" Limerock/12" Compacted S	

Network: FERNANDINA BEA		Branch: AP T-HANG		T-HANGAR APR		Section: 4305	Surface: AC
L.C.D. 12/25/200	Use: APRON	Rank: P	Length: 900.00 (Ft)	Width: 25.00 (Ft)	True Area: 19403.00000 (SqFt)		
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments	
12/25/2000	NU-IN	New Construction - Initial	0.00	4.00	☒	4" AC/8" Limerock/12" Compacted Su	

Network: FERNANDINA BEA		Branch: AP T-HANG		T-HANGAR APR		Section: 4307	Surface: AC
L.C.D. 1/1/1987	Use: APRON	Rank: P	Length: 1,400.00 (Ft)	Width: 20.00 (Ft)	True Area: 28110.00000 (SqFt)		
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments	
1/1/1987	NU-IN	New Construction - Initial	0.00	0.00	☒	EST 1987 AC PAVEMENT SECTION	

Network: FERNANDINA BEA		Branch: AP T-HANG		T-HANGAR APR		Section: 4310	Surface: AC
L.C.D. 12/25/199	Use: APRON	Rank: P	Length: 2,030.00 (Ft)	Width: 25.00 (Ft)	True Area: 18438.00000 (SqFt)		
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments	
12/25/1999	NU-IN	New Construction - Initial	0.00	0.00	☒		

Network: FERNANDINA BEA		Branch: RW 13-31		RUNWAY 13-31		Section: 6215	Surface: AAC
L.C.D. 1/1/2010	Use: RUNWAY	Rank: P	Length: 4,690.00 (Ft)	Width: 100.00 (Ft)	True Area: 479466.0001 (SqFt)		
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments	
1/1/2010	ML-OV	MILL and OVERLAY	0.00	0.00	☒	1996 3/4" FC-2 GTR OVERLAY	
1/1/1996	IMPORT ED	OVERLAY	0.00	0.75	☒		
1/1/1944	IMPORT ED	BUILT	0.00	2.00	☒		
						1944 2" AC SURFACE ON 5" SAND ASPHALT BASE	

Network: FERNANDINA BEA		Branch: RW 13-31		RUNWAY 13-31		Section: 6225	Surface: AAC
L.C.D. 1/1/2004	Use: RUNWAY	Rank: P	Length: 165.00 (Ft)	Width: 100.00 (Ft)	True Area: 11592.00000 (SqFt)		
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments	
1/1/2004	ML-OV	MILL and OVERLAY	0.00	0.00	☒	4" Mill & Ovly	
1/1/1975	IMPORT ED	OVERLAY	0.00	0.00	☒	EST 1975 TRANSITION OVERLAY	
1/1/1944	IMPORT ED	BUILT	0.00	2.00	☒	1944 2" AC SURFACE ON 5" SAND ASPHALT BASE	

Network: FERNANDINA BEA		Branch: RW 4-22		RUNWAY 4-22		Section: 6105	Surface: AAC
L.C.D. 1/1/2004	Use: RUNWAY	Rank: P	Length: 5,100.00 (Ft)	Width: 100.00 (Ft)	True Area: 379000.0001 (SqFt)		
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments	
1/1/2004	ML-OV	MILL and OVERLAY	0.00	4.00	☒	4" Mill & Ovly	
1/1/1975	IMPORT ED	BUILT	0.00	0.00	☒	EST 1975 AC PAVEMENT SECTION UNKNOWN	

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Network: FERNANDINA BEA Branch: RW 4-22 RUNWAY 4-22 Section: 6110 Surface: AC
 L.C.D. 1/1/2014 Use: RUNWAY Rank: P Length: 5,100.00 (Ft) Width: 100.00 (Ft) True Area: 138933.0000 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2014	CR-AC	Complete Reconstruction - AC	0.00	0.00	☒	FULL DEPTH RECON. 4" P-401, 6"
1/1/2004	ML-OV	MILL and OVERLAY	0.00	4.00	☒	4" Mill & Ovly
1/1/1975	IMPORT ED	BUILT	0.00	0.00	☒	EST 1975 AC PAVEMENT SECTION UNKNOWN

Network: FERNANDINA BEA Branch: RW 9-27 RUNWAY 9-27 Section: 6305 Surface: PCC
 L.C.D. 1/1/2004 Use: RUNWAY Rank: T Length: 860.00 (Ft) Width: 100.00 (Ft) True Area: 86150.00002 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2004	CR-PC	Complete Reconstruction - PCC	0.00	0.00	☒	1996 3/4" FC-2 GTR OVERLAY
1/1/1996	IMPORT ED	OVERLAY	0.00	0.75	☒	
1/1/1944	IMPORT ED	BUILT	0.00	2.00	☒	

Network: FERNANDINA BEA Branch: RW 9-27 RUNWAY 9-27 Section: 6315 Surface: PCC
 L.C.D. 1/1/2004 Use: RUNWAY Rank: S Length: 2,535.00 (Ft) Width: 100.00 (Ft) True Area: 253550.0000 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2004	CR-PC	Complete Reconstruction - PCC	0.00	0.00	☒	1944 2" AC SURFACE ON 5" SAND ASPHALT BASE
1/1/1944	IMPORT ED	BUILT	0.00	2.00	☒	

Network: FERNANDINA BEA Branch: RW 9-27 RUNWAY 9-27 Section: 6317 Surface: PCC
 L.C.D. 1/1/2004 Use: RUNWAY Rank: S Length: 885.00 (Ft) Width: 100.00 (Ft) True Area: 88500.00002 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2004	CR-PC	Complete Reconstruction - PCC	0.00	0.00	☒	EST 1958 AC OVERLAY
1/1/1958	IMPORT ED	OVERLAY	0.00	0.00	☒	
1/1/1944	IMPORT ED	BUILT	0.00	2.00	☒	

Network: FERNANDINA BEA Branch: RW 9-27 RUNWAY 9-27 Section: 6330 Surface: PCC
 L.C.D. 1/1/2004 Use: RUNWAY Rank: S Length: 415.00 (Ft) Width: 100.00 (Ft) True Area: 41500.00001 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2004	CR-PC	Complete Reconstruction - PCC	0.00	0.00	☒	EST 1975 AC TRANSITION OVERLAY
1/1/1975	IMPORT ED	OVERLAY	0.00	0.00	☒	
1/1/1944	IMPORT ED	BUILT	0.00	2.00	☒	

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Network: FERNANDINA BEA		Branch: RW 9-27		Section: 6335		Surface: PCC
L.C.D. 1/1/2004		Use: RUNWAY	Rank: S	Length: 300.00 (Ft)	Width: 100.00 (Ft)	True Area: 30150.00000 (SqFt)
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2004	CR-PC	Complete Reconstruction - PCC	0.00	0.00	☒	1944 2" AC SURFACE ON 5" SAND ASPHALT BASE
1/1/1944	IMPORT ED	BUILT	0.00	2.00	☒	

Network: FERNANDINA BEA		Branch: TW A		Section: 305		Surface: AAC
L.C.D. 1/1/2010		Use: TAXIWAY	Rank: P	Length: 220.00 (Ft)	Width: 50.00 (Ft)	True Area: 20095.00000 (SqFt)
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2010	ML-OV	MILL and OVERLAY	0.00	0.00	☒	1996 3/4" FC-2 GTR OVERLAY
1/1/1996	IMPORT ED	OVERLAY	0.00	0.75	☒	
1/1/1944	IMPORT ED	BUILT	0.00	2.00	☒	1944 2" AC SURFACE ON 5" SAND ASPHALT BASE

Network: FERNANDINA BEA		Branch: TW A		Section: 310		Surface: AAC
L.C.D. 1/1/2010		Use: TAXIWAY	Rank: P	Length: 220.00 (Ft)	Width: 50.00 (Ft)	True Area: 17554.00000 (SqFt)
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2010	ML-OV	MILL and OVERLAY	0.00	0.00	☒	1996 3/4" FC-2 GTR OVERLAY
1/1/1996	IMPORT ED	OVERLAY	0.00	0.75	☒	
1/1/1944	IMPORT ED	BUILT	0.00	2.00	☒	1944 2" AC SURFACE ON 5" SAND ASPHALT BASE

Network: FERNANDINA BEA		Branch: TW A		Section: 315		Surface: AAC
L.C.D. 1/1/2004		Use: TAXIWAY	Rank: P	Length: 650.00 (Ft)	Width: 50.00 (Ft)	True Area: 36250.00001 (SqFt)
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2004	ML-OV	MILL and OVERLAY	0.00	0.00	☒	1944 2" AC SURFACE ON 5" SAND ASPHALT BASE
1/1/1944	IMPORT ED	BUILT	0.00	2.00	☒	

Network: FERNANDINA BEA		Branch: TW A		Section: 320		Surface: AAC
L.C.D. 1/1/2004		Use: TAXIWAY	Rank: P	Length: 582.00 (Ft)	Width: 50.00 (Ft)	True Area: 35000.00001 (SqFt)
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2004	ML-OV	MILL and OVERLAY	0.00	0.00	☒	EST 1987 AC SURFACE SECTION UNKNOWN
1/1/1987	IMPORT ED	BUILT	0.00	0.00	☒	

Network: FERNANDINA BEA		Branch: TW A		Section: 325		Surface: AC
L.C.D. 1/1/2004		Use: TAXIWAY	Rank: P	Length: 1,420.00 (Ft)	Width: 50.00 (Ft)	True Area: 71712.00002 (SqFt)
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2004	CR-AC	Complete Reconstruction - AC	0.00	4.00	☒	4" AC/8" P-211
1/1/1975	IMPORT ED	BUILT	0.00	0.00	☒	EST 1975 AC SURFACE SECTION UNKNOWN

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Network: FERNANDINA BEA		Branch: TW A		TAXIWAY A		Section: 327	Surface: AAC
L.C.D. 1/1/2004	Use: TAXIWAY	Rank: P	Length: 520.00 (Ft)	Width: 35.00 (Ft)	True Area: 18381.00000 (SqFt)		
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments	
1/1/2004	ML-OV	MILL and OVERLAY	0.00	0.00	☒	1944 2" AC SURFACE ON 5" SAND ASPHALT BASE	
1/1/1944	IMPORT ED	BUILT	0.00	2.00	☒		

Network: FERNANDINA BEA		Branch: TW A		TAXIWAY A		Section: 330	Surface: AC
L.C.D. 1/1/1944	Use: TAXIWAY	Rank: P	Length: 1,150.00 (Ft)	Width: 35.00 (Ft)	True Area: 39508.00001 (SqFt)		
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments	
1/1/1944	IMPORT ED	BUILT	0.00	2.00	☒	1944 2" AC SURFACE ON 5" SAND ASPHALT BASE	

Network: FERNANDINA BEA		Branch: TW A		TAXIWAY A		Section: 335	Surface: AAC
L.C.D. 1/1/2004	Use: TAXIWAY	Rank: P	Length: 102.00 (Ft)	Width: 35.00 (Ft)	True Area: 4219.000001 (SqFt)		
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments	
1/1/2004	ML-OV	MILL and OVERLAY	0.00	0.00	☒	1944 2" AC SURFACE ON 5" SAND ASPHALT BASE	
1/1/1944	IMPORT ED	BUILT	0.00	2.00	☒		

Network: FERNANDINA BEA		Branch: TW A		TAXIWAY A		Section: 350	Surface: AAC
L.C.D. 1/1/1996	Use: TAXIWAY	Rank: P	Length: 450.00 (Ft)	Width: 50.00 (Ft)	True Area: 11250.00000 (SqFt)		
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments	
1/1/1996	IMPORT ED	OVERLAY	0.00	0.75	☒	1996 3/4" FC-2 GTR OVERLAY	
1/1/1944	IMPORT ED	BUILT	0.00	2.00	☒	1944 2" AC SURFACE ON 5" SAND ASPHALT BASE	

Network: FERNANDINA BEA		Branch: TW B		TAXIWAY B		Section: 205	Surface: AAC
L.C.D. 1/1/2010	Use: TAXIWAY	Rank: P	Length: 200.00 (Ft)	Width: 35.00 (Ft)	True Area: 11685.00000 (SqFt)		
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments	
1/1/2010	ML-OV	MILL and OVERLAY	0.00	0.00	☒	1996 4" P401 AC SURFACE ON 6" P211 BASE ON 6" P154 SUBBASE	
1/1/1996	IMPORT ED	BUILT	0.00	4.00	☒		

Network: FERNANDINA BEA		Branch: TW B		TAXIWAY B		Section: 210	Surface: AAC
L.C.D. 1/1/2010	Use: TAXIWAY	Rank: P	Length: 2,700.00 (Ft)	Width: 35.00 (Ft)	True Area: 99184.00003 (SqFt)		
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments	
1/1/2010	ML-OV	MILL and OVERLAY	0.00	0.00	☒	1996 3/4" FC-2 GTR OVERLAY	
1/1/1996	IMPORT ED	OVERLAY	0.00	0.75	☒		
1/1/1944	IMPORT ED	BUILT	0.00	2.00	☒	1944 2" AC SURFACE ON 6" SAND ASPHALT BASE	

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Network: FERNANDINA BEA		Branch: TW B		TAXIWAY B		Section: 215	Surface: AAC
L.C.D. 1/1/2010	Use: TAXIWAY	Rank: P	Length: 65.00 (Ft)	Width: 40.00 (Ft)	True Area: 7146.000002 (SqFt)		
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments	
1/1/2010	ML-OV	MILL and OVERLAY	0.00	0.00	☒	1996 3/4" FC-2 GTR SURFACE TRE	
1/1/1996	OL-AS	Overlay - AC Structural	0.00	0.75	☒		
1/1/1944	NC-AC	New Construction - AC	0.00	0.00	☒		

Network: FERNANDINA BEA		Branch: TW B		TAXIWAY B		Section: 220	Surface: AAC
L.C.D. 1/1/2010	Use: TAXIWAY	Rank: P	Length: 370.00 (Ft)	Width: 35.00 (Ft)	True Area: 17500.000000 (SqFt)		
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments	
1/1/2010	ML-OV	MILL and OVERLAY	0.00	0.00	☒	1996 3/4" FC-2 GTR OVERLAY	
1/1/1996	IMPORT ED	OVERLAY	0.00	0.75	☒		
1/1/1944	IMPORT ED	BUILT	0.00	2.00	☒	1944 2" AC SURFACE ON 5" SAND ASPHALT BASE	

Network: FERNANDINA BEA		Branch: TW B		TAXIWAY B		Section: 225	Surface: AAC
L.C.D. 1/1/2010	Use: TAXIWAY	Rank: P	Length: 43.00 (Ft)	Width: 40.00 (Ft)	True Area: 6738.000002 (SqFt)		
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments	
1/1/2010	ML-OV	MILL and OVERLAY	0.00	0.00	☒	1996 3/4" FC-2 GTR SURFACE TRE	
1/1/2004	ML-OV	MILL and OVERLAY	0.00	0.00	☒		
1/1/1996	OL-AS	Overlay - AC Structural	0.00	0.75	☒		
1/1/1944	NC-AC	New Construction - AC	0.00	0.00	☒		

Network: FERNANDINA BEA		Branch: TW B		TAXIWAY B		Section: 230	Surface: AAC
L.C.D. 1/1/2010	Use: TAXIWAY	Rank: P	Length: 850.00 (Ft)	Width: 35.00 (Ft)	True Area: 29700.000000 (SqFt)		
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments	
1/1/2010	ML-OV	MILL and OVERLAY	0.00	0.00	☒	1996 3/4" FC-2 GTR OVERLAY	
1/1/1996	IMPORT ED	OVERLAY	0.00	0.75	☒		
1/1/1944	IMPORT ED	BUILT	0.00	2.00	☒	1944 2" AC SURFACE ON 5" SAND ASPHALT BASE	

Network: FERNANDINA BEA		Branch: TW B		TAXIWAY B		Section: 233	Surface: AAC
L.C.D. 1/1/2010	Use: TAXIWAY	Rank: P	Length: 425.00 (Ft)	Width: 35.00 (Ft)	True Area: 15343.000000 (SqFt)		
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments	
1/1/2010	ML-OV	MILL and OVERLAY	0.00	0.00	☒	1996 3/4" FC-2 GTR OVERLAY	
1/1/1996	IMPORT ED	OVERLAY	0.00	0.75	☒		
1/1/1944	IMPORT ED	BUILT	0.00	2.00	☒	1944 2" AC SURFACE ON 5" SAND ASPHALT BASE	

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Network: FERNANDINA BEA		Branch: TW B		TAXIWAY B		Section: 235	Surface: AAC
L.C.D. 1/1/2010	Use: TAXIWAY	Rank: P	Length: 580.00 (Ft)	Width: 35.00 (Ft)	True Area: 20200.00000 (SqFt)		
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments	
1/1/2010	ML-OV	MILL and OVERLAY	0.00	0.00	☒	1996 3/4" FC-2 GTR OVERLAY	
1/1/1996	IMPORT ED	OVERLAY	0.00	0.75	☒		
1/1/1944	IMPORT ED	BUILT	0.00	2.00	☒	1944 2" AC SURFACE ON 5" SAND ASPHALT BASE	

Network: FERNANDINA BEA		Branch: TW B		TAXIWAY B		Section: 236	Surface: AAC
L.C.D. 1/1/1996	Use: TAXIWAY	Rank: P	Length: 620.00 (Ft)	Width: 35.00 (Ft)	True Area: 4994.000001 (SqFt)		
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments	
1/1/1996	IMPORT ED	OVERLAY	0.00	0.75	☒	1996 3/4" FC-2 GTR OVERLAY	
1/1/1944	IMPORT ED	BUILT	0.00	2.00	☒		

Network: FERNANDINA BEA		Branch: TW C		TAXIWAY C		Section: 105	Surface: PCC
L.C.D. 1/1/2004	Use: TAXIWAY	Rank: P	Length: 1,296.00 (Ft)	Width: 50.00 (Ft)	True Area: 64808.00001 (SqFt)		
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments	
1/1/2004	CR-PC	Complete Reconstruction - PCC	0.00	5.00	☒	5" PCC EST 1975 AC OVERLAY	
1/1/1975	IMPORT ED	OVERLAY	0.00	0.00	☒		
1/1/1944	NC-AC	New Construction - AC	0.00	2.00	☒	1944 2" AC SURFACE ON 5" SAND	

Network: FERNANDINA BEA		Branch: TW C		TAXIWAY C		Section: 110	Surface: PCC
L.C.D. 1/1/2004	Use: TAXIWAY	Rank: P	Length: 1,178.00 (Ft)	Width: 50.00 (Ft)	True Area: 60686.00001 (SqFt)		
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments	
1/1/2004	CR-PC	Complete Reconstruction - PCC	0.00	5.00	☒	5" PCC EST 1975 AC OVERLAY	
1/1/1975	IMPORT ED	OVERLAY	0.00	0.00	☒		
1/1/1944	NC-AC	New Construction - AC	0.00	2.00	☒	1944 2" AC SURFACE ON 5" SAND	

Network: FERNANDINA BEA		Branch: TW C		TAXIWAY C		Section: 115	Surface: PCC
L.C.D. 1/1/2004	Use: TAXIWAY	Rank: P	Length: 188.00 (Ft)	Width: 50.00 (Ft)	True Area: 11183.00000 (SqFt)		
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments	
1/1/2004	CR-PC	Complete Reconstruction - PCC	0.00	0.00	☒	EST 1975 AC OVERLAY	
1/1/1975	IMPORT ED	OVERLAY	0.00	0.00	☒		
1/1/1944	NC-AC	New Construction - AC	0.00	2.00	☒	1944 2" AC SURFACE ON 5" SAND	

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Network: FERNANDINA BEA Branch: TW C TAXIWAY C Section: 120 Surface: AAC						
L.C.D. 1/1/2010 Use: TAXIWAY Rank: P Length: 125.00 (Ft) Width: 40.00 (Ft) True Area: 9442.000002 (SqFt)						
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2010	ML-OV	MILL and OVERLAY	0.00	0.00	☒	1996 3/4" FC-2 GTR SURFACE TRE
1/1/1996	OL-AS	Overlay - AC Structural	0.00	0.75	☒	
1/1/1944	NC-AC	New Construction - AC	0.00	0.00	☒	

Network: FERNANDINA BEA Branch: TW C TAXIWAY C Section: 125 Surface: PCC						
L.C.D. 1/1/2010 Use: TAXIWAY Rank: P Length: 175.00 (Ft) Width: 50.00 (Ft) True Area: 9632.000002 (SqFt)						
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2010	CR-PC	Complete Reconstruction - PCC	0.00	0.00	☒	20 SLABS @ 12.5' x 12.5'
1/1/2004	NC-AC	New Construction - AC	0.00	0.00	☒	

Network: FERNANDINA BEA Branch: TW C TAXIWAY C Section: 130 Surface: PCC						
L.C.D. 1/1/2004 Use: TAXIWAY Rank: P Length: 200.00 (Ft) Width: 50.00 (Ft) True Area: 10200.000000 (SqFt)						
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2004	CR-PC	Complete Reconstruction - PCC	0.00	0.00	☒	
1/1/1975	NC-AC	New Construction - AC	0.00	0.00	☒	

Network: FERNANDINA BEA Branch: TW C TAXIWAY C Section: 135 Surface: PCC						
L.C.D. 1/1/2010 Use: TAXIWAY Rank: P Length: 175.00 (Ft) Width: 50.00 (Ft) True Area: 21887.000000 (SqFt)						
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2010	CR-PC	Complete Reconstruction - PCC	0.00	0.00	☒	SAME WORK HISTORY AS SECTI
1/1/2004	NC-AC	New Construction - AC	0.00	0.00	☒	

Network: FERNANDINA BEA Branch: TW C TAXIWAY C Section: 140 Surface: PCC						
L.C.D. 1/1/2004 Use: TAXIWAY Rank: P Length: 300.00 (Ft) Width: 50.00 (Ft) True Area: 14381.000000 (SqFt)						
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2004	CR-PC	Complete Reconstruction - PCC	0.00	0.00	☒	
1/1/1975	NC-AC	New Construction - AC	0.00	0.00	☒	

Network: FERNANDINA BEA Branch: TW C TAXIWAY C Section: 145 Surface: AC						
L.C.D. 1/1/2004 Use: TAXIWAY Rank: P Length: 125.00 (Ft) Width: 50.00 (Ft) True Area: 11198.000000 (SqFt)						
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2004	NC-AC	New Construction - AC	0.00	0.00	☒	

Network: FERNANDINA BEA Branch: TW C TAXIWAY C Section: 150 Surface: AC						
L.C.D. 1/1/2010 Use: TAXIWAY Rank: P Length: 100.00 (Ft) Width: 20.00 (Ft) True Area: 1968.000000 (SqFt)						
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2010	CR-AC	Complete Reconstruction - AC	0.00	0.00	☒	EST 1975 AC PAVEMENT SECTION
1/1/1975	NU-IN	New Construction - Initial	0.00	0.00	☒	

