FLORIDA DEPARTMENT OF TRANSPORTATION
AVIATION AND SPACEPORT OFFICE

FERNANDINA BEACH MUNICIPAL AIRPORT (FHB)

DISTRICT 2

GENERAL AVIATION

JUNE 2015

STATEWIDE Airfield Pavement Management PROGRAM

FDOT

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION
FLP
Office of Freight, Logistics and Passenger Operations

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EXECUTIVE SUMMARY

In 2012, the Florida Department of Transportation (FDOT) Central Aviation Office selected a team lead by Kimley-Horn and Associates, Inc. and including their subconsultants Penuel Consulting and LLC, Roy D. McQueen & Associates, LTD, to provide services in support of FDOT in the continued efforts of updating the existing Statewide Airfield Pavement Management Program (SAPMP). This work is to be completed over the fiscal years of 2013 through 2015.

The tasks required to achieve this objective at each participating airport specifically included the following:

- Obtain recent construction history from the airport to update the Pavement Network Definition Exhibits using CADD from the previous SAPMP update.
- Update the airport pavement inventory data (construction history, geometry, identification, and classification) based on airport provided information.
- Update the FDOT SAPMP MicroPAVER database files and system tables for the purpose of analyzing field data for Pavement Condition Index (PCI) calculation of current pavement condition
- Development of pavement performance models for the approximation of future pavement performance.
- Development of a maintenance and repair plan, and a 10-year major rehabilitation program to address the pavement needs based on condition.
- Development of planning level opinions of probable costs for pavement preservation and rehabilitation.

In January 2015, a PCI survey inspection was performed at Fernandina Beach Municipal Airport. The results of the inspection indicate that, based on ASTM D 5340-12, the airport's airfield pavement facilities had an overall area-weighted average PCI of 75, representing a Satisfactory overall network condition. Table I summarizes the overall condition summary by network level branch in comparison to the FDOT recommended minimum service level and action recommendations for either major rehabilitation or maintenance level activities.

Table I: Condition Summary by Branch

Branch Name	Area Weighted PCI	PCI Range	Average Condition Rating	FDOT Minimum Service Level	MicroPAVER Minimum PCI	Action Required
NORTH APRON - TERMINAL	75	0 - 100	SATISFACTORY	60	65	X
NORTHWEST APRON	46	41 - 50	POOR	60	65	X
NORTH RUN UP APRON	68	68	FAIR	60	65	
T-HANGAR APRON	75	70 - 86	SATISFACTORY	60	65	
RUNWAY 13-31	70	69 - 71	FAIR	75	65	X
RUNWAY 4-22	76	68 - 100	SATISFACTORY	75	65	X
RUNWAY 9-27	94	85 - 98	GOOD	75	65	
TAXIWAY ALPHA	77	72 - 82	SATISFACTORY	65	65	
TAXIWAY BRAVO	65	59 - 76	FAIR	65	65	X
TAXIWAY CHARLIE	78	38 - 97	SATISFACTORY	65	65	X
TAXIWAY DELTA	77	74 - 91	SATISFACTORY	65	65	
TAXIWAY ECHO	93	93	GOOD	65	65	
TAXIWAY TO NORTHWEST APRON	76	65 - 86	SATISFACTORY	65	65	X

"Action Required" in Table I is triggered when a section within the identified Branch Facility falls below the FDOT Minimum Service Level. Year 1 Major Rehabilitation needs are triggered in Table III when a section in the identified Branch falls below the MicroPAVER Minimum PCI. Major Rehabilitation is also triggered in Table III when the section PCI is above critical and the section exhibits significant structural related distresses.

For project level planning and inspection development; the airfield pavement facilities have been divided at the branch level based on facility use and designation, and at the section level based on pavement construction history, composition (e.g. asphalt versus concrete), aircraft traffic operations, and pavement surface conditions. Table II provides the overall area weighted condition of the pavement based on facility branch use.

Table II: Condition Summary by Pavement Facility Use

Use	Average Area-Weighted PCI	Condition Rating
Runway	76	SATISFACTORY
Taxiway	74	SATISFACTORY
Apron	73	SATISFACTORY

Based on the inspection performed at the airport for this SAPMP update; the current conditions were determined using the collected PCI distress data. PCI values were computed and used to identify pavement facilities that were below the defined critical PCI as sections that would benefit from immediate major rehabilitation activity. These pavement sections that were determined to be below the critical PCI would most likely benefit from long-term major rehabilitative construction activity rather than localized, short-term maintenance and repairs.

The Year-1 Major Rehabilitation Needs, or projects that are recommended to be completed because the pavement is below the critical PCI, were developed on the assumption that there is an unlimited repair budget. These projects include:

- North Apron – Section 4220
  - Reconstruction attributed to structural, climate/age, and construction quality.
- Northwest Apron – Sections 4105 and 4110
  - Mill and Overlay attributed to structural, climate/age, and construction quality.
- Taxiway NW Apron – Section 505
  - Mill and Overlay attributed to climate/age.
- Taxiway B – Sections 210 and 220
  - Mill and Overlay attributed to climate/age and construction quality.
- Taxiway C – Sections 120 and 145
  - Reconstruction and Mill and Overlay attributed to climate/age and construction quality.

The section level projects that were identified as Year-1 Major Rehabilitation Needs are in Table III.

Table III: Year-1 Major Rehabilitation Needs for Fernandina Beach Municipal Airport

Branch ID	Section ID	Major Rehabilitation Costs	PCI Before M&R	Rehabilitation Activity	PCI After M&R
AP N	4220	$ 357,525.00	0	Reconstruction	100
AP NW	4110	$ 145,156.00	50	Mill and Overlay	100
AP NW	4105	$ 163,094.00	41	Mill and Overlay	100
TW NW AP	505	$ 29,760.00	65	Mill and Overlay	100
TW B	220	$ 175,000.00	59	Mill and Overlay	100
TW B	210	$ 1,350,250.00	62	Mill and Overlay	100
TW C	145	$ 167,970.00	38	Reconstruction	100
TW C	120	$ 94,420.00	63	Mill and Overlay	100
	Total =	$ 2,483,175.00			

The SAPMP uses historic pavement condition data from the previous inspections to develop pavement performance models. These pavement performance models are used to create PCI prediction curves to estimate future pavement conditions based on the historic trends. The section areas, prediction curves, and current condition data were used to develop a 10-year major rehabilitation program. Major rehabilitation costs for each year of the 10-year program are based on general unit costs for pavement repairs and not detailed cost estimates that are typically prepared for a construction set of bid documents. Additionally, preventative maintenance level repair budgets were estimated for a 10-year duration. Table IV provides an annual summary of the 10-year Preventative Maintenance and Major Rehabilitation planning level cost opinions for the airfield pavement facilities at the airport. Refer to Section 6 of this report for additional information.

Since the previous update performed in 2012, significant updates to the ASTM D 5340 Standard Test Method for Airport Pavement Condition Index Surveys have affected the analysis of the program. These include the separation of Weathering and Raveling into two distinct flexible pavement distresses, and the addition of the Alkali-Silica Reaction distress for rigid pavement distresses. Additionally, the deterioration associated with the rigid pavement distress Scaling/Map Cracking has been modified. The change in distress classification, as described in ASTM D 5340-12, may result in small variances in the PCI values from the previous inspection analysis. The update included changes in distress deduction values that may be less than the previous analysis. Please refer to Section 3 Airfield Pavement Condition Index for additional information.

Additionally, pavement repair and rehabilitation work reported by the airports are entered into the SAPMP which can improve PCI values.

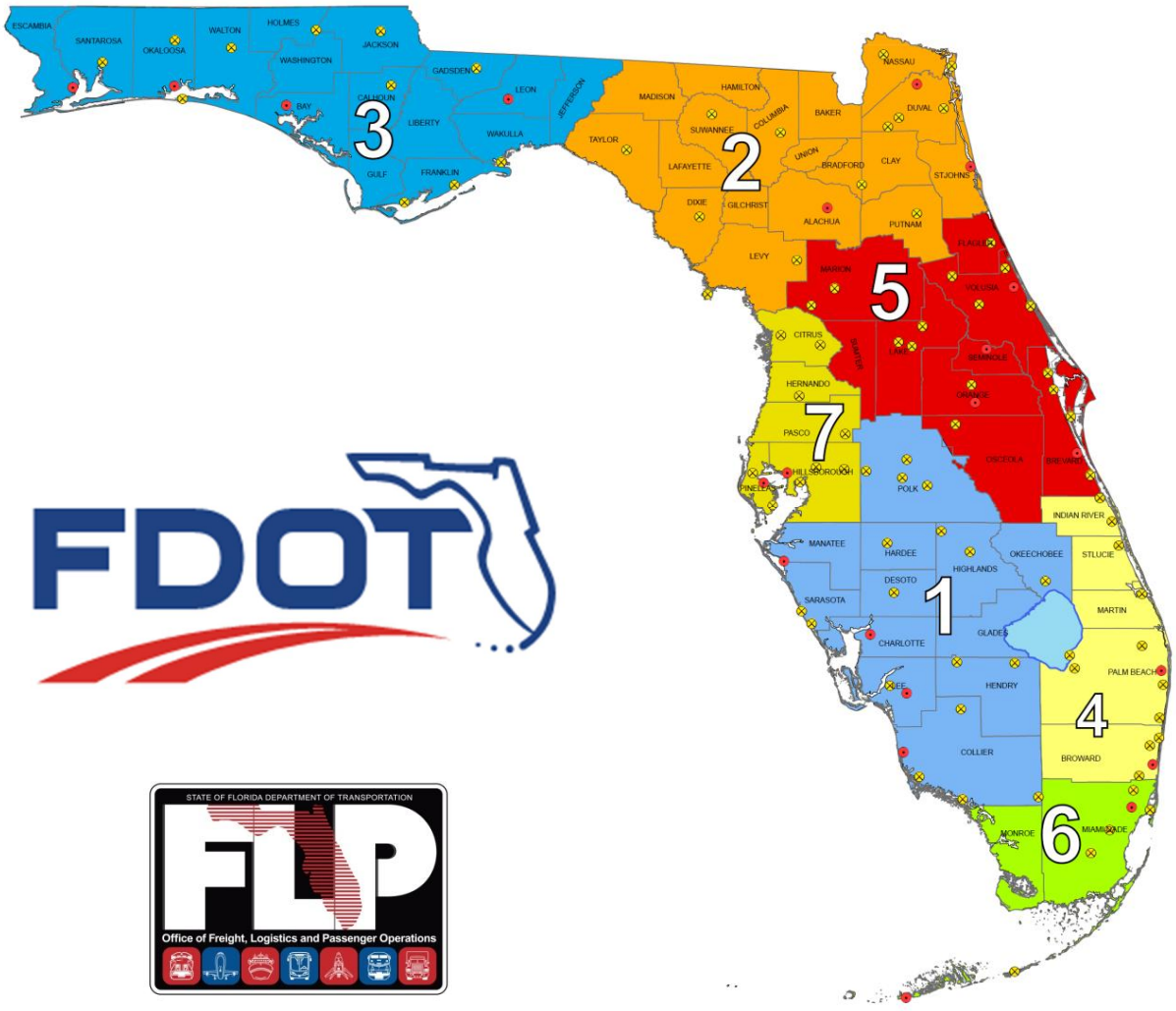
Table IV: 10-Year Preventative Maintenance and Major Rehabilitation

Year	Preventative	Major M&R	Total Year Cost
2015	$ 539,641.62	$ 2,483,175.57	$ 3,022,817.19
2016	$ 596,548.32	$ -	$ 596,548.32
2017	$ 589,390.58	$ 1,654,208.25	$ 2,243,598.83
2018	$ 475,138.29	$ 4,268,104.04	$ 4,743,242.33
2019	$ 322,582.37	$ 5,476,860.67	$ 5,799,443.04
2020	$ 387,791.47	$ 163,527.19	$ 551,318.67
2021	$ 436,197.57	$ 441,035.14	$ 877,232.71
2022	$ 466,029.37	$ 837,580.96	$ 1,303,610.33
2023	$ 535,863.73	$ 221,596.08	$ 757,459.81
2024	$ 603,465.72	$ 1,062,163.61	$ 1,665,629.33
Total	$ 4,952,649.04	$ 16,608,251.51	$ 21,560,900.56

The success of the repair program for your airport depends on the timely implementation of preservation, localized maintenance and repairs, and major rehabilitation work activities. If work is completed as scheduled, your airport should experience an improvement to the overall area-weighted average PCI. Though this analysis was performed with the assumption of an “unlimited budget”, the purpose has been to identify specific projects over the course of 10-years for each pavement section where the condition is projected to fall below the critical PCI. The costs depicted in this study are intended to aid the airports in planning level budgets. Prior to construction work, it is recommended that the airport perform additional investigation at the design level to better estimate costs associated with the maintenance, repair, and major rehabilitation activity discussed.

1. INTRODUCTION

The State of Florida has more than 100 public airports that are vital to the Florida economy as well as the economy of the United States. The aviation system in Florida allows the State to capitalize on an increasingly global marketplace. Florida's system of commercial service and general aviation 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.

The Florida Department of Transportation (FDOT) Central Aviation and Spaceport Office implemented the Statewide Airfield Pavement Management Program (SAPMP) in 1992. In 2012, the FDOT Central Aviation and Spaceport Office selected a team led by Kimley-Horn and Associates, Inc. and including Penuel Consulting, LLC and Roy D. McQueen & Associates, LTD, to provide services in support of the Central Aviation and Spaceport Office Program Manager. The continued evaluation and update of the existing SAPMP is to be completed over fiscal years 2013 through 2015.

This 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 planning associated with the SAPMP 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.

1.1 Purpose of Pavement Evaluation Report

The purpose of this Airfield Pavement Evaluation Report is to:

- Briefly describe the SAPMP goals, procedures, and responsibilities of the program's participants.
- Provide a technical explanation on pavement management principles, standard practices, objectives, and benefits of implementation.
- Outline procedures used to coordinate, collect, evaluate and report pavement inspection results at this airport.
- Analyze and utilize condition results for the development of maintenance, repair, and major rehabilitation based on pavement performance trends.

1.2 FDOT Statewide Airfield Pavement Management Program

In 1992, the FDOT implemented the SAPMP to improve the knowledge of pavement conditions at public airports in the Florida Airports System, identify maintenance and rehabilitation needs at each airport, automate pavement infrastructure information management, and establish standards to address future 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 (M&R) policies, M&R budget costs, and the development of recommendations for performing routine pavement preservation 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 update included the review of the AIRPAV software compared to other industry available non-proprietary software packages. As a result of this review, MicroPAVER was selected for implementation of the system update. MicroPAVER was developed by the U.S. Army Corps of Engineers Construction Engineering Research Laboratory for the purpose of 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 facility, classification, type, history, geometry, 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 2006-2008, 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 2010-2012, the SAPMP was updated using new GPS integrated technology to digitally collect pavement distress data. Interactive GIS map files were developed from updated Airfield Pavement Network Definition Maps 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.

Currently, airports participating in the Airport Improvement Program (AIP) Grant Program are required by the Federal Aviation Administration (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*). This program requires detailed inspection of airfield pavement conditions by trained personnel. The inspections are required to be performed at least once a year or every three years, if the pavement is inspected in accordance to the PCI survey procedure (such as ASTM International D 5340 *Standard Test Method for Airport Pavement Condition Index Surveys*). The previous 2010-2012 SAPMP update utilized the ASTM D 5340-04 released in 2004, in lieu of the 2010/2011 edition, in order to maintain consistent database integrity and benefit of pavement performance models from previous inspections.

1.3 Organization

FDOT Central Aviation Office Program Manager

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

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

Consultant

The Consultant, Kimley-Horn and Associates, Inc. and their team consisting of Penuel Consulting, LLC and Roy D. McQueen & Associates, LTD, provides technical and administrative assistance to the ASO-PM during the execution of the update to the SAPMP. The efforts include updating the airport pavement inventory data, performing the condition survey inspections, evaluating the airfield pavement conditions and updating the SAPMP based upon procedures outlined in the FAA Advisory Circular 150/5380-6C *Guidelines and Procedures for Maintenance of Airport Pavements* and ASTM D 5340.

Airport Role

The airports are the ultimate beneficiary for each condition survey inspection performed at their respective airfields as part of the SAPMP. The individual airports will be provided final deliverables prepared by the Consultant that have been reviewed and approved by the ASO-PM. The airport should have provided a

current Airport Layout Plan (ALP) to the Consultant and, if they participated in the previous SAPMP, indicate any construction activity that was performed since the previous inspections.

FDOT District Offices

The seven FDOT District Offices, specifically the Aviation Representatives, provide vital support to the SAPMP update and the ASO-PM. Each District supports the SAPMP's on-going efforts by providing representative construction trend costs and practices through the Florida Airports System. Each District Office receives copies of individual Airfield Pavement Evaluation Reports for the airport facilities located within their respective districts.

1.4 Introduction to Pavement Types and Pavement Management

Pavement Basics

A pavement is a prepared surface designed to provide a continuous smooth ride at all taxi, takeoff, and landing speeds and to support an estimated amount of traffic loading for a certain number of years. Pavements are composed of a combination of constructed layers of subgrade soils, subbases, base course material, and surface level courses. There are two primary types of pavements:

- Flexible Pavement, composed of bituminous asphalt concrete (AC) surface, base, and subbase layers.
- Rigid Pavement, composed of Portland Cement Concrete (PCC) surface, base, and subbase layers.

Both pavement types use a combination of layered materials and thicknesses in order to support the traffic loads (both magnitude and repeated application) and protect the underlying subgrade soil. Flexible pavements dissipate applied loads from layer to layer until the load magnitude is small enough to be supported by the subgrade soil. In rigid pavements, the PCC layer supports the majority of the structural load applied, and the base or subbase layer is constructed to provide a smooth, level, and continuous platform that provides uniform support for PCC slabs.

A small percentage of airfield pavements within the Florida Airports System are composed of hybrid 'composite pavement' sections that may include both AC pavement and PCC pavement. The two known composite pavements are AC surface over PCC (APC) and PCC over AC (White Topping).

Due to the different nature of the pavement types, construction, and their materials; flexible and rigid pavements have different modes of failure and

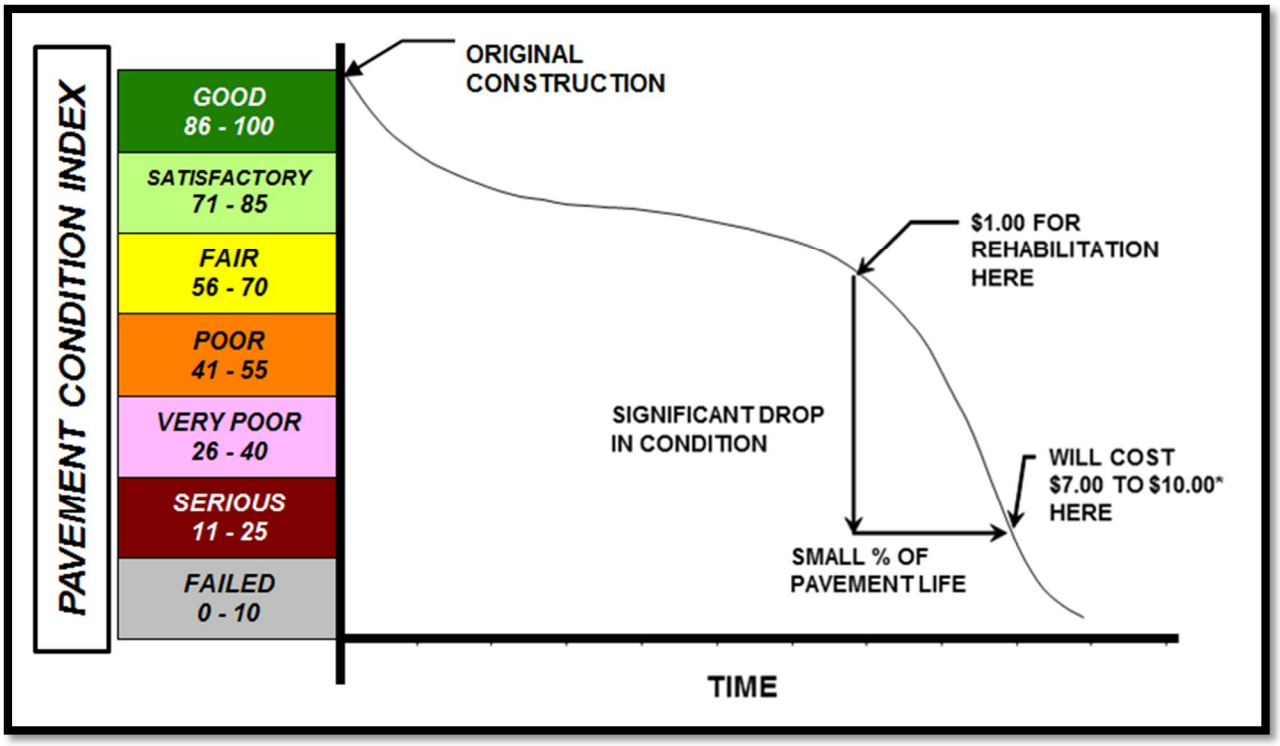
fatigue. This results in varying deterioration and distress development. Understanding the mechanics and modes of failure of the pavement types assists the engineers in making timely, adequate and consistent observations, and in recommending economical maintenance repairs and major rehabilitation to the pavement structures at each airfield.

The Concept of an Airfield Pavement Management System

The SAPMP is a program that provides the Florida Airports System an opportunity to implement and/or maintain a proactive Airfield Pavement Management System (APMS) in a consistent manner at a regular schedule. The SAPMP Airfield Pavement Management System consists of pavement inventory, pavement construction and history, condition survey inspections, pavement performance modeling, maintenance recommendations, and major rehabilitation planning. The various elements of the APMS are used by experienced engineers to identify critical pavements, make pavement preservation or rehabilitation recommendations, and approximate pavement performance. The APMS as a whole is used by an airport's stakeholders, managing agencies, engineers, and planners as a tool in decision making for future project planning, budgeting, and scheduling of activities for its airfield pavement infrastructure.

A benefit of an active APMS is it provides an understanding of an airport's pavement performance trends for the purpose of project planning. Based on the performance trend of their pavements, an airport can schedule pavement maintenance and rehabilitation prior to when the pavement section has deteriorated to a condition that would require reconstruction. The use of pavement performance trends will help airports plan M&R and Rehabilitation projects in a manner and sequence that maximizes benefit and minimizes costs. Figure 1-1, which is based upon the FAA Advisory Circular 150 5380-7B *Airport Pavement Management Program*, illustrates how pavement generally deteriorates over time and the relative cost of rehabilitation and reconstruction throughout its life.

Figure 1-1: Pavement Life Cycle



Source: FAA Advisory Circular 150 5380-7B Airport Pavement Management Program

Note that during approximately the first 75% of a pavement's life, it performs relatively well. After that, however, it begins to deteriorate rapidly. The number of years a pavement stays in 'Good' and 'Satisfactory' conditions depends on how well it is proactively maintained. As the Figure 1-1 demonstrates, the cost of maintaining the pavement above critical condition before rapid deterioration occurs is much less compared to maintaining pavements after substantial deterioration has occurred.

Pavements tend to deteriorate at an accelerated rate when actual traffic loading exceeds the original design assumptions and when limited resources are available for maintenance and repair (M&R) efforts. Planned maintenance and rehabilitation, essentially preserving pavements and delaying condition deterioration, help airport managers, agencies, and engineers maximize the use of their budgets and prolong the life of their pavements. An APMS provides a tool to schedule planned maintenance and major rehabilitation efforts based on a consistent methodology of condition assessment. This consistent methodology of pavement condition assessment allows for the development of pavement performance models to help forecast future pavement conditions.

Part of the implementation of the APMS is the clear identification and inventorying of pavement infrastructure that needs to be managed specifically within the airport owner, manager, and agency responsibility. Another aspect of the APMS is development of maintenance, repair, and major rehabilitation policies that align with the expectations of pavement performance and are based on ability to fund the types of work identified. Once there is an understanding of the cause and extent of pavement distresses, appropriate maintenance and rehabilitation can be planned. By using representative construction costs based on historic bid trends; planning level budget costs can be developed on a multiyear duration.

Airfield Pavement Inspection Methodology for the SAPMP

Pavement condition assessment requires the application of professional judgments regarding the condition of the pavement. The SAPMP airfield pavement condition survey inspections assess pavement, comparing it to a set of standards in ASTM D 5340-12. As part of this update, SAPMP has adopted the changes made in updates to ASTM D 5340-12. These include the separation of Weathering and Raveling into two distinct flexible pavement distresses, and the addition of the Alkali-Silica Reaction distress for rigid pavement distresses. Additionally, the deterioration associated with the rigid pavement distress Scaling/Map Cracking has been modified which results in moving Map Cracking from Scaling to ASR. In the newest version of ASTM D 5340-12, there are two kinds of Shrinkage Cracking, Drying Shrinkage and Plastic Shrinkage. The difference between these two is that the depth of first one may extend through the entire depth of the slab while the thickness of the latter one normally does not extend very deep into the pavement's surface. Furthermore, the Plastic Shrinkage consists of two subcategories: Plastic shrinkage (caused by atmosphere) and Plastic shrinkage (caused by construction). Another kind of Map Cracking is listed under Plastic shrinkage that is caused by construction, as well as Crazing. This additional type of Shrinkage change in distress classification, as described in ASTM D 5340-12, may result in small variances in the PCI values from the previous inspection analysis.

The pavement condition surveys assess the functional condition of the pavement surface based on surface distresses as defined by the ASTM D 5340-12. Typically, deficiencies within a pavement structure will eventually reflect to the pavement surface as distresses described within ASTM D 5340-12. The SAPMP is specifically a visual evaluation and analysis based on the ASTM D 5340-12. The structural condition and relative support of the pavement layers can be directly quantified

using non-destructive deflection testing (NDT) as well as other in-depth engineering evaluation or sampling and testing methods.

For the SAPMP update, only visual surveys were performed. Further structural and geotechnical testing should be conducted to determine design level rehabilitation and/or reconstruction needs should the airport proceed to the design process.

In preparation for the PCI survey inspections, the airfield pavements for each airport are divided into branches, sections, and sample units as established by FAA Advisory Circular 150/5380-6C and ASTM D 5340. Further discussion of the process of inventorying and categorizing pavement facilities by use, composition, and history can be found in SECTION 2 *AIRFIELD PAVEMENT NETWORK DEFINITION and PAVEMENT INVENTORY.*

Sample units are uniformly divided areas of pavement that are defined for inspection. Sample unit sizes are approximately 5,000 ± 2,000 square feet for flexible AC pavements and 20 ± 8 slabs for rigid PCC pavements. Prior to conducting the field condition survey inspections, the sampling plan was developed for the airfield pavements based on updates to the previous inspection sampling based on the available knowledge of construction updates. The sample rate adopted for the SAPMP is depicted on Table 1-1.

Table 1-1: Sampling Rate Schedule for SAPMP PCI Survey Inspections

Flexible Pavements Asphalt Concrete		
Number of Sample Units in Section	Number of Sample Units to Inspect	
	Runway	*Taxiways, Aprons, 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	20% but ≤ 20	10% but ≤ 10

Rigid Pavements Portland Cement Concrete		
Number of Sample Units in Section	Number of Sample Units to Inspect	
	Runway	*Taxiways, Aprons, 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	20% but ≤ 20	10% but ≤ 10

The sample units to be inspected were determined through a systematic random sampling technique to provide an unbiased representation of sample units for each pavement facility. The sample unit locations had been determined in such a way that they are distributed evenly throughout each defined pavement section area. In certain cases when no representative distresses are observed in the field, additional sample units were added.

The distress quantities and severity levels from each inspected sample unit are used to compute the PCI value and rating for each Section using the ASTM D 5340-12 and MicroPAVER (also known currently as PAVER) software. Figures 1-2 and 1-3 depict graphical representations of the color ranges associated with PCI values and ranges with a photograph of airfield pavement that exhibited the conditions for both flexible and rigid pavements respectively.

Figure 1-2: Flexible Pavement, Asphalt Concrete

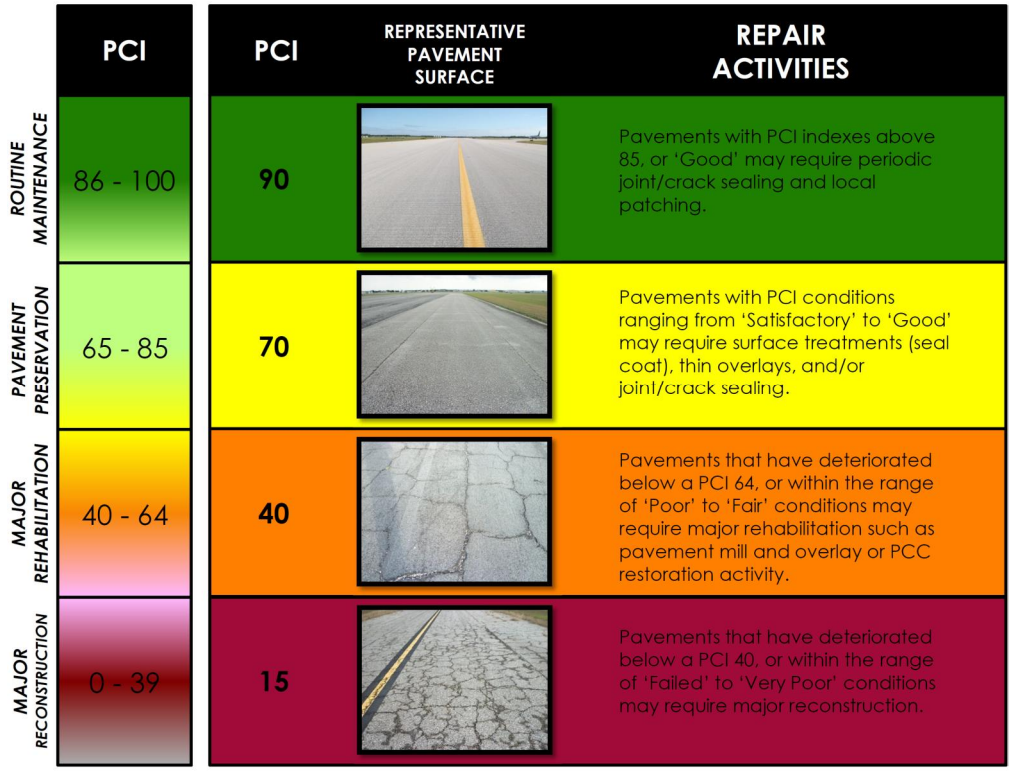
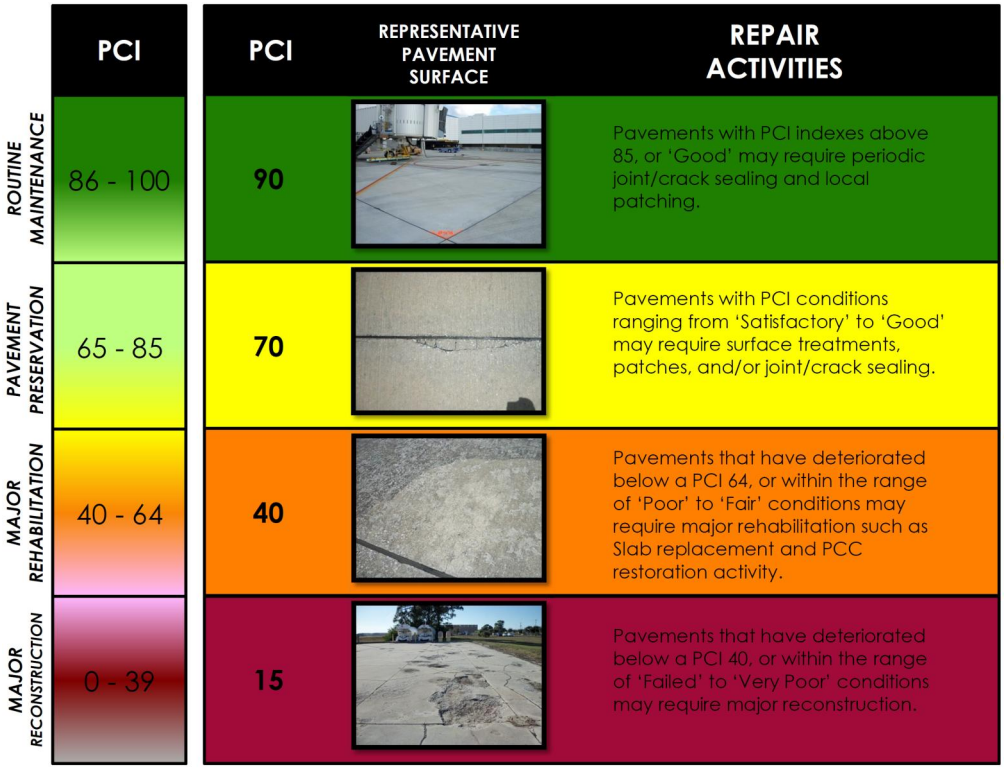


Figure 1-3: Rigid Pavement, Portland Cement Concrete



Using the ASTM D 5340-12 standard seven qualitative ranges, the SAPMP provides a PCI value and a standard qualitative condition rating for the pavement facilities inspected.

2. AIRFIELD PAVEMENT NETWORK DEFINITION AND PAVEMENT INVENTORY

Fernandina Beach Municipal Airport (FHB) is located approximately 3 miles south of Fernandina Beach, Florida. Overseen by an advisory board appointed by the City Commission, this airport focuses primarily on business/corporate, flight training, and recreational/sport operations. Fernandina Beach Municipal Airport is currently served by three runways: Runway 4-22 with a length of 5,301 ft and a width of 100 ft, Runway 9-27 with a length of 5,000 ft and a width of 100 ft, and Runway 13-31 with a length of 5,152 and a width of 100 ft. All runways are served by full-length parallel taxiways. The GA terminal and apron is located on the north side of the property. Sections within Runway 9-27 and Taxiway Charlie are constructed of Portland cement concrete or white topping pavement. All other Airport runways, taxiways and aprons are constructed of asphalt concrete pavement, with the exception of two apron sections constructed of Portland cement concrete. This airport is designated as a General Aviation airport and is located in District 2 of the Florida Department of Transportation.

It is important to note that the aforementioned runway data in addition to the remaining airfield pavement facilities geometric attributes may vary slightly from the geometry used in the condition exhibit in Appendix B and the major rehabilitation exhibit in Appendix F based on field measurements.

The airport was developed as a training facility by the United States Navy during World War II as part of the Naval Air Station Jacksonville complex. The airport was transferred to the City of Fernandina Beach in 1946. It is occasionally used as a practice airfield by Navy helicopters from NAS Jacksonville and Naval Station Mayport as well as US Coast Guard and Florida Army National Guard helicopters from Cecil Field.

2.1 Network Definition

The airfield pavements within each airport network are separated into manageable units within the FDOT SAPMP MicroPAVER database system, organizing pavement data by similar use and constructive history.

Branch and Section Identification

Each airport's airfield pavement network is generally subdivided into separate Branches (runways, taxiways, aprons/ramps, or others) that have distinctly different functional identifications and uses. Each Branch is further subdivided into

Sections as defined by pavement location, composition, and construction history. A Section is typically understood to be a project level subdivision within a Branch feature. Sections are manageable units to organize data collection and are treated individually during the maintenance and major rehabilitation planning process. A pavement rank (primary, secondary, or tertiary) is assigned to each Section based on its importance and type of use to airport operations. The pavement rankings designated for each section at this airport were defined by the previous SAPMP, unless changes were communicated by the airport. These Sections are further subdivided into condition survey sample units based on the methodology described in ASTM D 5340.

Airfield Pavement System Inventory and Network Definition Update

The Airfield Pavement System Inventory and Airfield Pavement Network Definition Exhibits are developed individually for each participating airport. Based on information requested of and provided by the airport, the airfield pavements are evaluated on designation updates, and recent or anticipated pavement construction activity. As mentioned previously, a Section is defined partially by its construction history of which is factored in the performance and condition of the pavement section.

The Airfield Pavement System Inventory Exhibit, Figure A-2 in Appendix A, is a snapshot of recent and anticipated airfield pavement construction activity communicated by the airport since the last SAPMP update. Construction activities identified include maintenance and repair activity, major rehabilitation, and airfield pavement expansion efforts. Maintenance and repair activity may include; surface treatments, crack sealing, patching, slab replacement, and others. Both maintenance and rehabilitation activities are identified at the pavement section level. This type of work may result in an increase in overall Section PCI since the last inspection. Major rehabilitation efforts may include; asphalt milling and overlay, and full depth pavement reconstruction. This type of effort will result in a resetting of the pavement section PCI value to 100 due to the nature of the work. Lastly, airfield pavement expansions are accounted for as new inventory and assigned a section PCI of 100. Typically the new pavement sections are not inspected due to its condition; however these pavements are incorporated into the SAPMP pavement database. When possible, these changes are reflected in the Airfield Pavement Network Definition Exhibit, in Appendix A, prior to the field inspection. The updates are typically discussed and confirmed with airport personnel at the beginning and end of condition survey inspections to ensure accuracy.

The Airfield Pavement Network Definition Exhibit depicts the airport's pavement limits with Branch and Section delineations. This exhibit also includes the subdivision on Section areas into sample units and is used to identify those sample units that are to be inspected. The previous SAPMP Airfield Pavement Network Definition Exhibits were used as a base. Updates and information provided by each airport was reviewed and the exhibits were revised appropriately. Characteristics that are considered include; airfield configuration, branch designations (magnetic declination, Airport Layout Plan updates) and pavement composition. The exhibit serves not only as a primary guide for the airfield inspectors but also allows specific distresses found in the re-inspection report to be geographically located.

Due to recent and anticipated construction efforts; pavement area sections may have been consolidated or created which will affect the total number of sample units to be inspected based upon the methods described in ASTM D 5340 and from the sampling rate schedule. Table 2-1 summarizes the recent and anticipated airfield pavement construction efforts communicated by the airport.

Table 2-1: Previous and/or Anticipated Airfield Pavement Construction

Construction Year	Section Location	Work Type/Pavement Section
2010	TAXIWAY A TAXIWAY B	MILL AND OVERLAY
2010	TAXIWAY C	NEW PORTLAND CEMENT CONCRETE CONSTRUCTION
2010	RUNWAY 13-31	MILL AND OVERLAY
2011	TAXIWAY E	NEW ASPHALT CONSTRUCTION
2014	APRON N	MILL AND OVERLAY
2014	APRON N	FULL DEPTH RECONSTRUCTION
2014	RUNWAY 4-22	FULL DEPTH RECONSTRUCTION, 4" P-401, 6" P-211, 12" STABILIZED SUBGRADE

Airfield Pavement Network Definition & Geographic Information System (GIS)

As part of this SAPMP update, geographic information system (GIS), global positioning system (GPS), and digital data collection were integrated into the Pavement Inspection Methodology at each airport. Using AutoCAD Civil 3D, ArcMap, ArcPad, and FDOT Survey and Mapping Office Aerial Photography; digital navigation maps have been developed for each airport to represent the SAPMP pavement inventory attributes. These navigation maps were used with field data tablets to assist survey teams as they performed condition inspections by navigating pavement infrastructure and collecting distress data.

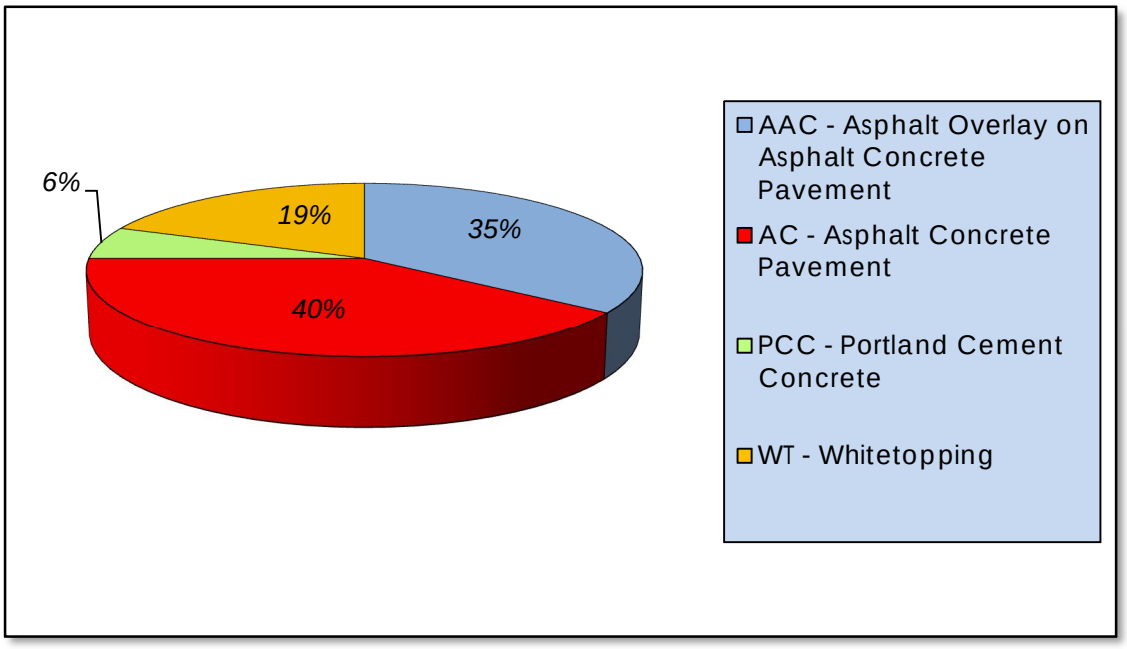
2.2 Pavement Inventory

The detailed pavement inventory database was updated to reflect the updates to the Airfield Pavement Network Definition Exhibit, in Appendix A, and field inspection results. Table 2-2 and Figure 2-1 provides a summary of the pavement inventory attributes at Fernandina Beach Municipal Airport for this SAPMP update.

Table 2-2: Pavement Inventory Summary

Standard Airfield Pavement Network Definition		
Number of Branches	13	
Number of Sections	50	
Sample Units	149	
Standard Airfield Pavement Use		
Use	Area (SF)	Relative Area (%)
Runway	1,126,641	39%
Taxiway	766,579	27%
Apron	446,059	15%
Runway (Whitetopping)	382,200	13%
Taxiway (Whitetopping)	158,563	6%
Total =	2,880,042	100%
Standard Airfield Pavement Type		
Type	Area (SF)	Relative Area (%)
Asphalt Concrete (AC)	1,157,119	40%
Asphalt Overlay (AAC)	1,000,311	35%
Portland Cement Concrete (PCC)	181,849	6%
Whitetopping (WT)	540,763	19%
Total =	2,880,042	100%

Figure 2-1: Airfield Pavement Type



Specific details to each Branch and Section such as; name, geometry, age, rank, surface type, and construction history are provided in Table 2-3.

Table 2-3: Airfield Pavement Inventory Details

Branch Name	Branch ID	Section ID	True Area (SF)	Section Rank	Surface Type	Last Const. Date	Total Samples Inspected	Total Samples
RUNWAY 9-27	RW 9-27	6335	30,650	S	PCC	1/1/2004	3	8
RUNWAY 9-27	RW 9-27	6305	87,000	T	PCC	1/1/2004	7	23
RUNWAY 13-31	RW 13-31	6225	11,592	P	AAC	1/1/2004	1	2
RUNWAY 13-31	RW 13-31	6215	479,466	P	AAC	1/1/2010	20	96
RUNWAY 4-22	RW 4-22	6110	138,933	P	AC	1/1/2014	5	28
RUNWAY 4-22	RW 4-22	6105	379,000	P	AC	1/1/2004	16	76
NORTH RUN UP APRON	AP RU N	4510	7,368	T	AC	1/1/2004	1	2
T-HANGAR APRON	AP T-HANG	4310	18,438	P	AC	12/25/1999	2	4
T-HANGAR APRON	AP T-HANG	4307	28,110	P	AC	1/1/1987	1	6
T-HANGAR APRON	AP T-HANG	4305	19,403	P	AC	12/25/2000	1	4
NORTH APRON - TERMINAL	AP N	4240	113,573	T	AC	1/1/2004	3	25

Branch Name	Branch ID	Section ID	True Area (SF)	Section Rank	Surface Type	Last Const. Date	Total Samples Inspected	Total Samples
NORTH APRON - TERMINAL	AP N	4220	23,835	P	PCC	1/1/1944	1	4
NORTH APRON - TERMINAL	AP N	4215	155,925	P	AC	1/1/1993	4	32
NORTH APRON - TERMINAL	AP N	4210	23,464	P	AC	1/1/2014	1	4
NORTH APRON - TERMINAL	AP N	4205	30,473	P	AAC	1/1/2014	1	6
NORTHWEST APRON	AP NW	4110	14,280	P	AC	1/1/1987	1	3
NORTHWEST APRON	AP NW	4105	11,190	P	AC	1/1/2000	1	2
TAXIWAY E	TW E	510	60,167	P	AC	1/1/2011	3	16
TAXIWAY TO NORTHWEST APRON	TW NW AP	507	3,469	P	AAC	1/1/2004	1	1
TAXIWAY TO NORTHWEST APRON	TW NW AP	505	2,976	P	AC	1/1/1987	1	1
TAXIWAY D	TW D	430	18,663	P	AC	1/1/2004	2	5
TAXIWAY D	TW D	425	9,694	P	AAC	1/1/2004	1	2
TAXIWAY D	TW D	420	42,000	P	AC	1/1/2004	3	12
TAXIWAY D	TW D	417	17,493	P	AAC	1/1/1996	1	3
TAXIWAY D	TW D	415	8,400	P	AC	1/1/2004	1	2
TAXIWAY D	TW D	412	8,092	P	AAC	1/1/1996	1	2
TAXIWAY D	TW D	410	24,188	P	AC	1/1/2004	3	7
TAXIWAY D	TW D	405	6,163	P	AC	1/1/2004	1	2
TAXIWAY A	TW A	350	11,250	P	AAC	1/1/1996	1	3
TAXIWAY A	TW A	330	62,109	P	AAC	1/1/2004	6	18
TAXIWAY A	TW A	325	71,712	P	AC	1/1/2004	2	14
TAXIWAY A	TW A	320	35,000	P	AAC	1/1/2004	2	7
TAXIWAY A	TW A	315	36,250	P	AAC	1/1/2004	2	7
TAXIWAY A	TW A	310	17,554	P	AAC	1/1/2010	1	4

Branch Name	Branch ID	Section ID	True Area (SF)	Section Rank	Surface Type	Last Const. Date	Total Samples Inspected	Total Samples
TAXIWAY A	TW A	305	20,095	P	AAC	1/1/2010	1	4
TAXIWAY B	TW B	236	4,994	P	AAC	1/1/1996	1	1
TAXIWAY B	TW B	235	28,308	P	AAC	1/1/2010	2	6
TAXIWAY B	TW B	230	36,936	P	AAC	1/1/2010	2	7
TAXIWAY B	TW B	225	6,738	P	AAC	1/1/2010	1	2
TAXIWAY B	TW B	220	17,500	P	AAC	1/1/2010	1	4
TAXIWAY B	TW B	215	7,146	P	AAC	1/1/2010	1	2
TAXIWAY B	TW B	210	135,025	P	AAC	1/1/2010	4	27
TAXIWAY B	TW B	205	11,685	P	AAC	1/1/2010	1	2
TAXIWAY C	TW C	155	6,151	P	PCC	1/1/2010	1	1
TAXIWAY C	TW C	150	1,968	P	AC	1/1/2010	1	1
TAXIWAY C	TW C	145	11,198	P	AC	1/1/2004	1	3
TAXIWAY C	TW C	140	14,381	P	PCC	1/1/2004	1	4
TAXIWAY C	TW C	130	10,200	P	PCC	1/1/2004	1	3
TAXIWAY C	TW C	125	9,632	P	PCC	1/1/2010	1	3
TAXIWAY C	TW C	120	9,442	P	AAC	1/1/2010	1	2
WHITETOPPING PAVEMENT SECTIONS								
RUNWAY 9-27	*RW 9-27*	*6330*	*41,500*	*S*	*WT*	*1/1/2004*	*3*	*8*
RUNWAY 9-27	*RW 9-27*	*6317*	*88,500*	*S*	*WT*	*1/1/2004*	*5*	*18*
RUNWAY 9-27	*RW 9-27*	*6315*	*252,200*	*S*	*WT*	*1/1/2004*	*9*	*51*
TAXIWAY C	*TW C*	*135*	*21,887*	*P*	*WT*	*1/1/2010*	*2*	*5*
TAXIWAY C	*TW C*	*115*	*11,183*	*P*	*WT*	*1/1/2004*	*1*	*2*
TAXIWAY C	*TW C*	*110*	*60,686*	*P*	*WT*	*1/1/2004*	*3*	*13*
TAXIWAY C	*TW C*	*105*	*64,808*	*P*	*WT*	*1/1/2004*	*2*	*13*

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

** Sections not surveyed due to reasons such as re-sectioning, no escort, not accessible at the time of survey. Please refer to Section 3 for discussion on the updates to the ASTM D 5640 that may affect PCI in comparison to previous program update.*

3. AIRFIELD PAVEMENT CONDITION

Airfield pavement distresses and condition were surveyed in accordance with the methods outlined in FAA Advisory Circular 150/5380-6C and ASTM D 5340-12. 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.

The program has been updated from ASTM D 5340-04, released in 2004, to ASTM D 5340-12, released in 2013, for this SAPMP update. The primary updates include the separation of certain distress types and the addition of new types with corresponding changes to PCI calculation. These changes in distress classification may result in small variances in the PCI values from the previous inspection analysis.

Below is a brief description of the changes to the distresses presented in the ASTM D 5340 methodology and a table summarizing the deduction affected.

a) Flexible Asphalt Concrete Pavement distresses for airfield pavements: 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.

b) Rigid Portland Cement Concrete Pavement distresses for airfield pavements: 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 develops when there is rapid loss of water in the surface of recently placed pavement or 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.

Distress Updates to Reflect ASTM 5340-12			
Use and Surface Type	Old 5340-04 Distress	New Distress	Deduct Curve
AC/AAC/APC Airfield	(52) Weathering & Raveling - Low	(52) Raveling - Low	No Change
	(52) Weathering & Raveling - Medium	(52) Raveling - Medium	No Change
	(52) Weathering & Raveling - High	(52) Raveling - High	No Change
	N/A	(57) Weathering - Low	New
	N/A	(57) Weathering - Medium	New
	N/A	(57) Weathering - High	New
PCC Airfield	(70) Scaling - Low	(70) Scaling - Low	New
	(70) Scaling - Medium	(70) Scaling - Medium	New
	(70) Scaling - High	(70) Scaling - High	New
	N/A	(76) Alkali Silica Reaction – Low	New
	N/A	(76) Alkali Silica Reaction – Medium	New
	N/A	(76) Alkali Silica Reaction – High	New

3.1 Inspection Methodology

A pavement condition survey inspection is performed by measuring the amount and severity of defined pavement distresses observed within the boundaries of sample units. These distresses, as defined by ASTM D 5340, are generally caused by traffic fatigue loading, exposure to climate and elements, and other airfield specific factors. This data is collected by field personnel experienced in pavement condition survey inspection. Data collection is then transferred into the FDOT MicroPAVER database system. MicroPAVER (also known as PAVER) is used to calculate PCI values using the methodology described in ASTM D 5340-12. The values are calculated for each sample and extrapolated on a Section level to determine an area-weighted PCI value ranging from 0 to 100 and one of seven condition ratings. Tables 3-1 and 3-2 describe the distresses as defined by the ASTM D 5340-12 and adopted for the SAPMP procedures.

Table 3-1: Airfield Pavement Distresses for Asphalt Concrete

Code	Distress	Primary Mechanisms
41	Alligator Cracking	Load / Fatigue Failure
42	Bleeding	Construction Quality/ Mix Design
43	Block Cracking	Climate / Age
44	Corrugation	Load / Construction Quality
45	Depression	Subgrade Quality
46	Jet Blast	Aircraft
47	Joint Reflection - Cracking	Climate / Prior Pavement
48	Longitudinal/Transverse Cracking	Climate / Age
49	Oil Spillage	Aircraft / Vehicle
50	Patching	Utility / Pavement Repair
51	Polished Aggregate	Repeated Traffic Loading
52	Raveling	Climate / Load
53	Rutting	Repeated Traffic Loading
54	Shoving	PCC Pavement Growth / Movement
55	Slippage Cracking	Load / Pavement Bond
56	Swelling	Climate / Subgrade Quality
57	Weathering	Climate

Source: U.S. Army CERL, FDOT Airfield Inspection Reference Manual

Table 3-2: Airfield Pavement Distresses for Portland Cement Concrete

Code	Distress	Primary Mechanisms
61	Blow-up	Climate / Alkali Silica Reaction
62	Corner Break	Load Repetition / Curling Stresses
63	Linear Cracking	Load Repetition / Curling Stresses / Shrinkage Stresses
64	Durability Cracking	Freeze-Thaw Cycling
65	Joint Seal Damage	Material Deterioration / Construction Quality
66	Small Patch	Pavement Repair
67	Large Patch/Utility Cut	Utility / Pavement Repair
68	Popout	Freeze-Thaw Cycling
69	Pumping	Load Repetition / Poor Joint Sealant
70	Scaling/Crazing	Construction Quality / Freeze-Thaw Cycling
71	Faulting	Load Repetition / Subgrade Quality
72	Shattered Slab	Overloading
73	Shrinkage Cracking	Construction Quality / Load
74	Joint Spalling	Load Repetition / Infiltration of Incompressible Material
75	Corner Spalling	Load Repetition / Infiltration of Incompressible Material
76	Alkali-Silica Reaction	Construction Quality / Climate

Source: U.S. Army CERL, FDOT Airfield Inspection Reference Manual

3.2 Airfield Pavement Condition Index Rating Results

From the condition survey inspection performed in 2015 at Fernandina Beach Municipal Airport, the overall weighted average PCI value is 75 representing a condition rating of Satisfactory.

The airport's airfield pavements exhibited distresses typically associated with climate, age, subgrade quality, and loading fatigue based distresses. The predominant AC and AAC pavement distresses observed include: longitudinal and transverse cracking, block cracking, depression, swelling, bleeding, raveling, and weathering. The PCC pavement distresses observed were joint seal damage, faulting, scaling/crazing, linear cracking, shattered slab, corner break, shrinkage cracking, small patch, corner spalling, and joint spalling.

Runway 13-31 is composed of Asphalt concrete pavement and exhibited low severity longitudinal and transverse cracking, low severity block cracking and low severity weathering. These distresses are due to climate and age of the pavement. Low severity depressions were observed at the 13 end of Runway 13-31, which are indication of subgrade quality issues.

Runway 4-22 is composed of Asphalt concrete pavement and exhibited longitudinal and transverse cracking, raveling, and weathering. These distresses are due to climate and pavement age. The north portion of Runway 4-22 underwent rehabilitation in 2014, with a new pavement section consisting of 4" P-401, 6" P-211, and 12" stabilized subgrade. The new pavement was not inspected and has an assumed PCI of 100.

Runway 9-27 consists of whitetopping pavement with PCC pavement at each end. The distresses observed within the PCC pavement were: Joint seal damage, corner spalling, joint spalling, small patch, and shrinkage cracking. These distresses are due to construction quality, pavement repairs, and load repetition.

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 (less than 6-inches), Thin (4 to 6-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.

The airport had Whitetopping pavement sections, Conventional and Ultra-thin, on Runway 9-27 and Taxiway Charlie. The Whitetopping distresses observed at this airport consist of the following; Joint Spalls, Corner Spalls, Construction Damage, and Vegetation. These distresses are not defined in accordance with the ASTM D 5340-12.

Taxiway Alpha is the full length parallel taxiway to Runway 9-27 and exhibited low severity longitudinal and transverse cracking, low severity raveling, low severity weathering, and bleeding. A significant amount of bleeding was observed on Taxiway Alpha in the area adjacent to the North Apron. Bleeding is caused by

excessive amounts of asphalt cement of tars in the mix and/or low air-void ratio. It occurs when asphalt fills the voids of the mix during hot weather and then expands onto the surface of the pavement, asphalt material or tar will accumulate on the surface.

Asphalt concrete taxiways throughout the airport exhibited longitudinal and transverse cracking, depressions, patching, swelling, bleeding, raveling, and weathering. The above distresses are attributed to climate and age of pavement, pavement repairs, subgrade quality, and construction quality. PCC pavement taxiways exhibited small patch, shrinkage cracking, joint spalling, corner spalling, and corner break.

The apron pavements consisting of asphalt concrete exhibited longitudinal and transverse cracking, block cracking, depression, swelling, alligator cracking, patching, oil spillage, raveling, and weathering. PCC apron pavements exhibited joint seal damage, faulting, scaling/crazing, linear cracking, shattered slab, shrinkage cracking and corner break. A portion of the North Apron underwent rehabilitation in 2014 with a mill and overlay of the existing AC pavement and removal of the PCC pavement replaced with full depth AC pavement.

Appendix B contains Table B-1 which summarizes the Section Condition Values and an Airfield Pavement Condition Index Rating Exhibit, Figure B-1, which depicts the PCI results by Section. Appendix C contains MicroPAVER reports of PCI results by Branch and Section. Appendix H includes the most current detailed distress data generated by MicroPAVER for each inspected sample unit for this update.

The pavement condition at Fernandina Beach Municipal Airport is represented in Figure 3-1 in accordance with the condition categories and PCI scale referenced in ASTM D 5340. Further detail is provided in Table 3-3 which describes the breakdown of the airport's airfield conditions according to area and use.

Figure 3-1: Airfield Pavement Condition Index Rating Summary

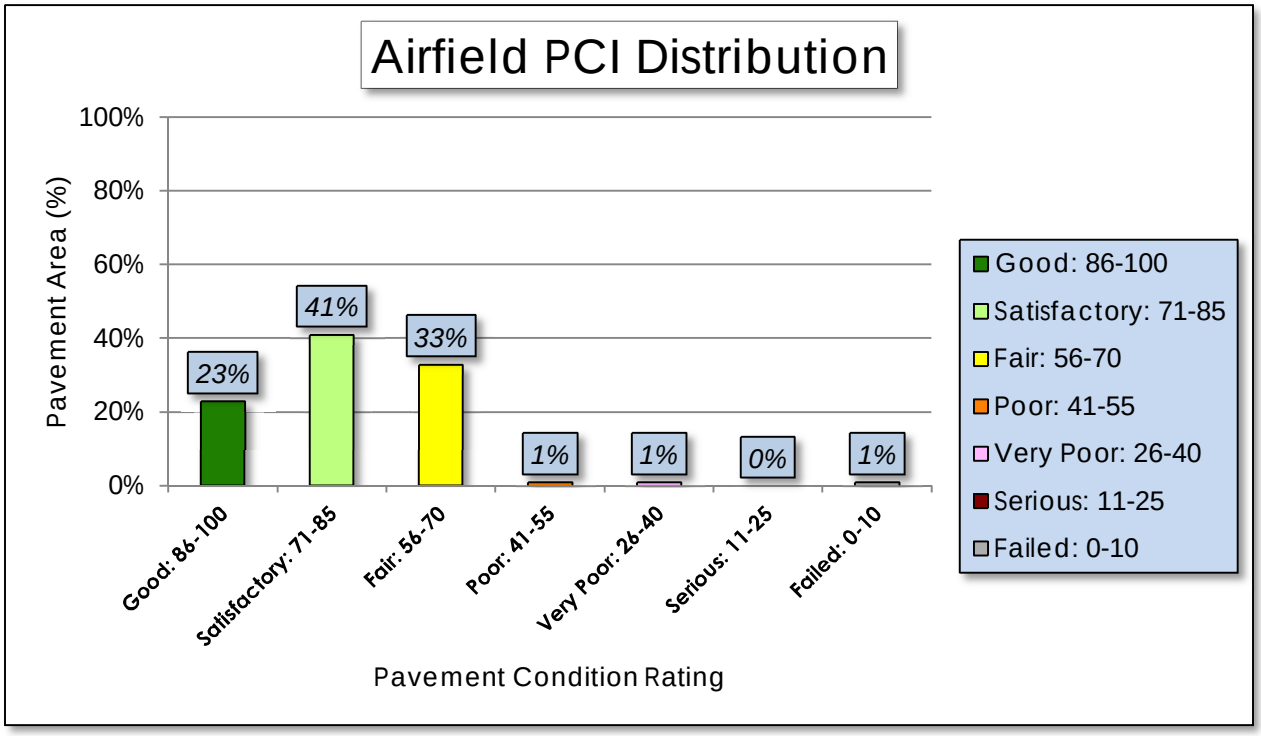


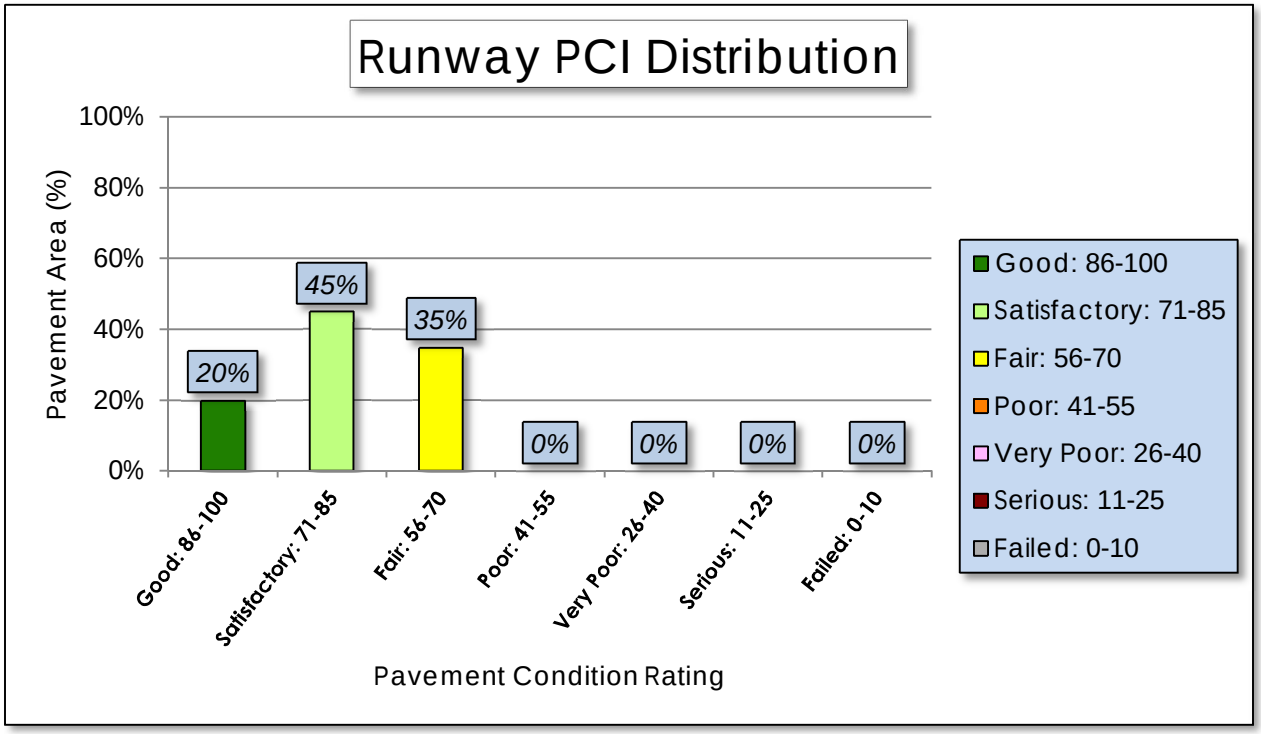
Table 3-3: Pavement Condition Index Rating Summary

Airfield Pavement Use		
Use	Average Area-Weighted PCI	Condition Rating
Runway	76	SATISFACTORY
Taxiway	74	SATISFACTORY
Apron	73	SATISFACTORY
Condition Area		
Condition Rating	Area (SF)	Relative Area (%)
Good	540,563	28%
Satisfactory	977,391	27%
Fair	760,822	19%
Poor	25,470	12%
Very Poor	11,198	11%
Serious	-	2%
Failed	23,835	1%

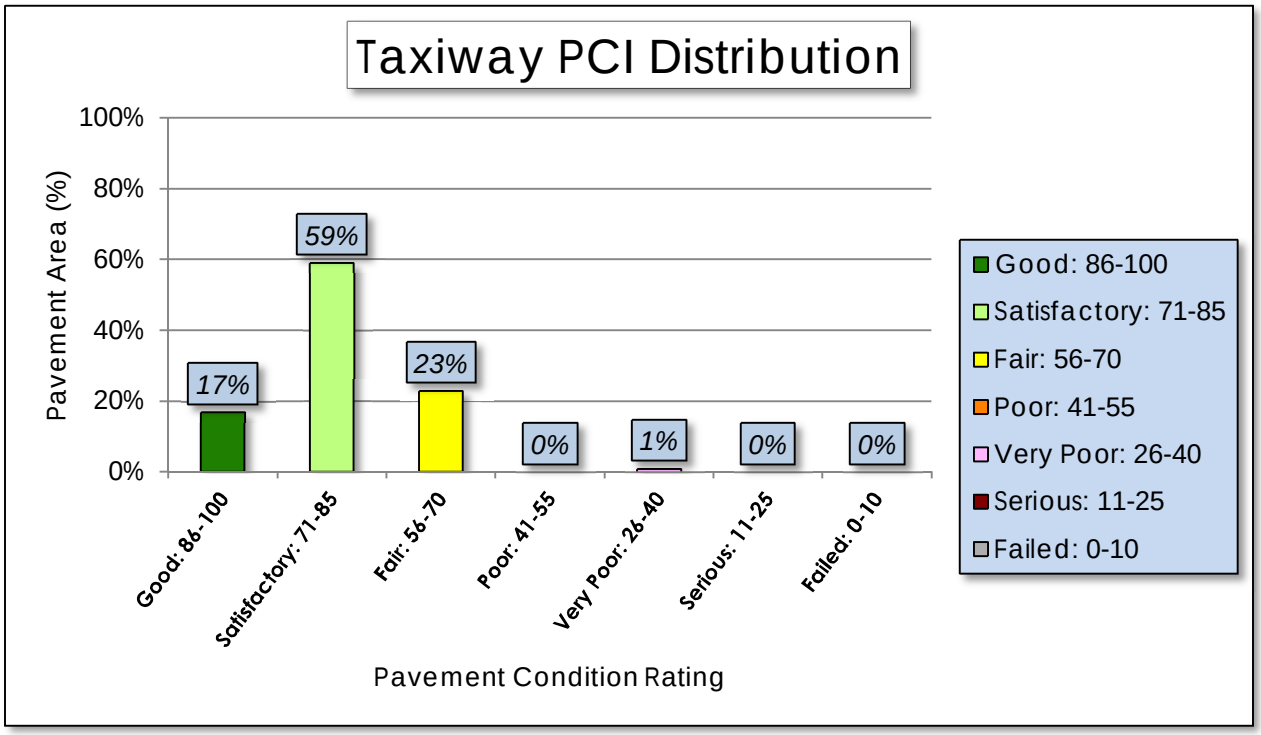
Approximately 55% of the airfield network is in Good and Satisfactory condition, while 26% of the network is in a Poor to Failed condition. Table 3-3 provides a breakdown of total area for each pavement by condition rating. Figures 3.2 a, b, c depict the condition rating of the airfield pavement by Branch Use. Photographs taken during the condition survey inspection are included in Appendix G. The photographs included are intended to be representative of the distress observed.