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Network: FERNANDINA BEA		Branch: TW C	TAXIWAY C		Section: 155	Surface:PCC
L.C.D. 1/1/2010	Use: TAXIWAY	Rank: P	Length: 175.00 (Ft)	Width: 50.00 (Ft)	True Area: 6151.000001 (SqFt)	
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2010	CR-PC	Complete Reconstruction - PCC	0.00	0.00	☒	40 SLABS @ 12.5' x 12.5'
1/1/2004	NC-AC	New Construction - AC	0.00	0.00	☒	

Network: FERNANDINA BEA		Branch: TW D	TAXIWAY D		Section: 405	Surface:AC
L.C.D. 1/1/2004	Use: TAXIWAY	Rank: P	Length: 200.00 (Ft)	Width: 50.00 (Ft)	True Area: 6163.000001 (SqFt)	
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2004	CR-AC	Complete Reconstruction - AC	0.00	4.00	☒	4" AC/8" P-211
1/1/1944	IMPORT ED	BUILT	0.00	2.00	☒	1944 2" AC SURFACE ON 5" SAND ASPHALT BASE

Network: FERNANDINA BEA		Branch: TW D	TAXIWAY D		Section: 410	Surface:AC
L.C.D. 1/1/2004	Use: TAXIWAY	Rank: P	Length: 600.00 (Ft)	Width: 50.00 (Ft)	True Area: 24188.000000 (SqFt)	
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2004	CR-AC	Complete Reconstruction - AC	0.00	0.00	☒	4" AC/8" P-211. UNKNOWN REHA
1/1/1944	IMPORT ED	BUILT	0.00	2.00	☒	1944 2" AC SURFACE ON 5" SAND ASPHALT BASE

Network: FERNANDINA BEA		Branch: TW D	TAXIWAY D		Section: 412	Surface:AAC
L.C.D. 1/1/1996	Use: TAXIWAY	Rank: P	Length: 170.00 (Ft)	Width: 50.00 (Ft)	True Area: 8092.000002 (SqFt)	
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1996	IMPORT ED	OVERLAY	0.00	0.75	☒	1996 3/4" FC-2 GTR OVERLAY
1/1/1944	IMPORT ED	BUILT	0.00	2.00	☒	1944 2" AC SURFACE ON 5" SAND ASPHALT BASE

Network: FERNANDINA BEA		Branch: TW D	TAXIWAY D		Section: 415	Surface:AC
L.C.D. 1/1/2004	Use: TAXIWAY	Rank: P	Length: 230.00 (Ft)	Width: 50.00 (Ft)	True Area: 8400.000002 (SqFt)	
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2004	CR-AC	Complete Reconstruction - AC	0.00	4.00	☒	4" AC/8" P-211
1/1/1944	IMPORT ED	BUILT	0.00	2.00	☒	1944 2" AC SURFACE ON 5" SAND ASPHALT BASE

Network: FERNANDINA BEA		Branch: TW D	TAXIWAY D		Section: 417	Surface:AAC
L.C.D. 1/1/1996	Use: TAXIWAY	Rank: P	Length: 236.00 (Ft)	Width: 50.00 (Ft)	True Area: 17493.000000 (SqFt)	
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1996	IMPORT ED	OVERLAY	0.00	0.75	☒	1996 3/4" FC-2 GTR OVERLAY
1/1/1944	IMPORT ED	BUILT	0.00	2.00	☒	1944 2" AC SURFACE ON 5" SAND ASPHALT BASE

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Network: FERNANDINA BEA		Branch: TW D		TAXIWAY D		Section: 420	Surface: AC
L.C.D. 1/1/2004		Use: TAXIWAY	Rank: P	Length: 1,194.00 (Ft)	Width: 50.00 (Ft)	True Area: 42000.00001 (SqFt)	
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments	
1/1/2004	CR-AC	Complete Reconstruction - AC	0.00	4.00	☒	4" AC/8" P-211	
1/1/1944	IMPORT ED	BUILT	0.00	2.00	☒	1944 2" AC SURFACE ON 5" SAND ASPHALT BASE	

Network: FERNANDINA BEA		Branch: TW D		TAXIWAY D		Section: 425	Surface: AAC
L.C.D. 1/1/2004		Use: TAXIWAY	Rank: P	Length: 92.00 (Ft)	Width: 50.00 (Ft)	True Area: 9694.000002 (SqFt)	
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments	
1/1/2004	ML-OV	MILL and OVERLAY	0.00	0.00	☒	Mill & Ovly	
1/1/1975	IMPORT ED	OVERLAY	0.00	0.00	☒	EST 1975 AC OVERLAY	
1/1/1944	IMPORT ED	BUILT	0.00	2.00	☒	1944 2" AC SURFACE ON 5" SAND ASPHALT BASE	

Network: FERNANDINA BEA		Branch: TW D		TAXIWAY D		Section: 430	Surface: AC
L.C.D. 1/1/2004		Use: TAXIWAY	Rank: P	Length: 500.00 (Ft)	Width: 35.00 (Ft)	True Area: 18663.00000 (SqFt)	
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments	
1/1/2004	CR-AC	Complete Reconstruction - AC	0.00	4.00	☒	4" AC/8" P-211	
1/1/1944	IMPORT ED	BUILT	0.00	2.00	☒	1944 2" AC SURFACE ON 5" SAND ASPHALT BASE	

Network: FERNANDINA BEA		Branch: TW E		TAXIWAY E		Section: 510	Surface: AC
L.C.D. 1/1/2011		Use: TAXIWAY	Rank: P	Length: 1,600.00 (Ft)	Width: 35.00 (Ft)	True Area: 61180.00001 (SqFt)	
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments	
1/1/2011	NU-IN	New Construction - Initial	0.00	0.00	☒		

Network: FERNANDINA BEA		Branch: TW NW AP		TAXIWAY TO N		Section: 505	Surface: AC
L.C.D. 1/1/1987		Use: TAXIWAY	Rank: P	Length: 140.00 (Ft)	Width: 35.00 (Ft)	True Area: 2976.000000 (SqFt)	
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments	
1/1/1987	IMPORT ED	BUILT	0.00	0.00	☒	EST 1987 AC PAVEMENT SECTION UNKNOWN	

Network: FERNANDINA BEA		Branch: TW NW AP		TAXIWAY TO N		Section: 507	Surface: AAC
L.C.D. 1/1/2004		Use: TAXIWAY	Rank: P	Length: 650.00 (Ft)	Width: 50.00 (Ft)	True Area: 3469.000001 (SqFt)	
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments	
1/1/2004	ML-OV	MILL and OVERLAY	0.00	0.00	☒		
1/1/1944	IMPORT ED	BUILT	0.00	2.00	☒	1944 2" AC SURFACE ON 5" SAND ASPHALT BASE	

Summary:

Work Description	Section Count	Area Total (SqFt)	Thickness Avg (in)	Thickness STD (in)
BUILT	41	2,361,721.00	1.51	0.97
Complete Reconstruction - AC	10	346,681.00	2.40	1.96
Complete Reconstruction - PCC	13	698,778.00	0.77	1.80
MILL and OVERLAY	23	1,407,802.00	0.35	1.13
New Construction - AC	12	233,452.00	0.50	0.87
New Construction - Initial	7	250,040.00	1.71	1.98
OVERLAY	20	1,114,984.00	0.49	0.36
Overlay - AC Structural	3	23,326.00	0.75	0.00

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Branch ID	Number of Sections	Sum Section Length (Ft)	Avg Section Width (Ft)	True Area (SqFt)	Use	Average PCI	Standard Deviation PCI	Weighted Average PCI
AP N	5	2,040.00	161.00	347,270.00	APRON	65.00	34.82	66.81
AP NW	2	270.00	75.00	25,470.00	APRON	34.50	1.50	34.32
AP RU N	1	85.00	80.00	7,368.00	APRON	58.00	0.00	58.00
AP T-HANG	3	4,330.00	23.33	65,951.00	APRON	70.00	11.86	68.17
RW 13-31	2	4,855.00	100.00	491,058.00	RUNWAY	64.50	0.50	64.98
RW 4-22	2	10,200.00	100.00	517,933.00	RUNWAY	78.50	13.50	72.24
RW 9-27	5	4,995.00	100.00	499,850.00	RUNWAY	95.00	6.10	96.34
TW A	9	5,314.00	45.00	253,969.00	TAXIWAY	72.00	6.48	70.31
TW B	9	5,853.00	36.11	212,490.00	TAXIWAY	64.78	4.21	62.03
TW C	11	4,037.00	46.36	221,536.00	TAXIWAY	82.82	19.84	92.38
TW D	8	3,222.00	48.12	134,693.00	TAXIWAY	72.50	4.06	71.65
TW E	1	1,600.00	35.00	61,180.00	TAXIWAY	91.00	0.00	91.00
TW NW AP	2	790.00	42.50	6,445.00	TAXIWAY	53.50	20.50	55.07

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Use Category	Number of Sections	Total Area (SqFt)	Arithmetic Average PCI	Average STD PCI	Weighted Average PCI
APRON	11	446,059.00	60.18	27.33	65.01
RUNWAY	9	1,508,841.00	84.56	14.81	77.86
TAXIWAY	40	890,313.00	73.00	14.67	75.34
ALL	60	2,845,213.00	72.38	19.05	75.06

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NetworkId: FHB

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
AP N	4205	1/1/2014	AAC	APRON	P	0	30,473.00	5/6/2019	5	90
AP N	4210	1/1/2014	AC	APRON	P	0	23,464.00	5/6/2019	5	94
AP N	4215	1/1/1993	AC	APRON	P	0	155,925.00	5/6/2019	26	55
AP N	4220	1/1/1944	PCC	APRON	P	0	23,835.00	5/6/2019	75	1
AP N	4240	1/1/2004	AC	APRON	T	0	113,573.00	5/6/2019	15	85
AP NW	4105	1/1/2000	AC	APRON	P	0	11,190.00	5/6/2019	19	36
AP NW	4110	1/1/1987	AC	APRON	P	0	14,280.00	5/6/2019	32	33
AP RU N	4510	1/1/2004	AC	APRON	T	0	7,368.00	5/6/2019	15	58
AP T-HANG	4305	12/25/2000	AC	APRON	P	0	19,403.00	5/6/2019	19	85
AP T-HANG	4307	1/1/1987	AC	APRON	P	0	28,110.00	5/6/2019	32	56
AP T-HANG	4310	12/25/1999	AC	APRON	P	0	18,438.00	5/6/2019	20	69
RW 13-31	6215	1/1/2010	AAC	RUNWAY	P	0	479,466.00	5/6/2019	9	65
RW 13-31	6225	1/1/2004	AAC	RUNWAY	P	0	11,592.00	5/6/2019	15	64
RW 4-22	6105	1/1/2004	AAC	RUNWAY	P	0	379,000.00	5/6/2019	15	65
RW 4-22	6110	1/1/2014	AC	RUNWAY	P	0	138,933.00	5/6/2019	5	92
RW 9-27	6305	1/1/2004	PCC	RUNWAY	T	0	86,150.00	5/6/2019	15	98
RW 9-27	6315	1/1/2004	PCC	RUNWAY	S	0	253,550.00	4/16/2012	8	96
RW 9-27	6317	1/1/2004	PCC	RUNWAY	S	0	88,500.00	5/8/2007	3	99
RW 9-27	6330	1/1/2004	PCC	RUNWAY	S	0	41,500.00	5/8/2007	3	99
RW 9-27	6335	1/1/2004	PCC	RUNWAY	S	0	30,150.00	5/6/2019	15	83
TW A	305	1/1/2010	AAC	TAXIWAY	P	0	20,095.00	5/6/2019	9	68
TW A	310	1/1/2010	AAC	TAXIWAY	P	0	17,554.00	5/6/2019	9	87
TW A	315	1/1/2004	AAC	TAXIWAY	P	0	36,250.00	5/6/2019	15	73
TW A	320	1/1/2004	AAC	TAXIWAY	P	0	35,000.00	5/6/2019	15	71
TW A	325	1/1/2004	AC	TAXIWAY	P	0	71,712.00	5/6/2019	15	64
TW A	327	1/1/2004	AAC	TAXIWAY	P	0	18,381.00	5/6/2019	15	78
TW A	330	1/1/1944	AC	TAXIWAY	P	0	39,508.00	5/6/2019	75	69
TW A	335	1/1/2004	AAC	TAXIWAY	P	0	4,219.00	5/6/2019	15	67
TW A	350	1/1/1996	AAC	TAXIWAY	P	0	11,250.00	5/6/2019	23	71
TW B	205	1/1/2010	AAC	TAXIWAY	P	0	11,685.00	5/6/2019	9	66
TW B	210	1/1/2010	AAC	TAXIWAY	P	0	99,184.00	5/6/2019	9	59
TW B	215	1/1/2010	AAC	TAXIWAY	P	0	7,146.00	5/6/2019	9	63
TW B	220	1/1/2010	AAC	TAXIWAY	P	0	17,500.00	5/6/2019	9	58
TW B	225	1/1/2010	AAC	TAXIWAY	P	0	6,738.00	5/6/2019	9	69
TW B	230	1/1/2010	AAC	TAXIWAY	P	0	29,700.00	5/6/2019	9	65
TW B	233	1/1/2010	AAC	TAXIWAY	P	0	15,343.00	5/6/2019	9	70
TW B	235	1/1/2010	AAC	TAXIWAY	P	0	20,200.00	5/6/2019	9	63
TW B	236	1/1/1996	AAC	TAXIWAY	P	0	4,994.00	5/6/2019	23	70
TW C	105	1/1/2004	PCC	TAXIWAY	P	0	64,808.00	5/7/2007	3	99
TW C	110	1/1/2004	PCC	TAXIWAY	P	0	60,686.00	4/13/2012	8	100
TW C	115	1/1/2004	PCC	TAXIWAY	P	0	11,183.00	4/13/2012	8	100
TW C	120	1/1/2010	AAC	TAXIWAY	P	0	9,442.00	5/6/2019	9	57
TW C	125	1/1/2010	PCC	TAXIWAY	P	0	9,632.00	5/6/2019	9	85
TW C	130	1/1/2004	PCC	TAXIWAY	P	0	10,200.00	5/6/2019	15	89
TW C	135	1/1/2010	PCC	TAXIWAY	P	0	21,887.00	1/1/2010	0	100
TW C	140	1/1/2004	PCC	TAXIWAY	P	0	14,381.00	5/6/2019	15	94
TW C	145	1/1/2004	AC	TAXIWAY	P	0	11,198.00	5/6/2019	15	37
TW C	150	1/1/2010	AC	TAXIWAY	P	0	1,968.00	5/6/2019	9	67
TW C	155	1/1/2010	PCC	TAXIWAY	P	0	6,151.00	5/6/2019	9	83
TW D	405	1/1/2004	AC	TAXIWAY	P	0	6,163.00	5/6/2019	15	81

TW D	410	1/1/2004	AC	TAXIWAY	P	0	24,188.00	5/6/2019	15	71
TW D	412	1/1/1996	AAC	TAXIWAY	P	0	8,092.00	5/6/2019	23	71
TW D	415	1/1/2004	AC	TAXIWAY	P	0	8,400.00	5/6/2019	15	77
TW D	417	1/1/1996	AAC	TAXIWAY	P	0	17,493.00	5/6/2019	23	71
TW D	420	1/1/2004	AC	TAXIWAY	P	0	42,000.00	5/6/2019	15	72
TW D	425	1/1/2004	AAC	TAXIWAY	P	0	9,694.00	5/6/2019	15	68
TW D	430	1/1/2004	AC	TAXIWAY	P	0	18,663.00	5/6/2019	15	69
TW E	510	1/1/2011	AC	TAXIWAY	P	0	61,180.00	5/6/2019	8	91
TW NW AP	505	1/1/1987	AC	TAXIWAY	P	0	2,976.00	5/6/2019	32	33
TW NW AP	507	1/1/2004	AAC	TAXIWAY	P	0	3,469.00	5/6/2019	15	74

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Age Category	Average Age at Inspection	Total Area (SqFt)	Number of Sections	Arithmetic Average PCI	Standard Deviation PCI	Weighted Average PCI
00-02		21,887.00	1	100.00	0.00	100.00
03-05	4	387,678.00	6	95.50	3.69	95.48
06-10	9	1,138,403.00	19	74.32	14.25	75.53
11-15	15	941,751.00	21	73.24	12.92	72.85
16-20	19	49,031.00	3	63.33	20.40	67.80
21-25	23	41,829.00	4	70.75	0.43	70.88
26-30	26	155,925.00	1	55.00	0.00	55.00
31-35	32	45,366.00	3	40.67	10.84	47.25
50+	75	63,343.00	2	35.00	34.00	43.41
ALL	15	2,845,213.00	60	72.38	19.05	75.06

Appendix B

Airfield Pavement Localized Maintenance and Repair and
Major Rehabilitation



Table B-1 Localized Maintenance and Repair Needs based on Current Condition

Network ID	Branch ID	Section ID	Distress Code	Description	Severity	Distress Qty	Distress Unit	Percent Distress	Work Description	Work Qty	Work Unit	Unit Cost	Work Cost
FHB	AP N	4215	57	WEATHERING	Medium	37002.56	SqFt	23.7%	FDOT - SURFACE SEAL	37002	SqFt	\$ 0.55	\$ 20,360.00
FHB	AP N	4220	63	LINEAR CR	High	10.59	Slabs	17.7%	FDOT - PATCHING - PCC PARTIAL DEPTH	694.3	SqFt	\$ 72.00	\$ 50,030.00
FHB	AP N	4220	65	JT SEAL DMG	High	60	Slabs	100.0%	FDOT - JOINT SEAL - PCC	1940	Ft	\$ 2.75	\$ 5,340.00
FHB	AP N	4220	71	FAULTING	Medium	14.12	Slabs	23.5%	FDOT - GRINDING (LOCALIZED)	282.5	Ft	\$ 2.00	\$ 570.00
FHB	AP N	4220	72	SHAT. SLAB	Low	7.06	Slabs	11.8%	FDOT - CRACK SEALING - PCC	282.5	Ft	\$ 4.25	\$ 1,200.00
FHB	AP N	4220	72	SHAT. SLAB	Medium	10.59	Slabs	17.7%	FDOT - SLAB REPLACEMENT - PCC	4235.6	SqFt	\$ 30.00	\$ 127,060.00
FHB	AP N	4220	72	SHAT. SLAB	High	17.65	Slabs	29.4%	FDOT - SLAB REPLACEMENT - PCC	7059	SqFt	\$ 30.00	\$ 211,770.00
FHB	AP N	4240	52	RAVELING	Low	1127.41	SqFt	1.0%	FDOT - SURFACE SEAL	1127	SqFt	\$ 0.55	\$ 630.00
FHB	AP NW	4105	45	DEPRESSION	Low	175.99	SqFt	1.6%	FDOT - PATCHING - AC FULL DEPTH	233.6	SqFt	\$ 6.00	\$ 1,400.00
FHB	AP NW	4105	52	RAVELING	Low	2797.54	SqFt	25.0%	FDOT - SURFACE SEAL	2797.5	SqFt	\$ 0.55	\$ 1,540.00
FHB	AP NW	4110	41	ALLIGATOR CR	Low	59.52	SqFt	0.4%	FDOT - PATCHING - AC FULL DEPTH	94.7	SqFt	\$ 6.00	\$ 570.00
FHB	AP NW	4110	43	BLOCK CR	Medium	7110.21	SqFt	49.8%	FDOT - CRACK SEALING - AC	2167.3	Ft	\$ 3.00	\$ 6,510.00
FHB	AP NW	4110	45	DEPRESSION	Low	374.8	SqFt	2.6%	FDOT - PATCHING - AC FULL DEPTH	456.4	SqFt	\$ 6.00	\$ 2,750.00
FHB	AP NW	4110	49	OIL SPILLAGE	N/A	35.74	SqFt	0.3%	FDOT - PATCHING - AC PARTIAL DEPTH	63.5	SqFt	\$ 3.00	\$ 200.00
FHB	AP NW	4110	52	RAVELING	Low	10709.98	SqFt	75.0%	FDOT - SURFACE SEAL	10710.1	SqFt	\$ 0.55	\$ 5,900.00
FHB	AP RU N	4510	45	DEPRESSION	Low	251.88	SqFt	3.4%	FDOT - PATCHING - AC FULL DEPTH	319.7	SqFt	\$ 6.00	\$ 1,920.00
FHB	AP RU N	4510	48	L & T CR	Medium	100.72	Ft	1.4%	FDOT - CRACK SEALING - AC	100.7	Ft	\$ 3.00	\$ 310.00
FHB	AP RU N	4510	52	RAVELING	Low	356.18	SqFt	4.8%	FDOT - SURFACE SEAL	356.3	SqFt	\$ 0.55	\$ 200.00
FHB	AP T-HANG	4305	57	WEATHERING	Medium	19.38	SqFt	0.1%	FDOT - SURFACE SEAL	19.4	SqFt	\$ 0.55	\$ 20.00
FHB	AP T-HANG	4307	45	DEPRESSION	Low	754.12	SqFt	2.7%	FDOT - PATCHING - AC FULL DEPTH	868.7	SqFt	\$ 6.00	\$ 5,220.00
FHB	AP T-HANG	4307	52	RAVELING	Low	2723.05	SqFt	9.7%	FDOT - SURFACE SEAL	2723.3	SqFt	\$ 0.55	\$ 1,500.00
FHB	AP T-HANG	4307	52	RAVELING	Medium	754.12	SqFt	2.7%	FDOT - PATCHING - AC PARTIAL DEPTH	754.6	SqFt	\$ 3.00	\$ 2,270.00
FHB	AP T-HANG	4307	52	RAVELING	High	149.62	SqFt	0.5%	FDOT - PATCHING - AC PARTIAL DEPTH	149.6	SqFt	\$ 3.00	\$ 450.00
FHB	AP T-HANG	4310	45	DEPRESSION	Low	78.9	SqFt	0.4%	FDOT - PATCHING - AC FULL DEPTH	118.4	SqFt	\$ 6.00	\$ 720.00
FHB	AP T-HANG	4310	48	L & T CR	Medium	59.19	Ft	0.3%	FDOT - CRACK SEALING - AC	59.1	Ft	\$ 3.00	\$ 180.00
FHB	AP T-HANG	4310	52	RAVELING	Low	937.21	SqFt	5.1%	FDOT - SURFACE SEAL	937.5	SqFt	\$ 0.55	\$ 520.00
FHB	AP T-HANG	4310	52	RAVELING	Medium	19.7	SqFt	0.1%	FDOT - PATCHING - AC PARTIAL DEPTH	19.4	SqFt	\$ 3.00	\$ 60.00
FHB	AP T-HANG	4310	52	RAVELING	High	7.86	SqFt	0.0%	FDOT - PATCHING - AC PARTIAL DEPTH	7.5	SqFt	\$ 3.00	\$ 30.00
FHB	RW 13-31	6215	45	DEPRESSION	Low	1004.92	SqFt	0.2%	FDOT - PATCHING - AC FULL DEPTH	1136.7	SqFt	\$ 6.00	\$ 6,820.00
FHB	RW 13-31	6215	48	L & T CR	Medium	1134.06	Ft	0.2%	FDOT - CRACK SEALING - AC	1134.2	Ft	\$ 3.00	\$ 3,410.00
FHB	RW 13-31	6225	45	DEPRESSION	Low	43.27	SqFt	0.4%	FDOT - PATCHING - AC FULL DEPTH	73.2	SqFt	\$ 6.00	\$ 450.00
FHB	RW 13-31	6225	48	L & T CR	Medium	173	Ft	1.5%	FDOT - CRACK SEALING - AC	172.9	Ft	\$ 3.00	\$ 520.00
FHB	RW 13-31	6225	52	RAVELING	Low	3475.88	SqFt	30.0%	FDOT - SURFACE SEAL	3475.7	SqFt	\$ 0.55	\$ 1,920.00
FHB	RW 4-22	6105	48	L & T CR	Medium	3562.6	Ft	0.9%	FDOT - CRACK SEALING - AC	3562.7	Ft	\$ 3.00	\$ 10,690.00
FHB	RW 4-22	6105	52	RAVELING	Low	136203.08	SqFt	35.9%	FDOT - SURFACE SEAL	136203.3	SqFt	\$ 0.55	\$ 74,920.00
FHB	RW 9-27	6305	65	JT SEAL DMG	Low	611	Slabs	100.0%	FDOT - JOINT SEAL - PCC	13373.4	Ft	\$ 2.75	\$ 36,780.00
FHB	RW 9-27	6305	74	JOINT SPALL	Low	3.82	Slabs	0.6%	FDOT - CRACK SEALING - PCC	6.2	Ft	\$ 4.25	\$ 30.00
FHB	RW 9-27	6305	75	CORNER SPALL	Low	3.82	Slabs	0.6%	FDOT - CRACK SEALING - PCC	6.2	Ft	\$ 4.25	\$ 30.00