Figure 3-2: Percentage of Pavement Area by Condition Rating by Use

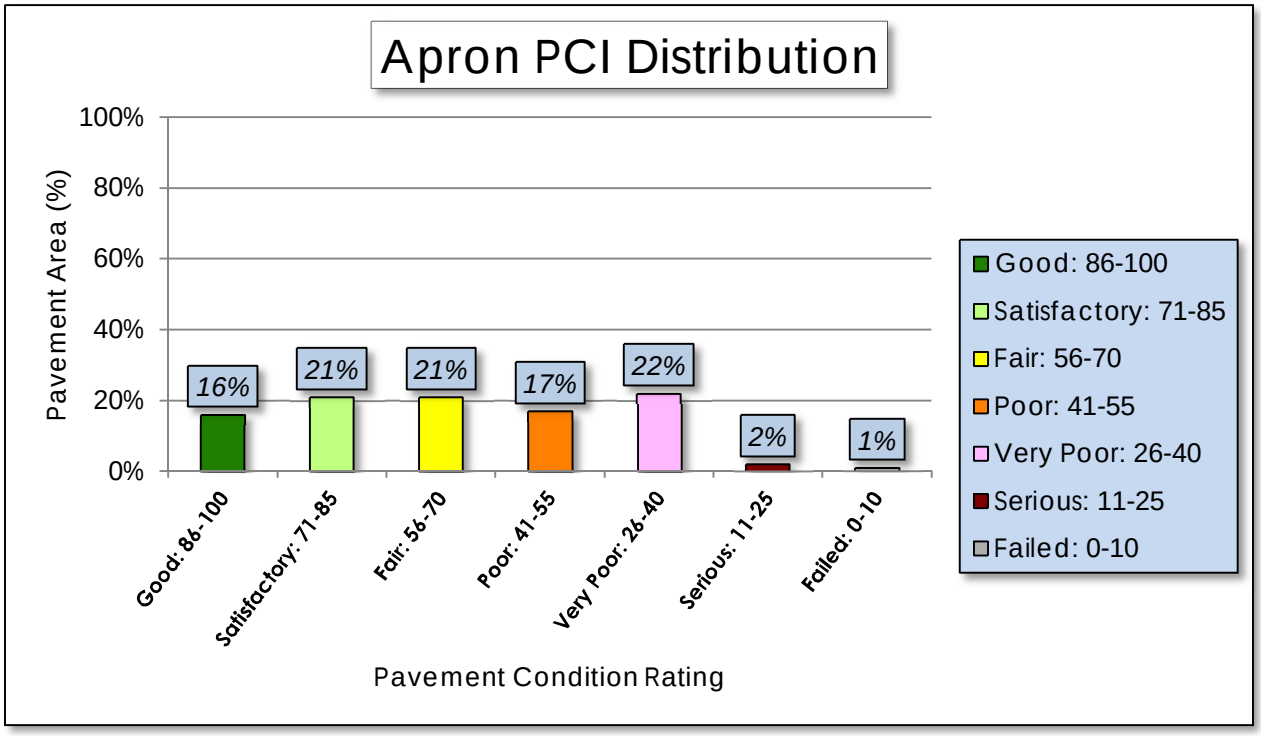
(a) Runway



(b) Taxiway



(c) Apron


Apron PCI Distribution
100%
80%
60%
40%
20%
0%
Pavement Area (%)
16%
21%
21%
17%
22%
2%
1%
Good: 86-100
Satisfactory: 71-85
Fair: 56-70
Poor: 41-55
Very Poor: 26-40
Serious: 11-25
Failed: 0-10
Pavement Condition Rating

4. PAVEMENT PERFORMANCE

Pavement performance models are developed from the distress data collected for the SAPMP for the Florida Airports System. This data is consolidated in a database and organized by inspection date, pavement type, age, pavement use, and airport category. The pavement performance models are used to develop broad prediction models, also known as pavement condition deterioration curves.

The consolidation of the Florida Airports System's pavement infrastructure within the FDOT SAPMP is based on data that has been collected in a consistent method of measurement. The historic pavement condition, or performance trend, has been compiled throughout the system with data from the inception of the SAPMP. This data is processed into models that have been analyzed and developed into prediction curves based upon pavement characteristics. These characteristics include; climate, construction material, and operations. Each model has been developed based on the following criteria:

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

>FACILITY USE (Runway, Taxiway, or Apron)

>>FACILITY SURFACE TYPE (AC, AAC, APC, or PCC)

The historic trends of pavement performance at Florida airport facilities for all performance models are consolidated within the program database. This information is utilized in the prediction of pavement performance based on the current PCI determined from the inspections that took place between 2013 and 2015. Major rehabilitation is planned based on the predicted PCI. The intent of this is for both the individual airport and the FDOT District personnel to be aware of anticipated major rehabilitation work based on condition.

Each airport's airfield pavement section condition, for a given inspection year, is one data point that was used as the basis of each performance trend using a performance model based on pavements of similar background. Figures 4-1, 4-2, and 4-3 represent the pavement performance prediction at Fernandina Beach Municipal Airport based on pavement use. Each figure depicts the FDOT recommended Minimum Service Level PCI value for each facility use.

Figure 4-1: Runway Pavement Performance Prediction Summary

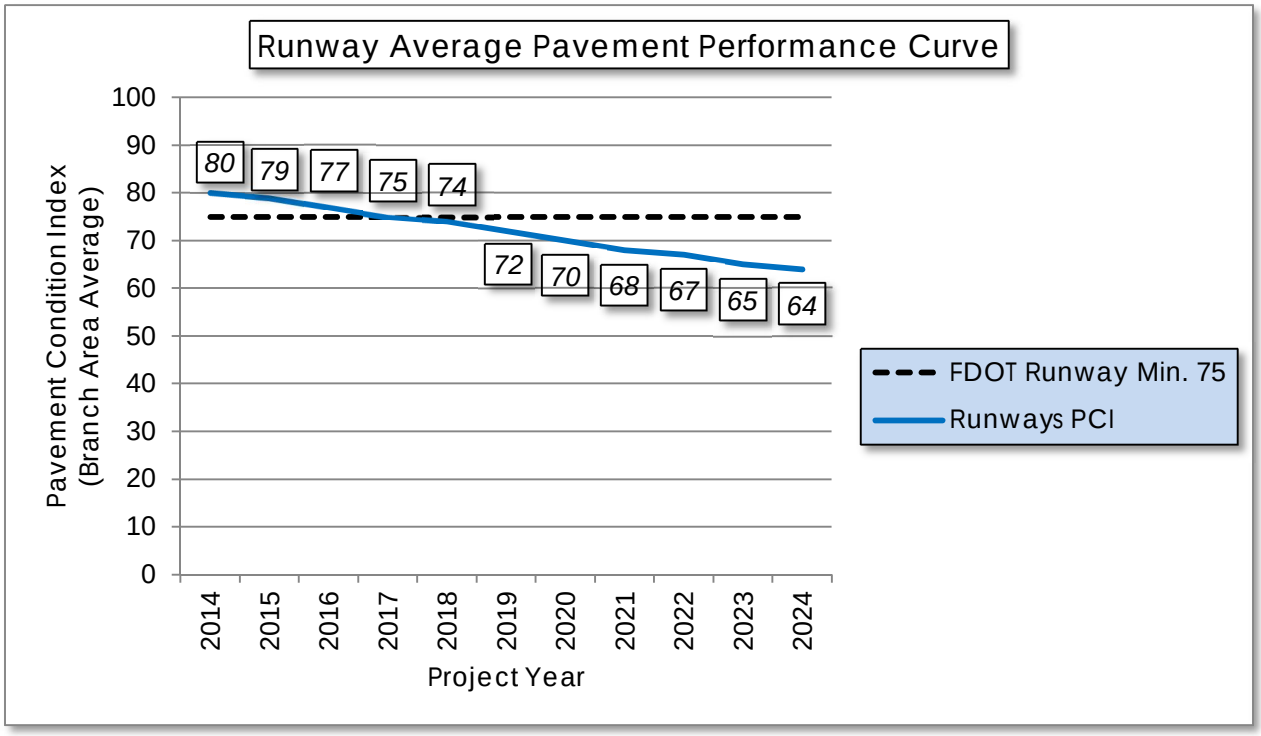


Figure 4-2: Taxiway Pavement Performance Prediction Summary

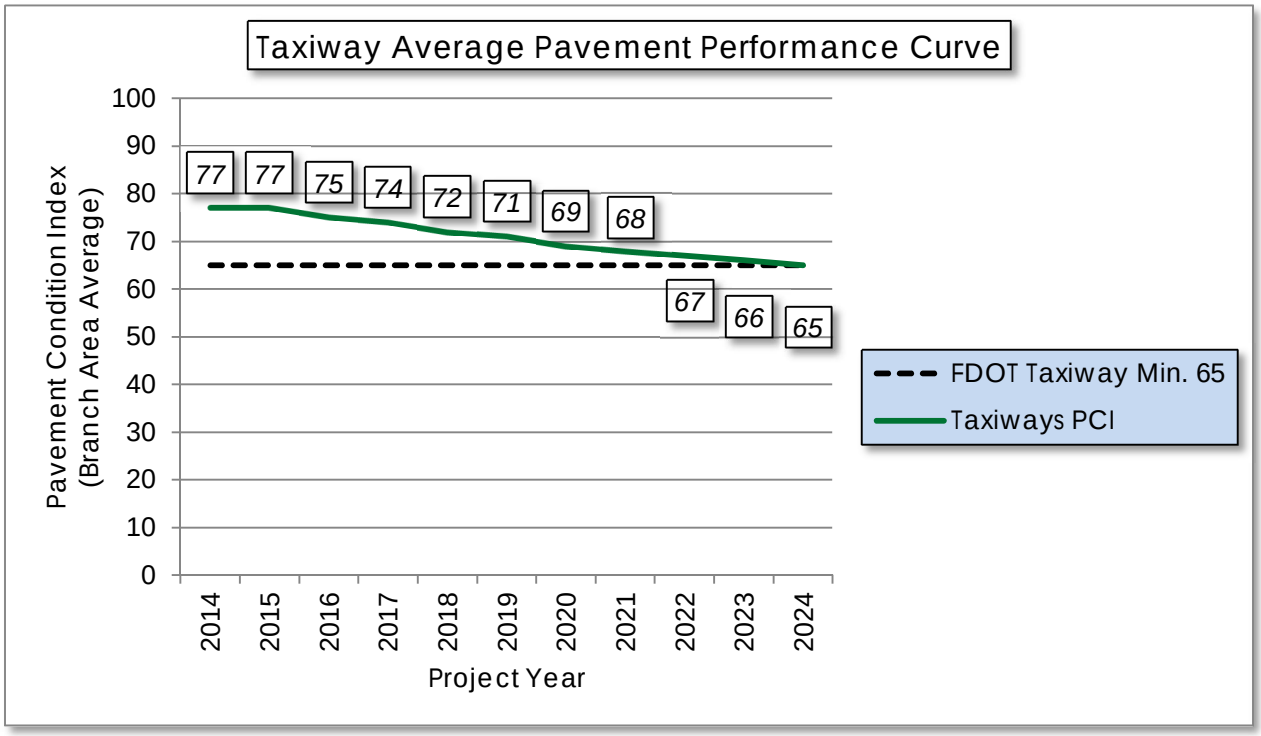
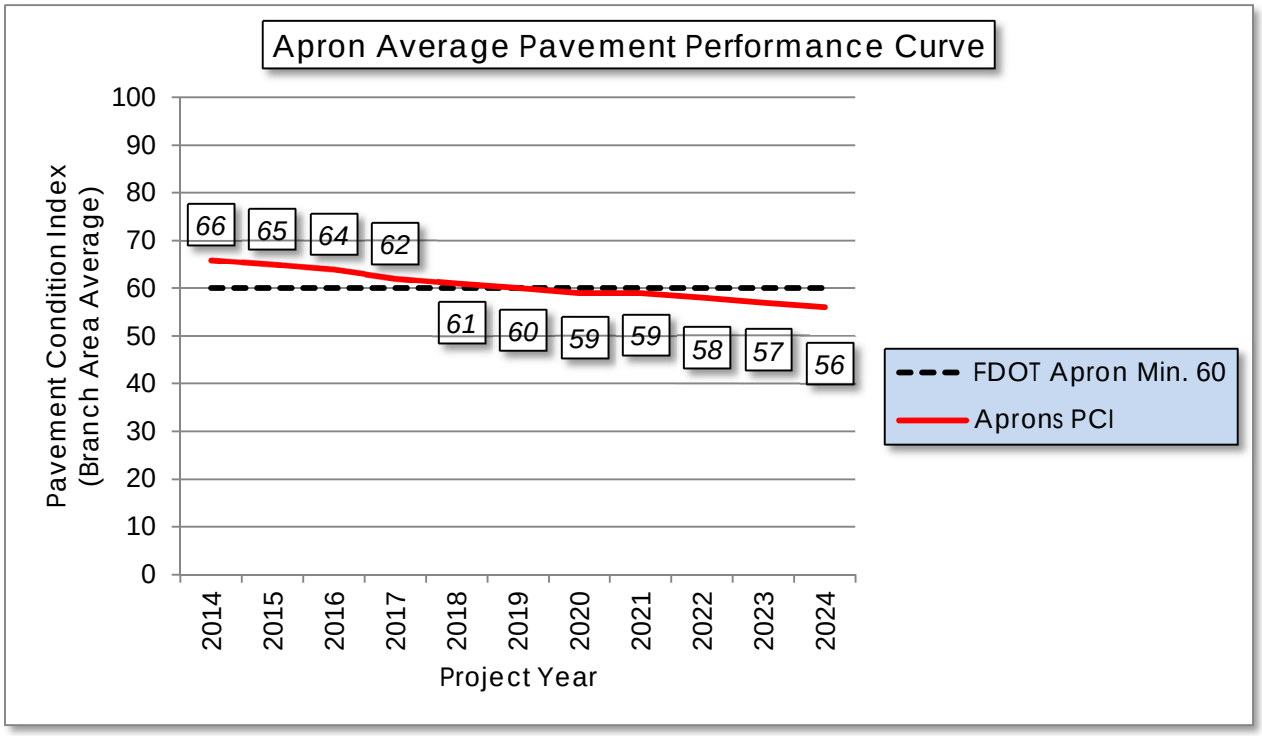


Figure 4-3: Apron Pavement Performance Prediction Summary



Pavement performance modeling to predict the future PCI is primarily done to predict PCI at the Section level for the purpose of planning Major Rehabilitation work. In Appendix D, Table D-1 represents the predicted area-weighted PCI by Section for the airport's airfield pavement infrastructure.

5. AIRFIELD PAVEMENT MAINTENANCE POLICIES AND COSTS

5.1 Policies

Airfield Pavement Maintenance policies are guidance on pavement construction methods used to develop, maintain, repair, and rehabilitate pavement infrastructure based on distresses encountered during the condition surveys.

Maintenance refers to the repair and preservation-type activities that are applied locally to specific distress types on the pavement. These activities for the SAPMP are considered preventative and corrective in nature and are highly recommended to help improve pavement performance and extend pavement life. The SAPMP maintenance policies are based on the FAA Advisory Circular 150/5380-6C and guidance provided in the FDOT Airfield Pavement Repair Manual.

For the purpose of the SAPMP; the maintenance repair needs that are identified and quantified are based solely on the pavement distresses observed and recorded at the time of the inspection. Based on a specific distress type and severity observed, a particular repair work type is recommended and quantified based on the extrapolated section distresses. The repair program identified is specific to the current distresses. Future maintenance planning budgets are based on this initial determination. Tables 5-1 and 5-2 provide the list of maintenance activities incorporated into the SAPMP MicroPAVER database to treat specific distress types and severities.

Table 5-1: Recommended AC, AAC, and APC Maintenance and Repair Policy

Surface Type	Distress Code	Distress Name	Severity	Maintenance Work Type	Work Unit
Flexible Asphalt Concrete (AC, AAC, APC)	41	Alligator Cracking	L, M, H	Full Depth Pavement Patch	Square Feet
	42	Bleeding	N/A	Partial Depth Pavement Patch	Square Feet
	43	Block Cracking	L	Seal Coat Treatment	Square Feet
	43	Block Cracking	M, H	Full Depth Pavement Patch	Square Feet
	44	Corrugation	L, M, H	Full Depth Pavement Patch	Square Feet
	45	Depression	L, M, H	Full Depth Pavement Patch	Square Feet
	46	Jet Blast Erosion	L, M, H	Full Depth Pavement Patch	Square Feet
	47	Joint Reflection Cracking	L	Crack Sealing	Linear Feet
	47	Joint Reflection Cracking	M, H	Full Depth Pavement Patch	Square Feet
	48	Longitudinal/Transverse Cracking	L, M, H	Crack Sealing	Linear Feet
	49	Oil Spillage	L, M	Seal Coat Treatment	Square Feet
	49	Oil Spillage	H	Full Depth Pavement Patch	Square Feet
	50	Patch and Utility Patching	M	Full Depth Pavement Patch	Square Feet
	50	Patch and Utility Patching	H	Full Depth Pavement Patch	Square Feet
	51	Polished Aggregate	L, M, H	Slurry Seal Coat Treatment	Square Feet
	52	Raveling	L, M	Slurry Seal Coat Treatment	Square Feet
	52	Raveling	H	Partial Depth Pavement Patch	Square Feet
	53	Rutting	L, M, H	Full Depth Pavement Patch	Square Feet
	54	Shoving	L, M, H	Grinding / Removal	Square Feet
	55	Slippage Cracking	L, M, H	Full Depth Pavement Patch	Square Feet
	56	Swelling	M, H	Full Depth Pavement Patch	Square Feet
	57	Weathering	M, H	Seal Coat Treatment	Square Feet

Table 5-2: Recommended PCC Maintenance and Repair Policy

Surface Type	Distress Code	Distress Name	Severity	Maintenance Work Type	Work Unit
Rigid Pavement (PCC)	61	Blowup	L, M, H	Slab Replacement / Full Depth Patch	Square Feet
	62	Corner Break	L, M, H	Partial Slab Full Depth Patch - PCC	Square Feet
	63	Longitudinal/Transverse/Diagonal Cracking	H	Crack Sealing - PCC	Linear Feet
	64	Durability Cracking	M, H	Slab Replacement / Full Depth Patch	Square Feet
	65	Joint Seal Damage	L, M, H	Joint Seal Repair (Local)	Linear Feet
	66	Patching, Small	M, H	Partial Slab Full Depth Patch – PCC	Square Feet
	67	Patching, Large	M, H	Partial Slab Full Depth Patch – PCC	Square Feet
	69	Pumping	L, M, H	Slab Stabilization / Slab Jacking	Square Feet
	70	Scaling/Map Cracking/Crazing	L, M	Micro-mill and Seal - PCC	Square Feet
	70	Scaling/Map Cracking/Crazing	H	Slab Replacement / Full Depth Patch	Square Feet
	71	Settlement / Faulting	L	Micro-mill and Seal - PCC	Square Feet
	71	Settlement / Faulting	M, H	Slab Stabilization / Slab Jacking	Square Feet
	72	Shattered Slab	L, M, H	Slab Replacement / Full Depth Patch	Square Feet
	73	Shrinkage Cracks	N/A	Crack Sealing - PCC	Linear Feet
	74	Longitudinal/Transverse Joint Spalling	L, M, H	Partial Patch - PCC	Square Feet

Surface Type	Distress Code	Distress Name	Severity	Maintenance Work Type	Work Unit
	75	Corner Spalling	L, M, H	Partial Patch - PCC	Square Feet
	76	Alkali-Silica Reaction	L	Seal Coat Treatment	Square Feet
	76	Alkali-Silica Reaction	M	Micro-mill and Seal - PCC	Square Feet
	76	Alkali-Silica Reaction	H	Slab Replacement / Full Depth Patch	Square Feet

Though proactive pavement maintenance and preservation is highly recommended in an APMS; it is recognized that pavement that has deteriorated below a certain PCI would benefit more from major rehabilitation rather than localized maintenance and repair work. Major rehabilitation is recommended when the pavement condition decreases below a critical point such that the deterioration is extensive or the rate of deterioration is so great that maintenance repair efforts are no longer cost-efficient. This critical point is called "Critical PCI". The critical PCI levels for different pavement and branch types were established by the FDOT and were used in this update to develop a maintenance and major rehabilitation plan for the airport. Sections that are above the "Critical PCI" levels will be recommended for maintenance, repair, and preservation treatments, assuming there are no significant load-related distresses. For those Sections below the Critical PCI, the recommended action will consist of major rehabilitation work. This approach is used for the Section's Current PCI value and the predicted PCI value for future rehabilitation.

The FDOT has recommended minimum service level PCI for airports based on pavement facility use, airport type, and expected loading frequency. This minimum service level PCI is recommended to ensure the pavement provides a safe operational surface and efficiently uses maintenance and rehabilitation budgets. Separately, the Critical PCI is a value based on historic pavement performance trends and costs. It is at a PCI value of 65, for most airports, at which major rehabilitation is recommended over maintenance level efforts. Table 5-3 identifies the FDOT recommended PCI by use and the critical PCI value for the most important pavements at the airport. This is due to the condition of the pavement and the cost effectiveness of the work. A very important concept of a good pavement management system is the proactive preservation of

pavements that are above Critical PCI condition. Conversely, allowing pavement to deteriorate beyond maintenance and performing "worst first" major rehabilitation may cost much more over the life of a pavement.

Table 5-3: Critical and Minimum Service Level PCI for General Aviation Airports

Use	FDOT Recommended PCI	Critical PCI
Runway	75	65
Taxiway	65	65
Apron	65	65

Based on historic trends of pavement performance and industry standard practices in pavement maintenance and rehabilitation, the SAPMP included general guidance on construction activity based on condition PCI, as shown on Table 5-4. It is recommended that further investigation of underlying pavement conditions is performed at the design phase.

Table 5-4: Maintenance and Major Rehabilitation Activity Based on PCI

Category	Activity	PCI Range
Maintenance	▪ Crack Sealing (AC/PCC) ▪ Partial Depth Patching (AC) ▪ Full Depth Patching (AC/PCC) ▪ Surface Treatment (AC)	75 - 90
Rehabilitation	▪ Mill and Overlay (AC) ▪ Concrete Pavement Restoration (PCC)	40 - 74
	▪ Full Depth Pavement Reconstruction	0 - 39

The PCI standard scale ranges from a value of 0, typically representing a pavement in a failed condition, to a value of 100 which typically represents a pavement in new or good condition. Generally, airfield pavement sections with a PCI of 75 or higher that are not exhibiting distresses due to aircraft loading will benefit from maintenance activities such as crack sealing, patching, and surface treatments. Pavement sections with PCI values within the range of 40 to 74 may require major rehabilitation, such as a mill and overlay. Lastly, pavement sections with a PCI value of 40 or less are recommended to undergo pavement

reconstruction. Generally pavement reconstruction is the only practical means of restoration due to the substantial distresses observed in the pavement structure. Since PCI values are based solely on the visual determination of pavement distresses and deterioration, this method does not provide a direct measure of structural integrity.

5.2 Unit Costs

The FDOT SAPMP developed and updated the maintenance and major rehabilitation costs based on public cost databases for airport and highway pavement construction. Additionally, cost data collected from FDOT and FAA sponsored projects in the Florida Airports System were utilized to identify construction cost trends across the state.

The maintenance, repair, and preservation activity costs have been updated and developed using readily available construction cost data at the time of this update. The costs depicted in this report for both maintenance and major rehabilitation are intended for planning purposes.

5.3 Maintenance, Repair, and Major Rehabilitation

FDOT recognizes that although pavement mill and overlay is recommended for flexible asphalt concrete pavement within a PCI range from 40 to 74, it is conceivable that airports may not have adequate funding to perform this type of major rehabilitation. A comprehensive surface treatment; per the treatments described in FAA AC 150/5370-10G Standards for Specifying Construction of Airports, as a maintenance rehabilitation activity, can be used in lieu of asphalt concrete pavement mill and overlay. However, it should be understood that these measures provide only a short term extension of pavement life. While the cost of surface treatments are significantly lower than that of pavement mill and overlay, it is not intended or implied to be a full rehabilitative measure for long term benefit. Table 5-5 and Table 5-6 provide budget costs associated with the work types shown in the table.

Table 5-5: AC Maintenance Unit Costs

Surface Type	Maintenance Work Type	Cost	Work Unit
Flexible Asphalt Concrete (AC, AAC, APC)	Full Depth Pavement Patch	$5.00	Square Feet
	Partial Depth Pavement Patch	$3.00	Square Feet
	Seal Coat Treatment	$0.55	Square Feet
	Crack Sealing	$2.75	Linear Feet
	Slurry Seal Coat Treatment	$0.55	Square Feet
	Grinding / Removal	$2.10	Square Feet

Table 5-6: PCC Maintenance Unit Costs

Surface Type	Maintenance Work Type	Cost	Work Unit
Rigid Pavement (PCC)	Slab Replacement / Full Depth Patch	$45.00	Square Feet
	Partial Patch - PCC	$19.10	Square Feet
	Crack Sealing - PCC	$4.25	Linear Feet
	Joint Seal Repair (Local)	$3.00	Linear Feet
	Slab Stabilization / Slab Jacking	$45.00	Square Feet
	Micro-mill and Seal - PCC	$1.00	Square Feet
	Seal Coat Treatment	$1.00	Square Feet

As part of the SAPMP update, the distress data observed at each airport during the inspection is extrapolated on a section basis to make maintenance recommendations. These recommendations are a direct result of the distress types, severities, and quantities observed at the time of inspection. The maintenance recommendations and planning costs are correlated with the airport's airfield pavement network's overall area weighted PCI and used to plan

future maintenance costs. Future maintenance costs are planning budgets that are not specific to a pavement section, but are estimates for the entire airfield. Table 5-7 provides budget costs associated with the rehabilitation activities.

Table 5-7: Rehabilitation Activities and Unit Costs by Condition for General Aviation Airports

Category	Activity	PCI Range	Cost/SqFt
Rehabilitation	▪ Mill and Overlay (AC)	40 - 74	$8.00
	▪ Concrete Pavement Restoration (PCC)		$10.00
	▪ Full Depth Pavement Reconstruction	0 - 39	$15.00

A cost scale has been developed based on PCI to develop planning level budgets for the airfield pavements. The cost scale is adjusted by project year based on an assumed inflation rate of 3%. In Appendix E, Table E-1 summarizes the Year-1 maintenance and repair recommendations based on the most recent inspection. The summary in Table E-1 does not take into account any rehabilitation activities, but rather summarizes preventative activities for all PCI ranges, including below critical PCI sections.

6. MAJOR PAVEMENT REHABILITATION NEEDS

As part of the SAPMP, major pavement rehabilitation planning is developed based on current and predicted PCI in comparison with the Critical PCI. The Critical PCI has been determined based on the historic trends of pavement condition relative to the benefit of maintenance and repair activities. Pavement sections determined to have a PCI less than that of the Critical PCI are assumed to have deteriorated to a point at which maintenance and repair level activity would provide little benefit.

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 from a functionality perspective. In addition, major rehabilitation is also recommended when the Section PCI is above the Critical PCI but the Section has load-related PCI distresses. However, most major rehabilitation work is recommended when the Section PCI is below the Critical PCI, which is when maintenance and repair level activities are not considered to be cost effective.

Major rehabilitation is identified within the 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 and re-construction. This analysis was conducted with no constraints to budgets as a means to identify all pavement projects based on Critical PCI for a 10-year duration. It is recommended that the airport use this as a planning tool for future project development and prioritization. Table 6-1 depicts the major rehabilitation work identified on the pavement section level based on current and predicted pavement PCI.

Airports should consider the major rehabilitation work types of mill and overlay, PCC restoration, and reconstruction planning level classifications only. Additional design level investigation in accordance to the FAA Advisory Circulars will be required to identify specific areas within each section that are subject to reconstruction, mill and overlay, and PCC restoration. The work and budgets identified are intended for the planning level not the design level. Areas identified as mill and overlay may in fact require select areas of reconstruction should load-based distresses observed warrant it.

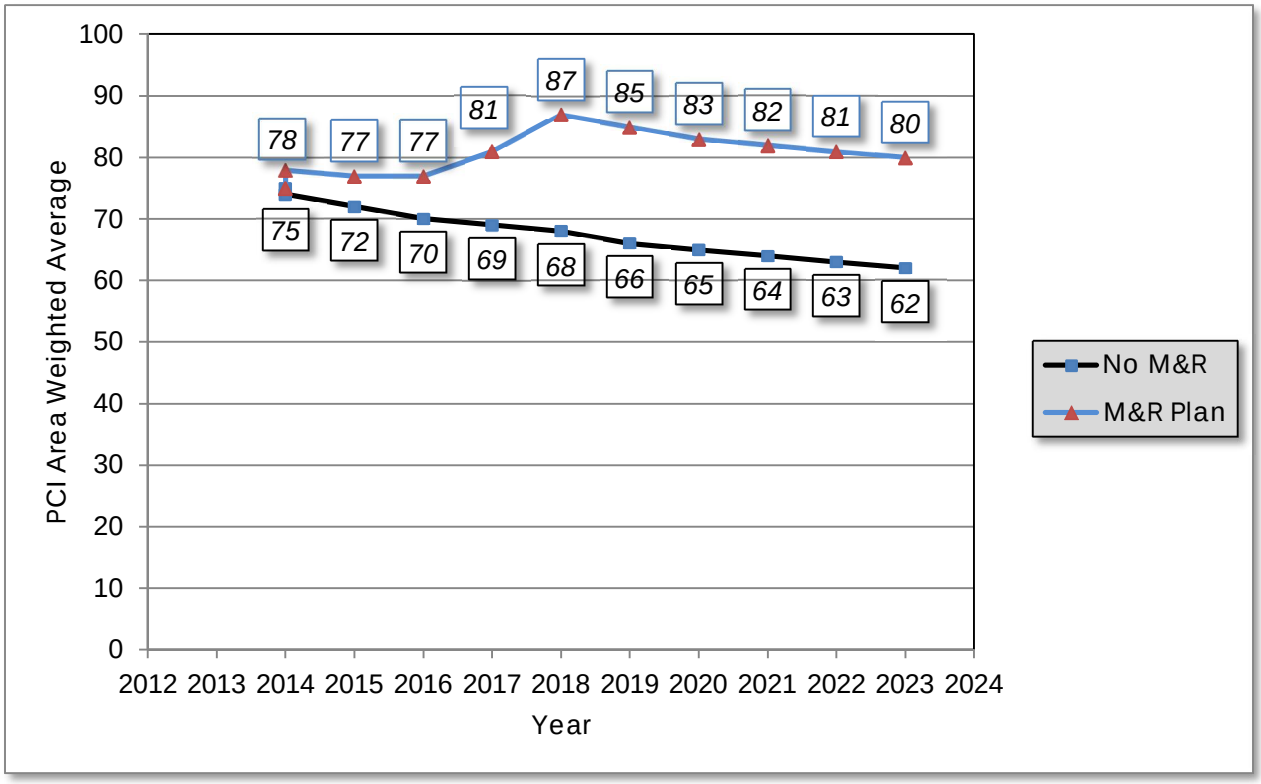
Table 6-1: Summary of Major Rehabilitation

Year	Branch ID	Section ID	Major M&R Costs*	PCI Before M&R	M&R Activity	PCI After M&R
2015	AP N	4220	$ 357,525.00	0	Reconstruction	100
2015	AP NW	4105	$ 163,094.00	41	Mill and Overlay	100
2015	AP NW	4110	$ 145,156.00	50	Mill and Overlay	100
2015	TW B	210	$ 1,350,250.00	62	Mill and Overlay	100
2015	TW B	220	$ 175,000.00	59	Mill and Overlay	100
2015	TW C	120	$ 94,420.00	63	Mill and Overlay	100
2015	TW C	145	$ 167,970.00	38	Reconstruction	100
2015	TW NW AP	505	$ 29,760.00	65	Mill and Overlay	100
2017	AP N	4215	$ 1,654,208.00	65	Mill and Overlay	100
2018	RW 13-31	6225	$ 126,669.00	65	Mill and Overlay	100
2018	RW 4-22	6105	$ 4,141,435.00	64	Mill and Overlay	100
2019	RW 13-31	6215	$ 5,396,432.00	65	Mill and Overlay	100
2019	TW B	215	$ 80,429.00	65	Mill and Overlay	100
2020	AP RU N	4510	$ 85,415.00	65	Mill and Overlay	100
2020	TW B	225	$ 78,112.00	65	Mill and Overlay	100
2021	TW B	230	$ 441,035.00	65	Mill and Overlay	100
2022	AP T-HANG	4307	$ 345,718.00	65	Mill and Overlay	100
2022	TW B	205	$ 143,711.00	64	Mill and Overlay	100
2022	TW B	235	$ 348,153.00	64	Mill and Overlay	100
2023	TW D	417	$ 221,596.00	64	Mill and Overlay	100
2024	TW A	325	$ 935,679.00	65	Mill and Overlay	100
2024	TW D	425	$ 126,485.00	64	Mill and Overlay	100
		Total =	$16,608,252.00			

**Costs are adjusted for inflation at 3%.*

The 10-year major rehabilitation program addresses those pavement sections that have a current or project PCI that is below the Critical PCI of 65 during the 10-year analysis period. The unconstrained or "unlimited budget" Major Rehabilitation Program is compared to a "No Major Rehabilitation Program" scenario in Figure 6-1. As shown, if no major rehabilitation work is completed in the next 10 years at your airport, the average PCI may be 18 points less than a plan that provides timely repairs to the airfield pavements.

Figure 6-1: 10-Year Major Rehabilitation Budget Scenario Analysis



7. PREVENTATIVE AND MAJOR REHABILITATION PLANNING

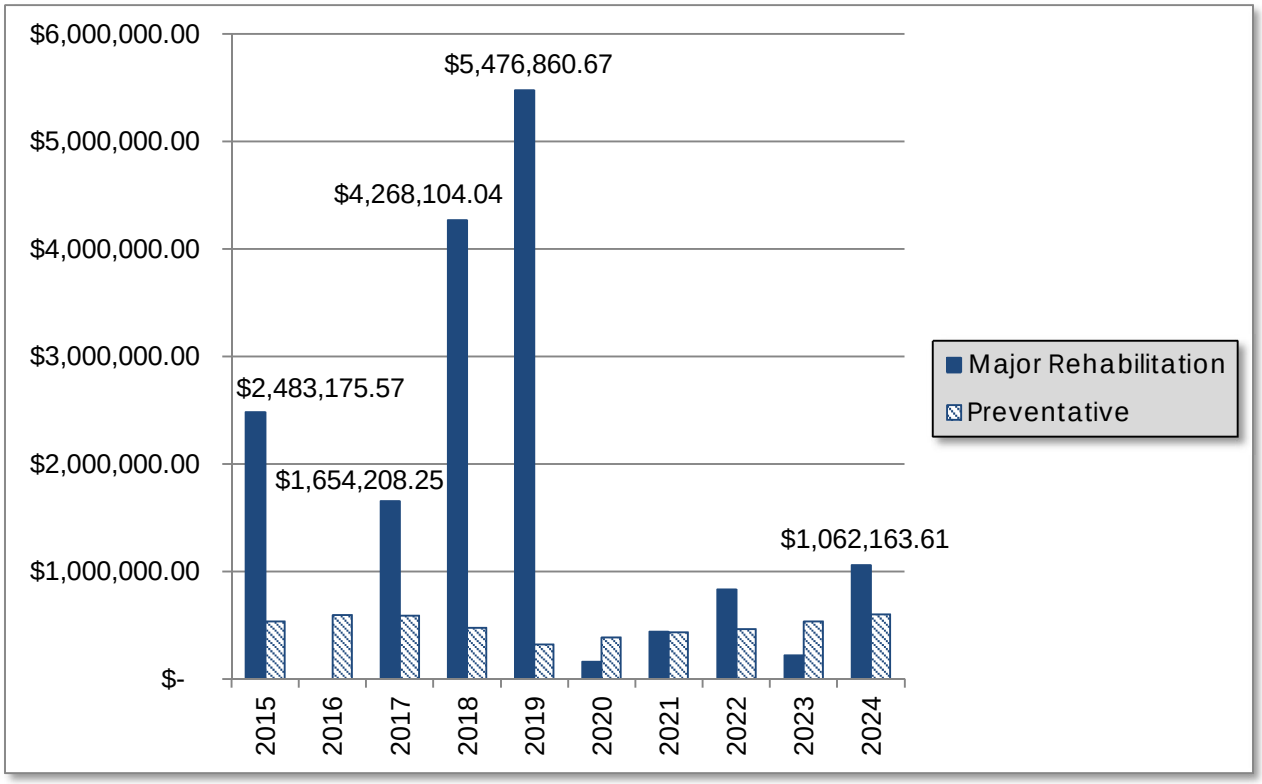
The preventative and major rehabilitation results include activities that are based on distresses observed and unconstrained by budget limits. FDOT recognizes that the projects identified as Year-1 needs in 2015, based on condition, may exceed a typical annual budget level. It is recommended that each airport further evaluate each project's feasibility and desirability based on the airport's future development plans and budgeting scenarios.

In an effort to identify appropriate budget levels, the 10-year Preventative and Major Rehabilitation analysis evaluated projected budget needs based on predicted PCI of each pavement section. Table 7-1 and Figure 7-1 provides a summary of the expected preventative and major rehabilitation for each program year.

Table 7-1: 10-Year Preventative and Major Rehabilitation Summary

Program Year	Preventative	Major Rehabilitation	Total Year Costs
2015	$ 539,641.62	$ 2,483,175.57	$ 3,022,817.19
2016	$ 596,548.32	$ -	$ 596,548.32
2017	$ 589,390.58	$ 1,654,208.25	$ 2,243,598.83
2018	$ 475,138.29	$ 4,268,104.04	$ 4,743,242.33
2019	$ 322,582.37	$ 5,476,860.67	$ 5,799,443.04
2020	$ 387,791.47	$ 163,527.19	$ 551,318.67
2021	$ 436,197.57	$ 441,035.14	$ 877,232.71
2022	$ 466,029.37	$ 837,580.96	$ 1,303,610.33
2023	$ 535,863.73	$ 221,596.08	$ 757,459.81
2024	$ 603,465.72	$ 1,062,163.61	$ 1,665,629.33
		Total =	$ 21,560,900.56

Figure 7-1: 10-Year Preventative and Major Rehabilitation Summary



According to the most recent inspections at the time of this update; the following pavement sections were identified as a Year-1 need for major rehabilitation:

- North Apron – Section 4220
  - Reconstruction attributed to structural, climate/age, and construction quality.
- Northwest Apron – Sections 4105 and 4110
  - Mill and Overlay attributed to structural, climate/age, and construction quality.
- Taxiway NW Apron – Section 505
  - Mill and Overlay attributed to climate/age.
- Taxiway B – Sections 210 and 220
  - Mill and Overlay attributed to climate/age and construction quality.
- Taxiway C – Sections 120 and 145
  - Reconstruction and Mill and Overlay attributed to climate/age and construction quality.

Appendix E summarizes the preventative repair recommendations for Year-1 and Appendix F provides an exhibit, Airfield Pavement Major Rehabilitation that depicts the recommended major rehabilitation on the airfield pavement network according to work type and year.

8. VISUAL AID EXHIBITS

8.1 Airfield Pavement Network Definition Exhibit

The Airfield Pavement Network Definition Exhibit in Appendix A depicts the airfield layout in a manner that defines the airfield pavement infrastructure as branches, sections, and sample units in accordance with the ASTM D 5340-12. The exhibits are prepared and updated with information provided by the airport and from aerial imagery from the FDOT Surveying and Mapping publications.

8.2 Airfield Pavement System Inventory Exhibit

The Airfield Pavement System Inventory Exhibit in Appendix A depicts any recent airfield pavement construction activity reported by the airport. The exhibit is intended to identify pavement sections that may have changed in geometry and pavement composition that would affect the section delineation. The information provided in the Airport Response Form was used as the basis of the changes and confirmed with the airport personnel at the time of inspection.

8.3 Airfield Pavement Condition Index Rating Exhibit

The Airfield Pavement Condition Index Rating Exhibit in Appendix B has been prepared based on the section condition analysis of the distress data collected during the recent condition index rating survey. The exhibit graphically depicts the inventory with associated condition rating colors and PCI values.

8.4 Airfield Pavement Major Rehabilitation Exhibit

The Airfield Pavement Major Rehabilitation Exhibit in Appendix F has been prepared based on the section pavement performance model and major rehabilitation analysis. The exhibit graphically depicts the inventory with associated rehabilitation activity, program year, and the planning level costs.

8.5 Airfield Pavement Condition Survey Inspection Photographs

During the field condition survey inspection; inspectors photographed representative distress types observed. Select photographs are provided in Appendix G to provide visual support to special pavement conditions or distresses observed.

9. RECOMMENDATIONS

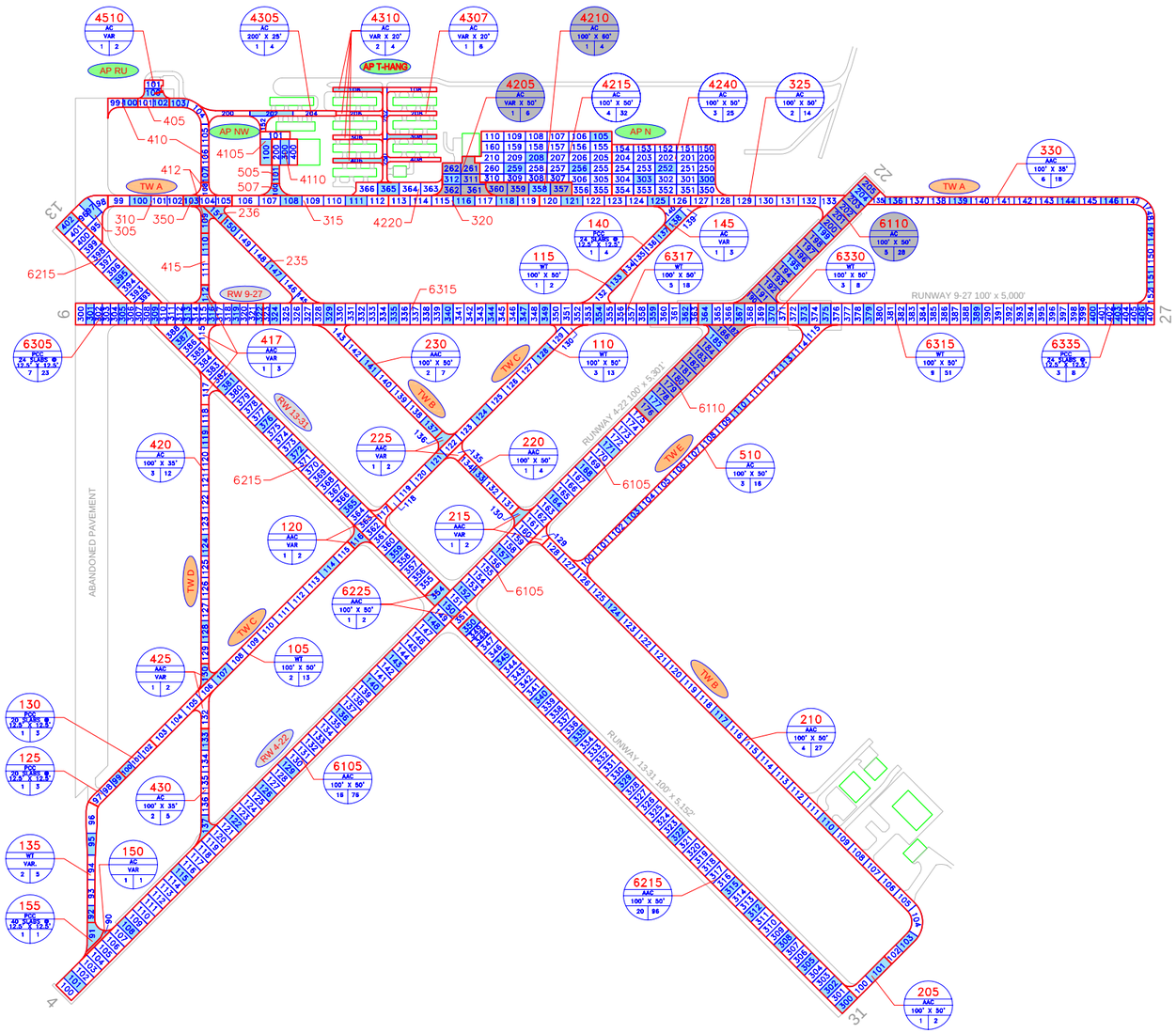
The recommendations developed are intended for the planning level for each airport. Additional project specific investigation in accordance with the FAA Advisory Circulars is recommended to further refine the project scope and budget requirements.

The following recommendations were made based on the 2015 condition survey inspection, condition analysis, and maintenance/rehabilitation analysis results:

- North Apron – Section 4220
  - Reconstruction attributed to structural, climate/age, and construction quality.
- Northwest Apron – Sections 4105 and 4110
  - Mill and Overlay attributed to structural, climate/age, and construction quality.
- Taxiway NW Apron – Section 505
  - Mill and Overlay attributed to climate/age.
- Taxiway B – Sections 205, 210, 215, 220, 225, 230, and 235
  - Mill and Overlay attributed to climate/age and construction quality.
- Taxiway C – Sections 120 and 145
  - Reconstruction and Mill and Overlay attributed to climate/age and construction quality.
- North Apron – Section 4215
  - Mill and Overlay attributed to climate/age and construction quality.
- Runway 13-31 – Sections 6215 and 6225
  - Mill and Overlay attributed to climate/age and construction quality.
- Runway 4-22 – Section 6105
  - Mill and Overlay attributed to climate/age.
- North Run up Apron – Section 4510
  - Mill and Overlay attributed to climate/age and construction quality.
- T-Hangar Apron – Section 4307
  - Mill and Overlay attributed to climate/age and construction quality.
- Taxiway A – Section 325
  - Mill and Overlay attributed to climate/age and construction quality.
- Taxiway D – Sections 417 and 425
  - Mill and Overlay attributed to climate/age.

APPENDIX A

- AIRFIELD PAVEMENT NETWORK DEFINITION EXHIBIT
- AIRFIELD PAVEMENT SYSTEM INVENTORY EXHIBIT
- PAVEMENT GEOMETRY INVENTORY
- WORK HISTORY REPORT



NORTH

GRAPHIC SCALE IN FEET
0 150 300 600

LEGEND

- RW 13-31 — TYPICAL RUNWAY BRANCH ID
- TW A — TYPICAL TAXIWAY BRANCH ID
- AP S — TYPICAL APRON BRANCH ID
- 4105 AC — 100' x 50' 3 14 — SECTION NUMBER; PAVEMENT TYPE; TYPICAL SAMPLE UNIT INFORMATION; FLEXIBLE (AC) PAVEMENT LENGTH & WIDTH; RIGID (PCC) PAVEMENT NO. OF SLABS AND SLAB SIZE; NUMBER OF SAMPLE UNITS IN SECTION; NUMBER OF SAMPLE UNITS TO BE INSPECTED
- 605 AC 100' X 50' VAR 1 6 — SECTION NOT INSPECTED DUE TO RECENT CONSTRUCTION. SEE SYSTEM INVENTORY MAP FOR CONSTRUCTION DATES.
- 100 — INSPECTED SAMPLE UNITS. GPS COORDINATES ARE AT THE CENTROID OF THE SAMPLE UNIT.

TOTAL SAMPLES INSPECTED = 149

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

NUMBER	DATE	REVISIONS
DESIGNED: KHA	DRAWN: KHA	CHECKED: KHA	DATE: 2015

OFFICE OF FREIGHT, LOGISTICS & PASSENGER OPERATIONS

FDOT

AIRFIELD PAVEMENT NETWORK DEFINITION EXHIBIT

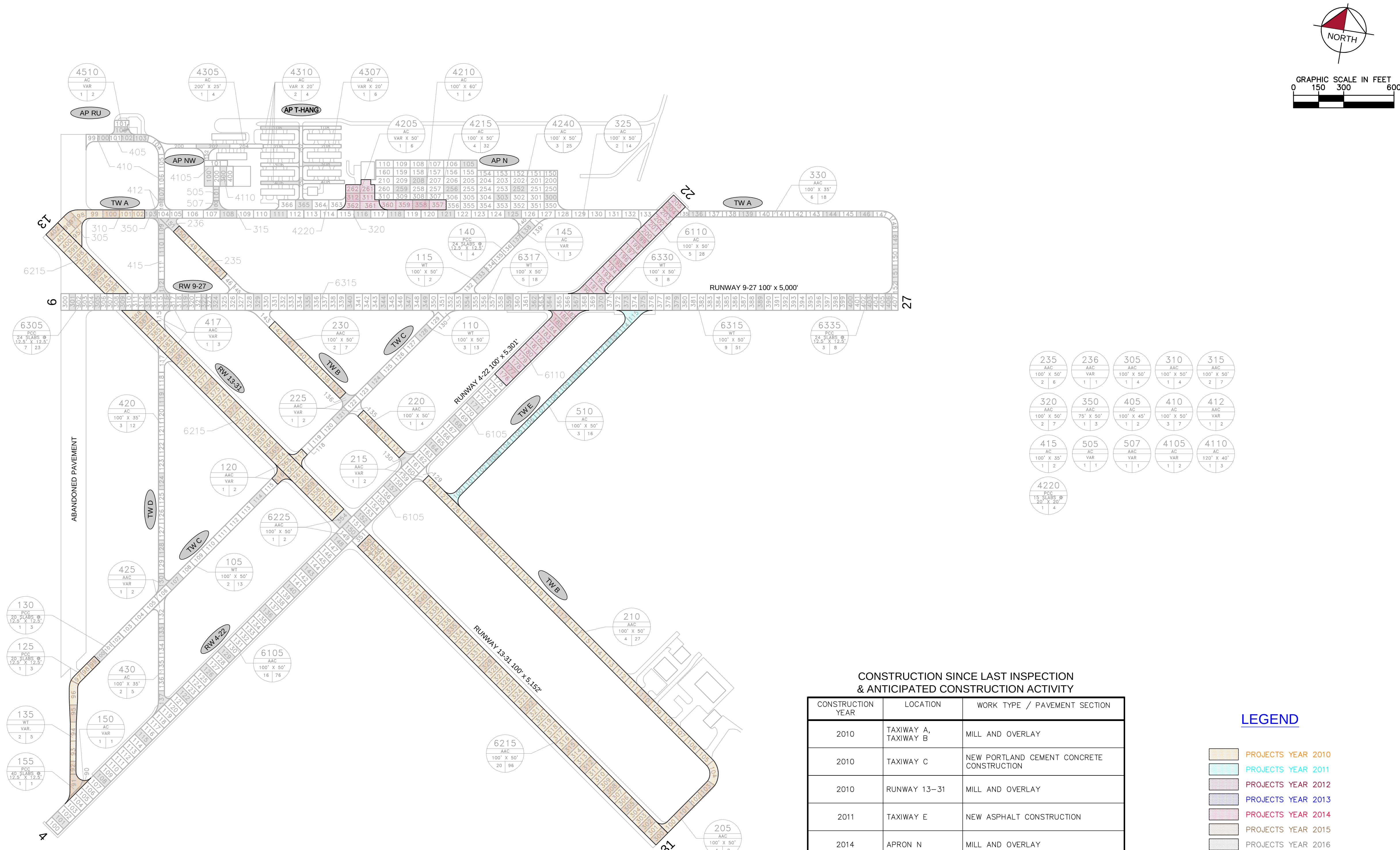
FERNANDINA BEACH MUNICIPAL AIRPORT

NASSAU COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION AND SPACEPORT OFFICE

IDENTIFIER: FHB

FDOT DISTRICT: 2



CONSTRUCTION SINCE LAST INSPECTION & ANTICIPATED CONSTRUCTION ACTIVITY

CONSTRUCTION YEAR	LOCATION	WORK TYPE / PAVEMENT SECTION
2010	TAXIWAY A, TAXIWAY B	MILL AND OVERLAY
2010	TAXIWAY C	NEW PORTLAND CEMENT CONCRETE CONSTRUCTION
2010	RUNWAY 13-31	MILL AND OVERLAY
2011	TAXIWAY E	NEW ASPHALT CONSTRUCTION
2014	APRON N	MILL AND OVERLAY
2014	APRON N	FULL DEPTH RECONSTRUCTION
2014	RUNWAY 4-22	FULL DEPTH RECONSTRUCTION, 4" P-401, 6" P-211, 12" STABILIZED SUBGRADE

LEGEND

- PROJECTS YEAR 2010
- PROJECTS YEAR 2011
- PROJECTS YEAR 2012
- PROJECTS YEAR 2013
- PROJECTS YEAR 2014
- PROJECTS YEAR 2015
- PROJECTS YEAR 2016
- PROJECTS YEAR 2017
- PROJECTS YEAR 2018
- PROJECTS YEAR 2019

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

NUMBER	DATE	REVISIONS

DESIGNED: KHA DRAWN: KHA CHECKED: KHA DATE: 2015

OFFICE OF FREIGHT, LOGISTICS & PASSENGER OPERATIONS

FDOT

AIRFIELD PAVEMENT SYSTEM INVENTORY EXHIBIT

FERNANDINA BEACH MUNICIPAL AIRPORT

NASSAU COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION AND SPACEPORT OFFICE

IDENTIFIER: FHB

FDOT DISTRICT: 2

Table A-1: Pavement Geometry Inventory

Branch Name	Branch ID	Branch Use	Section ID	Length (FT)	Width (FT)	True Area (FT^2)	Section Rank	Surface Type	Last Const. Date	Last Insp. Date	Total Samples
RUNWAY 9-27	RW 9-27	RUNWAY	6335	300	100	30,650	S	PCC	1/1/2004	1/20/2015	8
RUNWAY 9-27	RW 9-27	RUNWAY	6305	850	100	87,000	T	PCC	1/1/2004	1/20/2015	23
RUNWAY 13-31	RW 13-31	RUNWAY	6225	165	100	11,592	P	AAC	1/1/2004	1/20/2015	2
RUNWAY 13-31	RW 13-31	RUNWAY	6215	4,690	100	479,466	P	AAC	1/1/2010	1/20/2015	96
RUNWAY 4-22	RW 4-22	RUNWAY	6110	5,100	100	138,933	P	AC	1/1/2014	1/1/2014	28
RUNWAY 4-22	RW 4-22	RUNWAY	6105	5,100	100	379,000	P	AC	1/1/2004	1/20/2015	76
NORTH RUN UP APRON	AP RU N	APRON	4510	85	80	7,368	T	AC	1/1/2004	1/20/2015	2
T-HANGAR APRON	AP T-HANG	APRON	4310	2,030	25	18,438	P	AC	12/25/1999	1/20/2015	4
T-HANGAR APRON	AP T-HANG	APRON	4307	1,400	20	28,110	P	AC	1/1/1987	1/20/2015	6
T-HANGAR APRON	AP T-HANG	APRON	4305	900	25	19,403	P	AC	12/25/2000	1/20/2015	4
NORTH APRON - TERMINAL	AP N	APRON	4240	480	235	113,573	T	AC	1/1/2004	1/20/2015	25
NORTH APRON - TERMINAL	AP N	APRON	4220	400	60	23,835	P	PCC	1/1/1944	1/20/2015	4
NORTH APRON - TERMINAL	AP N	APRON	4215	600	250	155,925	P	AC	1/1/1993	1/20/2015	32
NORTH APRON - TERMINAL	AP N	APRON	4210	400	60	23,464	P	AC	1/1/2014	1/1/2014	4
NORTH APRON - TERMINAL	AP N	APRON	4205	160	200	30,473	P	AAC	1/1/2014	1/1/2014	6
NORTHWEST APRON	AP NW	APRON	4110	120	100	14,280	P	AC	1/1/1987	1/20/2015	3
NORTHWEST APRON	AP NW	APRON	4105	150	50	11,190	P	AC	1/1/2000	1/20/2015	2

Branch Name	Branch ID	Branch Use	Section ID	Length (FT)	Width (FT)	True Area (FT^2)	Section Rank	Surface Type	Last Const. Date	Last Insp. Date	Total Samples
TAXIWAY E	TW E	TAXIWAY	510	1,200	50	60,167	P	AC	1/1/2011	1/20/2015	16
TAXIWAY TO NORTHWEST APRON	TW NW AP	TAXIWAY	507	650	50	3,469	P	AAC	1/1/2004	1/20/2015	1
TAXIWAY TO NORTHWEST APRON	TW NW AP	TAXIWAY	505	140	35	2,976	P	AC	1/1/1987	1/20/2015	1
TAXIWAY D	TW D	TAXIWAY	430	500	35	18,663	P	AC	1/1/2004	1/20/2015	5
TAXIWAY D	TW D	TAXIWAY	425	92	50	9,694	P	AAC	1/1/2004	1/20/2015	2
TAXIWAY D	TW D	TAXIWAY	420	1,194	50	42,000	P	AC	1/1/2004	1/20/2015	12
TAXIWAY D	TW D	TAXIWAY	417	236	50	17,493	P	AAC	1/1/1996	1/20/2015	3
TAXIWAY D	TW D	TAXIWAY	415	230	50	8,400	P	AC	1/1/2004	1/20/2015	2
TAXIWAY D	TW D	TAXIWAY	412	170	50	8,092	P	AAC	1/1/1996	1/20/2015	2
TAXIWAY D	TW D	TAXIWAY	410	600	50	24,188	P	AC	1/1/2004	1/20/2015	7
TAXIWAY D	TW D	TAXIWAY	405	200	50	6,163	P	AC	1/1/2004	1/20/2015	2
TAXIWAY A	TW A	TAXIWAY	350	450	50	11,250	P	AAC	1/1/1996	1/20/2015	3
TAXIWAY A	TW A	TAXIWAY	330	240	35	62,109	P	AAC	1/1/2004	1/20/2015	18
TAXIWAY A	TW A	TAXIWAY	325	1,420	50	71,712	P	AC	1/1/2004	1/20/2015	14
TAXIWAY A	TW A	TAXIWAY	320	582	50	35,000	P	AAC	1/1/2004	1/20/2015	7
TAXIWAY A	TW A	TAXIWAY	315	650	50	36,250	P	AAC	1/1/2004	1/20/2015	7
TAXIWAY A	TW A	TAXIWAY	310	220	50	17,554	P	AAC	1/1/2010	1/20/2015	4
TAXIWAY A	TW A	TAXIWAY	305	220	50	20,095	P	AAC	1/1/2010	1/20/2015	4
TAXIWAY B	TW B	TAXIWAY	236	620	35	4,994	P	AAC	1/1/1996	1/20/2015	1
TAXIWAY B	TW B	TAXIWAY	235	620	35	28,308	P	AAC	1/1/2010	1/20/2015	6
TAXIWAY B	TW B	TAXIWAY	230	700	35	36,936	P	AAC	1/1/2010	1/20/2015	7
TAXIWAY B	TW B	TAXIWAY	225	43	40	6,738	P	AAC	1/1/2010	1/20/2015	2
TAXIWAY B	TW B	TAXIWAY	220	370	35	17,500	P	AAC	1/1/2010	1/20/2015	4