Network ID	Branch ID	Section ID	Distress Code	Description	Severity	Distress Qty	Distress Unit	Percent Distress	Work Description	Work Qty	Work Unit	Unit Cost	Work Cost
FHB	RW 9-27	6315	65	JT SEAL DMG	Low	1600	Slabs	100.0%	FDOT - JOINT SEAL - PCC	15584	Ft	\$ 2.75	\$ 42,860.00
FHB	RW 9-27	6317	74	JOINT SPALL	Low	4.45	Slabs	0.5%	FDOT - CRACK SEALING - PCC	7.2	Ft	\$ 4.25	\$ 40.00
FHB	RW 9-27	6317	75	CORNER SPALL	Low	5.56	Slabs	0.6%	FDOT - CRACK SEALING - PCC	9.2	Ft	\$ 4.25	\$ 40.00
FHB	RW 9-27	6330	74	JOINT SPALL	Low	6.25	Slabs	3.1%	FDOT - CRACK SEALING - PCC	10.2	Ft	\$ 4.25	\$ 50.00
FHB	RW 9-27	6330	75	CORNER SPALL	Low	1.25	Slabs	0.6%	FDOT - CRACK SEALING - PCC	2	Ft	\$ 4.25	\$ 10.00
FHB	RW 9-27	6335	65	JT SEAL DMG	High	213	Slabs	100.0%	FDOT - JOINT SEAL - PCC	4600.1	Ft	\$ 2.75	\$ 12,650.00
FHB	RW 9-27	6335	74	JOINT SPALL	Low	9.26	Slabs	4.4%	FDOT - CRACK SEALING - PCC	15.1	Ft	\$ 4.25	\$ 70.00
FHB	RW 9-27	6335	75	CORNER SPALL	Medium	6.17	Slabs	2.9%	FDOT - PATCHING - PCC PARTIAL DEPTH	16.2	SqFt	\$ 72.00	\$ 1,200.00
FHB	TW A	315	52	RAVELING	Low	2174.96	SqFt	6.0%	FDOT - SURFACE SEAL	2175.4	SqFt	\$ 0.55	\$ 1,200.00
FHB	TW A	320	52	RAVELING	Low	3499.99	SqFt	10.0%	FDOT - SURFACE SEAL	3500.4	SqFt	\$ 0.55	\$ 1,930.00
FHB	TW A	325	52	RAVELING	Low	5378.4	SqFt	7.5%	FDOT - SURFACE SEAL	5378.7	SqFt	\$ 0.55	\$ 2,960.00
FHB	TW A	327	50	PATCHING	Medium	8.83	SqFt	0.1%	FDOT - PATCHING - AC FULL DEPTH	24.8	SqFt	\$ 6.00	\$ 150.00
FHB	TW A	327	52	RAVELING	Low	1154.54	SqFt	6.3%	FDOT - SURFACE SEAL	1155	SqFt	\$ 0.55	\$ 640.00
FHB	TW A	330	52	RAVELING	Low	1975.39	SqFt	5.0%	FDOT - SURFACE SEAL	1975.2	SqFt	\$ 0.55	\$ 1,090.00
FHB	TW A	335	48	L & T CR	Medium	20.01	Ft	0.5%	FDOT - CRACK SEALING - AC	20	Ft	\$ 3.00	\$ 60.00
FHB	TW A	335	52	RAVELING	Low	633.03	SqFt	15.0%	FDOT - SURFACE SEAL	632.9	SqFt	\$ 0.55	\$ 350.00
FHB	TW A	350	48	L & T CR	Medium	35.99	Ft	0.3%	FDOT - CRACK SEALING - AC	36.1	Ft	\$ 3.00	\$ 110.00
FHB	TW A	350	52	RAVELING	Low	2249.98	SqFt	20.0%	FDOT - SURFACE SEAL	2249.7	SqFt	\$ 0.55	\$ 1,240.00
FHB	TW B	205	45	DEPRESSION	Low	50.48	SqFt	0.4%	FDOT - PATCHING - AC FULL DEPTH	82.9	SqFt	\$ 6.00	\$ 500.00
FHB	TW B	205	48	L & T CR	Medium	9.35	Ft	0.1%	FDOT - CRACK SEALING - AC	9.2	Ft	\$ 3.00	\$ 30.00
FHB	TW B	205	52	RAVELING	Low	3271.8	SqFt	28.0%	FDOT - SURFACE SEAL	3272.2	SqFt	\$ 0.55	\$ 1,800.00
FHB	TW B	210	48	L & T CR	Medium	359.45	Ft	0.4%	FDOT - CRACK SEALING - AC	359.6	Ft	\$ 3.00	\$ 1,080.00
FHB	TW B	210	52	RAVELING	Low	11704.46	SqFt	11.8%	FDOT - SURFACE SEAL	11704.7	SqFt	\$ 0.55	\$ 6,440.00
FHB	TW B	215	48	L & T CR	Medium	110.01	Ft	1.5%	FDOT - CRACK SEALING - AC	109.9	Ft	\$ 3.00	\$ 330.00
FHB	TW B	215	52	RAVELING	Low	2390.02	SqFt	33.5%	FDOT - SURFACE SEAL	2389.6	SqFt	\$ 0.55	\$ 1,320.00
FHB	TW B	215	52	RAVELING	Medium	24	SqFt	0.3%	FDOT - PATCHING - AC PARTIAL DEPTH	23.7	SqFt	\$ 3.00	\$ 80.00
FHB	TW B	220	48	L & T CR	Medium	93.34	Ft	0.5%	FDOT - CRACK SEALING - AC	93.2	Ft	\$ 3.00	\$ 280.00
FHB	TW B	220	52	RAVELING	Low	1399.95	SqFt	8.0%	FDOT - SURFACE SEAL	1400.4	SqFt	\$ 0.55	\$ 780.00
FHB	TW B	220	52	RAVELING	Medium	2333.29	SqFt	13.3%	FDOT - PATCHING - AC PARTIAL DEPTH	2333.6	SqFt	\$ 3.00	\$ 7,000.00
FHB	TW B	225	52	RAVELING	Low	2900.01	SqFt	43.0%	FDOT - SURFACE SEAL	2899.8	SqFt	\$ 0.55	\$ 1,600.00
FHB	TW B	230	45	DEPRESSION	Low	3.01	SqFt	0.0%	FDOT - PATCHING - AC FULL DEPTH	14	SqFt	\$ 6.00	\$ 90.00
FHB	TW B	230	48	L & T CR	Medium	89.11	Ft	0.3%	FDOT - CRACK SEALING - AC	89.2	Ft	\$ 3.00	\$ 270.00
FHB	TW B	230	48	L & T CR	High	178.22	Ft	0.6%	FDOT - CRACK SEALING - AC	178.2	Ft	\$ 3.00	\$ 540.00
FHB	TW B	230	52	RAVELING	Low	8315.98	SqFt	28.0%	FDOT - SURFACE SEAL	8316.2	SqFt	\$ 0.55	\$ 4,580.00
FHB	TW B	233	45	DEPRESSION	Low	43.7	SqFt	0.3%	FDOT - PATCHING - AC FULL DEPTH	74.3	SqFt	\$ 6.00	\$ 450.00
FHB	TW B	233	48	L & T CR	Medium	43.64	Ft	0.3%	FDOT - CRACK SEALING - AC	43.6	Ft	\$ 3.00	\$ 140.00
FHB	TW B	233	52	RAVELING	Low	3068.58	SqFt	20.0%	FDOT - SURFACE SEAL	3068.8	SqFt	\$ 0.55	\$ 1,690.00
FHB	TW B	235	45	DEPRESSION	Medium	7.97	SqFt	0.0%	FDOT - PATCHING - AC FULL DEPTH	23.7	SqFt	\$ 6.00	\$ 140.00
FHB	TW B	235	45	DEPRESSION	High	49.51	SqFt	0.3%	FDOT - PATCHING - AC FULL DEPTH	81.8	SqFt	\$ 6.00	\$ 500.00



Network ID	Branch ID	Section ID	Distress Code	Description	Severity	Distress Qty	Distress Unit	Percent Distress	Work Description	Work Qty	Work Unit	Unit Cost	Work Cost
FHB	TW B	235	48	L & T CR	Medium	301.02	Ft	1.5%	FDOT - CRACK SEALING - AC	301.2	Ft	\$ 3.00	\$ 910.00
FHB	TW B	235	52	RAVELING	Low	3663.71	SqFt	18.1%	FDOT - SURFACE SEAL	3664	SqFt	\$ 0.55	\$ 2,020.00
FHB	TW B	235	52	RAVELING	High	17.87	SqFt	0.1%	FDOT - PATCHING - AC PARTIAL DEPTH	18.3	SqFt	\$ 3.00	\$ 60.00
FHB	TW B	236	48	L & T CR	Medium	18.01	Ft	0.4%	FDOT - CRACK SEALING - AC	18	Ft	\$ 3.00	\$ 60.00
FHB	TW B	236	57	WEATHERING	Medium	4994.02	SqFt	100.0%	FDOT - SURFACE SEAL	4994.5	SqFt	\$ 0.55	\$ 2,750.00
FHB	TW C	105	74	JOINT SPALL	Low	0.67	Slabs	0.3%	FDOT - CRACK SEALING - PCC	1	Ft	\$ 4.25	\$ 10.00
FHB	TW C	105	75	CORNER SPALL	Low	1.33	Slabs	0.7%	FDOT - CRACK SEALING - PCC	2.3	Ft	\$ 4.25	\$ 10.00
FHB	TW C	120	45	DEPRESSION	Low	48.98	SqFt	0.5%	FDOT - PATCHING - AC FULL DEPTH	80.7	SqFt	\$ 6.00	\$ 490.00
FHB	TW C	125	65	JT SEAL DMG	Low	67	Slabs	100.0%	FDOT - JOINT SEAL - PCC	1233.3	Ft	\$ 2.75	\$ 3,400.00
FHB	TW C	125	74	JOINT SPALL	Low	6.7	Slabs	10.0%	FDOT - CRACK SEALING - PCC	11.2	Ft	\$ 4.25	\$ 50.00
FHB	TW C	125	74	JOINT SPALL	Medium	6.7	Slabs	10.0%	FDOT - PATCHING - PCC PARTIAL DEPTH	43.1	SqFt	\$ 72.00	\$ 3,120.00
FHB	TW C	130	65	JT SEAL DMG	Medium	71	Slabs	100.0%	FDOT - JOINT SEAL - PCC	1416.7	Ft	\$ 2.75	\$ 3,900.00
FHB	TW C	130	74	JOINT SPALL	Low	7.1	Slabs	10.0%	FDOT - CRACK SEALING - PCC	11.8	Ft	\$ 4.25	\$ 50.00
FHB	TW C	140	65	JT SEAL DMG	Low	100	Slabs	100.0%	FDOT - JOINT SEAL - PCC	2149.9	Ft	\$ 2.75	\$ 5,920.00
FHB	TW C	140	74	JOINT SPALL	Low	8.33	Slabs	8.3%	FDOT - CRACK SEALING - PCC	13.8	Ft	\$ 4.25	\$ 60.00
FHB	TW C	140	75	CORNER SPALL	Low	4.17	Slabs	4.2%	FDOT - CRACK SEALING - PCC	6.9	Ft	\$ 4.25	\$ 30.00
FHB	TW C	145	48	L & T CR	Medium	134.38	Ft	1.2%	FDOT - CRACK SEALING - AC	134.5	Ft	\$ 3.00	\$ 410.00
FHB	TW C	145	52	RAVELING	Low	1007.82	SqFt	9.0%	FDOT - SURFACE SEAL	1007.5	SqFt	\$ 0.55	\$ 560.00
FHB	TW C	150	45	DEPRESSION	Low	9.04	SqFt	0.5%	FDOT - PATCHING - AC FULL DEPTH	24.8	SqFt	\$ 6.00	\$ 160.00
FHB	TW C	155	62	CORNER BREAK	Low	0.93	Slabs	2.2%	FDOT - CRACK SEALING - PCC	7.6	Ft	\$ 4.25	\$ 40.00
FHB	TW C	155	65	JT SEAL DMG	Low	43	Slabs	100.0%	FDOT - JOINT SEAL - PCC	1233.3	Ft	\$ 2.75	\$ 3,400.00
FHB	TW C	155	74	JOINT SPALL	Medium	0.93	Slabs	2.2%	FDOT - PATCHING - PCC PARTIAL DEPTH	6.5	SqFt	\$ 72.00	\$ 440.00
FHB	TW C	155	75	CORNER SPALL	Medium	0.93	Slabs	2.2%	FDOT - PATCHING - PCC PARTIAL DEPTH	2.2	SqFt	\$ 72.00	\$ 190.00
FHB	TW C	155	75	CORNER SPALL	High	0.93	Slabs	2.2%	FDOT - PATCHING - PCC PARTIAL DEPTH	2.2	SqFt	\$ 72.00	\$ 190.00
FHB	TW D	405	52	RAVELING	Low	307.42	SqFt	5.0%	FDOT - SURFACE SEAL	307.9	SqFt	\$ 0.55	\$ 170.00
FHB	TW D	410	48	L & T CR	Medium	77.72	Ft	0.3%	FDOT - CRACK SEALING - AC	77.8	Ft	\$ 3.00	\$ 240.00
FHB	TW D	410	52	RAVELING	Low	7241.53	SqFt	29.9%	FDOT - SURFACE SEAL	7242	SqFt	\$ 0.55	\$ 3,990.00
FHB	TW D	410	52	RAVELING	Medium	43.7	SqFt	0.2%	FDOT - PATCHING - AC PARTIAL DEPTH	44.1	SqFt	\$ 3.00	\$ 140.00
FHB	TW D	412	48	L & T CR	Medium	49.34	Ft	0.6%	FDOT - CRACK SEALING - AC	49.2	Ft	\$ 3.00	\$ 150.00
FHB	TW D	412	52	RAVELING	Low	1645.05	SqFt	20.3%	FDOT - SURFACE SEAL	1644.7	SqFt	\$ 0.55	\$ 910.00
FHB	TW D	415	52	RAVELING	Low	1739.99	SqFt	20.7%	FDOT - SURFACE SEAL	1740.5	SqFt	\$ 0.55	\$ 960.00
FHB	TW D	417	52	RAVELING	Low	4334.3	SqFt	24.8%	FDOT - SURFACE SEAL	4334.6	SqFt	\$ 0.55	\$ 2,390.00
FHB	TW D	417	57	WEATHERING	Medium	13007.43	SqFt	74.4%	FDOT - SURFACE SEAL	13007.1	SqFt	\$ 0.55	\$ 7,160.00
FHB	TW D	420	52	RAVELING	Low	12600.02	SqFt	30.0%	FDOT - SURFACE SEAL	12600.2	SqFt	\$ 0.55	\$ 6,940.00
FHB	TW D	420	57	WEATHERING	Medium	29400.01	SqFt	70.0%	FDOT - SURFACE SEAL	29399.5	SqFt	\$ 0.55	\$ 16,180.00
FHB	TW D	425	48	L & T CR	Medium	31.53	Ft	0.3%	FDOT - CRACK SEALING - AC	31.5	Ft	\$ 3.00	\$ 100.00
FHB	TW D	425	52	RAVELING	Low	2909.38	SqFt	30.0%	FDOT - SURFACE SEAL	2909.5	SqFt	\$ 0.55	\$ 1,610.00
FHB	TW D	430	48	L & T CR	Medium	148.62	Ft	0.8%	FDOT - CRACK SEALING - AC	148.6	Ft	\$ 3.00	\$ 450.00
FHB	TW D	430	52	RAVELING	Low	5590.02	SqFt	30.0%	FDOT - SURFACE SEAL	5589.7	SqFt	\$ 0.55	\$ 3,080.00



Network ID	Branch ID	Section ID	Distress Code	Description	Severity	Distress Qty	Distress Unit	Percent Distress	Work Description	Work Qty	Work Unit	Unit Cost	Work Cost
FHB	TW D	430	52	RAVELING	Medium	31.97	SqFt	0.2%	FDOT - PATCHING - AC PARTIAL DEPTH	32.3	SqFt	\$ 3.00	\$ 100.00
FHB	TW E	510	45	DEPRESSION	Low	116.57	SqFt	0.2%	FDOT - PATCHING - AC FULL DEPTH	163.6	SqFt	\$ 6.00	\$ 990.00
FHB	TW E	510	57	WEATHERING	Medium	582.65	SqFt	1.0%	FDOT - SURFACE SEAL	582.3	SqFt	\$ 0.55	\$ 330.00
FHB	TW NW AP	505	45	DEPRESSION	Low	168.02	SqFt	5.7%	FDOT - PATCHING - AC FULL DEPTH	223.9	SqFt	\$ 6.00	\$ 1,350.00
FHB	TW NW AP	505	45	DEPRESSION	Medium	112.05	SqFt	3.8%	FDOT - PATCHING - AC FULL DEPTH	158.2	SqFt	\$ 6.00	\$ 960.00
FHB	TW NW AP	505	48	L & T CR	Medium	264.01	Ft	8.9%	FDOT - CRACK SEALING - AC	264.1	Ft	\$ 3.00	\$ 800.00
FHB	TW NW AP	505	52	RAVELING	Low	2201	SqFt	74.0%	FDOT - SURFACE SEAL	2201.2	SqFt	\$ 0.55	\$ 1,220.00
FHB	TW NW AP	507	45	DEPRESSION	Low	35.95	SqFt	1.0%	FDOT - PATCHING - AC FULL DEPTH	64.6	SqFt	\$ 6.00	\$ 390.00
FHB	TW NW AP	507	52	RAVELING	Low	347.03	SqFt	10.0%	FDOT - SURFACE SEAL	346.6	SqFt	\$ 0.55	\$ 200.00



Table B-2 10-Year Major Rehabilitation Planning Needs at Section Level

Program Year	Network ID	Branch ID	Section ID	Surface	Area (SF)	PCI Before	Rehabilitation Type	Planning Cost
2020	FHB	AP N	4215	AC	155,925	53	AC Restoration	\$ 1,092,000.00
2020	FHB	AP N	4220	PCC	23,835	0	PCC Reconstruction	\$ 358,000.00
2020	FHB	AP NW	4105	AC	11,190	34	AC Reconstruction	\$ 101,000.00
2020	FHB	AP NW	4110	AC	14,280	31	AC Reconstruction	\$ 129,000.00
2020	FHB	AP RU N	4510	AC	7,368	56	AC Restoration	\$ 52,000.00
2020	FHB	AP T-HANG	4307	AC	28,110	54	AC Restoration	\$ 197,000.00
2020	FHB	RW 13-31	6215	AAC	479,466	64	AC Restoration	\$ 3,357,000.00
2020	FHB	RW 13-31	6225	AAC	11,592	63	AC Restoration	\$ 82,000.00
2020	FHB	RW 4-22	6105	AAC	379,000	64	AC Restoration	\$ 2,654,000.00
2020	FHB	TW A	325	AC	71,712	63	AC Restoration	\$ 503,000.00
2020	FHB	TW B	210	AAC	99,184	57	AC Restoration	\$ 695,000.00
2020	FHB	TW B	215	AAC	7,146	62	AC Restoration	\$ 51,000.00
2020	FHB	TW B	220	AAC	17,500	56	AC Restoration	\$ 123,000.00
2020	FHB	TW B	230	AAC	29,700	64	AC Restoration	\$ 208,000.00
2020	FHB	TW B	235	AAC	20,200	62	AC Restoration	\$ 142,000.00
2020	FHB	TW C	120	AAC	9,442	55	AC Restoration	\$ 67,000.00
2020	FHB	TW C	145	AC	11,198	36	AC Reconstruction	\$ 101,000.00
2020	FHB	TW NW AP	505	AC	2,976	32	AC Reconstruction	\$ 27,000.00
2021	FHB	TW B	205	AAC	11,685	63	AC Restoration	\$ 82,000.00
2022	FHB	AP T-HANG	4310	AC	18,438	64	AC Restoration	\$ 130,000.00
2022	FHB	TW A	335	AAC	4,219	63	AC Restoration	\$ 30,000.00
2022	FHB	TW C	150	AC	1,968	64	AC Restoration	\$ 14,000.00
2023	FHB	TW A	305	AAC	20,095	63	AC Restoration	\$ 141,000.00
2023	FHB	TW D	425	AAC	9,694	63	AC Restoration	\$ 68,000.00
2024	FHB	TW A	330	AC	39,508	64	AC Restoration	\$ 277,000.00
2024	FHB	TW B	225	AAC	6,738	63	AC Restoration	\$ 48,000.00

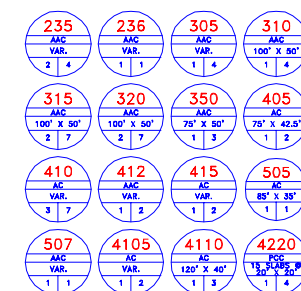
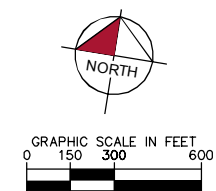