Branch Name	Branch ID	Branch Use	Section ID	Length (FT)	Width (FT)	True Area (FT^2)	Section Rank	Surface Type	Last Const. Date	Last Insp. Date	Total Samples
TAXIWAY B	TW B	TAXIWAY	215	65	40	7,146	P	AAC	1/1/2010	1/20/2015	2
TAXIWAY B	TW B	TAXIWAY	210	2,700	35	135,025	P	AAC	1/1/2010	1/20/2015	27
TAXIWAY B	TW B	TAXIWAY	205	200	35	11,685	P	AAC	1/1/2010	1/20/2015	2
TAXIWAY C	TW C	TAXIWAY	155	175	50	6,151	P	PCC	1/1/2010	1/20/2015	1
TAXIWAY C	TW C	TAXIWAY	150	100	20	1,968	P	AC	1/1/2010	1/20/2015	1
TAXIWAY C	TW C	TAXIWAY	145	125	50	11,198	P	AC	1/1/2004	1/20/2015	3
TAXIWAY C	TW C	TAXIWAY	140	300	50	14,381	P	PCC	1/1/2004	1/20/2015	4
TAXIWAY C	TW C	TAXIWAY	130	200	50	10,200	P	PCC	1/1/2004	1/20/2015	3
TAXIWAY C	TW C	TAXIWAY	125	175	50	9,632	P	PCC	1/1/2010	1/20/2015	3
TAXIWAY C	TW C	TAXIWAY	120	125	40	9,442	P	AAC	1/1/2010	1/20/2015	2
WHITETOPPING PAVEMENT SECTIONS											
RUNWAY 9-27	*RW 9-27*	*RUNWAY*	*6330*	*415*	*100*	*41,500*	*S*	*WT*	*1/1/2004*	*1/20/2015*	*8*
RUNWAY 9-27	*RW 9-27*	*RUNWAY*	*6317*	*885*	*100*	*88,500*	*S*	*WT*	*1/1/2004*	*1/20/2015*	*18*
RUNWAY 9-27	*RW 9-27*	*RUNWAY*	*6315*	*2,522*	*100*	*252,200*	*S*	*WT*	*1/1/2004*	*1/20/2015*	*51*
TAXIWAY C	*TW C*	*TAXIWAY*	*135*	*175*	*50*	*21,887*	*P*	*WT*	*1/1/2010*	*1/20/2015*	*5*
TAXIWAY C	*TW C*	*TAXIWAY*	*115*	*188*	*50*	*11,183*	*P*	*WT*	*1/1/2004*	*1/20/2015*	*2*
TAXIWAY C	*TW C*	*TAXIWAY*	*110*	*1,178*	*50*	*60,686*	*P*	*WT*	*1/1/2004*	*1/20/2015*	*13*
TAXIWAY C	*TW C*	*TAXIWAY*	*105*	*1,296*	*50*	*64,808*	*P*	*WT*	*1/1/2004*	*1/20/2015*	*13*

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

** Sections not surveyed due to reasons such as re-sectioning, no escort, not accessible at the time of survey. Please refer to Section 3 for discussion on the updates to the ASTM D 5640 that may affect PCI in comparison to previous program update.*

Network: FHB **Branch:** AP N (NORTH APRON - TERMINAL) **Section:** 4205 **Surface:** AAC
L.C.D.: 01/01/2014 **Use:** APRON **Rank** P **Length:** 160.00 Ft **Width:** 200.00 Ft **True Area:** 30,473.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2014	ML-OV	MILL and OVERLAY	$0	0.00	True	2" P-401 MILL & OVERLAY
01/01/1987	IMPORTED	BUILT			True	EST 1987 AC SECTION UNKNOWN

Network: FHB **Branch:** AP N (NORTH APRON - TERMINAL) **Section:** 4210 **Surface:** AC
L.C.D.: 01/01/2014 **Use:** APRON **Rank** P **Length:** 400.00 Ft **Width:** 60.00 Ft **True Area:** 23,464.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2014	CR-AC	Complete Reconstruction - AC	$0	0.00	True	FULL DEPTH RECON. REMOVE EXST PCC. 4" P-401, 8" P-211, 12" P-160
01/01/1944	IMPORTED	BUILT			True	1944 PCC PAVEMENT SECTION UNKNOWN

Network: FHB **Branch:** AP N (NORTH APRON - TERMINAL) **Section:** 4215 **Surface:** AC
L.C.D.: 01/01/1993 **Use:** APRON **Rank** P **Length:** 600.00 Ft **Width:** 250.00 Ft **True Area:** 155,925.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1993	IMPORTED	BUILT			True	EST 1993 AC PAVEMENT SECTION UNKNOWN

Network: FHB **Branch:** AP N (NORTH APRON - TERMINAL) **Section:** 4220 **Surface:** PCC
L.C.D.: 01/01/1944 **Use:** APRON **Rank** P **Length:** 400.00 Ft **Width:** 60.00 Ft **True Area:** 23,835.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1944	IMPORTED	BUILT			True	1944 PCC PAVEMENT SECTION UNKNOWN

Network: FHB **Branch:** AP N (NORTH APRON - TERMINAL) **Section:** 4240 **Surface:** AC
L.C.D.: 01/01/2004 **Use:** APRON **Rank** T **Length:** 480.00 Ft **Width:** 235.00 Ft **True Area:** 113,573.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2004	INITIAL	Initial Construction	$0	4.00	True	4" AC/8" Limerock/12" Compacted Subgrade

Network: FHB **Branch:** AP NW (NORTHWEST APRON) **Section:** 4105 **Surface:** AC
L.C.D.: 01/01/2000 **Use:** APRON **Rank** P **Length:** 150.00 Ft **Width:** 50.00 Ft **True Area:** 11,190.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2000	CR-AC	Complete Reconstruction - AC	$0	4.00	True	4" AC/8" P211/12" Subgrade
01/01/1993	IMPORTED	BUILT			True	EST 1993 AC PAVEMENT SECTION UNKNOWN

Network: FHB **Branch:** AP NW (NORTHWEST APRON) **Section:** 4110 **Surface:** AC
L.C.D.: 01/01/1987 **Use:** APRON **Rank** P **Length:** 120.00 Ft **Width:** 100.00 Ft **True Area:** 14,280.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1987	IMPORTED	BUILT			True	EST 1987 AC SECTION UNKNOWN

Network: FHB **Branch:** AP RU N (NORTH RUN UP APRON) **Section:** 4510 **Surface:** AC
L.C.D.: 01/01/2004 **Use:** APRON **Rank** T **Length:** 85.00 Ft **Width:** 80.00 Ft **True Area:** 7,368.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2004	INITIAL	Initial Construction	$0	4.00	True	4" AC/8" Limerock/12" Compacted Subgrade

Network: FHB **Branch**: AP T-HANG (T-HANGAR APRON) **Section:** 4305 **Surface:** AC
L.C.D.: 12/25/2000 **Use:** APRON **Rank** P **Length:** 900.00 Ft **Width:** 25.00 Ft **True Area:** 19,403.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
12/25/2000	INITIAL	Initial Construction	$0	4.00	True	4"AC/8" Limerock/12" Compacted Subgrade

Network: FHB **Branch**: AP T-HANG (T-HANGAR APRON) **Section:** 4307 **Surface:** AC
L.C.D.: 01/01/1987 **Use:** APRON **Rank** P **Length:** 1,400.00 Ft **Width:** 20.00 Ft **True Area:** 28,110.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1987	NU-IN	New Construction - Initial	$0	0.00	True	EST 1987 AC PAVEMENT SECTION UNKNOWN

Network: FHB **Branch**: AP T-HANG (T-HANGAR APRON) **Section:** 4310 **Surface:** AC
L.C.D.: 12/25/1999 **Use:** APRON **Rank** P **Length:** 2,030.00 Ft **Width:** 25.00 Ft **True Area:** 18,438.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
12/25/1999	INITIAL	Initial Construction	$0	0.00	True	

Network: FHB **Branch**: RW 13-31 (RUNWAY 13-31) **Section:** 6215 **Surface:** AAC
L.C.D.: 01/01/2010 **Use:** RUNWAY **Rank** P **Length:** 4,690.00 Ft **Width:** 100.00 Ft **True Area:** 479,466.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2010	ML-OV	Mill and Overlay	$0	0.00	True	
01/01/1996	IMPORTED	OVERLAY		0.75	True	1996 3/4" FC-2 GTR OVERLAY
01/01/1944	IMPORTED	BUILT		2.00	True	1944 2" AC SURFACE ON 5" SAND ASPHALT BASE

Network: FHB **Branch**: RW 13-31 (RUNWAY 13-31) **Section:** 6225 **Surface:** AAC
L.C.D.: 01/01/2004 **Use:** RUNWAY **Rank** P **Length:** 165.00 Ft **Width:** 100.00 Ft **True Area:** 11,592.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2004	ML-OV	Mill and Overlay	$0	0.00	True	4" Mill & Ovly
01/01/1975	IMPORTED	OVERLAY			True	EST 1975 TRANSITION OVERLAY
01/01/1944	IMPORTED	BUILT		2.00	True	1944 2" AC SURFACE ON 5" SAND ASPHALT BASE

Network: FHB **Branch**: RW 4-22 (RUNWAY 4-22) **Section:** 6105 **Surface:** AC
L.C.D.: 01/01/2004 **Use:** RUNWAY **Rank** P **Length:** 5,100.00 Ft **Width:** 100.00 Ft **True Area:** 379,000.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2004	MI&OV	Mill & Overlay	$0	4.00	True	4" Mill & Ovly
01/01/1975	IMPORTED	BUILT			True	EST 1975 AC PAVEMENT SECTION UNKNOWN

Network: FHB **Branch**: RW 4-22 (RUNWAY 4-22) **Section:** 6110 **Surface:** AC
L.C.D.: 01/01/2014 **Use:** RUNWAY **Rank** P **Length:** 5,100.00 Ft **Width:** 100.00 Ft **True Area:** 138,933.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2014	CR-AC	Complete Reconstruction - AC	$0	0.00	True	FULL DEPTH RECON. 4" P-401, 6" P-211, 12" STAB SUBGRADE
01/01/2004	MI&OV	Mill & Overlay	$0	4.00	True	4" Mill & Ovly
01/01/1975	IMPORTED	BUILT	$0	0.00	True	EST 1975 AC PAVEMENT SECTION UNKNOWN

Network: FHB **Branch**: RW 9-27 (RUNWAY 9-27) **Section:** 6305 **Surface:** PCC
L.C.D.: 01/01/2004 **Use:** RUNWAY **Rank** T **Length:** 850.00 Ft **Width:** 100.00 Ft **True Area:** 87,000.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2004	CR-PC	Complete Reconstruction - PC	$0	0.00	True	
01/01/1996	IMPORTED	OVERLAY		0.75	True	1996 3/4" FC-2 GTR OVERLAY
01/01/1944	IMPORTED	BUILT		2.00	True	1944 2" AC SURFACE ON 5" SAND ASPHALT BASE

Network: FHB **Branch**: RW 9-27 (RUNWAY 9-27) **Section:** 6315 **Surface:** PCC
L.C.D.: 01/01/2004 **Use:** RUNWAY **Rank** S **Length:** 2,500.00 Ft **Width:** 100.00 Ft **True Area:** 250.000.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2004	CR-PC	Complete Reconstruction - PC	$0	0.00	True	
01/01/1944	IMPORTED	BUILT		2.00	True	1944 2" AC SURFACE ON 5" SAND ASPHALT BASE

Network: FHB **Branch**: RW 9-27 (RUNWAY 9-27) **Section:** 6317 **Surface:** PCC
L.C.D.: 01/01/2004 **Use:** RUNWAY **Rank** S **Length:** 890.00 Ft **Width:** 100.00 Ft **True Area:** 89,000.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2004	CR-PC	Complete Reconstruction - PC	$0	0.00	True	
01/01/1958	IMPORTED	OVERLAY			True	EST 1958 AC OVERLAY
01/01/1944	IMPORTED	BUILT		2.00	True	1944 2" AC SURFACE ON 5" SAND ASPHALT BASE

Network: FHB **Branch**: RW 9-27 (RUNWAY 9-27) **Section:** 6330 **Surface:** PCC
L.C.D.: 01/01/2004 **Use:** RUNWAY **Rank** S **Length:** 410.00 Ft **Width:** 100.00 Ft **True Area:** 41,000.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2004	CR-PC	Complete Reconstruction - PC	$0	0.00	True	
01/01/1975	IMPORTED	OVERLAY			True	EST 1975 AC TRANSITION OVERLAY
01/01/1944	IMPORTED	BUILT		2.00	True	1944 2" AC SURFACE ON 5" SAND ASPHALT BASE

Network: FHB **Branch**: RW 9-27 (RUNWAY 9-27) **Section:** 6335 **Surface:** PCC
L.C.D.: 01/01/2004 **Use:** RUNWAY **Rank** S **Length:** 300.00 Ft **Width:** 100.00 Ft **True Area:** 30,650.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2004	CR-PC	Complete Reconstruction - PC	$0	0.00	True	
01/01/1944	IMPORTED	BUILT		2.00	True	1944 2" AC SURFACE ON 5" SAND ASPHALT BASE

Network: FHB **Branch**: TW A (TAXIWAY A) **Section:** 305 **Surface:** AAC
L.C.D.: 01/01/2010 **Use:** TAXIWAY **Rank** P **Length:** 220.00 Ft **Width:** 50.00 Ft **True Area:** 20,095.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2010	ML-OV	MILL and OVERLAY	$0	0.00	True	
01/01/1996	IMPORTED	OVERLAY	$0	0.75	True	1996 3/4" FC-2 GTR OVERLAY
01/01/1944	IMPORTED	BUILT	$0	2.00	True	1944 2" AC SURFACE ON 5" SAND ASPHALT BASE

Network: FHB **Branch**: TW A (TAXIWAY A) **Section:** 310 **Surface:** AAC
L.C.D.: 01/01/2010 **Use:** TAXIWAY **Rank** P **Length:** 220.00 Ft **Width:** 50.00 Ft **True Area:** 17,554.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2010	ML-OV	MILL and OVERLAY	$0	0.00	True	
01/01/1996	IMPORTED	OVERLAY		0.75	True	1996 3/4" FC-2 GTR OVERLAY

01/01/1944	IMPORTED	BUILT		2.00	True	1944 2" AC SURFACE ON 5" SAND ASPHALT BASE

Network: FHB **Branch**: TW A (TAXIWAY A) **Section:** 315 **Surface:** AAC
L.C.D.: 01/01/2004 **Use:** TAXIWAY **Rank** P **Length:** 650.00 Ft **Width:** 50.00 Ft **True Area:** 36,250.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2004	ML-OL	Mill and Overlay	$0	0.00	True	
01/01/1944	IMPORTED	BUILT		2.00	True	1944 2" AC SURFACE ON 5" SAND ASPHALT BASE

Network: FHB **Branch**: TW A (TAXIWAY A) **Section:** 320 **Surface:** AAC
L.C.D.: 01/01/2004 **Use:** TAXIWAY **Rank** P **Length:** 582.00 Ft **Width:** 50.00 Ft **True Area:** 35,000.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2004	ML-OL	Mill and Overlay	$0	0.00	True	
01/01/1987	IMPORTED	BUILT			True	EST 1987 AC SURFACE SECTION UNKNOWN

Network: FHB **Branch**: TW A (TAXIWAY A) **Section:** 325 **Surface:** AC
L.C.D.: 01/01/2004 **Use:** TAXIWAY **Rank** P **Length:** 1,420.00 Ft **Width:** 50.00 Ft **True Area:** 71,712.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2004	CR-AC	Complete Reconstruction - AC	$0	4.00	True	4" AC/8" P-211
01/01/1975	IMPORTED	BUILT			True	EST 1975 AC SURFACE SECTION UNKNOWN

Network: FHB **Branch**: TW A (TAXIWAY A) **Section:** 330 **Surface:** AAC
L.C.D.: 01/01/2004 **Use:** TAXIWAY **Rank** P **Length:** 240.00 Ft **Width:** 35.00 Ft **True Area:** 62,109.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2004	ML-OL	Mill and Overlay	$0	0.00	True	
01/01/1944	IMPORTED	BUILT		2.00	True	1944 2" AC SURFACE ON 5" SAND ASPHALT BASE

Network: FHB **Branch**: TW A (TAXIWAY A) **Section:** 350 **Surface:** AAC
L.C.D.: 01/01/1996 **Use:** TAXIWAY **Rank** P **Length:** 450.00 Ft **Width:** 50.00 Ft **True Area:** 11,250.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1996	IMPORTED	OVERLAY		0.75	True	1996 3/4" FC-2 GTR OVERLAY
01/01/1944	IMPORTED	BUILT		2.00	True	1944 2" AC SURFACE ON 5" SAND ASPHALT BASE

Network: FHB **Branch**: TW B (TAXIWAY B) **Section:** 205 **Surface:** AAC
L.C.D.: 01/01/2010 **Use:** TAXIWAY **Rank** P **Length:** 200.00 Ft **Width:** 35.00 Ft **True Area:** 11,685.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2010	ML-OV	Mill and Overlay	$0	0.00	True	
01/01/1996	IMPORTED	BUILT		4.00	True	1996 4" P401 AC SURFACE ON 6" P211 BASE ON 6" P154 SUBBASE

Network: FHB **Branch**: TW B (TAXIWAY B) **Section:** 210 **Surface:** AAC
L.C.D.: 01/01/2010 **Use:** TAXIWAY **Rank** P **Length:** 2,700.00 Ft **Width:** 35.00 Ft **True Area:** 135,025.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2010	ML-OV	Mill and Overlay	$0	0.00	True	
01/01/1996	IMPORTED	OVERLAY		0.75	True	1996 3/4" FC-2 GTR OVERLAY
01/01/1944	IMPORTED	BUILT		2.00	True	1944 2" AC SURFACE ON 6" SAND ASPHALT BASE

Network: FHB **Branch:** TW B (TAXIWAY B) **Section:** 215 **Surface:** AAC
L.C.D.: 01/01/2010 **Use:** TAXIWAY **Rank** P **Length:** 65.00 Ft **Width:** 40.00 Ft **True Area:** 7,146.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2010	ML-OV	Mill and Overlay	$0	0.00	True	
01/01/1996	IMPORTED	BUILT		0.75	True	1996 3/4" FC-2 GTR SURFACE TREATMENT ON 1 3/4" P401 AC SURFACE ON EXIS

Network: FHB **Branch:** TW B (TAXIWAY B) **Section:** 220 **Surface:** AAC
L.C.D.: 01/01/2010 **Use:** TAXIWAY **Rank** P **Length:** 370.00 Ft **Width:** 35.00 Ft **True Area:** 17,500.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2010	ML-OV	Mill and Overlay	$0	0.00	True	
01/01/1996	IMPORTED	OVERLAY		0.75	True	1996 3/4" FC-2 GTR OVERLAY
01/01/1944	IMPORTED	BUILT		2.00	True	1944 2" AC SURFACE ON 5" SAND ASPHALT BASE

Network: FHB **Branch:** TW B (TAXIWAY B) **Section:** 225 **Surface:** AAC
L.C.D.: 01/01/2010 **Use:** TAXIWAY **Rank** P **Length:** 43.45 Ft **Width:** 40.00 Ft **True Area:** 6,738.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2010	ML-OV	Mill and Overlay	$0	0.00	True	
01/01/2004	MI&OV	Mill & Overlay	$0	0.00	True	Mill & Ovly
01/01/1996	IMPORTED	BUILT		0.75	True	1996 3/4" FC-2 GTR SURFACE TREATMENT ON 1 3/4" P401 AC SURFACE ON EXIS

Network: FHB **Branch:** TW B (TAXIWAY B) **Section:** 230 **Surface:** AAC
L.C.D.: 01/01/2010 **Use:** TAXIWAY **Rank** P **Length:** 700.00 Ft **Width:** 35.00 Ft **True Area:** 36,936.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2010	ML-OV	Mill and Overlay	$0	0.00	True	
01/01/1996	IMPORTED	OVERLAY		0.75	True	1996 3/4" FC-2 GTR OVERLAY
01/01/1944	IMPORTED	BUILT		2.00	True	1944 2" AC SURFACE ON 5" SAND ASPHALT BASE

Network: FHB **Branch:** TW B (TAXIWAY B) **Section:** 235 **Surface:** AAC
L.C.D.: 01/01/2010 **Use:** TAXIWAY **Rank** P **Length:** 620.00 Ft **Width:** 35.00 Ft **True Area:** 28,308.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2010	ML-OV	Mill and Overlay	$0	0.00	True	
01/01/1996	IMPORTED	OVERLAY		0.75	True	1996 3/4" FC-2 GTR OVERLAY
01/01/1944	IMPORTED	BUILT		2.00	True	1944 2" AC SURFACE ON 5" SAND ASPHALT BASE

Network: FHB **Branch:** TW B (TAXIWAY B) **Section:** 236 **Surface:** AAC
L.C.D.: 01/01/1996 **Use:** TAXIWAY **Rank** P **Length:** 620.00 Ft **Width:** 35.00 Ft **True Area:** 4,994.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1996	IMPORTED	OVERLAY	$0	0.75	True	1996 3/4" FC-2 GTR OVERLAY
01/01/1944	IMPORTED	BUILT	$0	2.00	True	1944 2" AC SURFACE ON 5" SAND ASPHALT BASE

Network: FHB **Branch:** TW C (TAXIWAY C) **Section:** 105 **Surface:** PCC
L.C.D.: 01/01/2004 **Use:** TAXIWAY **Rank** P **Length:** 765.00 Ft **Width:** 50.00 Ft **True Area:** 38,250.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2004	NC-PC	New Construction - PCC	$0	5.00	True	5" PCC

01/01/1975	IMPORTED	OVERLAY			True	EST 1975 AC OVERLAY
01/01/1944	IMPORTED	BUILT		2.00	True	1944 2" AC SURFACE ON 5" SAND ASPHALT BASE

Network: FHB **Branch**: TW C (TAXIWAY C) **Section:** 110 **Surface:** PCC
L.C.D.: 01/01/2004 **Use:** TAXIWAY **Rank** P **Length:** 1,212.50 Ft **Width:** 40.00 Ft **True Area:** 48,500.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2004	NC-PC	New Construction - PCC	$0	5.00	True	5" PCC
01/01/1975	IMPORTED	OVERLAY			True	EST 1975 AC OVERLAY
01/01/1944	IMPORTED	BUILT		2.00	True	1944 2" AC SURFACE ON 5" SAND ASPHALT BASE

Network: FHB **Branch**: TW C (TAXIWAY C) **Section:** 115 **Surface:** PCC
L.C.D.: 01/01/2004 **Use:** TAXIWAY **Rank** P **Length:** 170.00 Ft **Width:** 50.00 Ft **True Area:** 9,929.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2004	NC-PC	New Construction - PCC	$0	0.00	True	
01/01/1975	IMPORTED	OVERLAY			True	EST 1975 AC OVERLAY
01/01/1944	IMPORTED	BUILT		2.00	True	1944 2" AC SURFACE ON 5" SAND ASPHALT BASE

Network: FHB **Branch**: TW C (TAXIWAY C) **Section:** 120 **Surface:** AAC
L.C.D.: 01/01/2010 **Use:** TAXIWAY **Rank** P **Length:** 125.00 Ft **Width:** 40.00 Ft **True Area:** 9,442.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2010	ML-OV	MILL and OVERLAY	$0	0.00	True	
01/01/2004	NC-AC	New Construction - AC	$0	11.00	True	11" PCC/4" Subbase
01/01/1996	IMPORTED	BUILT		0.75	True	1996 3/4" FC-2 GTR SURFACE TREATMENT ON 1 3/4" P401 AC SURFACE ON EXIS

Network: FHB **Branch**: TW C (TAXIWAY C) **Section:** 125 **Surface:** PCC
L.C.D.: 01/01/2010 **Use:** TAXIWAY **Rank** P **Length:** 175.00 Ft **Width:** 50.00 Ft **True Area:** 9,632.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2010	CR-PC	Complete Reconstruction - PC	$0	0.00	True	20 SLABS @ 12.5' x 12.5'
01/01/2004	NC-AC	New Construction - AC	$0	0.00	True	

Network: FHB **Branch**: TW C (TAXIWAY C) **Section:** 130 **Surface:** PCC
L.C.D.: 01/01/2004 **Use:** TAXIWAY **Rank** P **Length:** 200.00 Ft **Width:** 50.00 Ft **True Area:** 10,200.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2004	NC-PC	New Construction - PCC	$0	0.00	True	
01/01/1975	INITIAL	Initial Construction	$0	0.00	True	

Network: FHB **Branch**: TW C (TAXIWAY C) **Section:** 135 **Surface:** PCC
L.C.D.: 01/01/2010 **Use:** TAXIWAY **Rank** P **Length:** 175.00 Ft **Width:** 50.00 Ft **True Area:** 21,887.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2010	CR-PC	Complete Reconstruction - PC	$0	0.00	True	SAME WORK HISTORY AS SECTION 125 - VAR. SLABS @ 6' x 6'
01/01/2004	NC-AC	New Construction - AC	$0	0.00	True	

Network: FHB **Branch**: TW C (TAXIWAY C) **Section:** 140 **Surface:** PCC
L.C.D.: 01/01/2004 **Use:** TAXIWAY **Rank** P **Length:** 300.00 Ft **Width:** 50.00 Ft **True Area:** 14,381.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2004	NC-PC	New Construction - PCC	$0	0.00	True	

01/01/1975	INITIAL	Initial Construction	$0	0.00	True	

Network: FHB **Branch:** TW C (TAXIWAY C) **Section:** 145 **Surface:** AC
L.C.D.: 01/01/2004 **Use:** TAXIWAY **Rank** P **Length:** 125.00 Ft **Width:** 50.00 Ft **True Area:** 11,198.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2004	NC-AC	New Construction - AC	$0	0.00	True	

Network: FHB **Branch:** TW C (TAXIWAY C) **Section:** 150 **Surface:** AC
L.C.D.: 01/01/2010 **Use:** TAXIWAY **Rank** P **Length:** 100.00 Ft **Width:** 20.00 Ft **True Area:** 1,968.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2010	CR-AC	Complete Reconstruction - AC	$0	0.00	True	
01/01/1975	NU-IN	New Construction - Initial	$0	0.00	True	EST 1975 AC PAVEMENT SECTION UNKNOWN

Network: FHB **Branch:** TW C (TAXIWAY C) **Section:** 155 **Surface:** PCC
L.C.D.: 01/01/2010 **Use:** TAXIWAY **Rank** P **Length:** 175.00 Ft **Width:** 50.00 Ft **True Area:** 6,151.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2010	CR-PC	Complete Reconstruction - PC	$0	0.00	True	40 SLABS @ 12.5' x 12.5'
01/01/2004	NC-AC	New Construction - AC	$0	0.00	True	

Network: FHB **Branch:** TW D (TAXIWAY D) **Section:** 405 **Surface:** AC
L.C.D.: 01/01/2004 **Use:** TAXIWAY **Rank** P **Length:** 200.00 Ft **Width:** 50.00 Ft **True Area:** 6,163.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2004	CR-AC	Complete Reconstruction - AC	$0	4.00	True	4" AC/8" P-211
01/01/1944	IMPORTED	BUILT		2.00	True	1944 2" AC SURFACE ON 5" SAND ASPHALT BASE

Network: FHB **Branch:** TW D (TAXIWAY D) **Section:** 410 **Surface:** AC
L.C.D.: 01/01/2004 **Use:** TAXIWAY **Rank** P **Length:** 600.00 Ft **Width:** 50.00 Ft **True Area:** 24,188.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2004	CR-AC	Complete Reconstruction - AC	$0	0.00	True	4" AC/8" P-211. UNKNOWN REHAB DATE. SAME HISTORY OF 405 BUT DIFF PVMT
01/01/1944	IMPORTED	BUILT		2.00	True	1944 2" AC SURFACE ON 5" SAND ASPHALT BASE

Network: FHB **Branch:** TW D (TAXIWAY D) **Section:** 412 **Surface:** AAC
L.C.D.: 01/01/1996 **Use:** TAXIWAY **Rank** P **Length:** 170.00 Ft **Width:** 50.00 Ft **True Area:** 8,092.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1996	IMPORTED	OVERLAY		0.75	True	1996 3/4" FC-2 GTR OVERLAY
01/01/1944	IMPORTED	BUILT		2.00	True	1944 2" AC SURFACE ON 5" SAND ASPHALT BASE

Network: FHB **Branch:** TW D (TAXIWAY D) **Section:** 415 **Surface:** AC
L.C.D.: 01/01/2004 **Use:** TAXIWAY **Rank** P **Length:** 230.00 Ft **Width:** 50.00 Ft **True Area:** 8,400.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2004	CR-AC	Complete Reconstruction - AC	$0	4.00	True	4" AC/8" P-211
01/01/1944	IMPORTED	BUILT		2.00	True	1944 2" AC SURFACE ON 5" SAND ASPHALT BASE

Network: FHB **Branch**: TW D (TAXIWAY D) **Section:** 417 **Surface:** AAC
L.C.D.: 01/01/1996 **Use:** TAXIWAY **Rank** P **Length:** 236.00 Ft **Width:** 50.00 Ft **True Area:** 17,493.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1996	IMPORTED	OVERLAY		0.75	True	1996 3/4" FC-2 GTR OVERLAY
01/01/1944	IMPORTED	BUILT		2.00	True	1944 2" AC SURFACE ON 5" SAND ASPHALT BASE

Network: FHB **Branch**: TW D (TAXIWAY D) **Section:** 420 **Surface:** AC
L.C.D.: 01/01/2004 **Use:** TAXIWAY **Rank** P **Length:** 1,194.00 Ft **Width:** 50.00 Ft **True Area:** 42,000.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2004	CR-AC	Complete Reconstruction - AC	$0	4.00	True	4" AC/8" P-211
01/01/1944	IMPORTED	BUILT		2.00	True	1944 2" AC SURFACE ON 5" SAND ASPHALT BASE

Network: FHB **Branch**: TW D (TAXIWAY D) **Section:** 425 **Surface:** AAC
L.C.D.: 01/01/2004 **Use:** TAXIWAY **Rank** P **Length:** 92.40 Ft **Width:** 50.00 Ft **True Area:** 9,694.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2004	MI&OV	Mill & Overlay	$0	0.00	True	Mill & Ovly
01/01/1975	IMPORTED	OVERLAY			True	EST 1975 AC OVERLAY
01/01/1944	IMPORTED	BUILT		2.00	True	1944 2" AC SURFACE ON 5" SAND ASPHALT BASE

Network: FHB **Branch**: TW D (TAXIWAY D) **Section:** 430 **Surface:** AC
L.C.D.: 01/01/2004 **Use:** TAXIWAY **Rank** P **Length:** 500.00 Ft **Width:** 35.00 Ft **True Area:** 18,663.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2004	CR-AC	Complete Reconstruction - AC	$0	4.00	True	4" AC/8" P-211
01/01/1944	IMPORTED	BUILT		2.00	True	1944 2" AC SURFACE ON 5" SAND ASPHALT BASE

Network: FHB **Branch**: TW E (TAXIWAY E) **Section:** 510 **Surface:** AC
L.C.D.: 01/01/2011 **Use:** TAXIWAY **Rank** P **Length:** 1,200.00 Ft **Width:** 50.00 Ft **True Area:** 60,167.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2011	NU-IN	New Construction - Initial	$0	0.00	True	

Network: FHB **Branch**: TW NW AP (TAXIWAY TO NORTHWEST APRON) **Section:** 505 **Surface:** AC
L.C.D.: 01/01/1987 **Use:** TAXIWAY **Rank** P **Length:** 140.00 Ft **Width:** 35.00 Ft **True Area:** 2,976.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1987	IMPORTED	BUILT			True	EST 1987 AC PAVEMENT SECTION UNKNOWN