Program Year	Network ID	Branch ID	Section ID	Surface	Area (SF)	PCI Before	Rehabilitation Type	Planning Cost
2024	FHB	TW D	430	AC	18,663	64	AC Restoration	\$ 131,000.00
2025	FHB	TW B	233	AAC	15,343	63	AC Restoration	\$ 108,000.00
2025	FHB	TW B	236	AAC	4,994	63	AC Restoration	\$ 35,000.00
2026	FHB	TW A	320	AAC	35,000	64	AC Restoration	\$ 246,000.00
2026	FHB	TW A	350	AAC	11,250	64	AC Restoration	\$ 79,000.00
2026	FHB	TW D	410	AC	24,188	64	AC Restoration	\$ 170,000.00
2026	FHB	TW D	412	AAC	8,092	64	AC Restoration	\$ 57,000.00
2026	FHB	TW D	417	AAC	17,493	64	AC Restoration	\$ 123,000.00
2027	FHB	TW D	420	AC	42,000	64	AC Restoration	\$ 295,000.00
2028	FHB	TW A	315	AAC	36,250	64	AC Restoration	\$ 254,000.00
2029	FHB	TW NW AP	507	AAC	3,469	64	AC Restoration	\$ 25,000.00

Appendix C

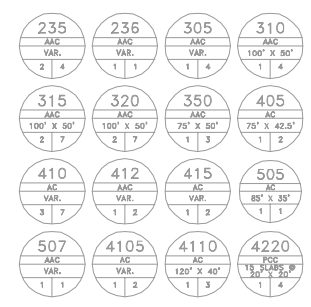
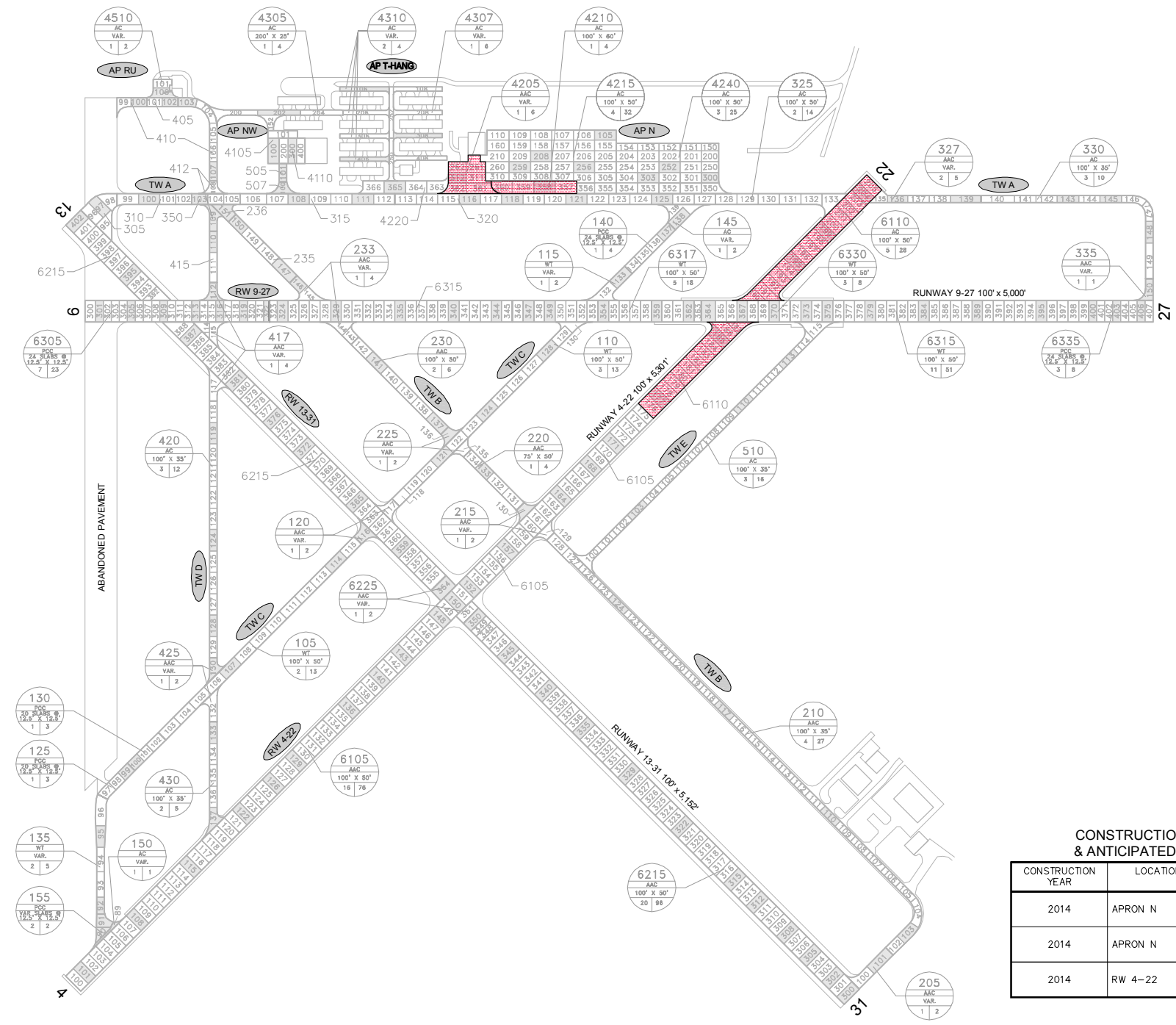
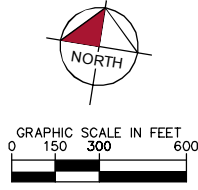
Technical Exhibits





-
- 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
- 9** → FLEXIBLE (AC) PAVEMENT LENGTH & WIDTH
- 14** → RIGID (PCC) PAVEMENT NO. OF SLABS AND SLAB SIZE
- 9** → NUMBER OF SAMPLE UNITS IN SECTION
- 14** → NUMBER OF SAMPLE UNITS TO BE INSPECTED
- 100** → INSPECTED SAMPLE UNITS
- GPS COORDINATES ARE AT THE CENTROID OF THE SAMPLE UNIT.

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

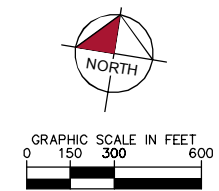
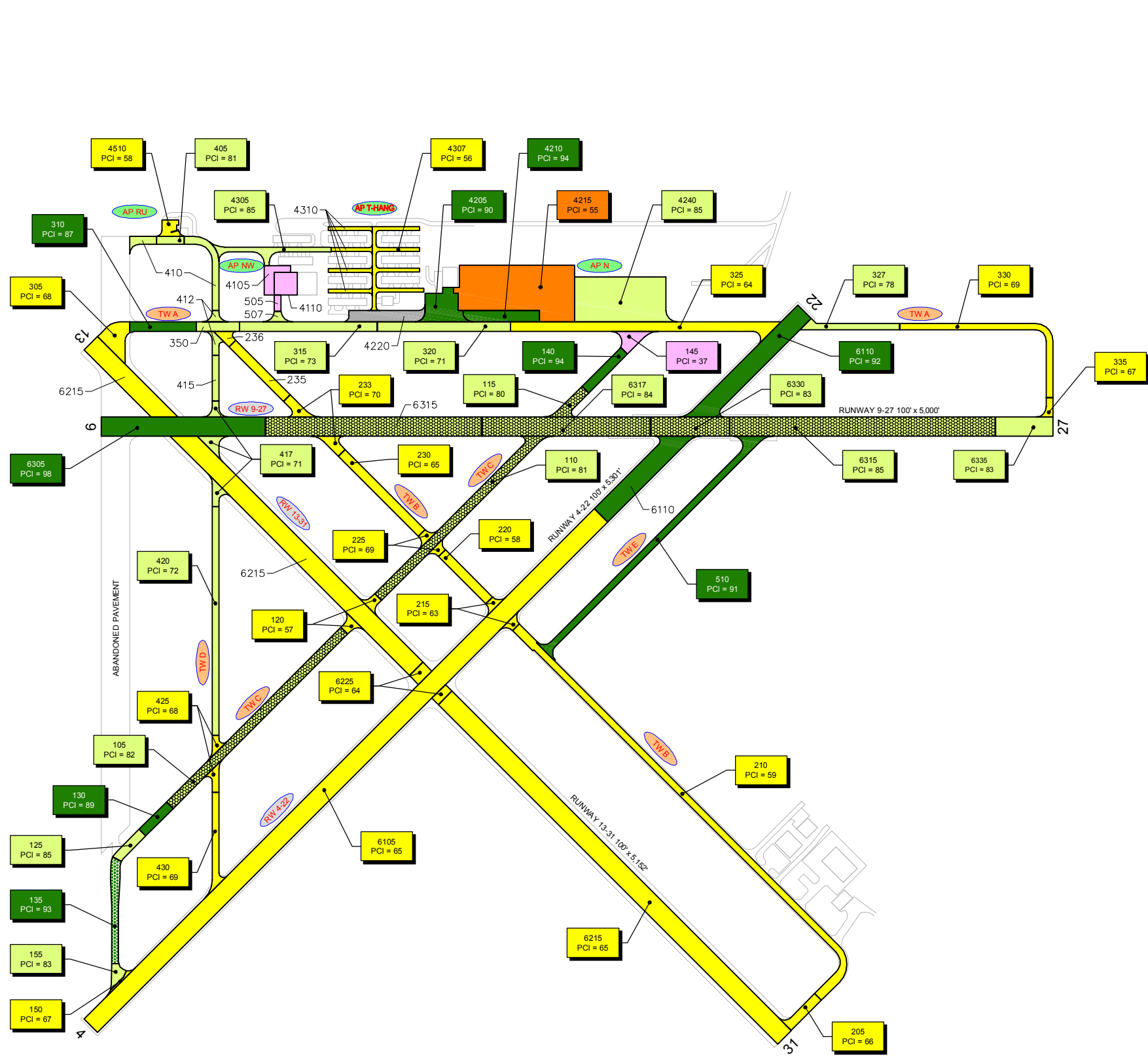


CONSTRUCTION SINCE LAST INSPECTION & ANTICIPATED CONSTRUCTION ACTIVITY		
CONSTRUCTION YEAR	LOCATION	WORK TYPE / PAVEMENT SECTION
2014	APRON N	MILL AND OVERLAY / 2" P-401
2014	APRON N	RECONSTRUCTION - AC / 4" P-401, 8" P-211, 12" P-160
2014	RW 4-22	RECONSTRUCTION - AC / 4" P-401, 6" P-211, 12" STABILIZED SUBGRADE

- LEGEND
- PROJECTS YEAR 2013
 - PROJECTS YEAR 2014
 - PROJECTS YEAR 2015
 - PROJECTS YEAR 2016
 - PROJECTS YEAR 2017
 - PROJECTS YEAR 2018
 - PROJECTS YEAR 2019
 - PROJECTS YEAR 2020
 - PROJECTS YEAR 2021
 - PROJECTS YEAR 2022

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





235 PCI = 63	236 PCI = 70	350 PCI = 71	410 PCI = 71
412 PCI = 71	415 PCI = 77	505 PCI = 33	507 PCI = 74
4105 PCI = 36	4110 PCI = 33	4220 PCI = 1	4310 PCI = 69

LEGEND

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

WHITETOPPING PAVEMENT

	PCI 86-100
	PCI 71-85
	PCI 56-70
	PCI 41-55
	PCI 26-40
	PCI 11-25
	PCI 0-10

REMAINING AIRFIELD PAVEMENT

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

"SECTION NO."
"PCI NO."

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

NOTE: ALL PAVEMENTS COMPOSED OF 'WHITETOPPING PAVEMENT' AS IT IS A UNIQUE PAVEMENT TYPE THAT IS NOT ADDRESSED BY THE ASTM D 5340-12. PAVEMENT CONDITION INDEX DETERMINED FOR 'WHITETOPPING PAVEMENTS' ARE BASED ON A DIFFERENT METHODOLOGY AND THEREFORE IS ANALYZED SEPARATE FROM THE REMAINING AIRFIELD PAVEMENTS.

Appendix D

Inspection Photograph Documentation



RW 4-22, Section 6105, Sample Unit 108 - Low Severity (48) Longitudinal & Transverse Cracking, Low Severity (52) Raveling, and Low Severity (57) Weathering



RW 4-22, Section 6110, Sample Unit 177 - Low Severity (48) Longitudinal & Transverse Cracking and Low Severity (57) Weathering



RW 9-27, Section 6305, Sample Unit 309 - Low Severity (65) Joint Seal Damage and Low Severity (75) Corner Spall



RW 9-27, Section 6335, Sample Unit 406 - High Severity (65) Joint Seal Damage and Medium Severity (75) Corner Spall



RW 13-31, Section 6215, Sample Unit 329 - Low Severity (43) Block Cracking, Low Severity (48) Longitudinal & Transverse Cracking, and Low Severity (57) Weathering



RW 13-31, Section 6215, Sample Unit 365 - Low Severity (43) Block Cracking, Low Severity (48) Longitudinal & Transverse Cracking, and Low Severity (57) Weathering



TW A, Section 325, Sample Unit 125 - (42) Bleeding Low Severity (57) Weathering



TW B, Section 230, Sample Unit 141 – High Severity (48) Longitudinal & Transverse Cracking, Low Severity (52) Raveling, and Low Severity (57) Weathering



TW C, Section 120, Sample Unit 116 - Low Severity (48) Longitudinal & Transverse Cracking, Low Severity (50) Patching, and Low Severity (57) Weathering



AP N, Section 4215, Sample Unit 208 - Low Severity (48) Longitudinal & Transverse Cracking, Low and Medium Severity (57) Weathering



AP NW, Section 4110, Sample Unit 300 - Low Severity and Medium Severity (43) Block Cracking, Low Severity (52) Raveling, and Low Severity (57) Weathering

Appendix E

Inspection Distress Details

Re-Inspection Report

FDOT

Generated Date 10/3/2019

Page 1 of 60

Network:	FHB		Name:	FERNANDINA BEACH MUNICIPAL AIRPORT		
Branch:	AP N	Name:	NORTH APRON - TERMINAL	Use:	APRON	Area: 347,270 SqFt
Section:	4205	of 5	From: -	To: -	Last Const.: 1/1/2014	
Surface:	AAC	Family:	C9N59-GA-AP-AAC-APC	Zone:	Category:	Rank: P
Area:	30,473 SqFt	Length:	160 Ft	Width:	200 Ft	
Slabs:		Slab Length:	Ft	Slab Width:	Ft	Joint Length: Ft
Shoulder:		Street Type:		Grade:	0	Lanes: 0
Section Comments:						
Work Date:	1/1/1987	Work Type:	BUILT	Code:	IMPORTED	Is Major M&R: True
Work Date:	1/1/2014	Work Type:	MILL and OVERLAY	Code:	ML-OV	Is Major M&R: True
Last Insp. Date:	5/6/2019	TotalSamples:	6	Surveyed:	1	
Conditions:	PCI:	90				
Inspection Comments:						
Sample Number:	312	Type:	R	Area:	4250.00 SqFt	PCI: 90
Sample Comments:						
48	L & T CR	L	29.00	Ft		
57	WEATHERING	L	4250.00	SqFt		

Network:	FHB			Name:	FERNANDINA BEACH MUNICIPAL AIRPORT						
Branch:	AP N		Name:	NORTH APRON - TERMINAL		Use:	APRON	Area:	347,270 SqFt		
Section:	4210 of 5		From:	-		To:	-		Last Const.:	1/1/2014	
Surface:	AC		Family:	C9N59-GA-AP-AC		Zone:			Rank:	P	
Area:	23,464 SqFt		Length:	400 Ft		Width:	60 Ft				
Slabs:	60		Slab Length:	20 Ft		Slab Width:	20 Ft		Joint Length:	1,940 Ft	
Shoulder:			Street Type:			Grade:	0		Lanes:	0	
Section Comments:											
Work Date:	1/1/1944		Work Type:	BUILT			Code:	IMPORTED		Is Major M&R:	True
Work Date:	1/1/2014		Work Type:	Complete Reconstruction - AC			Code:	CR-AC		Is Major M&R:	True
Last Insp. Date:	5/6/2019		TotalSamples:	4		Surveyed:	1				
Conditions:	PCI: 94										
Inspection Comments:											
Sample Number:	358		Type:	R		Area:	6000.00 SqFt		PCI:	94	
Sample Comments:											
57	WEATHERING		L	6000.00 SqFt							

Network:	FHB			Name:	FERNANDINA BEACH MUNICIPAL AIRPORT												
Branch:	AP N		Name:	NORTH APRON - TERMINAL		Use:	APRON		Area:	347,270 SqFt							
Section:	4215		of	5		From:	-		To:	-		Last Const.:	1/1/1993				
Surface:	AC		Family:	C9N59-GA-AP-AC			Zone:				Category:				Rank:	P	
Area:	155,925 SqFt			Length:	600 Ft			Width:	250 Ft								
Slabs:				Slab Length:	Ft			Slab Width:	Ft			Joint Length:	Ft				
Shoulder:				Street Type:				Grade:	0			Lanes:	0				
Section Comments:																	
Work Date:	1/1/1993			Work Type:	BUILT			Code:	IMPORTED			Is Major M&R:	True				
Last Insp. Date:	5/6/2019			TotalSamples:	32			Surveyed:	4								
Conditions:	PCI: 55																
Inspection Comments:																	
Sample Number:	105		Type:	R		Area:	4700.00 SqFt			PCI:	64						
Sample Comments:																	
57	WEATHERING		L	3525.00		SqFt											
57	WEATHERING		M	1175.00		SqFt											
56	SWELLING		L	705.00		SqFt											
48	L & T CR		L	255.00		Ft											
Sample Number:	208		Type:	R		Area:	5000.00 SqFt			PCI:	55						
Sample Comments:																	
43	BLOCK CR		L	850.00		SqFt											
48	L & T CR		L	348.00		Ft											
57	WEATHERING		L	3750.00		SqFt											
57	WEATHERING		M	1250.00		SqFt											
56	SWELLING		L	950.00		SqFt											
Sample Number:	256		Type:	R		Area:	5000.00 SqFt			PCI:	50						
Sample Comments:																	
57	WEATHERING		M	1250.00		SqFt											
57	WEATHERING		L	3750.00		SqFt											
48	L & T CR		L	452.00		Ft											
56	SWELLING		L	550.00		SqFt											
43	BLOCK CR		L	3000.00		SqFt											
Sample Number:	259		Type:	R		Area:	5000.00 SqFt			PCI:	49						
Sample Comments:																	
56	SWELLING		L	500.00		SqFt											
57	WEATHERING		M	1000.00		SqFt											
57	WEATHERING		L	4000.00		SqFt											
43	BLOCK CR		L	5000.00		SqFt											

Network:	FHB	Name:	FERNANDINA BEACH MUNICIPAL AIRPORT						
Branch:	AP N	Name:	NORTH APRON - TERMINAL	Use:	APRON	Area:	347,270 SqFt		
Section:	4220	of	5	From:	-	To:	-	Last Const.:	1/1/1944
Surface:	PCC	Family:	C9N59-GA-AP-PCC	Zone:		Category:		Rank:	P
Area:	23,835 SqFt	Length:	400 Ft	Width:	60 Ft				
Slabs:	60	Slab Length:	20 Ft	Slab Width:	20 Ft	Joint Length:	1,940 Ft		
Shoulder:		Street Type:		Grade:	0	Lanes:	0		
Section Comments:									
Work Date:	1/1/1944	Work Type:	BUILT	Code:	IMPORTED	Is Major M&R:	True		
Last Insp. Date:	5/6/2019	TotalSamples:	4	Surveyed:	1				
Conditions:	PCI:	1							
Inspection Comments:									
Sample Number:	365	Type:	R	Area:	17.00 Slabs	PCI:	1		
Sample Comments:									
72	SHAT. SLAB	H	5.00	Slabs					
71	FAULTING	M	4.00	Slabs					
63	LINEAR CR	L	4.00	Slabs					
73	SHRINKAGE CR	N	11.00	Slabs					
71	FAULTING	L	1.00	Slabs					
63	LINEAR CR	H	3.00	Slabs					
72	SHAT. SLAB	L	2.00	Slabs					
72	SHAT. SLAB	M	3.00	Slabs					
65	JT SEAL DMG	H	17.00	Slabs					

Network:	FHB	Name:	FERNANDINA BEACH MUNICIPAL AIRPORT						
Branch:	AP N	Name:	NORTH APRON - TERMINAL	Use:	APRON	Area:	347,270 SqFt		
Section:	4240	of	5	From:	-	To:	-	Last Const.:	1/1/2004
Surface:	AC	Family:	C9N59-GA-AP-AC	Zone:		Category:		Rank:	T
Area:	113,573 SqFt	Length:	480 Ft	Width:	235 Ft				
Slabs:		Slab Length:	Ft	Slab Width:	Ft	Joint Length:	Ft		
Shoulder:		Street Type:		Grade:	0	Lanes:	0		
Section Comments:									
Work Date:	1/1/2004	Work Type:	New Construction - Initial		Code:	NU-IN	Is Major M&R:	True	
Last Insp. Date:	5/6/2019	TotalSamples:	25	Surveyed:	3				
Conditions:	PCI:	85							
Inspection Comments:									
Sample Number:	252	Type:	R	Area:	5000.00 SqFt	PCI:	85		
Sample Comments:									
52	RAVELING	L	50.00	SqFt					
48	L & T CR	L	48.00	Ft					
42	BLEEDING	N	10.00	SqFt					
57	WEATHERING	L	4950.00	SqFt					
Sample Number:	300	Type:	R	Area:	4003.00 SqFt	PCI:	83		
Sample Comments:									
50	PATCHING	L	60.00	SqFt					
52	RAVELING	L	39.00	SqFt					
57	WEATHERING	L	3904.00	SqFt					
48	L & T CR	L	21.00	Ft					
Sample Number:	303	Type:	R	Area:	5000.00 SqFt	PCI:	87		
Sample Comments:									
48	L & T CR	L	24.00	Ft					
42	BLEEDING	N	5.00	SqFt					
57	WEATHERING	L	4950.00	SqFt					
52	RAVELING	L	50.00	SqFt					

Network:	FHB	Name:	FERNANDINA BEACH MUNICIPAL AIRPORT						
Branch:	AP NW	Name:	NORTHWEST APRON	Use:	APRON	Area:	25,470 SqFt		
Section:	4105	of	2	From:	-	To:	-	Last Const.:	1/1/2000
Surface:	AC	Family:	C9N59-GA-AP-AC	Zone:		Category:		Rank:	P
Area:	11,190 SqFt	Length:	150 Ft	Width:	50 Ft				
Slabs:		Slab Length:	Ft	Slab Width:	Ft	Joint Length:	Ft		
Shoulder:		Street Type:		Grade:	0	Lanes:	0		
Section Comments:									
Work Date:	1/1/1993	Work Type:	BUILT	Code:	IMPORTED	Is Major M&R:	True		
Work Date:	1/1/2000	Work Type:	Complete Reconstruction - AC	Code:	CR-AC	Is Major M&R:	True		
Last Insp. Date: 5/6/2019									
TotalSamples: 2									
Surveyed: 1									
Conditions: PCI: 36									
Inspection Comments:									
Sample Number:	100	Type:	R	Area:	6360.00 SqFt	PCI:	36		
Sample Comments:									
52	RAVELING	L	1590.00	SqFt					
43	BLOCK CR	L	6360.00	SqFt					
45	DEPRESSION	L	100.00	SqFt					
57	WEATHERING	L	4770.00	SqFt					
56	SWELLING	L	4770.00	SqFt					

Network:	FHB	Name:	FERNANDINA BEACH MUNICIPAL AIRPORT						
Branch:	AP NW	Name:	NORTHWEST APRON	Use:	APRON	Area:	25,470 SqFt		
Section:	4110	of	2	From:	-	To:	-	Last Const.:	1/1/1987
Surface:	AC	Family:	C9N59-GA-AP-AC	Zone:		Category:		Rank:	P
Area:	14,280 SqFt	Length:	120 Ft	Width:	100 Ft				
Slabs:		Slab Length:	Ft	Slab Width:	Ft	Joint Length:	Ft		
Shoulder:		Street Type:		Grade:	0	Lanes:	0		
Section Comments:									
Work Date:	1/1/1987	Work Type:	BUILT	Code:	IMPORTED	Is Major M&R:	True		
Last Insp. Date:	5/6/2019	TotalSamples:	3	Surveyed:	1				
Conditions:	PCI:	33							
Inspection Comments:									
Sample Number:	300	Type:	R	Area:	4800.00 SqFt	PCI:	33		
Sample Comments:									
41	ALLIGATOR CR	L	20.00	SqFt					
45	DEPRESSION	L	126.00	SqFt					
57	WEATHERING	L	1200.00	SqFt					
43	BLOCK CR	M	2390.00	SqFt					
52	RAVELING	L	3600.00	SqFt					
56	SWELLING	L	20.00	SqFt					
49	OIL SPILLAGE	N	12.00	SqFt					
43	BLOCK CR	L	2390.00	SqFt					

Network:	FHB	Name:	FERNANDINA BEACH MUNICIPAL AIRPORT						
Branch:	AP RU N	Name:	NORTH RUN UP APRON	Use:	APRON	Area:	7,368 SqFt		
Section:	4510	of	1	From:	-	To:	-	Last Const.:	1/1/2004
Surface:	AC	Family:	C9N59-GA-AP-AC	Zone:		Category:		Rank:	T
Area:	7,368 SqFt	Length:	85 Ft	Width:	80 Ft				
Slabs:		Slab Length:	Ft	Slab Width:	Ft	Joint Length:	Ft		
Shoulder:		Street Type:		Grade:	0	Lanes:	0		
Section Comments:									
Work Date:	1/1/2004	Work Type:	New Construction - Initial		Code:	NU-IN	Is Major M&R:	True	
Last Insp. Date:	5/6/2019	TotalSamples:	2	Surveyed:	1				
Conditions:	PCI:	58							
Inspection Comments:									
Sample Number:	100	Type:	R	Area:	4096.00 SqFt	PCI:	58		
Sample Comments:									
48	L & T CR	M	56.00 Ft						
57	WEATHERING	L	3758.00 SqFt						
50	PATCHING	L	140.00 SqFt						
56	SWELLING	L	4.00 SqFt						
45	DEPRESSION	L	140.00 SqFt						
52	RAVELING	L	198.00 SqFt						
48	L & T CR	L	124.00 Ft						

Network:	FHB	Name:	FERNANDINA BEACH MUNICIPAL AIRPORT						
Branch:	AP T-HANG	Name:	T-HANGAR APRON	Use:	APRON	Area:	65,951 SqFt		
Section:	4305	of	3	From:	-	To:	-	Last Const.:	12/25/2000
Surface:	AC	Family:	C9N59-GA-AP-AC	Zone:		Category:		Rank:	P
Area:	19,403 SqFt	Length:	900 Ft	Width:	25 Ft				
Slabs:		Slab Length:	Ft	Slab Width:	Ft	Joint Length:	Ft		
Shoulder:		Street Type:		Grade:	0	Lanes:	0		
Section Comments:									
Work Date:	12/25/2000	Work Type:	New Construction - Initial		Code:	NU-IN	Is Major M&R:	True	
Last Insp. Date:	5/6/2019	TotalSamples:	4	Surveyed:	1				
Conditions:	PCI:	85							
Inspection Comments:									
Sample Number:	202	Type:	R	Area:	5000.00 SqFt	PCI:	85		
Sample Comments:									
50	PATCHING	L	60.00	SqFt					
57	WEATHERING	M	5.00	SqFt					
48	L & T CR	L	21.00	Ft					
57	WEATHERING	L	4935.00	SqFt					

Network:	FHB		Name:	FERNANDINA BEACH MUNICIPAL AIRPORT							
Branch:	AP T-HANG		Name:	T-HANGAR APRON		Use:	APRON	Area:	65,951 SqFt		
Section:	4307	of 3	From:	-			To:	-		Last Const.:	1/1/1987
Surface:	AC	Family:	C9N59-GA-AP-AC		Zone:		Category:		Rank:	P	
Area:	28,110 SqFt		Length:	1,400 Ft		Width:	20 Ft				
Slabs:	Slab Length:		Ft	Slab Width:		Ft	Joint Length:		Ft		
Shoulder:	Street Type:		Grade:		0		Lanes:		0		
Section Comments:											
Work Date:	1/1/1987		Work Type: New Construction - Initial				Code:	NU-IN		Is Major M&R: True	
Last Insp. Date:	5/6/2019		TotalSamples:		6		Surveyed:		1		
Conditions:	PCI:	56									
Inspection Comments:											
Sample Number:	308	Type:	R	Area:		4697.00 SqFt		PCI:	56		
Sample Comments:											
52	RAVELING	M	126.00	SqFt							
45	DEPRESSION	L	126.00	SqFt							
52	RAVELING	H	25.00	SqFt							
48	L & T CR	L	31.00	Ft							
52	RAVELING	L	455.00	SqFt							
50	PATCHING	L	860.00	SqFt							

Network:	FHB		Name:		FERNANDINA BEACH MUNICIPAL AIRPORT						
Branch:	AP T-HANG		Name:	T-HANGAR APRON		Use:	APRON	Area:	65,951 SqFt		
Section:	4310	of	3	From:	-	To:	-	Last Const.:	12/25/1999		
Surface:	AC	Family:	C9N59-GA-AP-AC		Zone:		Category:		Rank:	P	
Area:	18,438 SqFt		Length:	2,030 Ft		Width:	25 Ft				
Slabs:		Slab Length:	Ft		Slab Width:	Ft		Joint Length:	Ft		
Shoulder:		Street Type:			Grade:	0		Lanes:	0		
Section Comments:											
Work Date:	12/25/1999		Work Type: New Construction - Initial				Code:	NU-IN		Is Major M&R:	True
Last Insp. Date:	5/6/2019		TotalSamples:	4		Surveyed:	2				
Conditions:	PCI:	69									
Inspection Comments:											
Sample Number:	106	Type:	R	Area:	4648.00 SqFt		PCI:	61			
Sample Comments:											
48	L & T CR		L	513.00 Ft							
52	RAVELING		L	240.00 SqFt							
52	RAVELING		M	10.00 SqFt							
48	L & T CR		M	30.00 Ft							
Sample Number:	406	Type:	R	Area:	4697.00 SqFt		PCI:	78			
Sample Comments:											
48	L & T CR		L	52.00 Ft							
45	DEPRESSION		L	40.00 SqFt							
52	RAVELING		L	235.00 SqFt							
52	RAVELING		H	4.00 SqFt							

Network:	FHB	Name:	FERNANDINA BEACH MUNICIPAL AIRPORT						
Branch:	RW 13-31	Name:	RUNWAY 13-31	Use:	RUNWAY	Area:	491,058 SqFt		
Section:	6215	of	2	From:	-	To:	-	Last Const.:	1/1/2010
Surface:	AAC	Family:	C9N59-GA-RW-AAC-APC	Zone:		Category:		Rank:	P
Area:	479,466 SqFt	Length:	4,690 Ft	Width:	100 Ft				
Slabs:		Slab Length:	Ft	Slab Width:	Ft	Joint Length:	Ft		
Shoulder:		Street Type:		Grade:	0	Lanes:	0		
Section Comments:									
Work Date:	1/1/1944	Work Type: BUILT				Code:	IMPORTED	Is Major M&R:	True
Work Date:	1/1/1996	Work Type: OVERLAY				Code:	IMPORTED	Is Major M&R:	True
Work Date:	1/1/2010	Work Type: MILL and OVERLAY				Code:	ML-OV	Is Major M&R:	True
Last Insp. Date: 5/6/2019									
		TotalSamples:	96	Surveyed: 20					
Conditions:	PCI: 65								
Inspection Comments:									
Sample Number:	300	Type:	R	Area:	5000.00 SqFt	PCI:	86		
Sample Comments:									
48	L & T CR	L	132.00 Ft						
57	WEATHERING	L	5000.00 SqFt						
Sample Number:	302	Type:	R	Area:	5000.00 SqFt	PCI:	82		
Sample Comments:									
48	L & T CR	L	216.00 Ft						
57	WEATHERING	L	5000.00 SqFt						
Sample Number:	305	Type:	R	Area:	5000.00 SqFt	PCI:	56		
Sample Comments:									
48	L & T CR	M	26.00 Ft						
57	WEATHERING	L	5000.00 SqFt						
43	BLOCK CR	L	750.00 SqFt						
48	L & T CR	L	759.00 Ft						
Sample Number:	308	Type:	R	Area:	5000.00 SqFt	PCI:	62		
Sample Comments:									
48	L & T CR	L	496.00 Ft						
57	WEATHERING	L	5000.00 SqFt						
48	L & T CR	M	31.00 Ft						
43	BLOCK CR	L	1300.00 SqFt						
Sample Number:	312	Type:	R	Area:	5000.00 SqFt	PCI:	67		
Sample Comments:									
43	BLOCK CR	L	1250.00 SqFt						
57	WEATHERING	L	5000.00 SqFt						
48	L & T CR	L	482.00 Ft						
Sample Number:	315	Type:	R	Area:	5000.00 SqFt	PCI:	52		
Sample Comments:									
48	L & T CR	M	6.00 Ft						
43	BLOCK CR	L	4250.00 SqFt						
48	L & T CR	L	154.00 Ft						
57	WEATHERING	L	5000.00 SqFt						
Sample Number:	322	Type:	R	Area:	5000.00 SqFt	PCI:	65		
Sample Comments:									
57	WEATHERING	L	5000.00 SqFt						
48	L & T CR	L	506.00 Ft						
43	BLOCK CR	L	1600.00 SqFt						
Sample Number:	329	Type:	R	Area:	5000.00 SqFt	PCI:	66		
Sample Comments:									

48	L & T CR	L	513.00	Ft		
57	WEATHERING	L	5000.00	SqFt		
43	BLOCK CR	L	1260.00	SqFt		
Sample Number: 335 Type: R Area: 5000.00 SqFt PCI: 62						
Sample Comments:						
48	L & T CR	L	294.00	Ft		
43	BLOCK CR	L	2380.00	SqFt		
57	WEATHERING	L	5000.00	SqFt		
Sample Number: 340 Type: R Area: 5000.00 SqFt PCI: 61						
Sample Comments:						
43	BLOCK CR	L	1500.00	SqFt		
57	WEATHERING	L	5000.00	SqFt		
48	L & T CR	L	327.00	Ft		
48	L & T CR	M	25.00	Ft		
Sample Number: 345 Type: R Area: 5000.00 SqFt PCI: 68						
Sample Comments:						
57	WEATHERING	L	5000.00	SqFt		
43	BLOCK CR	L	585.00	SqFt		
48	L & T CR	L	440.00	Ft		
Sample Number: 350 Type: R Area: 5000.00 SqFt PCI: 62						
Sample Comments:						
48	L & T CR	M	90.00	Ft		
48	L & T CR	L	463.00	Ft		
57	WEATHERING	L	5000.00	SqFt		
43	BLOCK CR	L	858.00	SqFt		
Sample Number: 359 Type: R Area: 5000.00 SqFt PCI: 59						
Sample Comments:						
57	WEATHERING	L	5000.00	SqFt		
43	BLOCK CR	L	3350.00	SqFt		
48	L & T CR	L	150.00	Ft		
Sample Number: 365 Type: R Area: 5000.00 SqFt PCI: 56						
Sample Comments:						
48	L & T CR	L	733.00	Ft		
48	L & T CR	M	32.00	Ft		
43	BLOCK CR	L	500.00	SqFt		
57	WEATHERING	L	5000.00	SqFt		
Sample Number: 372 Type: R Area: 5000.00 SqFt PCI: 63						
Sample Comments:						
48	L & T CR	L	649.00	Ft		
57	WEATHERING	L	5000.00	SqFt		
48	L & T CR	M	27.00	Ft		
Sample Number: 376 Type: R Area: 5000.00 SqFt PCI: 71						
Sample Comments:						
48	L & T CR	L	514.00	Ft		
57	WEATHERING	L	5000.00	SqFt		
Sample Number: 381 Type: R Area: 5000.00 SqFt PCI: 78						
Sample Comments:						
57	WEATHERING	L	5000.00	SqFt		
48	L & T CR	L	298.00	Ft		
Sample Number: 387 Type: R Area: 5000.00 SqFt PCI: 64						
Sample Comments:						
43	BLOCK CR	L	372.00	SqFt		
57	WEATHERING	L	5000.00	SqFt		
48	L & T CR	L	629.00	Ft		
Sample Number: 395 Type: R Area: 5000.00 SqFt PCI: 65						
Sample Comments:						

48	L & T CR	L	835.00	Ft
57	WEATHERING	L	5000.00	SqFt

Sample Number:	402	Type:	R	Area:	5200.00	SqFt	PCI:	59
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Sample Comments:

43	BLOCK CR	L	1965.00	SqFt
48	L & T CR	L	168.00	Ft
45	DEPRESSION	L	210.00	SqFt
57	WEATHERING	L	5200.00	SqFt

Network:	FHB	Name:	FERNANDINA BEACH MUNICIPAL AIRPORT						
Branch:	RW 13-31	Name:	RUNWAY 13-31	Use:	RUNWAY	Area:	491,058 SqFt		
Section:	6225	of	2	From:	-	To:	-	Last Const.:	1/1/2004
Surface:	AAC	Family:	C9N59-GA-RW-AAC-APC	Zone:		Category:		Rank:	P
Area:	11,592 SqFt	Length:	165 Ft	Width:	100 Ft				
Slabs:		Slab Length:	Ft	Slab Width:	Ft	Joint Length:		Ft	
Shoulder:		Street Type:		Grade:	0	Lanes:	0		
Section Comments:									
Work Date:	1/1/1944	Work Type:	BUILT			Code:	IMPORTED	Is Major M&R:	True
Work Date:	1/1/1975	Work Type:	OVERLAY			Code:	IMPORTED	Is Major M&R:	True
Work Date:	1/1/2004	Work Type:	MILL and OVERLAY			Code:	ML-OV	Is Major M&R:	True
Last Insp. Date:	5/6/2019	TotalSamples:	2	Surveyed:	1				
Conditions:	PCI: 64								
Inspection Comments:									
Sample Number:	354	Type:	R	Area:	6700.00 SqFt	PCI:	64		
Sample Comments:									
52	RAVELING	L	2009.00	SqFt					
45	DEPRESSION	L	25.00	SqFt					
57	WEATHERING	L	4687.00	SqFt					
48	L & T CR	M	100.00	Ft					
48	L & T CR	L	362.00	Ft					
50	PATCHING	L	4.00	SqFt					

Network:	FHB	Name:		FERNANDINA BEACH MUNICIPAL AIRPORT					
Branch:	RW 4-22	Name:	RUNWAY 4-22	Use:	RUNWAY	Area:	517,933 SqFt		
Section:	6105	of 2	From:	-	To:	-	Last Const.: 1/1/2004		
Surface:	AAC	Family:	C9N59-GA-RW-AAC-APC	Zone:		Category:	Rank: P		
Area:	379,000 SqFt	Length:	5,100 Ft	Width:	100 Ft				
Slabs:		Slab Length:	Ft	Slab Width:	Ft	Joint Length:	Ft		
Shoulder:		Street Type:		Grade:	0	Lanes:	0		
Section Comments:									
Work Date:	1/1/1975	Work Type:			BUILT	Code:	IMPORTED	Is Major M&R:	True
Work Date:	1/1/2004	Work Type:			MILL and OVERLAY	Code:	ML-OV	Is Major M&R:	True
Last Insp. Date:	5/6/2019	TotalSamples:	76	Surveyed:	16				
Conditions:	PCI: 65								
Inspection Comments:									
Sample Number:	101	Type:	R	Area:	5000.00 SqFt	PCI:	65		
Sample Comments:									
56	SWELLING	L	14.00	SqFt					
57	WEATHERING	L	2750.00	SqFt					
52	RAVELING	L	2250.00	SqFt					
48	L & T CR	L	493.00	Ft					
Sample Number:	108	Type:	R	Area:	5000.00 SqFt	PCI:	62		
Sample Comments:									
48	L & T CR	L	480.00	Ft					
48	L & T CR	M	50.00	Ft					
52	RAVELING	L	1750.00	SqFt					
57	WEATHERING	L	3250.00	SqFt					
Sample Number:	115	Type:	R	Area:	5000.00 SqFt	PCI:	63		
Sample Comments:									
48	L & T CR	L	441.00	Ft					
57	WEATHERING	L	3500.00	SqFt					
52	RAVELING	L	1500.00	SqFt					
48	L & T CR	M	50.00	Ft					
Sample Number:	122	Type:	R	Area:	5000.00 SqFt	PCI:	63		
Sample Comments:									
52	RAVELING	L	1750.00	SqFt					
48	L & T CR	L	486.00	Ft					
57	WEATHERING	L	3250.00	SqFt					
48	L & T CR	M	6.00	Ft					
Sample Number:	126	Type:	R	Area:	5000.00 SqFt	PCI:	65		
Sample Comments:									
48	L & T CR	M	50.00	Ft					
52	RAVELING	L	1750.00	SqFt					
48	L & T CR	L	405.00	Ft					
57	WEATHERING	L	3250.00	SqFt					
Sample Number:	129	Type:	R	Area:	5000.00 SqFt	PCI:	68		
Sample Comments:									
57	WEATHERING	L	3250.00	SqFt					
48	L & T CR	L	468.00	Ft					
52	RAVELING	L	1750.00	SqFt					
Sample Number:	136	Type:	R	Area:	5000.00 SqFt	PCI:	66		
Sample Comments:									
48	L & T CR	M	50.00	Ft					
48	L & T CR	L	364.00	Ft					
57	WEATHERING	L	3250.00	SqFt					

52	RAVELING	L	1750.00	SqFt		
Sample Number: 140		Type: R	Area: 5000.00 SqFt		PCI: 66	
Sample Comments:						
48	L & T CR	L	358.00	Ft		
52	RAVELING	L	1750.00	SqFt		
48	L & T CR	M	100.00	Ft		
57	WEATHERING	L	3250.00	SqFt		
Sample Number: 143		Type: R	Area: 5000.00 SqFt		PCI: 65	
Sample Comments:						
48	L & T CR	M	50.00	Ft		
52	RAVELING	L	1750.00	SqFt		
48	L & T CR	L	404.00	Ft		
57	WEATHERING	L	3250.00	SqFt		
Sample Number: 148		Type: R	Area: 5000.00 SqFt		PCI: 64	
Sample Comments:						
57	WEATHERING	L	3250.00	SqFt		
52	RAVELING	L	1750.00	SqFt		
48	L & T CR	L	408.00	Ft		
48	L & T CR	M	76.00	Ft		
Sample Number: 150		Type: R	Area: 5000.00 SqFt		PCI: 66	
Sample Comments:						
48	L & T CR	L	353.00	Ft		
52	RAVELING	L	1750.00	SqFt		
48	L & T CR	M	100.00	Ft		
57	WEATHERING	L	3250.00	SqFt		
Sample Number: 152		Type: R	Area: 5000.00 SqFt		PCI: 64	
Sample Comments:						
48	L & T CR	M	50.00	Ft		
48	L & T CR	L	416.00	Ft		
57	WEATHERING	L	3250.00	SqFt		
52	RAVELING	L	1750.00	SqFt		
Sample Number: 157		Type: R	Area: 5000.00 SqFt		PCI: 64	
Sample Comments:						
48	L & T CR	L	423.00	Ft		
57	WEATHERING	L	3250.00	SqFt		
52	RAVELING	L	1750.00	SqFt		
48	L & T CR	M	20.00	Ft		
Sample Number: 164		Type: R	Area: 5000.00 SqFt		PCI: 64	
Sample Comments:						
48	L & T CR	L	414.00	Ft		
48	L & T CR	M	50.00	Ft		
52	RAVELING	L	1750.00	SqFt		
57	WEATHERING	L	3250.00	SqFt		
Sample Number: 168		Type: R	Area: 5000.00 SqFt		PCI: 65	
Sample Comments:						
52	RAVELING	L	2000.00	SqFt		
57	WEATHERING	L	3000.00	SqFt		
48	L & T CR	M	50.00	Ft		
48	L & T CR	L	403.00	Ft		
Sample Number: 171		Type: R	Area: 5000.00 SqFt		PCI: 66	
Sample Comments:						
57	WEATHERING	L	3000.00	SqFt		
48	L & T CR	L	303.00	Ft		
52	RAVELING	L	2000.00	SqFt		
48	L & T CR	M	50.00	Ft		