Network: FHB **Branch**: TW NW AP (TAXIWAY TO NORTHWEST APRON) **Section:** 507 **Surface:** AAC
L.C.D.: 01/01/2004 **Use:** TAXIWAY **Rank** P **Length:** 650.00 Ft **Width:** 50.00 Ft **True Area:** 3,469.00 SqF

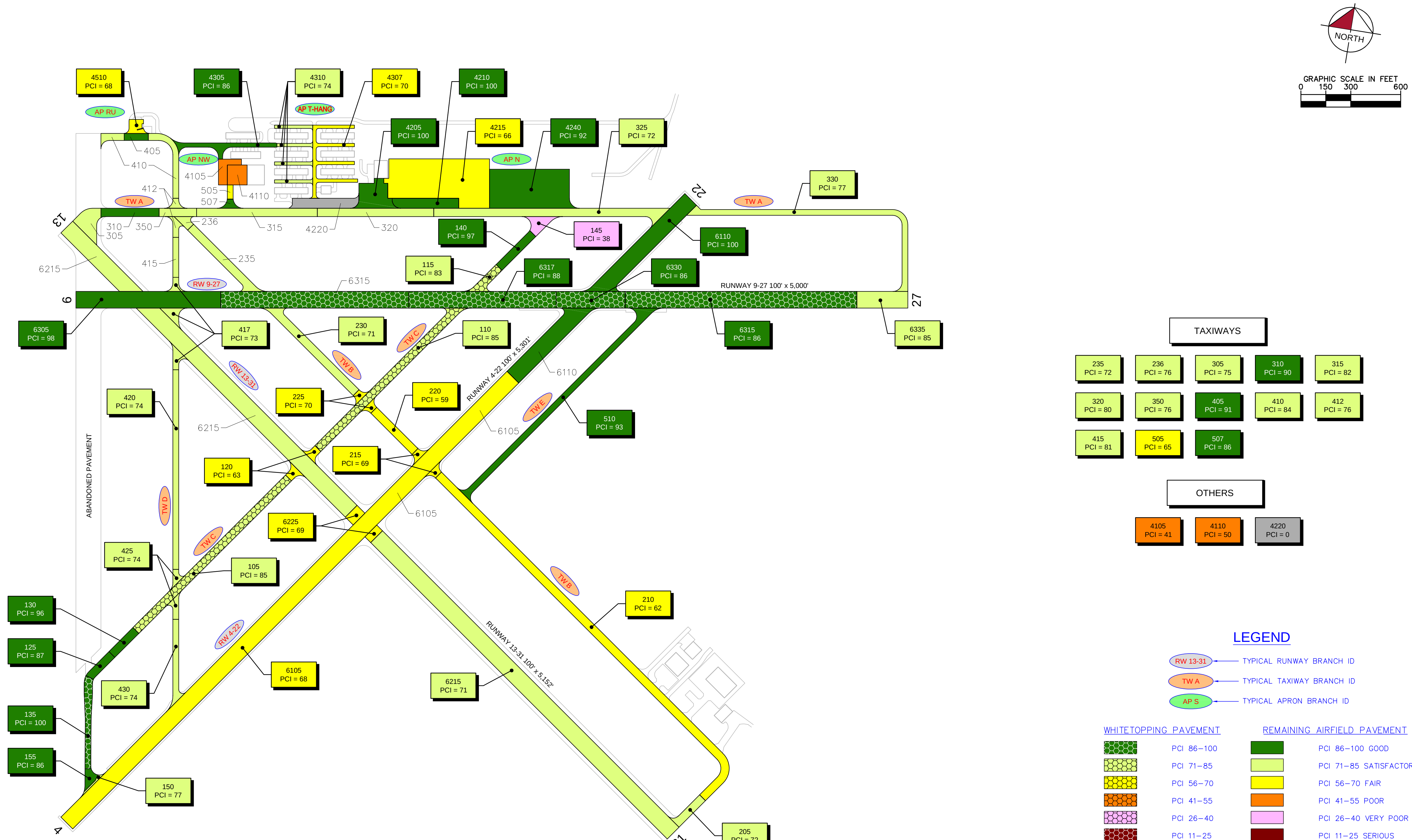
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2004	ML-OL	Mill and Overlay	$0	0.00	True	
01/01/1944	IMPORTED	BUILT	$0	2.00	True	1944 2" AC SURFACE ON 5" SAND ASPHALT BASE

Summary:

Work Description	Section Count	Area Total (SqFt)	Thickness Avg (in)	Thickness STD (in)
BUILT	44	2,515,369.00	1.89	.61
Complete Reconstruction - AC	10	346,681.00	2.40	2.07
Complete Reconstruction - PCC	8	535,320.00	.00	.00
Initial Construction	6	183,363.00	2.00	2.19
Mill & Overlay	4	534,365.00	2.00	2.31
MILL and OVERLAY	17	948,788.00	.00	.00
New Construction - AC	5	58,310.00	2.20	4.92
New Construction - Initial	3	90,245.00	.00	.00
New Construction - PCC	5	121,260.00	2.00	2.74
OVERLAY	19	1,111,678.00	.75	.00

APPENDIX B

- AIRFIELD PAVEMENT CONDITION INDEX RATING EXHIBIT
- PAVEMENT CONDITION INDEX INVENTORY



TAXIWAYS

235 PCI = 72	236 PCI = 76	305 PCI = 75	310 PCI = 90	315 PCI = 82
320 PCI = 80	350 PCI = 76	405 PCI = 91	410 PCI = 84	412 PCI = 76
415 PCI = 81	505 PCI = 65	507 PCI = 86		

OTHERS

4105 PCI = 41	4110 PCI = 50	4220 PCI = 0

LEGEND

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

WHITETOPPING PAVEMENT	REMAINING AIRFIELD PAVEMENT
PCI 86–100	PCI 86–100 GOOD
PCI 71–85	PCI 71–85 SATISFACTORY
PCI 56–70	PCI 56–70 FAIR
PCI 41–55	PCI 41–55 POOR
PCI 26–40	PCI 26–40 VERY POOR
PCI 11–25	PCI 11–25 SERIOUS
PCI 0–10	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.

NUMBER	DATE	REVISIONS

DESIGNED: KHA | DRAWN: KHA | CHECKED: KHA | DATE: 2015

OFFICE OF FREIGHT, LOGISTICS & PASSENGER OPERATIONS

FDOT

AIRFIELD PAVEMENT CONDITION INDEX RATING EXHIBIT

FERNANDINA BEACH MUNICIPAL AIRPORT

NASSAU COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION AND SPACEPORT OFFICE

IDENTIFIER: FHB
FDOT DISTRICT: 2

Table B-1: Pavement Condition Index Inventory

Branch Name	Branch ID	Branch Use	Section ID	True Area (FT^2)	Section Rank	Surface Type	PCI	PCI Category	Total Inspection Samples	Total Samples
RUNWAY 9-27	RW 9-27	RUNWAY	6335	30,650	S	PCC	85	Satisfactory	3	8
RUNWAY 9-27	RW 9-27	RUNWAY	6305	87,000	T	PCC	98	Good	7	23
RUNWAY 13-31	RW 13-31	RUNWAY	6225	11,592	P	AAC	69	Fair	1	2
RUNWAY 13-31	RW 13-31	RUNWAY	6215	479,466	P	AAC	71	Satisfactory	20	96
RUNWAY 4-22	RW 4-22	RUNWAY	6110	138,933	P	AC	100	Good	5	28
RUNWAY 4-22	RW 4-22	RUNWAY	6105	379,000	P	AC	68	Fair	16	76
NORTH RUN UP APRON	AP RU N	APRON	4510	7,368	T	AC	68	Fair	1	2
T-HANGAR APRON	AP T-HANG	APRON	4310	18,438	P	AC	74	Satisfactory	2	4
T-HANGAR APRON	AP T-HANG	APRON	4307	28,110	P	AC	70	Fair	1	6
T-HANGAR APRON	AP T-HANG	APRON	4305	19,403	P	AC	86	Good	1	4
NORTH APRON - TERMINAL	AP N	APRON	4240	113,573	T	AC	92	Good	3	25
NORTH APRON - TERMINAL	AP N	APRON	4220	23,835	P	PCC	0	Failed	1	4
NORTH APRON - TERMINAL	AP N	APRON	4215	155,925	P	AC	66	Fair	4	32
NORTH APRON - TERMINAL	AP N	APRON	4210	23,464	P	AC	100	Good	1	4
NORTH APRON - TERMINAL	AP N	APRON	4205	30,473	P	AAC	100	Good	1	6
NORTHWEST APRON	AP NW	APRON	4110	14,280	P	AC	50	Poor	1	3
NORTHWEST APRON	AP NW	APRON	4105	11,190	P	AC	41	Poor	1	2
TAXIWAY E	TW E	TAXIWAY	510	60,167	P	AC	93	Good	3	16
TAXIWAY TO NORTHWEST APRON	TW NW AP	TAXIWAY	507	3,469	P	AAC	86	Good	1	1
TAXIWAY TO NORTHWEST APRON	TW NW AP	TAXIWAY	505	2,976	P	AC	65	Fair	1	1

Branch Name	Branch ID	Branch Use	Section ID	True Area (FT^2)	Section Rank	Surface Type	PCI	PCI Category	Total Inspection Samples	Total Samples
TAXIWAY D	TW D	TAXIWAY	430	18,663	P	AC	74	Satisfactory	2	5
TAXIWAY D	TW D	TAXIWAY	425	9,694	P	AAC	74	Satisfactory	1	2
TAXIWAY D	TW D	TAXIWAY	420	42,000	P	AC	74	Satisfactory	3	12
TAXIWAY D	TW D	TAXIWAY	417	17,493	P	AAC	73	Satisfactory	1	3
TAXIWAY D	TW D	TAXIWAY	415	8,400	P	AC	81	Satisfactory	1	2
TAXIWAY D	TW D	TAXIWAY	412	8,092	P	AAC	76	Satisfactory	1	2
TAXIWAY D	TW D	TAXIWAY	410	24,188	P	AC	84	Satisfactory	3	7
TAXIWAY D	TW D	TAXIWAY	405	6,163	P	AC	91	Good	1	2
TAXIWAY A	TW A	TAXIWAY	350	11,250	P	AAC	76	Satisfactory	1	3
TAXIWAY A	TW A	TAXIWAY	330	62,109	P	AAC	77	Satisfactory	6	18
TAXIWAY A	TW A	TAXIWAY	325	71,712	P	AC	72	Satisfactory	2	14
TAXIWAY A	TW A	TAXIWAY	320	35,000	P	AAC	80	Satisfactory	2	7
TAXIWAY A	TW A	TAXIWAY	315	36,250	P	AAC	82	Satisfactory	2	7
TAXIWAY A	TW A	TAXIWAY	310	17,554	P	AAC	90	Good	1	4
TAXIWAY A	TW A	TAXIWAY	305	20,095	P	AAC	75	Satisfactory	1	4
TAXIWAY B	TW B	TAXIWAY	236	4,994	P	AAC	76	Satisfactory	1	1
TAXIWAY B	TW B	TAXIWAY	235	28,308	P	AAC	72	Satisfactory	2	6
TAXIWAY B	TW B	TAXIWAY	230	36,936	P	AAC	71	Satisfactory	2	7
TAXIWAY B	TW B	TAXIWAY	225	6,738	P	AAC	70	Fair	1	2
TAXIWAY B	TW B	TAXIWAY	220	17,500	P	AAC	59	Fair	1	4
TAXIWAY B	TW B	TAXIWAY	215	7,146	P	AAC	69	Fair	1	2
TAXIWAY B	TW B	TAXIWAY	210	135,025	P	AAC	62	Fair	4	27
TAXIWAY B	TW B	TAXIWAY	205	11,685	P	AAC	72	Satisfactory	1	2
TAXIWAY C	TW C	TAXIWAY	155	6,151	P	PCC	86	Good	1	1
TAXIWAY C	TW C	TAXIWAY	150	1,968	P	AC	77	Satisfactory	1	1
TAXIWAY C	TW C	TAXIWAY	145	11,198	P	AC	38	Very Poor	1	3

Branch Name	Branch ID	Branch Use	Section ID	True Area (FT^2)	Section Rank	Surface Type	PCI	PCI Category	Total Inspection Samples	Total Samples
TAXIWAY C	TW C	TAXIWAY	140	14,381	P	PCC	97	Good	1	4
TAXIWAY C	TW C	TAXIWAY	130	10,200	P	PCC	96	Good	1	3
TAXIWAY C	TW C	TAXIWAY	125	9,632	P	PCC	87	Good	1	3
TAXIWAY C	TW C	TAXIWAY	120	9,442	P	AAC	63	Fair	1	2
WHITETOPPING PAVEMENT SECTIONS (NON-ASTM PCI)										
RUNWAY 9-27	*RW 9-27*	*RUNWAY*	*6330*	*41,500*	*S*	*WT*	*86*	-	*3*	*8*
RUNWAY 9-27	*RW 9-27*	*RUNWAY*	*6317*	*88,500*	*S*	*WT*	*88*	-	*5*	*18*
RUNWAY 9-27	*RW 9-27*	*RUNWAY*	*6315*	*252,200*	*S*	*WT*	*86*	-	*9*	*51*
TAXIWAY C	*TW C*	*TAXIWAY*	*135*	*21,887*	*P*	*WT*	*100*	-	*2*	*5*
TAXIWAY C	*TW C*	*TAXIWAY*	*115*	*11,183*	*P*	*WT*	*83*	-	*1*	*2*
TAXIWAY C	*TW C*	*TAXIWAY*	*110*	*60,686*	*P*	*WT*	*85*	-	*3*	*13*
TAXIWAY C	*TW C*	*TAXIWAY*	*105*	*64,808*	*P*	*WT*	*85*	-	*2*	*13*

Note: If new construction, then survey date = last construction date and PCI is set to 100 by MicroPAVER.
** Sections not surveyed due to reasons such as re-sectioning, no escort, not accessible at the time of survey. Please refer to Section 3 for discussion on the updates to the ASTM D 5640 that may affect PCI in comparison to previous program update.*

APPENDIX C

- BRANCH CONDITION REPORT
- SECTION CONDITION REPORT

Date: 5 /16/2015

Branch Condition Report

Pavement Database: FDOT NetworkID: FHB

Branch ID	Number of Sections	Sum Section Length (Ft)	Avg Section Width (Ft)	True Area (SqFt)	Use	Average PCI	PCI Standard Deviation	Weighted Average PCI
AP N (NORTH APRON - TERMINAL)	5	2,040.00	161.00	347,270.00	APRON	71.60	37.91	75.25
AP NW (NORTHWEST APRON)	2	270.00	75.00	25,470.00	APRON	45.50	4.50	46.05
AP RU N (NORTH RUN UP APRON)	1	85.00	80.00	7,368.00	APRON	68.00	0.00	68.00
AP T-HANG (T-HANGAR APRON)	3	4,330.00	23.33	65,951.00	APRON	76.67	6.80	75.83
RW 13-31 (RUNWAY 13-31)	2	4,855.00	100.00	491,058.00	RUNWAY	70.00	1.00	70.95
RW 4-22 (RUNWAY 4-22)	2	10,200.00	100.00	517,933.00	RUNWAY	84.00	16.00	76.58
RW 9-27 (RUNWAY 9-27)	2	1,150.00	100.00	117,650.00	RUNWAY	91.50	6.50	94.61
TW A (TAXIWAY A)	7	3,782.00	47.86	253,970.00	TAXIWAY	78.86	5.46	77.41
TW B (TAXIWAY B)	8	5,318.45	36.25	248,332.00	TAXIWAY	68.88	5.25	65.44
TW C (TAXIWAY C)	7	1,200.00	44.29	62,972.00	TAXIWAY	77.71	19.48	78.02
TW D (TAXIWAY D)	8	3,222.40	48.13	134,693.00	TAXIWAY	78.38	6.02	77.00
TW E (TAXIWAY E)	1	1,200.00	50.00	60,167.00	TAXIWAY	93.00	0.00	93.00
TW NW AP (TAXIWAY TO NORTHWEST APRON)	2	790.00	42.50	6,445.00	TAXIWAY	75.50	10.50	76.30

Use Category	Number of Sections	Total Area (SqFt)	Arithmetic Average PCI	Average PCI STD.	Weighted Average PCI
APRON	11	446,059.00	67.91	28.07	73.55
RUNWAY	6	1,126,641.00	81.83	13.38	76.01
TAXIWAY	33	766,579.00	76.30	11.56	74.72
All	50	2,339,279.00	75.12	17.35	75.12

Date: 5 /16/2015

Section Condition Report

Pavement Database: FDOT 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 (NORTH APRON - TERMINAL)	4205	01/01/2014	AAC	APRON	P	0	30,473.00	01/01/2014	0	100.00
AP N (NORTH APRON - TERMINAL)	4210	01/01/2014	AC	APRON	P	0	23,464.00	01/01/2014	0	100.00
AP N (NORTH APRON - TERMINAL)	4215	01/01/1993	AC	APRON	P	0	155,925.00	01/20/2015	22	66.00
AP N (NORTH APRON - TERMINAL)	4220	01/01/1944	PCC	APRON	P	0	23,835.00	01/20/2015	71	0.00
AP N (NORTH APRON - TERMINAL)	4240	01/01/2004	AC	APRON	T	0	113,573.00	01/20/2015	11	92.00
AP NW (NORTHWEST APRON)	4105	01/01/2000	AC	APRON	P	0	11,190.00	01/20/2015	15	41.00
AP NW (NORTHWEST APRON)	4110	01/01/1987	AC	APRON	P	0	14,280.00	01/20/2015	28	50.00
AP RU N (NORTH RUN UP APRON)	4510	01/01/2004	AC	APRON	T	0	7,368.00	01/20/2015	11	68.00
AP T-HANG (T-HANGAR APRON)	4305	12/25/2000	AC	APRON	P	0	19,403.00	01/20/2015	15	86.00
AP T-HANG (T-HANGAR APRON)	4307	01/01/1987	AC	APRON	P	0	28,110.00	01/20/2015	28	70.00
AP T-HANG (T-HANGAR APRON)	4310	12/25/1999	AC	APRON	P	0	18,438.00	01/20/2015	16	74.00
RW 13-31 (RUNWAY 13-31)	6215	01/01/2010	AAC	RUNWAY	P	0	479,466.00	01/20/2015	5	71.00
RW 13-31 (RUNWAY 13-31)	6225	01/01/2004	AAC	RUNWAY	P	0	11,592.00	01/20/2015	11	69.00
RW 4-22 (RUNWAY 4-22)	6105	01/01/2004	AC	RUNWAY	P	0	379,000.00	01/20/2015	11	68.00
RW 4-22 (RUNWAY 4-22)	6110	01/01/2014	AC	RUNWAY	P	0	138,933.00	01/01/2014	0	100.00
RW 9-27 (RUNWAY 9-27)	6305	01/01/2004	PCC	RUNWAY	T	0	87,000.00	01/20/2015	11	98.00
RW 9-27 (RUNWAY 9-27)	6335	01/01/2004	PCC	RUNWAY	S	0	30,650.00	01/20/2015	11	85.00
TW A (TAXIWAY A)	305	01/01/2010	AAC	TAXIWAY	P	0	20,095.00	01/20/2015	5	75.00
TW A (TAXIWAY A)	310	01/01/2010	AAC	TAXIWAY	P	0	17,554.00	01/20/2015	5	90.00
TW A (TAXIWAY A)	315	01/01/2004	AAC	TAXIWAY	P	0	36,250.00	01/20/2015	11	82.00
TW A (TAXIWAY A)	320	01/01/2004	AAC	TAXIWAY	P	0	35,000.00	01/20/2015	11	80.00
TW A (TAXIWAY A)	325	01/01/2004	AC	TAXIWAY	P	0	71,712.00	01/20/2015	11	72.00
TW A (TAXIWAY A)	330	01/01/2004	AAC	TAXIWAY	P	0	62,109.00	01/20/2015	11	77.00
TW A (TAXIWAY A)	350	01/01/1996	AAC	TAXIWAY	P	0	11,250.00	01/20/2015	19	76.00
TW B (TAXIWAY B)	205	01/01/2010	AAC	TAXIWAY	P	0	11,685.00	01/20/2015	5	72.00
TW B (TAXIWAY B)	210	01/01/2010	AAC	TAXIWAY	P	0	135,025.00	01/20/2015	5	62.00

Section Condition Report

Pavement Database: FDOT NetworkID: FHB

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
TW B (TAXIWAY B)	215	01/01/2010	AAC	TAXIWAY	P	0	7,146.00	01/20/2015	5	69.00
TW B (TAXIWAY B)	220	01/01/2010	AAC	TAXIWAY	P	0	17,500.00	01/20/2015	5	59.00
TW B (TAXIWAY B)	225	01/01/2010	AAC	TAXIWAY	P	0	6,738.00	01/20/2015	5	70.00
TW B (TAXIWAY B)	230	01/01/2010	AAC	TAXIWAY	P	0	36,936.00	01/20/2015	5	71.00
TW B (TAXIWAY B)	235	01/01/2010	AAC	TAXIWAY	P	0	28,308.00	01/20/2015	5	72.00
TW B (TAXIWAY B)	236	01/01/1996	AAC	TAXIWAY	P	0	4,994.00	01/20/2015	19	76.00
TW C (TAXIWAY C)	120	01/01/2010	AAC	TAXIWAY	P	0	9,442.00	01/20/2015	5	63.00
TW C (TAXIWAY C)	125	01/01/2010	PCC	TAXIWAY	P	0	9,632.00	01/20/2015	5	87.00
TW C (TAXIWAY C)	130	01/01/2004	PCC	TAXIWAY	P	0	10,200.00	01/20/2015	11	96.00
TW C (TAXIWAY C)	140	01/01/2004	PCC	TAXIWAY	P	0	14,381.00	01/20/2015	11	97.00
TW C (TAXIWAY C)	145	01/01/2004	AC	TAXIWAY	P	0	11,198.00	01/20/2015	11	38.00
TW C (TAXIWAY C)	150	01/01/2010	AC	TAXIWAY	P	0	1,968.00	01/20/2015	5	77.00
TW C (TAXIWAY C)	155	01/01/2010	PCC	TAXIWAY	P	0	6,151.00	01/20/2015	5	86.00
TW D (TAXIWAY D)	405	01/01/2004	AC	TAXIWAY	P	0	6,163.00	01/20/2015	11	91.00
TW D (TAXIWAY D)	410	01/01/2004	AC	TAXIWAY	P	0	24,188.00	01/20/2015	11	84.00
TW D (TAXIWAY D)	412	01/01/1996	AAC	TAXIWAY	P	0	8,092.00	01/20/2015	19	76.00
TW D (TAXIWAY D)	415	01/01/2004	AC	TAXIWAY	P	0	8,400.00	01/20/2015	11	81.00
TW D (TAXIWAY D)	417	01/01/1996	AAC	TAXIWAY	P	0	17,493.00	01/20/2015	19	73.00
TW D (TAXIWAY D)	420	01/01/2004	AC	TAXIWAY	P	0	42,000.00	01/20/2015	11	74.00
TW D (TAXIWAY D)	425	01/01/2004	AAC	TAXIWAY	P	0	9,694.00	01/20/2015	11	74.00
TW D (TAXIWAY D)	430	01/01/2004	AC	TAXIWAY	P	0	18,663.00	01/20/2015	11	74.00
TW E (TAXIWAY E)	510	01/01/2011	AC	TAXIWAY	P	0	60,167.00	01/20/2015	4	93.00
TW NW AP (TAXIWAY TO NORTHWEST APRON)	505	01/01/1987	AC	TAXIWAY	P	0	2,976.00	01/20/2015	28	65.00
TW NW AP (TAXIWAY TO NORTHWEST APRON)	507	01/01/2004	AAC	TAXIWAY	P	0	3,469.00	01/20/2015	11	86.00

Section Condition Report

Pavement Database: FDOT

Age Category	Average Age At Inspection	Total Area (SqFt)	Number of Sections	Arithmetic Average PCI	PCI Standard Deviation	Weighted Average PCI
0-02	**0.00**	**192,870.00**	**3**	**100.00**	**0.00**	**100.00**
03-05	**4.93**	**847,813.00**	**15**	**74.47**	**10.33**	**71.61**
11-15	**11.36**	**1,013,203.00**	**22**	**77.86**	**15.47**	**77.06**
16-20	**18.40**	**60,267.00**	**5**	**75.00**	**1.41**	**74.52**
21-25	**22.00**	**155,925.00**	**1**	**66.00**	**0.00**	**66.00**
26-30	**28.00**	**45,366.00**	**3**	**61.67**	**10.41**	**63.38**
over 40	**71.00**	**23,835.00**	**1**	**0.00**	**0.00**	**0.00**
All	**11.86**	**2,339,279.00**	**50**	**75.12**	**17.52**	**75.12**

APPENDIX D

- PAVEMENT PERFORMANCE PREDICTION
- PAVEMENT PERFORMANCE BY PAVEMENT USE

Table D-1: Pavement Performance Prediction

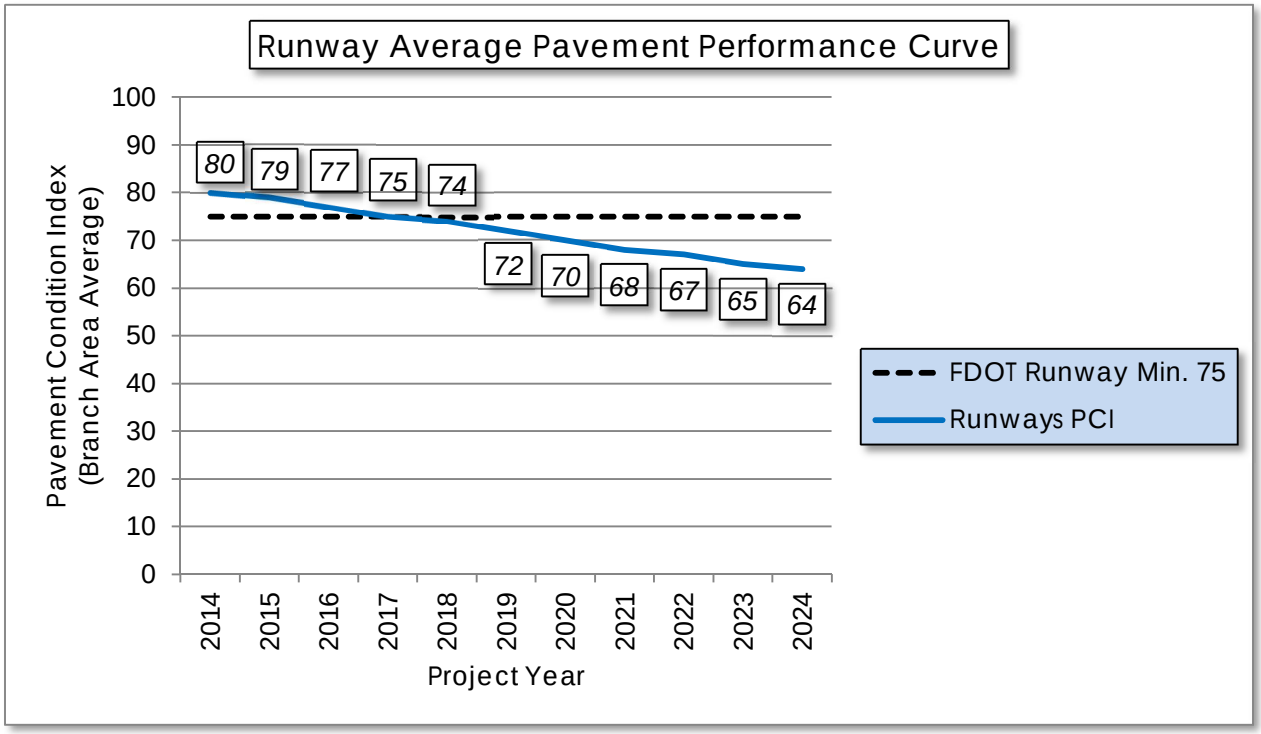
Branch ID	Section ID	Current PCI	Pavement Performance Model - PCI									
			2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
AP N	4205	100	95	91	88	85	82	80	77	75	73	71
AP N	4210	100	92	88	84	81	78	76	74	72	71	70
AP N	4215	66	66	65	64	64	63	62	62	61	60	59
AP N	4220	0	0	0	0	0	0	0	0	0	0	0
AP N	4240	92	90	86	83	80	77	75	73	72	70	69
AP NW	4105	41	41	40	40	40	40	39	39	39	39	38
AP NW	4110	50	50	49	48	47	46	46	45	44	44	43
AP RU N	4510	68	68	67	66	66	65	64	64	63	62	61
AP T-HANG	4305	86	85	81	79	76	74	73	71	70	69	68
AP T-HANG	4307	70	70	69	68	67	66	66	65	64	64	63
AP T-HANG	4310	74	73	72	71	69	68	68	67	66	65	65
RW 13-31	6215	71	70	69	67	65	64	63	62	62	61	61
RW 13-31	6225	69	68	67	65	64	63	62	62	61	61	60
RW 4-22	6105	68	68	66	65	64	62	61	60	59	58	57
RW 4-22	6110	100	97	95	93	90	88	87	85	83	81	79
RW 9-27	6305	98	97	95	92	89	86	84	81	78	75	73
RW 9-27	6335	85	84	81	78	76	73	71	68	66	64	62
TW A	305	75	75	73	72	71	70	68	67	66	65	64
TW A	310	90	89	87	85	83	81	80	78	77	75	74
TW A	315	82	81	80	78	77	76	74	73	72	71	69
TW A	320	80	79	78	77	75	74	73	71	70	69	68
TW A	325	72	71	70	69	68	67	66	66	65	65	64
TW A	330	77	77	75	74	73	71	70	69	68	67	66
TW A	350	76	76	74	73	72	71	69	68	67	66	65
TW B	205	72	72	70	69	68	67	66	65	64	63	62
TW B	210	62	62	61	60	59	59	58	58	57	57	57
TW B	215	69	69	67	66	65	64	63	62	61	61	60
TW B	220	59	59	58	58	57	57	57	57	57	56	56

Branch ID	Section ID	Current PCI	Pavement Performance Model - PCI									
			2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
TW B	225	70	70	68	67	66	65	64	63	62	61	60
TW B	230	71	71	69	68	67	66	65	64	63	62	61
TW B	235	72	72	70	69	68	67	66	65	64	63	62
TW B	236	76	76	74	73	72	71	69	68	67	66	65
TW C	120	63	63	63	62	62	62	61	61	60	60	59
TW C	125	87	86	84	81	79	77	75	74	72	71	69
TW C	130	96	95	92	90	87	84	81	79	76	73	71
TW C	140	97	96	94	91	88	85	82	80	77	74	72
TW C	145	38	38	37	37	36	36	36	35	35	35	35
TW C	150	77	76	75	73	71	70	69	68	67	66	66
TW C	155	86	85	83	80	78	76	75	73	72	70	69
TW D	405	91	90	87	85	83	80	78	76	74	73	71
TW D	410	84	83	81	79	77	75	73	72	70	69	68
TW D	412	76	76	74	73	72	71	69	68	67	66	65
TW D	415	81	80	78	76	74	73	71	70	69	68	67
TW D	417	73	73	71	70	69	68	67	66	65	64	63
TW D	420	74	73	72	71	69	68	67	67	66	65	65
TW D	425	74	74	72	71	70	69	68	66	65	64	63
TW D	430	74	73	72	71	69	68	67	67	66	65	65
TW E	510	93	92	89	87	84	82	80	78	76	74	72
TW NW AP	505	65	65	65	64	64	64	64	63	63	63	63
TW NW AP	507	86	85	83	82	80	78	77	76	74	73	72

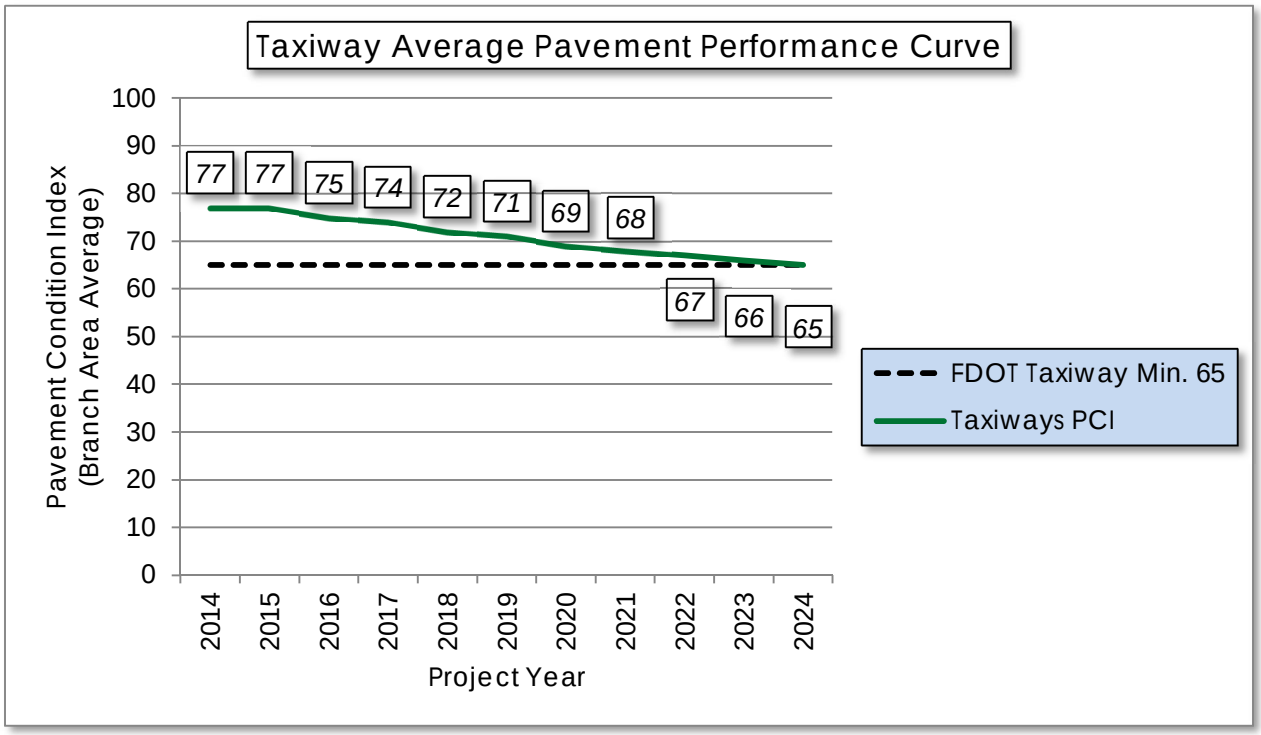
Note: If new construction, then survey date = last construction date and PCI is set to 100 by MicroPAVER.
** Sections not surveyed due to reasons such as re-sectioning, no escort, not accessible at the time of survey. Please refer to Section 3 for discussion on the updates to the ASTM D 5640 that may affect PCI in comparison to previous program update.*

Figure D-1: Pavement Performance by Pavement Use

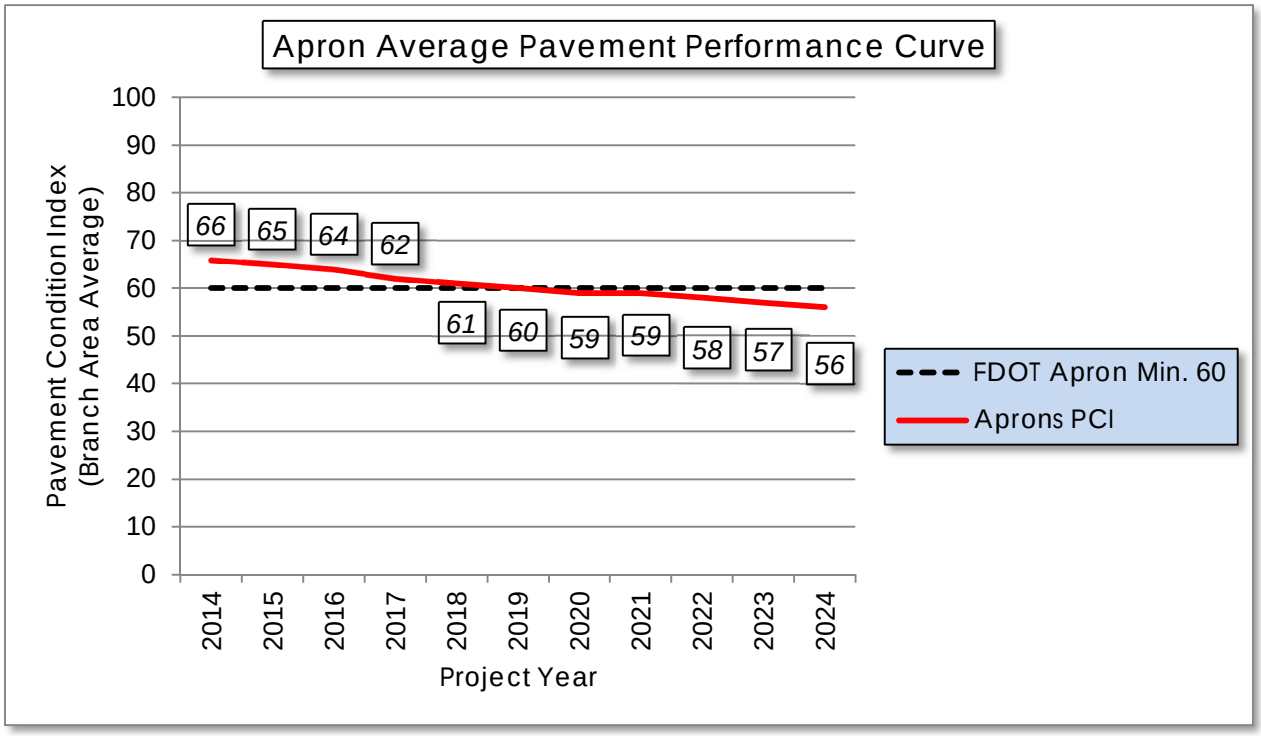
(a) Runway



(b) Taxiway



(c) Apron


Apron Average Pavement Performance Curve
Pavement Condition Index (Branch Area Average)
100
90
80
70
60
50
40
30
20
10
0
66
65
64
62
61
60
59
59
58
57
56
2014
2015
2016
2017
2018
2019
2020
2021
2022
2023
2024
Project Year
FDOT Apron Min. 60
Aprons PCI

APPENDIX E

- YEAR-1 PREVENTATIVE ACTIVITIES

Table E-1: Year-1 Preventative Activities

Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
NORTH APRON - TERMINAL	AP N	4215	BLOCK CR	L	Surface Seal	69,651.80	SqFt	$0.55	$38,308.80
NORTH APRON - TERMINAL	AP N	4215	L & T CR	L	Crack Sealing - AC	6,490.30	Ft	$2.75	$17,848.25
NORTH APRON - TERMINAL	AP N	4220	CORNER BREAK	L	Patching - PCC Partial Depth	129.20	SqFt	$19.10	$2,467.09
NORTH APRON - TERMINAL	AP N	4220	LINEAR CR	H	Crack Sealing - PCC	731.50	Ft	$4.25	$3,108.97
NORTH APRON - TERMINAL	AP N	4220	JT SEAL DMG	M	Joint Seal - PCC	1,940.00	Ft	$3.00	$5,819.99
NORTH APRON - TERMINAL	AP N	4220	SCALING	L	Patching - PCC Partial Depth	4,921.30	SqFt	$19.10	$93,996.07
NORTH APRON - TERMINAL	AP N	4220	FAULTING	H	Restoration - PCC/CRCP	80.00	Ft	$45.00	$3,600.00
NORTH APRON - TERMINAL	AP N	4220	FAULTING	L	Patching - PCC Partial Depth	262.50	SqFt	$19.10	$5,013.12
NORTH APRON - TERMINAL	AP N	4220	FAULTING	M	Restoration - PCC/CRCP	320.00	Ft	$45.00	$14,400.00
NORTH APRON - TERMINAL	AP N	4220	SHAT. SLAB	L	Slab Replacement - PCC	3,200.00	SqFt	$45.00	$144,000.01
NORTH APRON - TERMINAL	AP N	4220	SHAT. SLAB	M	Slab Replacement - PCC	6,400.00	SqFt	$45.00	$288,000.02
NORTH APRON - TERMINAL	AP N	4220	SHAT. SLAB	H	Slab Replacement - PCC	9,600.00	SqFt	$45.00	$432,000.03
NORTH APRON - TERMINAL	AP N	4220	SHRINKAGE CR	N	Crack Sealing - PCC	59.10	Ft	$4.25	$250.98
NORTH APRON - TERMINAL	AP N	4240	L & T CR	L	Crack Sealing - AC	48.70	Ft	$2.75	$133.83
NORTHWEST APRON	AP NW	4105	BLOCK CR	L	Surface Seal	5,324.30	SqFt	$0.55	$2,928.41

Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
NORTHWEST APRON	AP NW	4105	L & T CR	M	Crack Sealing - AC	28.40	Ft	$2.75	$78.09
NORTHWEST APRON	AP NW	4105	L & T CR	L	Crack Sealing - AC	837.70	Ft	$2.75	$2,303.66
NORTHWEST APRON	AP NW	4110	ALLIGATOR CR	L	Patching - AC Full Depth	94.50	SqFt	$5.00	$472.73
NORTHWEST APRON	AP NW	4110	DEPRESSION	L	Patching - AC Full Depth	354.30	SqFt	$5.00	$1,771.45
NORTHWEST APRON	AP NW	4110	L & T CR	L	Crack Sealing - AC	1,895.10	Ft	$2.75	$5,211.45
NORTHWEST APRON	AP NW	4110	OIL SPILLAGE	N	Surface Seal	63.70	SqFt	$0.55	$35.06
NORTHWEST APRON	AP NW	4110	RAVELING	L	Surface Seal	5,950.00	SqFt	$0.55	$3,272.53
NORTH RUN UP APRON	AP RU N	4510	DEPRESSION	L	Patching - AC Full Depth	319.70	SqFt	$5.00	$1,598.54
NORTH RUN UP APRON	AP RU N	4510	L & T CR	L	Crack Sealing - AC	320.20	Ft	$2.75	$880.53
T-HANGAR APRON	AP T-HANG	4305	L & T CR	L	Crack Sealing - AC	77.60	Ft	$2.75	$213.43
T-HANGAR APRON	AP T-HANG	4307	DEPRESSION	L	Patching - AC Full Depth	862.20	SqFt	$5.00	$4,310.85
T-HANGAR APRON	AP T-HANG	4310	DEPRESSION	L	Patching - AC Full Depth	118.70	SqFt	$5.00	$593.39
T-HANGAR APRON	AP T-HANG	4310	L & T CR	M	Crack Sealing - AC	15.80	Ft	$2.75	$43.41
T-HANGAR APRON	AP T-HANG	4310	L & T CR	L	Crack Sealing - AC	682.70	Ft	$2.75	$1,877.34
T-HANGAR APRON	AP T-HANG	4310	RAVELING	L	Surface Seal	704.40	SqFt	$0.55	$387.41
RUNWAY 13-31	RW 13-31	6215	BLOCK CR	L	Surface Seal	45,645.20	SqFt	$0.55	$25,105.05

Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
RUNWAY 13-31	RW 13-31	6215	DEPRESSION	L	Patching - AC Full Depth	1,138.60	SqFt	$5.00	$5,692.98
RUNWAY 13-31	RW 13-31	6215	L & T CR	L	Crack Sealing - AC	41,914.90	Ft	$2.75	$115,265.90
RUNWAY 13-31	RW 13-31	6225	L & T CR	M	Crack Sealing - AC	173.00	Ft	$2.75	$475.79
RUNWAY 13-31	RW 13-31	6225	L & T CR	L	Crack Sealing - AC	605.60	Ft	$2.75	$1,665.27
RUNWAY 13-31	RW 13-31	6225	RAVELING	L	Surface Seal	3,477.60	SqFt	$0.55	$1,912.70
RUNWAY 4-22	RW 4-22	6105	L & T CR	L	Crack Sealing - AC	34,408.50	Ft	$2.75	$94,623.17
RUNWAY 4-22	RW 4-22	6105	RAVELING	L	Surface Seal	113,700.00	SqFt	$0.55	$62,535.52
RUNWAY 9-27	RW 9-27	6305	JT SEAL DMG	L	Joint Seal - PCC	12,650.00	Ft	$3.00	$37,949.92
RUNWAY 9-27	RW 9-27	6305	CORNER SPALL	L	Patching - PCC Partial Depth	9.30	SqFt	$19.10	$176.96
RUNWAY 9-27	RW 9-27	6335	JT SEAL DMG	H	Joint Seal - PCC	44,898.00	Ft	$3.00	$134,693.61
RUNWAY 9-27	RW 9-27	6335	SHRINKAGE CR	N	Crack Sealing - PCC	410.10	Ft	$4.25	$1,742.95
RUNWAY 9-27	RW 9-27	6335	JOINT SPALL	L	Patching - PCC Partial Depth	224.20	SqFt	$19.10	$4,283.14
TAXIWAY ALPHA	TW A	305	L & T CR	L	Crack Sealing - AC	1,597.40	Ft	$2.75	$4,392.73
TAXIWAY ALPHA	TW A	310	L & T CR	L	Crack Sealing - AC	108.80	Ft	$2.75	$299.30
TAXIWAY ALPHA	TW A	315	L & T CR	L	Crack Sealing - AC	572.70	Ft	$2.75	$1,575.06
TAXIWAY ALPHA	TW A	315	RAVELING	L	Surface Seal	1,812.50	SqFt	$0.55	$996.88

Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
TAXIWAY ALPHA	TW A	320	L & T CR	L	Crack Sealing - AC	406.00	Ft	$2.75	$1,116.50
TAXIWAY ALPHA	TW A	320	RAVELING	L	Surface Seal	3,500.00	SqFt	$0.55	$1,925.02
TAXIWAY ALPHA	TW A	325	BLEEDING	N	Patching - AC Partial Depth	1,771.30	SqFt	$3.00	$5,313.85
TAXIWAY ALPHA	TW A	325	L & T CR	L	Crack Sealing - AC	1,577.70	Ft	$2.75	$4,338.57
TAXIWAY ALPHA	TW A	325	RAVELING	L	Surface Seal	5,378.40	SqFt	$0.55	$2,958.14
TAXIWAY ALPHA	TW A	330	BLEEDING	N	Patching - AC Partial Depth	8.90	SqFt	$3.00	$26.61
TAXIWAY ALPHA	TW A	330	L & T CR	L	Crack Sealing - AC	2,373.90	Ft	$2.75	$6,528.25
TAXIWAY ALPHA	TW A	330	PATCHING	M	Patching - AC Full Depth	29.70	SqFt	$5.00	$148.33
TAXIWAY ALPHA	TW A	330	RAVELING	L	Surface Seal	3,621.50	SqFt	$0.55	$1,991.83
TAXIWAY ALPHA	TW A	350	L & T CR	L	Crack Sealing - AC	114.00	Ft	$2.75	$313.50
TAXIWAY ALPHA	TW A	350	RAVELING	L	Surface Seal	2,250.00	SqFt	$0.55	$1,237.51
TAXIWAY BRAVO	TW B	205	DEPRESSION	L	Patching - AC Full Depth	75.80	SqFt	$5.00	$379.16
TAXIWAY BRAVO	TW B	205	L & T CR	L	Crack Sealing - AC	344.00	Ft	$2.75	$946.02
TAXIWAY BRAVO	TW B	205	RAVELING	L	Surface Seal	3,271.80	SqFt	$0.55	$1,799.51
TAXIWAY BRAVO	TW B	210	DEPRESSION	L	Patching - AC Full Depth	282.20	SqFt	$5.00	$1,411.10
TAXIWAY BRAVO	TW B	210	L & T CR	L	Crack Sealing - AC	18,992.50	Ft	$2.75	$52,229.27

Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
TAXIWAY BRAVO	TW B	210	RAVELING	L	Surface Seal	40,664.00	SqFt	$0.55	$22,365.39
TAXIWAY BRAVO	TW B	215	L & T CR	L	Crack Sealing - AC	362.00	Ft	$2.75	$995.50
TAXIWAY BRAVO	TW B	215	RAVELING	L	Surface Seal	2,040.00	SqFt	$0.55	$1,122.01
TAXIWAY BRAVO	TW B	220	L & T CR	L	Crack Sealing - AC	1,157.30	Ft	$2.75	$3,182.66
TAXIWAY BRAVO	TW B	220	RAVELING	M	Surface Seal	4,900.00	SqFt	$0.55	$2,695.02
TAXIWAY BRAVO	TW B	225	L & T CR	L	Crack Sealing - AC	80.00	Ft	$2.75	$220.00
TAXIWAY BRAVO	TW B	225	RAVELING	L	Surface Seal	2,696.00	SqFt	$0.55	$1,482.81
TAXIWAY BRAVO	TW B	230	DEPRESSION	L	Patching - AC Full Depth	15.40	SqFt	$5.00	$77.14
TAXIWAY BRAVO	TW B	230	L & T CR	H	Crack Sealing - AC	22.20	Ft	$2.75	$60.94
TAXIWAY BRAVO	TW B	230	L & T CR	L	Crack Sealing - AC	1,366.60	Ft	$2.75	$3,758.23
TAXIWAY BRAVO	TW B	230	RAVELING	L	Surface Seal	10,342.10	SqFt	$0.55	$5,688.19
TAXIWAY BRAVO	TW B	235	DEPRESSION	M	Patching - AC Full Depth	30.30	SqFt	$5.00	$151.62
TAXIWAY BRAVO	TW B	235	L & T CR	L	Crack Sealing - AC	1,392.40	Ft	$2.75	$3,829.23
TAXIWAY BRAVO	TW B	235	RAVELING	L	Surface Seal	5,661.60	SqFt	$0.55	$3,113.91
TAXIWAY BRAVO	TW B	236	L & T CR	L	Crack Sealing - AC	16.00	Ft	$2.75	$44.00
TAXIWAY BRAVO	TW B	236	WEATHERING	M	Surface Seal	4,994.00	SqFt	$0.55	$2,746.72

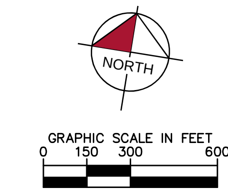
Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
TAXIWAY CHARLIE	TW C	120	DEPRESSION	L	Patching - AC Full Depth	81.10	SqFt	$5.00	$405.50
TAXIWAY CHARLIE	TW C	120	L & T CR	L	Crack Sealing - AC	994.50	Ft	$2.75	$2,734.91
TAXIWAY CHARLIE	TW C	125	SHRINKAGE CR	N	Crack Sealing - PCC	15.30	Ft	$4.25	$64.84
TAXIWAY CHARLIE	TW C	125	JOINT SPALL	M	Patching - PCC Partial Depth	40.00	SqFt	$19.10	$764.80
TAXIWAY CHARLIE	TW C	125	JOINT SPALL	L	Patching - PCC Partial Depth	16.70	SqFt	$19.10	$318.67
TAXIWAY CHARLIE	TW C	130	SHRINKAGE CR	N	Crack Sealing - PCC	123.00	Ft	$4.25	$522.89
TAXIWAY CHARLIE	TW C	130	JOINT SPALL	L	Patching - PCC Partial Depth	134.50	SqFt	$19.10	$2,569.88
TAXIWAY CHARLIE	TW C	140	JOINT SPALL	L	Patching - PCC Partial Depth	112.10	SqFt	$19.10	$2,141.57
TAXIWAY CHARLIE	TW C	145	BLEEDING	N	Patching - AC Partial Depth	1,059.30	SqFt	$3.00	$3,177.99
TAXIWAY CHARLIE	TW C	145	L & T CR	M	Crack Sealing - AC	125.40	Ft	$2.75	$344.90
TAXIWAY CHARLIE	TW C	145	L & T CR	L	Crack Sealing - AC	548.70	Ft	$2.75	$1,508.93
TAXIWAY CHARLIE	TW C	145	RAVELING	L	Surface Seal	956.30	SqFt	$0.55	$525.97
TAXIWAY CHARLIE	TW C	150	L & T CR	L	Crack Sealing - AC	110.00	Ft	$2.75	$302.50
TAXIWAY CHARLIE	TW C	155	CORNER BREAK	L	Patching - PCC Partial Depth	32.30	SqFt	$19.10	$616.77
TAXIWAY CHARLIE	TW C	155	JOINT SPALL	M	Patching - PCC Partial Depth	6.50	SqFt	$19.10	$123.35
TAXIWAY CHARLIE	TW C	155	JOINT SPALL	H	Patching - PCC Partial Depth	8.10	SqFt	$19.10	$154.19

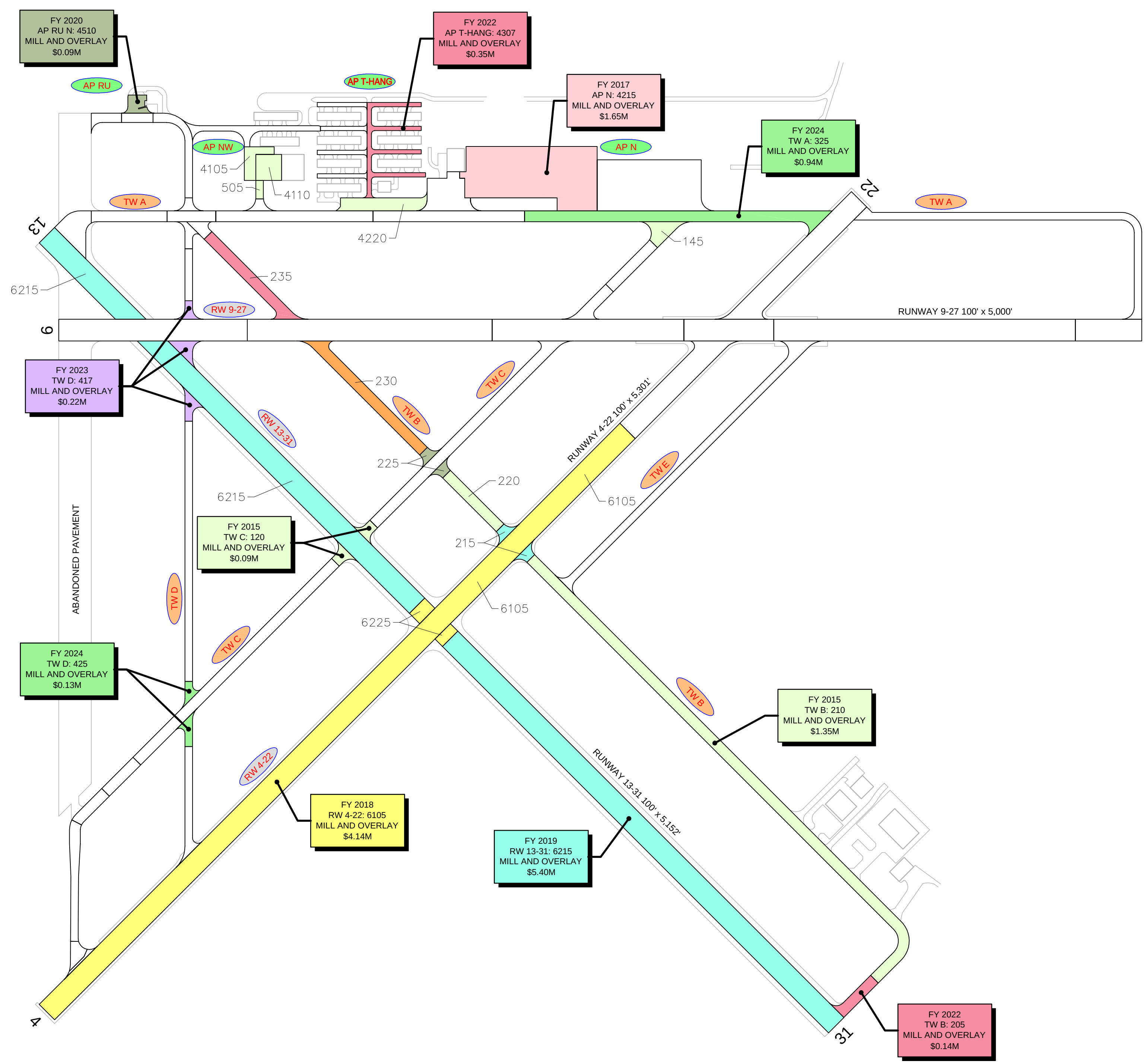
Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
TAXIWAY CHARLIE	TW C	155	CORNER SPALL	L	Patching - PCC Partial Depth	2.70	SqFt	$19.10	$51.40
TAXIWAY CHARLIE	TW C	155	CORNER SPALL	M	Patching - PCC Partial Depth	2.70	SqFt	$19.10	$51.40
TAXIWAY DELTA	TW D	405	L & T CR	L	Crack Sealing - AC	13.50	Ft	$2.75	$37.21
TAXIWAY DELTA	TW D	410	L & T CR	L	Crack Sealing - AC	320.90	Ft	$2.75	$882.58
TAXIWAY DELTA	TW D	410	RAVELING	L	Surface Seal	863.90	SqFt	$0.55	$475.13
TAXIWAY DELTA	TW D	410	SHOVING	L	Grinding (Localized)	15.70	Ft	$2.10	$33.00
TAXIWAY DELTA	TW D	412	L & T CR	L	Crack Sealing - AC	204.00	Ft	$2.75	$560.96
TAXIWAY DELTA	TW D	412	RAVELING	L	Surface Seal	1,618.70	SqFt	$0.55	$890.31
TAXIWAY DELTA	TW D	415	RAVELING	L	Surface Seal	1,680.00	SqFt	$0.55	$924.01
TAXIWAY DELTA	TW D	417	RAVELING	L	Surface Seal	3,500.30	SqFt	$0.55	$1,925.20
TAXIWAY DELTA	TW D	417	WEATHERING	M	Surface Seal	13,992.70	SqFt	$0.55	$7,696.03
TAXIWAY DELTA	TW D	420	L & T CR	L	Crack Sealing - AC	1,584.00	Ft	$2.75	$4,356.00
TAXIWAY DELTA	TW D	420	RAVELING	L	Surface Seal	12,600.00	SqFt	$0.55	$6,930.06
TAXIWAY DELTA	TW D	425	BLEEDING	N	Patching - AC Partial Depth	9.70	SqFt	$3.00	$29.12
TAXIWAY DELTA	TW D	425	L & T CR	L	Crack Sealing - AC	218.40	Ft	$2.75	$600.57
TAXIWAY DELTA	TW D	425	RAVELING	L	Surface Seal	2,909.40	SqFt	$0.55	$1,600.19

Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
TAXIWAY DELTA	TW D	430	L & T CR	L	Crack Sealing - AC	523.60	Ft	$2.75	$1,439.79
TAXIWAY DELTA	TW D	430	RAVELING	L	Surface Seal	5,599.10	SqFt	$0.55	$3,079.55
TAXIWAY ECHO	TW E	510	DEPRESSION	L	Patching - AC Full Depth	161.70	SqFt	$5.00	$808.46
TAXIWAY TO NORTHWEST APRON	TW NW AP	505	L & T CR	L	Crack Sealing - AC	238.00	Ft	$2.75	$654.50
TAXIWAY TO NORTHWEST APRON	TW NW AP	505	RAVELING	L	Surface Seal	550.00	SqFt	$0.55	$302.50
TAXIWAY TO NORTHWEST APRON	TW NW AP	507	L & T CR	L	Crack Sealing - AC	26.00	Ft	$2.75	$71.50
TAXIWAY TO NORTHWEST APRON	TW NW AP	507	RAVELING	L	Surface Seal	50.00	SqFt	$0.55	$27.50
								Total =	$ 1,752,213.54

APPENDIX F

- AIRFIELD PAVEMENT 10-YEAR MAJOR REHABILITATION EXHIBIT
- AIRFIELD PAVEMENT 10-YEAR MAJOR REHABILITATION TABLE





SECTION: 145	SECTION: 220	SECTION: 505	SECTION: 4105
FY 2015 TW C: 145 RECONSTRUCTION $0.17M	FY 2015 TW B: 220 MILL AND OVERLAY $0.18M	FY 2015 TW NW AP: 505 MILL AND OVERLAY $0.03M	FY 2015 AP NW: 4105 MILL AND OVERLAY $0.16M

SECTION: 4110	SECTION: 4220	SECTION: 6225	SECTION: 215
FY 2015 AP NW: 4110 MILL AND OVERLAY $0.15M	FY 2015 AP N: 4220 RECONSTRUCTION $0.36M	FY 2018 RW 13-31: 6225 MILL AND OVERLAY $0.13M	FY 2019 TW B: 215 MILL AND OVERLAY $0.08M

SECTION: 225	SECTION: 230	SECTION: 235
FY 2020 TW B: 225 MILL AND OVERLAY $0.08M	FY 2021 TW B: 230 MILL AND OVERLAY $0.44M	FY 2022 TW B: 235 MILL AND OVERLAY $0.35M

LEGEND

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

PROGRAM YEAR

2015	2020
2016	2021
2017	2022
2018	2023
2019	2024

"PROGRAM YEAR"
"BRANCH":"SECTION"
"REHAB ACTIVITY"
"EST. COST"

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. NO PREVENTATIVE MAINTENANCE OR MAJOR REHABILITATION WAS IDENTIFIED FOR 'WHITETOPPING PAVEMENT' SECTIONS

NUMBER	DATE	REVISIONS

DESIGNED: KHA DRAWN: KHA CHECKED: KHA DATE: 2015

OFFICE OF FREIGHT, LOGISTICS & PASSENGER OPERATIONS

AIRFIELD PAVEMENT 10-YEAR MAJOR REHABILITATION EXHIBIT

FERNANDINA BEACH MUNICIPAL AIRPORT

NASSAU COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION AND SPACEPORT OFFICE

IDENTIFIER FHB

FDOT DISTRICT 2

Table F-1: Airfield Pavement 10-Year Major Rehabilitation Table

Year	Branch ID	Section ID	Major M&R Costs*	PCI Before M&R	M&R Activity	PCI After M&R
2015	AP N	4220	$ 357,525.00	0	Reconstruction	100
2015	AP NW	4105	$ 163,094.00	41	Mill and Overlay	100
2015	AP NW	4110	$ 145,156.00	50	Mill and Overlay	100
2015	TW B	210	$ 1,350,250.00	62	Mill and Overlay	100
2015	TW B	220	$ 175,000.00	59	Mill and Overlay	100
2015	TW C	120	$ 94,420.00	63	Mill and Overlay	100
2015	TW C	145	$ 167,970.00	38	Reconstruction	100
2015	TW NW AP	505	$ 29,760.00	65	Mill and Overlay	100
2017	AP N	4215	$ 1,654,208.00	65	Mill and Overlay	100
2018	RW 13-31	6225	$ 126,669.00	65	Mill and Overlay	100
2018	RW 4-22	6105	$ 4,141,435.00	64	Mill and Overlay	100
2019	RW 13-31	6215	$ 5,396,432.00	65	Mill and Overlay	100
2019	TW B	215	$ 80,429.00	65	Mill and Overlay	100
2020	AP RU N	4510	$ 85,415.00	65	Mill and Overlay	100
2020	TW B	225	$ 78,112.00	65	Mill and Overlay	100
2021	TW B	230	$ 441,035.00	65	Mill and Overlay	100
2022	AP T-HANG	4307	$ 345,718.00	65	Mill and Overlay	100
2022	TW B	205	$ 143,711.00	64	Mill and Overlay	100
2022	TW B	235	$ 348,153.00	64	Mill and Overlay	100
2023	TW D	417	$ 221,596.00	64	Mill and Overlay	100
2024	TW A	325	$ 935,679.00	65	Mill and Overlay	100
2024	TW D	425	$ 126,485.00	64	Mill and Overlay	100
		Total =	$16,608,252.00			