Network:	FHB			Name:	FERNANDINA BEACH MUNICIPAL AIRPORT							
Branch:	RW 4-22		Name:	RUNWAY 4-22		Use:	RUNWAY		Area:	517,933 SqFt		
Section:	6110 of 2		From:	-			To:	-		Last Const.:	1/1/2014	
Surface:	AC		Family:	C9N59-GA-RW-AC		Zone:			Category:	Rank: P		
Area:	138,933 SqFt		Length:	5,100 Ft		Width:	100 Ft					
Slabs:			Slab Length:	Ft		Slab Width:	Ft		Joint Length:	Ft		
Shoulder:			Street Type:			Grade:	0		Lanes:	0		
Section Comments:												
Work Date:	1/1/1975		Work Type:	BUILT				Code:	IMPORTED		Is Major M&R:	True
Work Date:	1/1/2004		Work Type:	MILL and OVERLAY				Code:	ML-OV		Is Major M&R:	True
Work Date:	1/1/2014		Work Type:	Complete Reconstruction - AC				Code:	CR-AC		Is Major M&R:	True
Last Insp. Date:	5/6/2019		TotalSamples:	28		Surveyed:	5					
Conditions:	PCI: 92											
Inspection Comments:												
Sample Number:	177		Type:	R		Area:	5000.00 SqFt		PCI:	90		
Sample Comments:												
57	WEATHERING		L	5000.00 SqFt								
48	L & T CR		L	18.00 Ft								
Sample Number:	185		Type:	R		Area:	5400.00 SqFt		PCI:	91		
Sample Comments:												
57	WEATHERING		L	5400.00 SqFt								
48	L & T CR		L	8.00 Ft								
Sample Number:	195		Type:	R		Area:	5000.00 SqFt		PCI:	90		
Sample Comments:												
48	L & T CR		L	16.00 Ft								
57	WEATHERING		L	5000.00 SqFt								
Sample Number:	199		Type:	R		Area:	5000.00 SqFt		PCI:	92		
Sample Comments:												
57	WEATHERING		L	5000.00 SqFt								
48	L & T CR		L	5.00 Ft								
Sample Number:	204		Type:	R		Area:	5000.00 SqFt		PCI:	94		
Sample Comments:												
57	WEATHERING		L	5000.00 SqFt								

Network:	FHB	Name:	FERNANDINA BEACH MUNICIPAL AIRPORT						
Branch:	RW 9-27	Name:	RUNWAY 9-27	Use:	RUNWAY	Area:	499,850 SqFt		
Section:	6305	of	5	From:	-	To:	-	Last Const.:	1/1/2004
Surface:	PCC	Family:	C9N59-GA-RW-TW-PCC	Zone:		Category:		Rank:	T
Area:	86,150 SqFt	Length:	860 Ft	Width:	100 Ft				
Slabs:	611	Slab Length:	12 Ft	Slab Width:	12 Ft	Joint Length:	13,373 Ft		
Shoulder:		Street Type:		Grade:	0	Lanes:	0		
Section Comments:									
Work Date:	1/1/1944	Work Type:	BUILT	Code:	IMPORTED	Is Major M&R:	True		
Work Date:	1/1/1996	Work Type:	OVERLAY	Code:	IMPORTED	Is Major M&R:	True		
Work Date:	1/1/2004	Work Type:	Complete Reconstruction - PCC	Code:	CR-PC	Is Major M&R:	True		
Last Insp. Date:	5/6/2019	TotalSamples:	23	Surveyed:	7				
Conditions:	PCI: 98								
Inspection Comments:									
Sample Number:	301	Type:	R	Area:	24.00 Slabs	PCI:	98		
Sample Comments:									
65	JT SEAL DMG	L	24.00	Slabs					
Sample Number:	305	Type:	R	Area:	24.00 Slabs	PCI:	97		
Sample Comments:									
74	JOINT SPALL	L	1.00	Slabs					
65	JT SEAL DMG	L	24.00	Slabs					
Sample Number:	309	Type:	R	Area:	24.00 Slabs	PCI:	96		
Sample Comments:									
65	JT SEAL DMG	L	24.00	Slabs					
75	CORNER SPALL	L	1.00	Slabs					
Sample Number:	313	Type:	R	Area:	24.00 Slabs	PCI:	98		
Sample Comments:									
65	JT SEAL DMG	L	24.00	Slabs					
Sample Number:	316	Type:	R	Area:	24.00 Slabs	PCI:	98		
Sample Comments:									
65	JT SEAL DMG	L	24.00	Slabs					
Sample Number:	319	Type:	R	Area:	24.00 Slabs	PCI:	98		
Sample Comments:									
65	JT SEAL DMG	L	24.00	Slabs					
Sample Number:	322	Type:	R	Area:	16.00 Slabs	PCI:	98		
Sample Comments:									
65	JT SEAL DMG	L	16.00	Slabs					

Network:	FHB			Name:	FERNANDINA BEACH MUNICIPAL AIRPORT				
Branch:	RW 9-27		Name:	RUNWAY 9-27		Use:	RUNWAY	Area:	499,850 SqFt
Section:	6315	of	5	From:	-		To:	-	
Surface:	PCC	Family:	C9N59-GA-RW-TW-PCC		Zone:		Category:	Rank: S	
Area:	253,550 SqFt		Length:	2,535 Ft		Width:	100 Ft		
Slabs:	10,088	Slab Length:	5 Ft		Slab Width:	5 Ft		Joint Length:	98,258 Ft
Shoulder:		Street Type:		Grade:	0		Lanes:	0	
Section Comments:									
Work Date:	1/1/1944		Work Type: BUILT			Code:	IMPORTED		Is Major M&R: True
Work Date:	1/1/2004		Work Type: Complete Reconstruction - PCC			Code:	CR-PC		Is Major M&R: True
Last Insp. Date:	4/16/2012		TotalSamples:	70		Surveyed:	1		
Conditions:	PCI: 96								
Inspection Comments:									
Sample Number:	398	Type:	R	Area:	32.00 Slabs		PCI:	96	
Sample Comments:									
65	JOINT SEAL DAMAGE		L	32.00 Slabs					
70	SCALING		L	4.00 Slabs					

Network:	FHB		Name:	FERNANDINA BEACH MUNICIPAL AIRPORT								
Branch:	RW 9-27		Name:	RUNWAY 9-27		Use:	RUNWAY		Area:	499,850 SqFt		
Section:	6317 of 5		From:	-		To:	-		Last Const.:	1/1/2004		
Surface:	PCC		Family:	C9N59-GA-RW-TW-PCC		Zone:			Category:	Rank: S		
Area:	88,500 SqFt		Length:	885 Ft		Width:	100 Ft					
Slabs:	3,540		Slab Length:	5 Ft		Slab Width:	5 Ft		Joint Length:	34,415 Ft		
Shoulder:			Street Type:			Grade:	0		Lanes:	0		
Section Comments:												
Work Date:	1/1/1944		Work Type:	BUILT				Code:	IMPORTED		Is Major M&R:	True
Work Date:	1/1/1958		Work Type:	OVERLAY				Code:	IMPORTED		Is Major M&R:	True
Work Date:	1/1/2004		Work Type:	Complete Reconstruction - PCC				Code:	CR-PC		Is Major M&R:	True
Last Insp. Date:	5/8/2007		TotalSamples:	22		Surveyed:	5					
Conditions:	PCI: 99											
Inspection Comments:												
Sample Number:	341		Type:	R		Area:	160.00 Slabs		PCI:	100		
Sample Comments:												
<No Distress>												
Sample Number:	343		Type:	R		Area:	160.00 Slabs		PCI:	100		
Sample Comments:												
75	CORNER SPALLING		L	1.00 Slabs								
Sample Number:	348		Type:	R		Area:	160.00 Slabs		PCI:	98		
Sample Comments:												
66	SMALL PATCH		L	1.00 Slabs								
74	JOINT SPALLING		L	2.00 Slabs								
75	CORNER SPALLING		L	4.00 Slabs								
Sample Number:	353		Type:	R		Area:	160.00 Slabs		PCI:	99		
Sample Comments:												
74	JOINT SPALLING		L	1.00 Slabs								
66	SMALL PATCH		L	1.00 Slabs								
Sample Number:	356		Type:	R		Area:	160.00 Slabs		PCI:	100		
Sample Comments:												
74	JOINT SPALLING		L	1.00 Slabs								

Network:	FHB			Name:	FERNANDINA BEACH MUNICIPAL AIRPORT						
Branch:	RW 9-27		Name:	RUNWAY 9-27		Use:	RUNWAY	Area:	499,850 SqFt		
Section:	6330	of 5	From:	-			To:	-	Last Const.:	1/1/2004	
Surface:	PCC	Family:	C9N59-GA-RW-TW-PCC		Zone:				Rank:	S	
Area:	41,500 SqFt		Length:	415 Ft		Width:	100 Ft				
Slabs:	266	Slab Length:	13 Ft		Slab Width:	13 Ft		Joint Length:	6,125 Ft		
Shoulder:	Street Type:		Grade:		0		Lanes:	0			
Section Comments:	WHT										
Work Date:	1/1/1944		Work Type: BUILT				Code:	IMPORTED		Is Major M&R:	True
Work Date:	1/1/1975		Work Type: OVERLAY				Code:	IMPORTED		Is Major M&R:	True
Work Date:	1/1/2004		Work Type: Complete Reconstruction - PCC				Code:	CR-PC		Is Major M&R:	True
Last Insp. Date:	5/8/2007		TotalSamples:	7		Surveyed: 1					
Conditions:	PCI: 99										
Inspection Comments:											
Sample Number:	358	Type:	R	Area:	160.00 Slabs		PCI:	99			
Sample Comments:											
74	JOINT SPALLING		L	5.00 Slabs							
75	CORNER SPALLING		L	1.00 Slabs							

Network:	FHB	Name:	FERNANDINA BEACH MUNICIPAL AIRPORT						
Branch:	RW 9-27	Name:	RUNWAY 9-27	Use:	RUNWAY	Area:	499,850 SqFt		
Section:	6335	of	5	From:	-	To:	-	Last Const.:	1/1/2004
Surface:	PCC	Family:	C9N59-GA-RW-TW-PCC	Zone:		Category:		Rank:	S
Area:	30,150 SqFt	Length:	300 Ft	Width:	100 Ft				
Slabs:	213	Slab Length:	12 Ft	Slab Width:	12 Ft	Joint Length:	4,600 Ft		
Shoulder:		Street Type:		Grade:	0	Lanes:	0		
Section Comments:									
Work Date:	1/1/1944	Work Type:	BUILT	Code:	IMPORTED	Is Major M&R:	True		
Work Date:	1/1/2004	Work Type:	Complete Reconstruction - PCC	Code:	CR-PC	Is Major M&R:	True		
Last Insp. Date:	5/6/2019	TotalSamples:	8	Surveyed:	3				
Conditions:	PCI: 83								
Inspection Comments:									
Sample Number:	400	Type:	R	Area:	24.00 Slabs	PCI:	87		
Sample Comments:									
73	SHRINKAGE CR	N	1.00	Slabs					
65	JT SEAL DMG	H	24.00	Slabs					
Sample Number:	403	Type:	R	Area:	24.00 Slabs	PCI:	80		
Sample Comments:									
66	SMALL PATCH	L	1.00	Slabs					
73	SHRINKAGE CR	N	2.00	Slabs					
71	FAULTING	L	1.00	Slabs					
65	JT SEAL DMG	H	24.00	Slabs					
74	JOINT SPALL	L	1.00	Slabs					
Sample Number:	406	Type:	R	Area:	21.00 Slabs	PCI:	80		
Sample Comments:									
74	JOINT SPALL	L	2.00	Slabs					
65	JT SEAL DMG	H	21.00	Slabs					
75	CORNER SPALL	M	2.00	Slabs					

Network:	FHB		Name:	FERNANDINA BEACH MUNICIPAL AIRPORT							
Branch:	TW A		Name:	TAXIWAY A		Use:	TAXIWAY		Area:	253,969 SqFt	
Section:	305 of 9		From:	-		To:	-		Last Const.:	1/1/2010	
Surface:	AAC		Family:	C9N59-GA-TW-AAC-APC		Zone:			Category:	Rank: P	
Area:	20,095 SqFt		Length:	220 Ft		Width:	50 Ft				
Slabs:			Slab Length:	Ft		Slab Width:	Ft		Joint Length:	Ft	
Shoulder:			Street Type:			Grade:	0		Lanes:	0	
Section Comments:											
Work Date:	1/1/1944		Work Type: BUILT				Code:	IMPORTED		Is Major M&R: True	
Work Date:	1/1/1996		Work Type: OVERLAY				Code:	IMPORTED		Is Major M&R: True	
Work Date:	1/1/2010		Work Type: MILL and OVERLAY				Code:	ML-OV		Is Major M&R: True	
Last Insp. Date:	5/6/2019		TotalSamples:	4		Surveyed:	1				
Conditions:	PCI: 68										
Inspection Comments:											
Sample Number:	097		Type:	R		Area:	4944.00 SqFt		PCI:	68	
Sample Comments:											
57	WEATHERING		L	4944.00 SqFt							
48	L & T CR		L	206.00 Ft							
43	BLOCK CR		L	1029.00 SqFt							

Network:	FHB		Name:	FERNANDINA BEACH MUNICIPAL AIRPORT							
Branch:	TW A		Name:	TAXIWAY A		Use:	TAXIWAY	Area:	253,969 SqFt		
Section:	310 of 9		From:	-		To:	-		Last Const.:	1/1/2010	
Surface:	AAC	Family:	C9N59-GA-TW-AAC-APC		Zone:			Category:	Rank: P		
Area:	17,554 SqFt		Length:	220 Ft		Width:	50 Ft				
Slabs:	Slab Length:		Ft		Slab Width:	Ft		Joint Length:	Ft		
Shoulder:	Street Type:				Grade:	0		Lanes:	0		
Section Comments:											
Work Date:	1/1/1944		Work Type: BUILT				Code:	IMPORTED		Is Major M&R:	True
Work Date:	1/1/1996		Work Type: OVERLAY				Code:	IMPORTED		Is Major M&R:	True
Work Date:	1/1/2010		Work Type: MILL and OVERLAY				Code:	ML-OV		Is Major M&R:	True
Last Insp. Date:	5/6/2019		TotalSamples:	4		Surveyed:	1				
Conditions:	PCI: 87										
Inspection Comments:											
Sample Number:	100	Type:	R	Area:	5000.00 SqFt		PCI:	87			
Sample Comments:											
48	L & T CR		L	111.00 Ft							
57	WEATHERING		L	5000.00 SqFt							

Network:	FHB			Name:	FERNANDINA BEACH MUNICIPAL AIRPORT					
Branch:	TW A		Name:	TAXIWAY A		Use:	TAXIWAY	Area:	253,969 SqFt	
Section:	315	of	9	From:	-	To:	-	Last Const.:	1/1/2004	
Surface:	AAC	Family:	C9N59-GA-TW-AAC-APC	Zone:		Category:		Rank:	P	
Area:	36,250 SqFt		Length:	650 Ft		Width:	50 Ft			
Slabs:	Slab Length:		Ft	Slab Width:		Ft	Joint Length:		Ft	
Shoulder:	Street Type:			Grade:		0	Lanes:		0	
Section Comments:										
Work Date:	1/1/1944		Work Type:			BUILT	Code:	IMPORTED	Is Major M&R:	True
Work Date:	1/1/2004		Work Type:			MILL and OVERLAY	Code:	ML-OV	Is Major M&R:	True
Last Insp. Date:	5/6/2019		TotalSamples:	7		Surveyed:				2
Conditions:	PCI: 73									
Inspection Comments:										
Sample Number:	108	Type:	R	Area:	5000.00 SqFt		PCI:	73		
Sample Comments:										
57	WEATHERING		L	4700.00	SqFt					
52	RAVELING		L	300.00	SqFt					
56	SWELLING		L	300.00	SqFt					
48	L & T CR		L	171.00	Ft					
Sample Number:	111	Type:	R	Area:	5000.00 SqFt		PCI:	74		
Sample Comments:										
48	L & T CR		L	175.00	Ft					
57	WEATHERING		L	4700.00	SqFt					
52	RAVELING		L	300.00	SqFt					
56	SWELLING		L	200.00	SqFt					

Network:	FHB			Name:	FERNANDINA BEACH MUNICIPAL AIRPORT				
Branch:	TW A		Name:	TAXIWAY A		Use:	TAXIWAY	Area:	253,969 SqFt
Section:	320	of	9	From:	-	To:	-	Last Const.:	1/1/2004
Surface:	AAC	Family:	C9N59-GA-TW-AAC-APC	Zone:		Category:		Rank:	P
Area:	35,000 SqFt	Length:	582 Ft	Width:	50 Ft				
Slabs:		Slab Length:	Ft	Slab Width:	Ft	Joint Length:	Ft		
Shoulder:		Street Type:		Grade:	0	Lanes:	0		
Section Comments:									
Work Date:	1/1/1987	Work Type:	BUILT			Code:	IMPORTED	Is Major M&R:	True
Work Date:	1/1/2004	Work Type:	MILL and OVERLAY			Code:	ML-OV	Is Major M&R:	True
Last Insp. Date:	5/6/2019	TotalSamples:	7	Surveyed:	2				
Conditions:	PCI: 71								
Inspection Comments:									
Sample Number:	116	Type:	R	Area:	5000.00 SqFt	PCI:	66		
Sample Comments:									
52	RAVELING	L	500.00 SqFt						
56	SWELLING	L	150.00 SqFt						
48	L & T CR	L	353.00 Ft						
57	WEATHERING	L	4500.00 SqFt						
Sample Number:	118	Type:	R	Area:	5000.00 SqFt	PCI:	75		
Sample Comments:									
56	SWELLING	L	200.00 SqFt						
48	L & T CR	L	129.00 Ft						
52	RAVELING	L	500.00 SqFt						
57	WEATHERING	L	4500.00 SqFt						

Network:		FHB		Name:		FERNANDINA BEACH MUNICIPAL AIRPORT																									
Branch:		TW A		Name:		TAXIWAY A		Use:		TAXIWAY		Area:		253,969 SqFt																	
Section:		325		of 9		From:		-		To:		-		Last Const.:		1/1/2004															
Surface:		AC		Family:		C9N59-GA-TW-AC		Zone:		Category:		Rank:		P																	
Area:		71,712 SqFt		Length:		1,420 Ft		Width:		50 Ft																					
Slabs:		Slab Length:		Ft		Slab Width:		Ft		Joint Length:		Ft																			
Shoulder:		Street Type:		Grade:		0		Lanes:		0																					
Section Comments:																															
Work Date:				1/1/1975				Work Type:				BUILT				Code:				IMPORTED				Is Major M&R:				True			
Work Date:				1/1/2004				Work Type:				Complete Reconstruction - AC				Code:				CR-AC				Is Major M&R:				True			
Last Insp. Date:				5/6/2019				TotalSamples:				14				Surveyed:				2											
Conditions:				PCI:				64																							
Inspection Comments:																															
Sample Number:		121		Type:		R		Area:		5000.00 SqFt		PCI:		63																	
Sample Comments:																															
52		RAVELING		L		500.00 SqFt																									
48		L & T CR		L		180.00 Ft																									
57		WEATHERING		L		4500.00 SqFt																									
42		BLEEDING		N		222.00 SqFt																									
Sample Number:		125		Type:		R		Area:		5000.00 SqFt		PCI:		65																	
Sample Comments:																															
48		L & T CR		L		138.00 Ft																									
42		BLEEDING		N		176.00 SqFt																									
52		RAVELING		L		250.00 SqFt																									
56		SWELLING		L		15.00 SqFt																									
57		WEATHERING		L		4750.00 SqFt																									

Network:	FHB			Name:	FERNANDINA BEACH MUNICIPAL AIRPORT				
Branch:	TW A		Name:	TAXIWAY A		Use:	TAXIWAY	Area:	253,969 SqFt
Section:	327	of	9	From:	-	To:	-	Last Const.:	1/1/2004
Surface:	AAC	Family:	C9N59-GA-TW-AAC-APC	Zone:		Category:		Rank:	P
Area:	18,381 SqFt	Length:	520 Ft	Width:	35 Ft				
Slabs:		Slab Length:	Ft	Slab Width:	Ft	Joint Length:	Ft		
Shoulder:		Street Type:		Grade:	0	Lanes:	0		
Section Comments:									
Work Date:	1/1/1944	Work Type:	BUILT			Code:	IMPORTED	Is Major M&R:	True
Work Date:	1/1/2004	Work Type:	MILL and OVERLAY			Code:	ML-OV	Is Major M&R:	True
Last Insp. Date:	5/6/2019	TotalSamples:	5	Surveyed:	2				
Conditions:	PCI: 78								
Inspection Comments:									
Sample Number:	136	Type:	R	Area:	3353.00 SqFt	PCI:	78		
Sample Comments:									
57	WEATHERING	L	3174.00	SqFt					
52	RAVELING	L	175.00	SqFt					
50	PATCHING	M	4.00	SqFt					
48	L & T CR	L	31.00	Ft					
Sample Number:	139	Type:	R	Area:	5005.00 SqFt	PCI:	78		
Sample Comments:									
52	RAVELING	L	350.00	SqFt					
57	WEATHERING	L	4655.00	SqFt					
42	BLEEDING	N	1.00	SqFt					
48	L & T CR	L	194.00	Ft					

Network:	FHB		Name:	FERNANDINA BEACH MUNICIPAL AIRPORT								
Branch:	TW A		Name:	TAXIWAY A		Use:	TAXIWAY		Area:	253,969 SqFt		
Section:	330 of 9		From:	-		To:	-		Last Const.:	1/1/1944		
Surface:	AC		Family:	C9N59-GA-TW-AC		Zone:			Rank:	P		
Area:	39,508 SqFt		Length:	1,150 Ft		Width:	35 Ft					
Slabs:	Slab Length:		Ft		Slab Width:	Ft		Joint Length:	Ft			
Shoulder:	Street Type:				Grade:	0		Lanes:	0			
Section Comments:												
Work Date:	1/1/1944		Work Type:	BUILT				Code:	IMPORTED		Is Major M&R:	True
Last Insp. Date:	5/6/2019		TotalSamples:	10		Surveyed:	3					
Conditions:	PCI: 69											
Inspection Comments:												
Sample Number:	143		Type:	R		Area:	3500.00 SqFt		PCI:	75		
Sample Comments:												
57	WEATHERING		L	3325.00 SqFt								
52	RAVELING		L	175.00 SqFt								
48	L & T CR		L	181.00 Ft								
Sample Number:	145		Type:	R		Area:	3500.00 SqFt		PCI:	65		
Sample Comments:												
52	RAVELING		L	175.00 SqFt								
48	L & T CR		L	393.00 Ft								
57	WEATHERING		L	3325.00 SqFt								
Sample Number:	148		Type:	R		Area:	3500.00 SqFt		PCI:	68		
Sample Comments:												
52	RAVELING		L	175.00 SqFt								
57	WEATHERING		L	3325.00 SqFt								
48	L & T CR		L	323.00 Ft								

Network:		FHB		Name:		FERNANDINA BEACH MUNICIPAL AIRPORT									
Branch:		TW A		Name:		TAXIWAY A		Use:		TAXIWAY		Area:		253,969 SqFt	
Section:		335		of 9		From:		-		To:		-		Last Const.: 1/1/2004	
Surface:		AAC		Family:		C9N59-GA-TW-AAC-APC		Zone:		Category:		Rank:		P	
Area:		4,219 SqFt		Length:		102 Ft		Width:		35 Ft					
Slabs:		Slab Length:		Ft		Slab Width:		Ft		Joint Length:		Ft			
Shoulder:		Street Type:		Grade:		0		Lanes:		0					
Section Comments:															
Work Date:		1/1/1944		Work Type:		BUILT		Code:		IMPORTED		Is Major M&R:		True	
Work Date:		1/1/2004		Work Type:		MILL and OVERLAY		Code:		ML-OV		Is Major M&R:		True	
Last Insp. Date:		5/6/2019		TotalSamples:		1		Surveyed:		1					
Conditions:		PCI: 67													
Inspection Comments:															
Sample Number:		150		Type:		R		Area:		4219.00 SqFt		PCI:		67	
Sample Comments:															
57	WEATHERING			L	3586.00 SqFt										
48	L & T CR			M	20.00 Ft										
56	SWELLING			L	12.00 SqFt										
52	RAVELING			L	633.00 SqFt										
48	L & T CR			L	241.00 Ft										

Network:	FHB		Name:	FERNANDINA BEACH MUNICIPAL AIRPORT								
Branch:	TW A		Name:	TAXIWAY A		Use:	TAXIWAY		Area:	253,969 SqFt		
Section:	350 of 9		From:	-		To:	-		Last Const.:	1/1/1996		
Surface:	AAC		Family:	C9N59-GA-TW-AAC-APC		Zone:			Category:	Rank: P		
Area:	11,250 SqFt		Length:	450 Ft		Width:	50 Ft					
Slabs:			Slab Length:	Ft		Slab Width:	Ft		Joint Length:	Ft		
Shoulder:			Street Type:			Grade:	0		Lanes:	0		
Section Comments:												
Work Date:	1/1/1944		Work Type:	BUILT				Code:	IMPORTED		Is Major M&R:	True
Work Date:	1/1/1996		Work Type:	OVERLAY				Code:	IMPORTED		Is Major M&R:	True
Last Insp. Date:	5/6/2019		TotalSamples:	3		Surveyed:	1					
Conditions:	PCI: 71											
Inspection Comments:												
Sample Number:	103		Type:	R		Area:	3750.00 SqFt		PCI:	71		
Sample Comments:												
52	RAVELING		L	750.00 SqFt								
48	L & T CR		L	62.00 Ft								
48	L & T CR		M	12.00 Ft								
57	WEATHERING		L	3000.00 SqFt								

Network:	FHB			Name:	FERNANDINA BEACH MUNICIPAL AIRPORT						
Branch:	TW B		Name:	TAXIWAY B		Use:	TAXIWAY	Area:	212,490 SqFt		
Section:	205	of	9	From:	-	To:	-	Last Const.:	1/1/2010		
Surface:	AAC	Family:	C9N59-GA-TW-AAC-APC	Zone:		Category:		Rank:	P		
Area:	11,685 SqFt		Length:	200 Ft		Width:	35 Ft				
Slabs:	Slab Length:		Ft		Slab Width:		Ft		Joint Length:	Ft	
Shoulder:	Street Type:				Grade:	0		Lanes:	0		
Section Comments:											
Work Date:	1/1/1996		Work Type:			BUILT		Code:	IMPORTED	Is Major M&R:	True
Work Date:	1/1/2010		Work Type:			MILL and OVERLAY		Code:	ML-OV	Is Major M&R:	True
Last Insp. Date:	5/6/2019		TotalSamples:	2		Surveyed:	1				
Conditions:	PCI: 66										
Inspection Comments:											
Sample Number:	101	Type:	R	Area:	6250.00 SqFt		PCI:	66			
Sample Comments:											
56	SWELLING		L	10.00 SqFt							
45	DEPRESSION		L	27.00 SqFt							
57	WEATHERING		L	4500.00 SqFt							
52	RAVELING		L	1750.00 SqFt							
48	L & T CR		M	5.00 Ft							
48	L & T CR		L	180.00 Ft							

Network:	FHB		Name:	FERNANDINA BEACH MUNICIPAL AIRPORT						
Branch:	TW B		Name:	TAXIWAY B		Use:	TAXIWAY	Area:	212,490 SqFt	
Section:	210 of 9		From:	-		To:	-		Last Const.:	1/1/2010
Surface:	AAC		Family:	C9N59-GA-TW-AAC-APC		Zone:			Category:	Rank: P
Area:	99,184 SqFt		Length:	2,700 Ft		Width:	35 Ft			
Slabs:			Slab Length:	Ft		Slab Width:	Ft		Joint Length:	Ft
Shoulder:			Street Type:			Grade:	0		Lanes:	0
Section Comments:										
Work Date:	1/1/1944		Work Type: BUILT				Code:	IMPORTED		Is Major M&R: True
Work Date:	1/1/1996		Work Type: OVERLAY				Code:	IMPORTED		Is Major M&R: True
Work Date:	1/1/2010		Work Type: MILL and OVERLAY				Code:	ML-OV		Is Major M&R: True
Last Insp. Date:	5/6/2019		TotalSamples:	27		Surveyed:	4			
Conditions:	PCI: 59									
Inspection Comments:										
Sample Number:	103		Type:	R		Area:	4677.00 SqFt		PCI:	51
Sample Comments:										
52	RAVELING		L	1721.00 SqFt						
48	L & T CR		M	30.00 Ft						
57	WEATHERING		L	2956.00 SqFt						
43	BLOCK CR		L	702.00 SqFt						
48	L & T CR		L	723.00 Ft						
Sample Number:	110		Type:	R		Area:	3500.00 SqFt		PCI:	62
Sample Comments:										
57	WEATHERING		L	3430.00 SqFt						
52	RAVELING		L	70.00 SqFt						
48	L & T CR		L	537.00 Ft						
Sample Number:	117		Type:	R		Area:	3500.00 SqFt		PCI:	67
Sample Comments:										
57	WEATHERING		L	3500.00 SqFt						
48	L & T CR		L	481.00 Ft						
Sample Number:	124		Type:	R		Area:	3500.00 SqFt		PCI:	60
Sample Comments:										
57	WEATHERING		L	3500.00 SqFt						
48	L & T CR		L	550.00 Ft						
48	L & T CR		M	25.00 Ft						

Network:	FHB		Name:	FERNANDINA BEACH MUNICIPAL AIRPORT							
Branch:	TW B		Name:	TAXIWAY B		Use:	TAXIWAY	Area:	212,490 SqFt		
Section:	215 of 9		From:	-		To:	-		Last Const.:	1/1/2010	
Surface:	AAC		Family:	C9N59-GA-TW-AAC-APC		Zone:			Category:	Rank: P	
Area:	7,146 SqFt		Length:	65 Ft		Width:	40 Ft				
Slabs:	Slab Length:		Ft		Slab Width:	Ft		Joint Length:	Ft		
Shoulder:	Street Type:		Grade:		0		Lanes:	0			
Section Comments:											
Work Date:	1/1/1944		Work Type: New Construction - AC				Code:	NC-AC		Is Major M&R:	True
Work Date:	1/1/1996		Work Type: Overlay - AC Structural				Code:	OL-AS		Is Major M&R:	True
Work Date:	1/1/2010		Work Type: MILL and OVERLAY				Code:	ML-OV		Is Major M&R:	True
Last Insp. Date:	5/6/2019		TotalSamples:	2		Surveyed:	1				
Conditions:	PCI: 63										
Inspection Comments:											
Sample Number:	130		Type:	R		Area:	3573.00 SqFt		PCI:	63	
Sample Comments:											
48	L & T CR		M	55.00 Ft							
52	RAVELING		M	12.00 SqFt							
50	PATCHING		L	172.00 SqFt							
48	L & T CR		L	130.00 Ft							
52	RAVELING		L	1195.00 SqFt							

Network:	FHB		Name:	FERNANDINA BEACH MUNICIPAL AIRPORT							
Branch:	TW B		Name:	TAXIWAY B		Use:	TAXIWAY	Area:	212,490 SqFt		
Section:	220 of 9		From:	-		To:	-		Last Const.:	1/1/2010	
Surface:	AAC	Family:	C9N59-GA-TW-AAC-APC		Zone:			Category:	Rank:	P	
Area:	17,500 SqFt		Length:	370 Ft		Width:	35 Ft				
Slabs:	Slab Length:		Ft		Slab Width:	Ft		Joint Length:	Ft		
Shoulder:	Street Type:		Grade:		0		Lanes:	0			
Section Comments:											
Work Date:	1/1/1944		Work Type: BUILT				Code:	IMPORTED		Is Major M&R:	True
Work Date:	1/1/1996		Work Type: OVERLAY				Code:	IMPORTED		Is Major M&R:	True
Work Date:	1/1/2010		Work Type: MILL and OVERLAY				Code:	ML-OV		Is Major M&R:	True
Last Insp. Date:	5/6/2019		TotalSamples:	4		Surveyed:	1				
Conditions:	PCI: 58										
Inspection Comments:											
Sample Number:	133	Type:	R	Area:	3750.00 SqFt		PCI:	58			
Sample Comments:											
48	L & T CR		L	291.00 Ft							
56	SWELLING		L	39.00 SqFt							
52	RAVELING		L	300.00 SqFt							
48	L & T CR		M	20.00 Ft							
52	RAVELING		M	500.00 SqFt							

Network:	FHB		Name:	FERNANDINA BEACH MUNICIPAL AIRPORT										
Branch:	TW B		Name:	TAXIWAY B		Use:	TAXIWAY		Area:	212,490 SqFt				
Section:	225		of	9		From:	-		To:	-		Last Const.:	1/1/2010	
Surface:	AAC		Family:	C9N59-GA-TW-AAC-APC		Zone:			Category:			Rank:	P	
Area:	6,738 SqFt		Length:	43 Ft		Width:	40 Ft							
Slabs:			Slab Length:	Ft		Slab Width:	Ft		Joint Length:			Ft		
Shoulder:			Street Type:			Grade:	0		Lanes:	0				
Section Comments:														
Work Date:	1/1/1944		Work Type:	New Construction - AC				Code:	NC-AC		Is Major M&R:	True		
Work Date:	1/1/1996		Work Type:	Overlay - AC Structural				Code:	OL-AS		Is Major M&R:	True		
Work Date:	1/1/2004		Work Type:	MILL and OVERLAY				Code:	ML-OV		Is Major M&R:	True		
Work Date:	1/1/2010		Work Type:	MILL and OVERLAY				Code:	ML-OV		Is Major M&R:	True		
Last Insp. Date:	5/6/2019		TotalSamples:	2		Surveyed:	1							
Conditions:	PCI: 69													
Inspection Comments:														
Sample Number:	136		Type:	R		Area:	3369.00 SqFt		PCI:	69				
Sample Comments:														
48	L & T CR		L	111.00 Ft										
52	RAVELING		L	1450.00 SqFt										
57	WEATHERING		L	1919.00 SqFt										
56	SWELLING		L	12.00 SqFt										

Network: FHB		Name: FERNANDINA BEACH MUNICIPAL AIRPORT		
Branch: TW B	Name: TAXIWAY B	Use: TAXIWAY	Area: 212,490 SqFt	
Section: 230	of 9	From: -	To: -	Last Const.: 1/1/2010
Surface: AAC	Family: C9N59-GA-TW-AAC-APC	Zone:	Category:	Rank: P
Area: 29,700 SqFt	Length: 850 Ft	Width: 35 Ft		
Slabs:	Slab Length: Ft	Slab Width: Ft	Joint Length: Ft	
Shoulder:	Street Type:	Grade: 0	Lanes: 0	
Section Comments:				
Work Date: 1/1/1944	Work Type: BUILT		Code: IMPORTED	Is Major M&R: True
Work Date: 1/1/1996	Work Type: OVERLAY		Code: IMPORTED	Is Major M&R: True
Work Date: 1/1/2010	Work Type: MILL and OVERLAY		Code: ML-OV	Is Major M&R: True
Last Insp. Date: 5/6/2019	TotalSamples: 6	Surveyed: 2		
Conditions: PCI: 65				
Inspection Comments:				
Sample Number: 137	Type: R	Area: 5000.00 SqFt	PCI: 66	
Sample Comments:				
57	WEATHERING	L	3600.00 SqFt	
56	SWELLING	L	15.00 SqFt	
48	L & T CR	L	305.00 Ft	
52	RAVELING	L	1400.00 SqFt	
48	L & T CR	M	30.00 Ft	
48	L & T CR	H	6.00 Ft	
Sample Number: 141	Type: R	Area: 5000.00 SqFt	PCI: 64	
Sample Comments:				
48	L & T CR	H	54.00 Ft	
45	DEPRESSION	L	1.00 SqFt	
52	RAVELING	L	1400.00 SqFt	
48	L & T CR	L	235.00 Ft	
57	WEATHERING	L	3600.00 SqFt	

Network:	FHB		Name:	FERNANDINA BEACH MUNICIPAL AIRPORT							
Branch:	TW B		Name:	TAXIWAY B		Use:	TAXIWAY	Area:	212,490 SqFt		
Section:	233 of 9		From:	-		To:	-		Last Const.:	1/1/2010	
Surface:	AAC	Family:	C9N59-GA-TW-AAC-APC		Zone:			Category:	Rank:	P	
Area:	15,343 SqFt		Length:	425 Ft		Width:	35 Ft				
Slabs:	Slab Length:		Ft		Slab Width:	Ft		Joint Length:	Ft		
Shoulder:	Street Type:		Grade:		0		Lanes:	0			
Section Comments:											
Work Date:	1/1/1944		Work Type: BUILT				Code:	IMPORTED		Is Major M&R:	True
Work Date:	1/1/1996		Work Type: OVERLAY				Code:	IMPORTED		Is Major M&R:	True
Work Date:	1/1/2010		Work Type: MILL and OVERLAY				Code:	ML-OV		Is Major M&R:	True
Last Insp. Date: 5/6/2019											
TotalSamples:			4		Surveyed:			1			
Conditions:	PCI: 70										
Inspection Comments:											
Sample Number:	146	Type:	R	Area:	3515.00 SqFt		PCI:	70			
Sample Comments:											
52	RAVELING		L	703.00 SqFt							
48	L & T CR		L	128.00 Ft							
48	L & T CR		M	10.00 Ft							
45	DEPRESSION		L	10.00 SqFt							
57	WEATHERING		L	2812.00 SqFt							

Network:	FHB		Name:	FERNANDINA BEACH MUNICIPAL AIRPORT										
Branch:	TW B		Name:	TAXIWAY B		Use:	TAXIWAY	Area:	212,490 SqFt					
Section:	235		of	9		From:	-		To:	-		Last Const.:	1/1/2010	
Surface:	AAC		Family:	C9N59-GA-TW-AAC-APC		Zone:			Category:			Rank:	P	
Area:	20,200 SqFt		Length:	580 Ft		Width:	35 Ft							
Slabs:			Slab Length:	Ft		Slab Width:	Ft		Joint Length:			Ft		
Shoulder:			Street Type:			Grade:	0		Lanes:	0				
Section Comments:														
Work Date:	1/1/1944		Work Type:				BUILT		Code:	IMPORTED		Is Major M&R:	True	
Work Date:	1/1/1996		Work Type:				OVERLAY		Code:	IMPORTED		Is Major M&R:	True	
Work Date:	1/1/2010		Work Type:				MILL and OVERLAY		Code:	ML-OV		Is Major M&R:	True	
Last Insp. Date:	5/6/2019		TotalSamples:	4		Surveyed:	2							
Conditions:	PCI: 63													
Inspection Comments:														
Sample Number:	147		Type:	R		Area:	5950.00 SqFt		PCI:	67				
Sample Comments:														
48	L & T CR		M	42.00 Ft										
52	RAVELING		L	1000.00 SqFt										
57	WEATHERING		L	4950.00 SqFt										
45	DEPRESSION		M	4.00 SqFt										
48	L & T CR		L	257.00 Ft										
Sample Number:	150		Type:	R		Area:	4250.00 SqFt		PCI:	58				
Sample Comments:														
48	L & T CR		L	254.00 Ft										
48	L & T CR		M	110.00 Ft										
45	DEPRESSION		H	25.00 SqFt										
52	RAVELING		L	850.00 SqFt										
52	RAVELING		H	9.00 SqFt										

Network:	FHB		Name:	FERNANDINA BEACH MUNICIPAL AIRPORT							
Branch:	TW B		Name:	TAXIWAY B		Use:	TAXIWAY		Area:	212,490 SqFt	
Section:	236 of 9		From:	-		To:	-		Last Const.:	1/1/1996	
Surface:	AAC		Family:	C9N59-GA-TW-AAC-APC		Zone:			Category:	Rank: P	
Area:	4,994 SqFt		Length:	620 Ft		Width:	35 Ft				
Slabs:	Slab Length:		Ft		Slab Width:	Ft		Joint Length:	Ft		
Shoulder:	Street Type:				Grade:	0		Lanes:	0		
Section Comments:											
Work Date:	1/1/1944		Work Type: BUILT				Code:	IMPORTED		Is Major M&R:	True
Work Date:	1/1/1996		Work Type: OVERLAY				Code:	IMPORTED		Is Major M&R:	True
Last Insp. Date:	5/6/2019		TotalSamples:	1		Surveyed:	1				
Conditions:	PCI: 70										
Inspection Comments:											
Sample Number:	151		Type:	R		Area:	4994.00 SqFt		PCI:	70	
Sample Comments:											
57	WEATHERING		M	4994.00 SqFt							
48	L & T CR		M	18.00 Ft							
48	L & T CR		L	50.00 Ft							

Network:	FHB	Name:	FERNANDINA BEACH MUNICIPAL AIRPORT						
Branch:	TW C	Name:	TAXIWAY C	Use:	TAXIWAY	Area:	221,536 SqFt		
Section:	105	of	11	From:	-	To:	-	Last Const.:	1/1/2004
Surface:	PCC	Family:	C9N59-GA-RW-TW-PCC	Zone:		Category:		Rank:	P
Area:	64,808 SqFt	Length:	1,296 Ft	Width:	50 Ft				
Slabs:	2,592	Slab Length:	5 Ft	Slab Width:	5 Ft	Joint Length:	24,574 Ft		
Shoulder:		Street Type:		Grade:	0	Lanes:	0		
Section Comments:									
Work Date:	1/1/1944	Work Type:	New Construction - AC			Code:	NC-AC	Is Major M&R:	True
Work Date:	1/1/1975	Work Type:	OVERLAY			Code:	IMPORTED	Is Major M&R:	True
Work Date:	1/1/2004	Work Type:	Complete Reconstruction - PCC			Code:	CR-PC	Is Major M&R:	True
Last Insp. Date:	5/7/2007	TotalSamples:	17	Surveyed:	1				
Conditions:	PCI:	99							
Inspection Comments:									
Sample Number:	101	Type:	R	Area:	300.00 Slabs	PCI:	99		
Sample Comments:									
66	SMALL PATCH	L	2.00	Slabs					
74	JOINT SPALLING	L	1.00	Slabs					
75	CORNER SPALLING	L	2.00	Slabs					

Network:	FHB		Name:	FERNANDINA BEACH MUNICIPAL AIRPORT							
Branch:	TW C		Name:	TAXIWAY C		Use:	TAXIWAY	Area:	221,536 SqFt		
Section:	120 of 11		From:	-		To:	-		Last Const.:	1/1/2010	
Surface:	AAC	Family:	C9N59-GA-TW-AAC-APC		Zone:			Category:	Rank: P		
Area:	9,442 SqFt		Length:	125 Ft		Width:	40 Ft				
Slabs:	Slab Length:		Ft		Slab Width:	Ft		Joint Length:	Ft		
Shoulder:	Street Type:				Grade:	0		Lanes:	0		
Section Comments:											
Work Date:	1/1/1944		Work Type:	New Construction - AC			Code:	NC-AC		Is Major M&R:	True
Work Date:	1/1/1996		Work Type:	Overlay - AC Structural			Code:	OL-AS		Is Major M&R:	True
Work Date:	1/1/2010		Work Type:	MILL and OVERLAY			Code:	ML-OV		Is Major M&R:	True
Last Insp. Date:	5/6/2019		TotalSamples:	2		Surveyed:	1				
Conditions:	PCI: 57										
Inspection Comments:											
Sample Number:	116	Type:	R	Area:	4823.00 SqFt		PCI:	57			
Sample Comments:											
45	DEPRESSION		L	25.00 SqFt							
43	BLOCK CR		L	1594.00 SqFt							
48	L & T CR		L	379.00 Ft							
57	WEATHERING		L	4423.00 SqFt							
50	PATCHING		L	400.00 SqFt							

Network:	FHB	Name:	FERNANDINA BEACH MUNICIPAL AIRPORT						
Branch:	TW C	Name:	TAXIWAY C	Use:	TAXIWAY	Area:	221,536 SqFt		
Section:	125	of	11	From:	-	To:	-	Last Const.:	1/1/2010
Surface:	PCC	Family:	C9N59-GA-RW-TW-PCC	Zone:		Category:		Rank:	P
Area:	9,632 SqFt	Length:	175 Ft	Width:	50 Ft				
Slabs:	67	Slab Length:	12 Ft	Slab Width:	12 Ft	Joint Length:	1,233 Ft		
Shoulder:		Street Type:		Grade:	0	Lanes:	0		
Section Comments:									
Work Date:	1/1/2004	Work Type:	New Construction - AC		Code:	NC-AC	Is Major M&R:	True	
Work Date:	1/1/2010	Work Type:	Complete Reconstruction - PCC		Code:	CR-PC	Is Major M&R:	True	
Last Insp. Date: 5/6/2019									
TotalSamples: 3									
Surveyed: 1									
Conditions:	PCI:	85							
Inspection Comments:									
Sample Number:	099	Type:	R	Area:	20.00 Slabs	PCI:	85		
Sample Comments:									
66	SMALL PATCH	L	2.00	Slabs					
74	JOINT SPALL	M	2.00	Slabs					
74	JOINT SPALL	L	2.00	Slabs					
73	SHRINKAGE CR	N	1.00	Slabs					
65	JT SEAL DMG	L	20.00	Slabs					

Network:	FHB	Name:	FERNANDINA BEACH MUNICIPAL AIRPORT						
Branch:	TW C	Name:	TAXIWAY C	Use:	TAXIWAY	Area:	221,536 SqFt		
Section:	130	of	11	From:	-	To:	-	Last Const.:	1/1/2004
Surface:	PCC	Family:	C9N59-GA-RW-TW-PCC	Zone:		Category:		Rank:	P
Area:	10,200 SqFt	Length:	200 Ft	Width:	50 Ft				
Slabs:	71	Slab Length:	12 Ft	Slab Width:	12 Ft	Joint Length:	1,417 Ft		
Shoulder:		Street Type:		Grade:	0	Lanes:	0		
Section Comments:									
Work Date:	1/1/1975	Work Type:	New Construction - AC		Code:	NC-AC	Is Major M&R:	True	
Work Date:	1/1/2004	Work Type:	Complete Reconstruction - PCC		Code:	CR-PC	Is Major M&R:	True	
Last Insp. Date: 5/6/2019									
TotalSamples: 3									
Surveyed: 1									
Conditions:	PCI:	89							
Inspection Comments:									
Sample Number:	100	Type:	R	Area:	20.00 Slabs	PCI:	89		
Sample Comments:									
65	JT SEAL DMG	M	20.00	Slabs					
73	SHRINKAGE CR	N	1.00	Slabs					
74	JOINT SPALL	L	2.00	Slabs					

Network:	FHB	Name:	FERNANDINA BEACH MUNICIPAL AIRPORT						
Branch:	TW C	Name:	TAXIWAY C	Use:	TAXIWAY	Area:	221,536 SqFt		
Section:	140	of	11	From:	-	To:	-	Last Const.:	1/1/2004
Surface:	PCC	Family:	C9N59-GA-RW-TW-PCC	Zone:		Category:		Rank:	P
Area:	14,381 SqFt	Length:	300 Ft	Width:	50 Ft				
Slabs:	100	Slab Length:	12 Ft	Slab Width:	12 Ft	Joint Length:	2,150 Ft		
Shoulder:		Street Type:		Grade:	0	Lanes:	0		
Section Comments:									
Work Date:	1/1/1975	Work Type:			New Construction - AC	Code:	NC-AC	Is Major M&R:	True
Work Date:	1/1/2004	Work Type:			Complete Reconstruction - PCC	Code:	CR-PC	Is Major M&R:	True
Last Insp. Date:	5/6/2019	TotalSamples:	4	Surveyed:	1				
Conditions:	PCI:	94							
Inspection Comments:									
Sample Number:	137	Type:	R	Area:	24.00 Slabs	PCI:	94		
Sample Comments:									
74	JOINT SPALL	L	2.00	Slabs					
75	CORNER SPALL	L	1.00	Slabs					
65	JT SEAL DMG	L	24.00	Slabs					

Network:	FHB	Name:	FERNANDINA BEACH MUNICIPAL AIRPORT							
Branch:	TW C	Name:	TAXIWAY C		Use:	TAXIWAY	Area:	221,536 SqFt		
Section:	145	of	11	From:	-	To:	-	Last Const.:	1/1/2004	
Surface:	AC	Family:	C9N59-GA-TW-AC		Zone:		Category:		Rank:	P
Area:	11,198 SqFt	Length:	125 Ft		Width:	50 Ft				
Slabs:		Slab Length:	Ft		Slab Width:	Ft		Joint Length:	Ft	
Shoulder:		Street Type:			Grade:	0		Lanes:	0	
Section Comments:										
Work Date:	1/1/2004	Work Type:	New Construction - AC			Code:	NC-AC	Is Major M&R:	True	
Last Insp. Date:	5/6/2019	TotalSamples:	2		Surveyed:	1				
Conditions:	PCI:	37								
Inspection Comments:										
Sample Number:	138	Type:	R	Area:	5000.00 SqFt		PCI:	37		
Sample Comments:										
48	L & T CR	L	248.00 Ft							
57	WEATHERING	L	3822.00 SqFt							
52	RAVELING	L	450.00 SqFt							
50	PATCHING	L	728.00 SqFt							
48	L & T CR	M	60.00 Ft							
56	SWELLING	L	10.00 SqFt							
42	BLEEDING	N	495.00 SqFt							

Network:		FHB		Name:		FERNANDINA BEACH MUNICIPAL AIRPORT									
Branch:		TW C		Name:		TAXIWAY C		Use:		TAXIWAY		Area:		221,536 SqFt	
Section:		150		of 11		From:		-		To:		-		Last Const.: 1/1/2010	
Surface:		AC		Family:		C9N59-GA-TW-AC		Zone:		Category:		Rank:		P	
Area:		1,968 SqFt		Length:		100 Ft		Width:		20 Ft					
Slabs:		Slab Length:		Ft		Slab Width:		Ft		Joint Length:		Ft			
Shoulder:		Street Type:		Grade:		0		Lanes:		0					
Section Comments:															
Work Date:		1/1/1975		Work Type:		New Construction - Initial				Code:		NU-IN		Is Major M&R: True	
Work Date:		1/1/2010		Work Type:		Complete Reconstruction - AC				Code:		CR-AC		Is Major M&R: True	
Last Insp. Date:		5/6/2019		TotalSamples:		1		Surveyed:		1					
Conditions:		PCI: 67													
Inspection Comments:															
Sample Number:		089		Type:		R		Area:		1968.00 SqFt		PCI:		67	
Sample Comments:															
45		DEPRESSION		L		9.00 SqFt									
50		PATCHING		L		45.00 SqFt									
57		WEATHERING		L		1923.00 SqFt									
48		L & T CR		L		131.00 Ft									
56		SWELLING		L		10.00 SqFt									

Network:	FHB	Name:	FERNANDINA BEACH MUNICIPAL AIRPORT							
Branch:	TW C	Name:	TAXIWAY C	Use:	TAXIWAY	Area:	221,536 SqFt			
Section:	155	of	11	From:	-	To:	-	Last Const.:	1/1/2010	
Surface:	PCC	Family:	C9N59-GA-RW-TW-PCC	Zone:		Category:		Rank:	P	
Area:	6,151 SqFt	Length:	175 Ft	Width:	50 Ft					
Slabs:	43	Slab Length:	12 Ft	Slab Width:	12 Ft	Joint Length:	1,233 Ft			
Shoulder:		Street Type:		Grade:	0	Lanes:	0			
Section Comments:										
Work Date:	1/1/2004	Work Type:			New Construction - AC		Code:	NC-AC	Is Major M&R:	True
Work Date:	1/1/2010	Work Type:			Complete Reconstruction - PCC		Code:	CR-PC	Is Major M&R:	True
Last Insp. Date:	5/6/2019	TotalSamples:	2	Surveyed:	2					
Conditions:	PCI:	83								
Inspection Comments:										
Sample Number:	090	Type:	R	Area:	22.00 Slabs	PCI:	82			
Sample Comments:										
75	CORNER SPALL	H	1.00	Slabs						
74	JOINT SPALL	M	1.00	Slabs						
63	LINEAR CR	L	1.00	Slabs						
65	JT SEAL DMG	L	22.00	Slabs						
73	SHRINKAGE CR	N	5.00	Slabs						
Sample Number:	091	Type:	R	Area:	24.00 Slabs	PCI:	84			
Sample Comments:										
73	SHRINKAGE CR	N	12.00	Slabs						
75	CORNER SPALL	M	1.00	Slabs						
65	JT SEAL DMG	L	24.00	Slabs						
62	CORNER BREAK	L	1.00	Slabs						

Network:	FHB	Name:	FERNANDINA BEACH MUNICIPAL AIRPORT							
Branch:	TW D	Name:	TAXIWAY D		Use:	TAXIWAY	Area:	134,693 SqFt		
Section:	405	of	8	From:	-	To:	-	Last Const.:	1/1/2004	
Surface:	AC	Family:	C9N59-GA-TW-AC		Zone:		Category:		Rank:	P
Area:	6,163 SqFt	Length:	200 Ft		Width:	50 Ft				
Slabs:		Slab Length:	Ft		Slab Width:	Ft		Joint Length:	Ft	
Shoulder:		Street Type:			Grade:	0		Lanes:	0	
Section Comments:										
Work Date:	1/1/1944	Work Type:	BUILT			Code:	IMPORTED	Is Major M&R:	True	
Work Date:	1/1/2004	Work Type:	Complete Reconstruction - AC			Code:	CR-AC	Is Major M&R:	True	
Last Insp. Date: 5/6/2019										
TotalSamples: 2										
Surveyed: 1										
Conditions:	PCI:	81								
Inspection Comments:										
Sample Number:	102	Type:	R	Area:	3188.00 SqFt		PCI:	81		
Sample Comments:										
57	WEATHERING	L	3029.00		SqFt					
56	SWELLING	L	20.00		SqFt					
48	L & T CR	L	58.00		Ft					
52	RAVELING	L	159.00		SqFt					

Network:	FHB			Name:	FERNANDINA BEACH MUNICIPAL AIRPORT							
Branch:	TW D		Name:	TAXIWAY D		Use:	TAXIWAY		Area:	134,693 SqFt		
Section:	410 of 8		From:	-		To:	-		Last Const.:	1/1/2004		
Surface:	AC		Family:	C9N59-GA-TW-AC		Zone:			Category:	Rank: P		
Area:	24,188 SqFt		Length:	600 Ft		Width:	50 Ft					
Slabs:			Slab Length:	Ft		Slab Width:	Ft		Joint Length:	Ft		
Shoulder:			Street Type:			Grade:	0		Lanes:	0		
Section Comments:												
Work Date:	1/1/1944		Work Type:	BUILT				Code:	IMPORTED		Is Major M&R:	True
Work Date:	1/1/2004		Work Type:	Complete Reconstruction - AC				Code:	CR-AC		Is Major M&R:	True
Last Insp. Date:	5/6/2019		TotalSamples:	7		Surveyed:	3					
Conditions:	PCI: 71											
Inspection Comments:												
Sample Number:	100		Type:	R		Area:	3188.00 SqFt		PCI:	74		
Sample Comments:												
57	WEATHERING		L	2232.00 SqFt								
52	RAVELING		L	956.00 SqFt								
48	L & T CR		L	43.00 Ft								
Sample Number:	103		Type:	R		Area:	3619.00 SqFt		PCI:	65		
Sample Comments:												
48	L & T CR		M	32.00 Ft								
52	RAVELING		L	1080.00 SqFt								
54	SHOVING		L	10.00 SqFt								
48	L & T CR		L	72.00 Ft								
52	RAVELING		M	18.00 SqFt								
Sample Number:	107		Type:	R		Area:	3150.00 SqFt		PCI:	75		
Sample Comments:												
52	RAVELING		L	945.00 SqFt								
48	L & T CR		L	14.00 Ft								
57	WEATHERING		L	2205.00 SqFt								

Network:	FHB		Name:	FERNANDINA BEACH MUNICIPAL AIRPORT							
Branch:	TW D		Name:	TAXIWAY D		Use:	TAXIWAY		Area:	134,693 SqFt	
Section:	412 of 8		From:	-		To:	-		Last Const.:	1/1/1996	
Surface:	AAC		Family:	C9N59-GA-TW-AAC-APC		Zone:			Category:	Rank: P	
Area:	8,092 SqFt		Length:	170 Ft		Width:	50 Ft				
Slabs:	Slab Length:		Ft		Slab Width:	Ft		Joint Length:	Ft		
Shoulder:	Street Type:				Grade:	0		Lanes:	0		
Section Comments:											
Work Date:	1/1/1944		Work Type: BUILT				Code:	IMPORTED		Is Major M&R:	True
Work Date:	1/1/1996		Work Type: OVERLAY				Code:	IMPORTED		Is Major M&R:	True
Last Insp. Date:	5/6/2019		TotalSamples:	2		Surveyed:	1				
Conditions:	PCI: 71										
Inspection Comments:											
Sample Number:	109		Type:	R		Area:	4919.00 SqFt		PCI:	71	
Sample Comments:											
52	RAVELING		L	1000.00 SqFt							
48	L & T CR		M	30.00 Ft							
57	WEATHERING		L	3919.00 SqFt							
48	L & T CR		L	115.00 Ft							

Network:		FHB		Name:		FERNANDINA BEACH MUNICIPAL AIRPORT								
Branch:	TW D		Name:	TAXIWAY D		Use:	TAXIWAY	Area:	134,693 SqFt					
Section:	415		of	8		From:	-		To:	-		Last Const.:	1/1/2004	
Surface:	AC		Family:	C9N59-GA-TW-AC		Zone:			Category:			Rank:	P	
Area:	8,400 SqFt		Length:	230 Ft		Width:	50 Ft							
Slabs:			Slab Length:	Ft		Slab Width:	Ft		Joint Length:			Ft		
Shoulder:			Street Type:			Grade:	0		Lanes:	0				
Section Comments:														
Work Date:	1/1/1944		Work Type:	BUILT		Code:	IMPORTED		Is Major M&R:	True				
Work Date:	1/1/2004		Work Type:	Complete Reconstruction - AC		Code:	CR-AC		Is Major M&R:	True				
Last Insp. Date:	5/6/2019		TotalSamples:	2		Surveyed:	1							
Conditions:	PCI: 77													
Inspection Comments:														
Sample Number:	110		Type:	R		Area:	3500.00 SqFt		PCI:	77				
Sample Comments:														
48	L & T CR		L	21.00 Ft										
52	RAVELING		L	725.00 SqFt										
57	WEATHERING		L	2775.00 SqFt										

Network:	FHB	Name:	FERNANDINA BEACH MUNICIPAL AIRPORT						
Branch:	TW D	Name:	TAXIWAY D		Use:	TAXIWAY	Area:	134,693 SqFt	
Section:	417	of	8	From:	-	To:	-	Last Const.:	1/1/1996
Surface:	AAC	Family:	C9N59-GA-TW-AAC-APC		Zone:	Category:		Rank:	P
Area:	17,493 SqFt	Length:	236 Ft		Width:	50 Ft			
Slabs:		Slab Length:	Ft		Slab Width:	Ft		Joint Length:	Ft
Shoulder:		Street Type:			Grade:	0		Lanes:	0
Section Comments:									
Work Date:	1/1/1944	Work Type:	BUILT			Code:	IMPORTED	Is Major M&R:	True
Work Date:	1/1/1996	Work Type:	OVERLAY			Code:	IMPORTED	Is Major M&R:	True
Last Insp. Date:	5/6/2019	TotalSamples:	4		Surveyed:	1			
Conditions:	PCI:	71							
Inspection Comments:									
Sample Number:	112	Type:	R	Area:	4048.00 SqFt		PCI:	71	
Sample Comments:									
52	RAVELING	L	1003.00	SqFt					
50	PATCHING	L	35.00	SqFt					
48	L & T CR	L	6.00	Ft					
57	WEATHERING	M	3010.00	SqFt					

Network:		FHB		Name:		FERNANDINA BEACH MUNICIPAL AIRPORT																									
Branch:		TW D		Name:		TAXIWAY D		Use:		TAXIWAY		Area:		134,693 SqFt																	
Section:		420		of 8		From:		-		To:		-		Last Const.: 1/1/2004																	
Surface:		AC		Family:		C9N59-GA-TW-AC		Zone:		Category:		Rank:		P																	
Area:		42,000 SqFt		Length:		1,194 Ft		Width:		50 Ft																					
Slabs:		Slab Length:		Ft		Slab Width:		Ft		Joint Length:		Ft																			
Shoulder:		Street Type:		Grade:		0		Lanes:		0																					
Section Comments:																															
Work Date:				1/1/1944				Work Type:				BUILT				Code:				IMPORTED				Is Major M&R:				True			
Work Date:				1/1/2004				Work Type:				Complete Reconstruction - AC				Code:				CR-AC				Is Major M&R:				True			
Last Insp. Date:				5/6/2019				TotalSamples:				12				Surveyed:				3											
Conditions:				PCI:				72																							
Inspection Comments:																															
Sample Number:				119				Type:		R		Area:				3500.00 SqFt				PCI:				72							
Sample Comments:																															
52		RAVELING		L		1050.00		SqFt																							
57		WEATHERING		M		2450.00		SqFt																							
48		L & T CR		L		197.00		Ft																							
Sample Number:				124				Type:		R		Area:				3500.00 SqFt				PCI:				72							
Sample Comments:																															
52		RAVELING		L		1050.00		SqFt																							
57		WEATHERING		M		2450.00		SqFt																							
48		L & T CR		L		190.00		Ft																							
Sample Number:				128				Type:		R		Area:				3500.00 SqFt				PCI:				72							
Sample Comments:																															
48		L & T CR		L		141.00		Ft																							
52		RAVELING		L		1050.00		SqFt																							
57		WEATHERING		M		2450.00		SqFt																							

Network:	FHB	Name:		FERNANDINA BEACH MUNICIPAL AIRPORT			
Branch:	TW D	Name:	TAXIWAY D	Use:	TAXIWAY	Area:	134,693 SqFt
Section:	425	of 8	From:	-	To:	-	Last Const.: 1/1/2004
Surface:	AAC	Family:	C9N59-GA-TW-AAC-APC	Zone:	Category:	Rank:	P
Area:	9,694 SqFt	Length:	92 Ft	Width:	50 Ft		
Slabs:	Slab Length:	Ft	Slab Width:	Ft	Joint Length:	Ft	
Shoulder:	Street Type:	Grade:	0	Lanes:	0		
Section Comments:							
Work Date:	1/1/1944	Work Type:	BUILT	Code:	IMPORTED	Is Major M&R:	True
Work Date:	1/1/1975	Work Type:	OVERLAY	Code:	IMPORTED	Is Major M&R:	True
Work Date:	1/1/2004	Work Type:	MILL and OVERLAY	Code:	ML-OV	Is Major M&R:	True
Last Insp. Date:	5/6/2019	TotalSamples:	2	Surveyed:	1		
Conditions:	PCI: 68						
Inspection Comments:							
Sample Number:	130	Type:	R	Area:	3995.00 SqFt	PCI:	68
Sample Comments:							
57	WEATHERING	L	2796.00 SqFt				
48	L & T CR	L	154.00 Ft				
42	BLEEDING	N	6.00 SqFt				
52	RAVELING	L	1199.00 SqFt				
48	L & T CR	M	13.00 Ft				

Network:	FHB	Name:		FERNANDINA BEACH MUNICIPAL AIRPORT					
Branch:	TW D	Name:	TAXIWAY D		Use:	TAXIWAY	Area:	134,693 SqFt	
Section:	430	of	8	From:	-	To:	-	Last Const.:	1/1/2004
Surface:	AC	Family:	C9N59-GA-TW-AC	Zone:		Category:		Rank:	P
Area:	18,663 SqFt	Length:	500 Ft	Width:	35 Ft				
Slabs:		Slab Length:	Ft	Slab Width:	Ft	Joint Length:	Ft		
Shoulder:		Street Type:		Grade:	0	Lanes:	0		
Section Comments:									
Work Date:	1/1/1944	Work Type:	BUILT			Code:	IMPORTED	Is Major M&R:	True
Work Date:	1/1/2004	Work Type:	Complete Reconstruction - AC			Code:	CR-AC	Is Major M&R:	True
Last Insp. Date:	5/6/2019	TotalSamples:	5	Surveyed:	2				
Conditions:	PCI:	69							
Inspection Comments:									
Sample Number:	133	Type:	R	Area:	3500.00 SqFt	PCI:	69		
Sample Comments:									
57	WEATHERING	L	2450.00 SqFt						
48	L & T CR	L	77.00 Ft						
52	RAVELING	L	1050.00 SqFt						
48	L & T CR	M	25.00 Ft						
Sample Number:	137	Type:	R	Area:	4663.00 SqFt	PCI:	69		
Sample Comments:									
48	L & T CR	M	40.00 Ft						
52	RAVELING	L	1395.00 SqFt						
52	RAVELING	M	14.00 SqFt						
48	L & T CR	L	182.00 Ft						

Network:	FHB		Name:	FERNANDINA BEACH MUNICIPAL AIRPORT					
Branch:	TW E		Name:	TAXIWAY E		Use:	TAXIWAY	Area:	61,180 SqFt
Section:	510	of	1	From:	-	To:	-	Last Const.:	1/1/2011
Surface:	AC	Family:	C9N59-GA-TW-AC	Zone:		Category:		Rank:	P
Area:	61,180 SqFt	Length:	1,600 Ft	Width:	35 Ft				
Slabs:		Slab Length:	Ft	Slab Width:	Ft	Joint Length:	Ft		
Shoulder:		Street Type:		Grade:	0	Lanes:	0		
Section Comments:									
Work Date:	1/1/2011	Work Type:	New Construction - Initial			Code:	NU-IN	Is Major M&R:	True
Last Insp. Date:	5/6/2019	TotalSamples:	16	Surveyed:	3				
Conditions:	PCI:	91							
Inspection Comments:									
Sample Number:	103	Type:	R	Area:	3500.00 SqFt	PCI:	92		
Sample Comments:									
57	WEATHERING	L	3450.00 SqFt						
57	WEATHERING	M	50.00 SqFt						
Sample Number:	110	Type:	R	Area:	3500.00 SqFt	PCI:	90		
Sample Comments:									
57	WEATHERING	L	3500.00 SqFt						
45	DEPRESSION	L	20.00 SqFt						
Sample Number:	113	Type:	R	Area:	3500.00 SqFt	PCI:	92		
Sample Comments:									
57	WEATHERING	M	50.00 SqFt						
57	WEATHERING	L	3450.00 SqFt						

Network:	FHB		Name:	FERNANDINA BEACH MUNICIPAL AIRPORT							
Branch:	TW NW AP		Name:	TAXIWAY TO NORTHWEST APRON		Use:	TAXIWAY	Area:	6,445 SqFt		
Section:	505	of 2	From:	-			To:	-		Last Const.:	1/1/1987
Surface:	AC	Family:	C9N59-GA-TW-AC		Zone:		Category:		Rank:	P	
Area:	2,976 SqFt		Length:	140 Ft		Width:	35 Ft				
Slabs:		Slab Length:	Ft		Slab Width:	Ft		Joint Length:	Ft		
Shoulder:		Street Type:			Grade:	0		Lanes:	0		
Section Comments:											
Work Date:	1/1/1987		Work Type:	BUILT			Code:	IMPORTED		Is Major M&R:	True
Last Insp. Date:	5/6/2019		TotalSamples:	1		Surveyed:	1				
Conditions:	PCI: 33										
Inspection Comments:											
Sample Number:	101	Type:	R	Area:	2976.00 SqFt		PCI:	33			
Sample Comments:											
57	WEATHERING	L	625.00		SqFt						
48	L & T CR	L	194.00		Ft						
50	PATCHING	L	150.00		SqFt						
45	DEPRESSION	M	112.00		SqFt						
52	RAVELING	L	2201.00		SqFt						
45	DEPRESSION	L	168.00		SqFt						
48	L & T CR	M	264.00		Ft						

Network:	FHB			Name:	FERNANDINA BEACH MUNICIPAL AIRPORT				
Branch:	TW NW AP		Name:	TAXIWAY TO NORTHWEST APRON		Use:	TAXIWAY	Area:	6,445 SqFt
Section:	507	of 2	From:	-			To:	-	
Surface:	AAC	Family:	C9N59-GA-TW-AAC-APC		Zone:			Category:	Rank: P
Area:	3,469 SqFt		Length:	650 Ft		Width:	50 Ft		
Slabs:	Slab Length:		Ft		Slab Width:	Ft		Joint Length:	Ft
Shoulder:	Street Type:		Grade:		0		Lanes:	0	
Section Comments:									
Work Date:	1/1/1944		Work Type: BUILT				Code:	IMPORTED	
Work Date:	1/1/2004		Work Type: MILL and OVERLAY				Code:	ML-OV	
Last Insp. Date:	5/6/2019		TotalSamples:	1		Surveyed: 1			
Conditions:	PCI: 74								
Inspection Comments:									
Sample Number:	100	Type:	R	Area:	3469.00 SqFt		PCI:	74	
Sample Comments:									
57	WEATHERING		L	3122.00	SqFt				
42	BLEEDING		N	2.00	SqFt				
45	DEPRESSION		L	36.00	SqFt				
48	L & T CR		L	39.00	Ft				
56	SWELLING		L	12.00	SqFt				
52	RAVELING		L	347.00	SqFt				