** Costs are adjusted for inflation AT 3%*

APPENDIX G

- PHOTOGRAPHS

Runway 9-27, Section 6305, Sample Unit 301 – Low Severity (65) Joint Seal Damage

Runway 4-22, Section 6105, Sample Unit 312 – Low Severity (43) Block Cracking, Low Severity (48) Longitudinal and Transverse Cracking, Low Severity (57) Weathering

Taxiway Alpha, Section 325, Sample Unit 125 – (42) Bleeding, Low Severity (48) Longitudinal and Transverse Cracking, Low Severity (57) Weathering

Taxiway Charlie, Section 145, Sample Unit 138 – (42) Bleeding, Low Severity (48) Longitudinal and Transverse Cracking, Low Severity (50) Patching, Low Severity (57) Weathering

Taxiway Bravo, Section 235, Sample Unit 147 – Low Severity (48) Longitudinal and Transverse Cracking, Low Severity (52) Raveling, Low Severity (57) Weathering

Taxiway Delta, Section 420, Sample Unit 119 – Low Severity (48) Longitudinal and Transverse Cracking, Low Severity (52) Raveling, Low Severity (57) Weathering

Taxiway Delta, Section 405, Sample Unit 101 – Low Severity (57) Weathering

Apron T-Hangar, Section 4310, Sample Unit 106 – Low Severity (48) Longitudinal and Transverse Cracking, Low Severity (57) Weathering

APPENDIX H

- DISTRESS DATA – RE-INSPECTION REPORT

Re-inspection Report

FDOT
Report Generated Date: May 16, 2015

Network: FHB Name: FERNANDINA BEACH MUNICIPAL AIRPORT

Branch: AP N Name: NORTH APRON - TERMINAL Use: APRON Area: 347,270.00SqFt

Section: 4205 of 5 From: - To: - Last Const.: 01/01/2014
Surface: AAC Family: FDOT-SAPMP-GA-AP-AAC Zone: Category: Rank: P
Area: 30,473.00SqFt Length: 160.00Ft Width: 200.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

NOTE: * Pre-Construction PCI *****

Last Insp. Date: 04/17/2012 Total Samples: 8 Surveyed: 1
Conditions: PCI : 36
Inspection Comments:

Sample Number: 101 Type: R Area: 5,000.05SqFt PCI = 36
Sample Comments:

43	BLOCK CR	M	800.00 SqFt	Comments:
43	BLOCK CR	L	4,200.00 SqFt	Comments:
52	RAVELING	L	5,000.00 SqFt	Comments:
56	SWELLING	L	640.00 SqFt	Comments:
43	BLOCK CR	M	800.00 SqFt	Comments:
43	BLOCK CR	L	4,200.00 SqFt	Comments:
52	RAVELING	L	5,000.00 SqFt	Comments:
56	SWELLING	L	640.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 16, 2015

Network: FHB Name: FERNANDINA BEACH MUNICIPAL AIRPORT

Branch: AP N Name: NORTH APRON - TERMINAL Use: APRON Area: 347,270.00SqFt

Section: 4210 of 5 From: - To: - Last Const.: 01/01/2014
Surface: AC Family: FDOT-SAPMP-GA-AP-AC Zone: Category: Rank: P
Area: 23,464.00SqFt Length: 400.00Ft Width: 60.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

NOTE: * Pre-Construction PCI *****

Last Insp. Date: 04/17/2012 Total Samples: 4 Surveyed: 1
Conditions: PCI : 0
Inspection Comments:

Sample Number: 219 Type: R Area: 15.48Slabs PCI = 0
Sample Comments:

65	JT SEAL DMG	L	15.00 Slabs	Comments:
63	LINEAR CR	L	1.00 Slabs	Comments:
70	SCALING	M	1.00 Slabs	Comments:
72	SHAT. SLAB	H	3.00 Slabs	Comments:
72	SHAT. SLAB	M	4.00 Slabs	Comments:
70	SCALING	L	7.00 Slabs	Comments:
63	LINEAR CR	M	4.00 Slabs	Comments:
72	SHAT. SLAB	L	2.00 Slabs	Comments:
74	JOINT SPALL	L	2.00 Slabs	Comments:
65	JT SEAL DMG	L	15.00 Slabs	Comments:
63	LINEAR CR	L	1.00 Slabs	Comments:
70	SCALING	M	1.00 Slabs	Comments:
72	SHAT. SLAB	H	3.00 Slabs	Comments:
72	SHAT. SLAB	M	4.00 Slabs	Comments:
70	SCALING	L	7.00 Slabs	Comments:
63	LINEAR CR	M	4.00 Slabs	Comments:
72	SHAT. SLAB	L	2.00 Slabs	Comments:
74	JOINT SPALL	L	2.00 Slabs	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 16, 2015

Network: FHB Name: FERNANDINA BEACH MUNICIPAL AIRPORT

Branch: AP N Name: NORTH APRON - TERMINAL Use: APRON Area: 347,270.00SqFt

Section: 4215 of 5 From: - To: - Last Const.: 01/01/1993
Surface: AC Family: FDOT-SAPMP-GA-AP-AC Zone: Category: Rank: P
Area: 155,925.00SqFt Length: 600.00Ft Width: 250.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/20/2015 Total Samples: 32 Surveyed: 4
Conditions: PCI : 66
Inspection Comments:

Sample Number: 105 Type: R Area: 4,700.00SqFt PCI = 83
Sample Comments:

56 SWELLING	L	40.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	121.00	Ft	Comments:
57 WEATHERING	L	4,700.00	SqFt	Comments:

Sample Number: 208 Type: R Area: 5,000.00SqFt PCI = 67
Sample Comments:

43 BLOCK CRACKING	L	800.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	278.00	Ft	Comments:
57 WEATHERING	L	5,000.00	SqFt	Comments:
56 SWELLING	L	45.00	SqFt	Comments:

Sample Number: 256 Type: R Area: 5,000.00SqFt PCI = 56
Sample Comments:

43 BLOCK CRACKING	L	3,000.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	421.00	Ft	Comments:
56 SWELLING	L	65.00	SqFt	Comments:
57 WEATHERING	L	5,000.00	SqFt	Comments:

Sample Number: 259 Type: R Area: 5,000.00SqFt PCI = 59
Sample Comments:

43 BLOCK CRACKING	L	5,000.00	SqFt	Comments:
57 WEATHERING	L	5,000.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 16, 2015

Network: FHB Name: FERNANDINA BEACH MUNICIPAL AIRPORT

Branch: AP N Name: NORTH APRON - TERMINAL Use: APRON Area: 347,270.00SqFt

Section: 4220 of 5 From: - To: - Last Const.: 01/01/1944
Surface: PCC Family: FDOT-SAPMP-GA-AP-PCC Zone: Category: Rank: P
Area: 23,835.00SqFt Length: 400.00Ft Width: 60.00Ft
Slabs: 60 Slab Width: 20.00Ft Slab Length: 20.00Ft Joint Length: 1,940.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/20/2015 Total Samples: 4 Surveyed: 1
Conditions: PCI : 0
Inspection Comments:

Sample Number: 365 Type: R Area: 15.00Slabs PCI = 0
Sample Comments:

65	JOINT SEAL DAMAGE	M	15.00 Slabs	Comments:
71	FAULTING	M	4.00 Slabs	Comments:
70	SCALING/CRAZING	L	15.00 Slabs	Comments:
71	FAULTING	L	1.00 Slabs	Comments:
63	LINEAR CRACKING	H	3.00 Slabs	Comments:
71	FAULTING	H	1.00 Slabs	Comments:
72	SHATTERED SLAB	L	2.00 Slabs	Comments:
72	SHATTERED SLAB	M	4.00 Slabs	Comments:
72	SHATTERED SLAB	H	6.00 Slabs	Comments:
73	SHRINKAGE CRACKING	N	3.00 Slabs	Comments:
62	CORNER BREAK	L	1.00 Slabs	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 16, 2015

Network: FHB Name: FERNANDINA BEACH MUNICIPAL AIRPORT

Branch: AP N Name: NORTH APRON - TERMINAL Use: APRON Area: 347,270.00SqFt

Section: 4240 of 5 From: To: Last Const.: 01/01/2004
Surface: AC Family: FDOT-SAPMP-GA-AP-AC Zone: Category: Rank: T
Area: 113,573.00SqFt Length: 480.00Ft Width: 235.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/20/2015 Total Samples: 25 Surveyed: 3
Conditions: PCI : 92
Inspection Comments:

Sample Number: 252 Type: R Area: 5,000.00SqFt PCI = 92
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	6.00 Ft	Comments:
57 WEATHERING	L	5,000.00 SqFt	Comments:

Sample Number: 300 Type: R Area: 4,003.00SqFt PCI = 90
Sample Comments:

50 PATCHING	L	45.00 SqFt	Comments:
57 WEATHERING	L	3,958.00 SqFt	Comments:

Sample Number: 303 Type: R Area: 5,000.00SqFt PCI = 94
Sample Comments:

57 WEATHERING	L	5,000.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 16, 2015

Network: FHB Name: FERNANDINA BEACH MUNICIPAL AIRPORT

Branch: AP NW Name: NORTHWEST APRON Use: APRON Area: 25,470.00SqFt

Section: 4105 of 2 From: - To: - Last Const.: 01/01/2000
Surface: AC Family: FDOT-SAPMP-GA-AP-AC Zone: Category: Rank: P
Area: 11,190.00SqFt Length: 150.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/20/2015 Total Samples: 2 Surveyed: 1
Conditions: PCI : 41
Inspection Comments:

Sample Number: 100 Type: R Area: 6,305.00SqFt PCI = 41
Sample Comments:

43	BLOCK CRACKING	L	3,000.00 SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	472.00 Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	M	16.00 Ft	Comments:
57	WEATHERING	L	6,305.00 SqFt	Comments:
56	SWELLING	L	3,000.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 16, 2015

Network: FHB Name: FERNANDINA BEACH MUNICIPAL AIRPORT

Branch: AP NW Name: NORTHWEST APRON Use: APRON Area: 25,470.00SqFt

Section: 4110 of 2 From: - To: - Last Const.: 01/01/1987
Surface: AC Family: FDOT-SAPMP-GA-AP-AC Zone: Category: Rank: P
Area: 14,280.00SqFt Length: 120.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/20/2015 Total Samples: 3 Surveyed: 1
Conditions: PCI : 50
Inspection Comments:

Sample Number: 300 Type: R Area: 4,800.00SqFt PCI = 50
Sample Comments:

45	DEPRESSION	L	95.00 SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	637.00 Ft	Comments:
49	OIL SPILLAGE	N	12.00 SqFt	Comments:
52	RAVELING	L	2,000.00 SqFt	Comments:
57	WEATHERING	L	2,800.00 SqFt	Comments:
41	ALLIGATOR CRACKING	L	20.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 16, 2015

Network: FHB Name: FERNANDINA BEACH MUNICIPAL AIRPORT

Branch: AP RU N Name: NORTH RUN UP APRON Use: APRON Area: 7,368.00SqFt

Section: 4510 of 1 From: To: Last Const.: 01/01/2004
Surface: AC Family: FDOT-SAPMP-GA-AP-AC Zone: Category: Rank: T
Area: 7,368.00SqFt Length: 85.00Ft Width: 80.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/20/2015 Total Samples: 2 Surveyed: 1
Conditions: PCI : 68
Inspection Comments:

Sample Number: 100 Type: R Area: 4,096.00SqFt PCI = 68
Sample Comments:

45	DEPRESSION	L	140.00 SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	178.00 Ft	Comments:
50	PATCHING	L	140.00 SqFt	Comments:
56	SWELLING	L	4.00 SqFt	Comments:
57	WEATHERING	L	3,956.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 16, 2015

Network: FHB Name: FERNANDINA BEACH MUNICIPAL AIRPORT

Branch: AP T-HANG Name: T-HANGAR APRON Use: APRON Area: 65,951.00SqFt

Section: 4305 of 3 From: - To: - Last Const.: 12/25/2000
Surface: AC Family: FDOT-SAPMP-GA-AP-AC Zone: Category: Rank: P
Area: 19,403.00SqFt Length: 900.00Ft Width: 25.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/20/2015 Total Samples: 4 Surveyed: 1
Conditions: PCI : 86
Inspection Comments:

Sample Number: 202 Type: R Area: 5,000.00SqFt PCI = 86
Sample Comments:

50 PATCHING	L	60.00 SqFt	Comments:
57 WEATHERING	L	4,940.00 SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	20.00 Ft	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 16, 2015

Network: FHB Name: FERNANDINA BEACH MUNICIPAL AIRPORT

Branch: AP T-HANG Name: T-HANGAR APRON Use: APRON Area: 65,951.00SqFt

Section: 4307 of 3 From: - To: - Last Const.: 01/01/1987
Surface: AC Family: FDOT-SAPMP-GA-AP-AC Zone: Category: Rank: P
Area: 28,110.00SqFt Length: 1,400.00Ft Width: 20.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/20/2015 Total Samples: 6 Surveyed: 1
Conditions: PCI : 70
Inspection Comments:

Sample Number: 308 Type: R Area: 4,697.00SqFt PCI = 70
Sample Comments:

50 PATCHING	L	860.00 SqFt	Comments:
57 WEATHERING	L	3,837.00 SqFt	Comments:
45 DEPRESSION	L	125.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 16, 2015

Network: FHB Name: FERNANDINA BEACH MUNICIPAL AIRPORT

Branch: AP T-HANG Name: T-HANGAR APRON Use: APRON Area: 65,951.00SqFt

Section: 4310 of 3 From: - To: - Last Const.: 12/25/1999
Surface: AC Family: FDOT-SAPMP-GA-AP-AC Zone: Category: Rank: P
Area: 18,438.00SqFt Length: 2,030.00Ft Width: 25.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/20/2015 Total Samples: 4 Surveyed: 2
Conditions: PCI : 74
Inspection Comments:

Sample Number: 106 Type: R Area: 4,648.00SqFt PCI = 66
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	336.00	Ft	Comments:
57 WEATHERING	L	4,416.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	8.00	Ft	Comments:
52 RAVELING	L	232.00	SqFt	Comments:

Sample Number: 406 Type: R Area: 4,697.00SqFt PCI = 81
Sample Comments:

45 DEPRESSION	L	40.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	10.00	Ft	Comments:
52 RAVELING	L	125.00	SqFt	Comments:
57 WEATHERING	L	4,572.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 16, 2015

Network: FHB Name: FERNANDINA BEACH MUNICIPAL AIRPORT

Branch: RW 13-31 Name: RUNWAY 13-31 Use: RUNWAY Area: 491,058.00SqFt

Section: 6215 of 2 From: - To: - Last Const.: 01/01/2010
Surface: AAC Family: FDOT-SAPMP-GA-RW-AAC Zone: Category: Rank: P
Area: 479,466.00SqFt Length: 4,690.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/20/2015 Total Samples: 96 Surveyed: 20
Conditions: PCI : 71
Inspection Comments:

Sample Number: 300 Type: R Area: 5,000.00SqFt PCI = 90
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	23.00	Ft	Comments:
57 WEATHERING	L	5,000.00	SqFt	Comments:

Sample Number: 302 Type: R Area: 5,000.00SqFt PCI = 89
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	81.00	Ft	Comments:
57 WEATHERING	L	5,000.00	SqFt	Comments:

Sample Number: 305 Type: R Area: 5,000.00SqFt PCI = 64
Sample Comments:

43 BLOCK CRACKING	L	360.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	310.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	319.00	Ft	Comments:
57 WEATHERING	L	5,000.00	SqFt	Comments:

Sample Number: 308 Type: R Area: 5,000.00SqFt PCI = 69
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	249.00	Ft	Comments:
43 BLOCK CRACKING	L	450.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	139.00	Ft	Comments:
43 BLOCK CRACKING	L	550.00	SqFt	Comments:
57 WEATHERING	L	5,000.00	SqFt	Comments:

Sample Number: 312 Type: R Area: 5,000.00SqFt PCI = 67
Sample Comments:

43 BLOCK CRACKING	L	1,250.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	365.00	Ft	Comments:
57 WEATHERING	L	5,000.00	SqFt	Comments:

Sample Number: 315 Type: R Area: 5,000.00SqFt PCI = 70
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	559.00	Ft	Comments:
57 WEATHERING	L	5,000.00	SqFt	Comments:

Sample Number: 322 Type: R Area: 5,000.00SqFt PCI = 67
Sample Comments:

43 BLOCK CRACKING	L	800.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	192.00	Ft	Comments:
43 BLOCK CRACKING	L	550.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	256.00	Ft	Comments:
57 WEATHERING	L	5,000.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 16, 2015

Sample Number: 329 Type: R Area: 5,000.00SqFt PCI = 67
Sample Comments:

43	BLOCK CRACKING	L	390.00 SqFt	Comments:
43	BLOCK CRACKING	L	560.00 SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	259.00 Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	203.00 Ft	Comments:
43	BLOCK CRACKING	L	310.00 SqFt	Comments:
57	WEATHERING	L	5,000.00 SqFt	Comments:

Sample Number: 335 Type: R Area: 5,000.00SqFt PCI = 65
Sample Comments:

43	BLOCK CRACKING	L	800.00 SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	271.00 Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	279.00 Ft	Comments:
57	WEATHERING	L	5,000.00 SqFt	Comments:

Sample Number: 340 Type: R Area: 5,000.00SqFt PCI = 67
Sample Comments:

43	BLOCK CRACKING	L	800.00 SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	498.00 Ft	Comments:
57	WEATHERING	L	5,000.00 SqFt	Comments:

Sample Number: 345 Type: R Area: 5,000.00SqFt PCI = 68
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	409.00 Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	261.00 Ft	Comments:
57	WEATHERING	L	5,000.00 SqFt	Comments:

Sample Number: 350 Type: R Area: 5,000.00SqFt PCI = 70
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	430.00 Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	146.00 Ft	Comments:
57	WEATHERING	L	5,000.00 SqFt	Comments:

Sample Number: 359 Type: R Area: 5,000.00SqFt PCI = 61
Sample Comments:

43	BLOCK CRACKING	L	1,400.00 SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	267.00 Ft	Comments:
43	BLOCK CRACKING	L	1,300.00 SqFt	Comments:
57	WEATHERING	L	5,000.00 SqFt	Comments:

Sample Number: 365 Type: R Area: 5,000.00SqFt PCI = 67
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	440.00 Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	276.00 Ft	Comments:
57	WEATHERING	L	5,000.00 SqFt	Comments:

Sample Number: 372 Type: R Area: 5,000.00SqFt PCI = 80
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	265.00 Ft	Comments:
57	WEATHERING	L	5,000.00 SqFt	Comments:

Sample Number: 376 Type: R Area: 5,000.00SqFt PCI = 79
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	288.00 Ft	Comments:
57	WEATHERING	L	5,000.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 16, 2015

Sample Number: 381 Type: R Area: 5,000.00SqFt PCI = 78
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	295.00	Ft	Comments:
57 WEATHERING	L	5,000.00	SqFt	Comments:

Sample Number: 387 Type: R Area: 5,000.00SqFt PCI = 76
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	177.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	191.00	Ft	Comments:
57 WEATHERING	L	5,000.00	SqFt	Comments:

Sample Number: 395 Type: R Area: 5,000.00SqFt PCI = 68
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	463.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	195.00	Ft	Comments:
57 WEATHERING	L	5,000.00	SqFt	Comments:

Sample Number: 402 Type: R Area: 5,000.00SqFt PCI = 63
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	124.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	512.00	Ft	Comments:
45 DEPRESSION	L	150.00	SqFt	Comments:
45 DEPRESSION	L	60.00	SqFt	Comments:
57 WEATHERING	L	5,000.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 16, 2015

Network: FHB Name: FERNANDINA BEACH MUNICIPAL AIRPORT

Branch: RW 13-31 Name: RUNWAY 13-31 Use: RUNWAY Area: 491,058.00SqFt

Section: 6225 of 2 From: - To: - Last Const.: 01/01/2004
Surface: AAC Family: FDOT-SAPMP-GA-RW-AAC Zone: Category: Rank: P
Area: 11,592.00SqFt Length: 165.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/20/2015 Total Samples: 2 Surveyed: 1
Conditions: PCI : 69
Inspection Comments:

Sample Number: 354 Type: R Area: 6,700.00SqFt PCI = 69
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	M	100.00 Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	350.00 Ft	Comments:
52	RAVELING	L	2,010.00 SqFt	Comments:
57	WEATHERING	L	4,690.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 16, 2015

Network: FHB Name: FERNANDINA BEACH MUNICIPAL AIRPORT

Branch: RW 4-22 Name: RUNWAY 4-22 Use: RUNWAY Area: 517,933.00SqFt

Section: 6105 of 2 From: - To: - Last Const.: 01/01/2004
Surface: AC Family: FDOT-SAPMP-GA-RW-AC Zone: Category: Rank: P
Area: 379,000.00SqFt Length: 5,100.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/20/2015 Total Samples: 76 Surveyed: 16
Conditions: PCI : 68
Inspection Comments:

Sample Number: 101 Type: R Area: 5,000.00SqFt PCI = 67
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	37.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	450.00	Ft	Comments:
52 RAVELING	L	1,500.00	SqFt	Comments:
57 WEATHERING	L	3,500.00	SqFt	Comments:

Sample Number: 108 Type: R Area: 5,000.00SqFt PCI = 67
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	30.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	450.00	Ft	Comments:
52 RAVELING	L	1,500.00	SqFt	Comments:
57 WEATHERING	L	3,500.00	SqFt	Comments:

Sample Number: 115 Type: R Area: 5,000.00SqFt PCI = 68
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	19.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	450.00	Ft	Comments:
52 RAVELING	L	1,500.00	SqFt	Comments:
57 WEATHERING	L	3,500.00	SqFt	Comments:

Sample Number: 122 Type: R Area: 5,000.00SqFt PCI = 68
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	19.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	450.00	Ft	Comments:
52 RAVELING	L	1,500.00	SqFt	Comments:
57 WEATHERING	L	3,500.00	SqFt	Comments:

Sample Number: 126 Type: R Area: 5,000.00SqFt PCI = 68
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	4.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	450.00	Ft	Comments:
52 RAVELING	L	1,500.00	SqFt	Comments:
57 WEATHERING	L	3,500.00	SqFt	Comments:

Sample Number: 129 Type: R Area: 5,000.00SqFt PCI = 70
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	45.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	350.00	Ft	Comments:
52 RAVELING	L	1,500.00	SqFt	Comments:
57 WEATHERING	L	3,500.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 16, 2015

Sample Number: 136 Type: R Area: 5,000.00SqFt PCI = 68
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	450.00 Ft	Comments:
52	RAVELING	L	1,500.00 SqFt	Comments:
57	WEATHERING	L	3,500.00 SqFt	Comments:

Sample Number: 140 Type: R Area: 5,000.00SqFt PCI = 68
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	450.00 Ft	Comments:
52	RAVELING	L	1,500.00 SqFt	Comments:
57	WEATHERING	L	3,500.00 SqFt	Comments:

Sample Number: 143 Type: R Area: 5,000.00SqFt PCI = 68
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	452.00 Ft	Comments:
52	RAVELING	L	1,500.00 SqFt	Comments:
57	WEATHERING	L	3,500.00 SqFt	Comments:

Sample Number: 148 Type: R Area: 5,000.00SqFt PCI = 69
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	350.00 Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	59.00 Ft	Comments:
52	RAVELING	L	1,500.00 SqFt	Comments:
57	WEATHERING	L	3,500.00 SqFt	Comments:

Sample Number: 150 Type: R Area: 5,000.00SqFt PCI = 68
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	458.00 Ft	Comments:
52	RAVELING	L	1,500.00 SqFt	Comments:
57	WEATHERING	L	3,500.00 SqFt	Comments:

Sample Number: 152 Type: R Area: 5,000.00SqFt PCI = 68
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	457.00 Ft	Comments:
52	RAVELING	L	1,500.00 SqFt	Comments:
57	WEATHERING	L	3,500.00 SqFt	Comments:

Sample Number: 157 Type: R Area: 5,000.00SqFt PCI = 68
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	450.00 Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	14.00 Ft	Comments:
52	RAVELING	L	1,500.00 SqFt	Comments:
57	WEATHERING	L	3,500.00 SqFt	Comments:

Sample Number: 164 Type: R Area: 5,000.00SqFt PCI = 68
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	470.00 Ft	Comments:
52	RAVELING	L	1,500.00 SqFt	Comments:
57	WEATHERING	L	3,500.00 SqFt	Comments:

Sample Number: 168 Type: R Area: 5,000.00SqFt PCI = 68
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	460.00 Ft	Comments:
52	RAVELING	L	1,500.00 SqFt	Comments:
57	WEATHERING	L	3,500.00 SqFt	Comments:

Sample Number: 171 Type: R Area: 5,000.00SqFt PCI = 68
Sample Comments:

Re-inspection Report

FDOT

Report Generated Date: May 16, 2015

48 LONGITUDINAL/TRANSVERSE CRACKING	L	439.00	Ft	Comments:
52 RAVELING	L	1,500.00	SqFt	Comments:
57 WEATHERING	L	3,500.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 16, 2015

Network: FHB Name: FERNANDINA BEACH MUNICIPAL AIRPORT

Branch: RW 4-22 Name: RUNWAY 4-22 Use: RUNWAY Area: 517,933.00SqFt

Section: 6110 of 2 From: - To: - Last Const.: 01/01/2014
Surface: AC Family: FDOT-SAPMP-GA-RW-AC Zone: Category: Rank: P
Area: 138,933.00SqFt Length: 5,100.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

NOTE: * Pre-Construction PCI *****
Last Insp. Date: 04/16/2012 Total Samples: 132 Surveyed: 21
Conditions: PCI : 67
Inspection Comments:

Sample Number: 101 Type: R Area: 5,000.05SqFt PCI = 65
Sample Comments:

52 RAVELING	L	2,600.00	SqFt	Comments:
48 L & T CR	L	170.00	Ft	Comments:
56 SWELLING	L	30.00	SqFt	Comments:
52 RAVELING	L	2,600.00	SqFt	Comments:
48 L & T CR	L	170.00	Ft	Comments:
56 SWELLING	L	30.00	SqFt	Comments:

Sample Number: 108 Type: R Area: 5,000.05SqFt PCI = 73
Sample Comments:

48 L & T CR	L	230.00	Ft	Comments:
52 RAVELING	L	925.00	SqFt	Comments:
48 L & T CR	L	230.00	Ft	Comments:
52 RAVELING	L	925.00	SqFt	Comments:

Sample Number: 115 Type: R Area: 5,000.05SqFt PCI = 69
Sample Comments:

48 L & T CR	L	217.00	Ft	Comments:
52 RAVELING	L	1,160.00	SqFt	Comments:
48 L & T CR	M	19.00	Ft	Comments:
48 L & T CR	L	217.00	Ft	Comments:
52 RAVELING	L	1,160.00	SqFt	Comments:
48 L & T CR	M	19.00	Ft	Comments:

Sample Number: 122 Type: R Area: 5,000.05SqFt PCI = 62
Sample Comments:

48 L & T CR	M	8.00	Ft	Comments:
48 L & T CR	L	241.00	Ft	Comments:
52 RAVELING	L	1,300.00	SqFt	Comments:
52 RAVELING	M	50.00	SqFt	Comments:
48 L & T CR	M	8.00	Ft	Comments:
48 L & T CR	L	241.00	Ft	Comments:
52 RAVELING	L	1,300.00	SqFt	Comments:
52 RAVELING	M	50.00	SqFt	Comments:

Sample Number: 126 Type: R Area: 5,000.05SqFt PCI = 75
Sample Comments:

48 L & T CR	L	188.00	Ft	Comments:
52 RAVELING	L	650.00	SqFt	Comments:
48 L & T CR	L	188.00	Ft	Comments:
52 RAVELING	L	650.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 16, 2015

Sample Number: 129 Type: R Area: 5,000.05SqFt PCI = 72
Sample Comments:

48 L & T CR	L	241.00	Ft	Comments:
52 RAVELING	L	910.00	SqFt	Comments:
48 L & T CR	L	241.00	Ft	Comments:
52 RAVELING	L	910.00	SqFt	Comments:

Sample Number: 136 Type: R Area: 5,000.05SqFt PCI = 75
Sample Comments:

50 PATCHING	L	0.25	SqFt	Comments:
48 L & T CR	L	7.00	Ft	Comments:
52 RAVELING	L	1,100.00	SqFt	Comments:
50 PATCHING	L	0.25	SqFt	Comments:
48 L & T CR	L	7.00	Ft	Comments:
52 RAVELING	L	1,100.00	SqFt	Comments:

Sample Number: 140 Type: R Area: 5,000.05SqFt PCI = 65
Sample Comments:

48 L & T CR	M	68.00	Ft	Comments:
48 L & T CR	L	198.00	Ft	Comments:
50 PATCHING	L	0.00	SqFt	Comments:
52 RAVELING	L	910.00	SqFt	Comments:
48 L & T CR	M	68.00	Ft	Comments:
48 L & T CR	L	198.00	Ft	Comments:
50 PATCHING	L	0.00	SqFt	Comments:
52 RAVELING	L	910.00	SqFt	Comments:

Sample Number: 143 Type: R Area: 5,000.05SqFt PCI = 73
Sample Comments:

52 RAVELING	L	650.00	SqFt	Comments:
48 L & T CR	L	229.00	Ft	Comments:
52 RAVELING	L	650.00	SqFt	Comments:
48 L & T CR	L	229.00	Ft	Comments:

Sample Number: 148 Type: R Area: 5,000.05SqFt PCI = 71
Sample Comments:

48 L & T CR	M	28.00	Ft	Comments:
48 L & T CR	L	122.00	Ft	Comments:
52 RAVELING	L	1,050.00	SqFt	Comments:
48 L & T CR	M	28.00	Ft	Comments:
48 L & T CR	L	122.00	Ft	Comments:
52 RAVELING	L	1,050.00	SqFt	Comments:

Sample Number: 150 Type: R Area: 5,000.05SqFt PCI = 72
Sample Comments:

48 L & T CR	M	60.00	Ft	Comments:
48 L & T CR	L	123.00	Ft	Comments:
52 RAVELING	L	900.00	SqFt	Comments:
48 L & T CR	M	60.00	Ft	Comments:
48 L & T CR	L	123.00	Ft	Comments:
52 RAVELING	L	900.00	SqFt	Comments:

Sample Number: 152 Type: R Area: 5,000.05SqFt PCI = 66
Sample Comments:

48 L & T CR	L	134.00	Ft	Comments:
48 L & T CR	M	36.00	Ft	Comments:
52 RAVELING	L	860.00	SqFt	Comments:
56 SWELLING	L	70.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 16, 2015

50 PATCHING		L	0.25	SqFt	Comments:
48 L & T CR		L	134.00	Ft	Comments:
48 L & T CR		M	36.00	Ft	Comments:
52 RAVELING		L	860.00	SqFt	Comments:
56 SWELLING		L	70.00	SqFt	Comments:
50 PATCHING		L	0.25	SqFt	Comments:

Sample Number: 157 Type: R Area: 5,000.05SqFt PCI = 71
Sample Comments:

48 L & T CR		M	30.00	Ft	Comments:
48 L & T CR		L	148.00	Ft	Comments:
50 PATCHING		L	0.20	SqFt	Comments:
52 RAVELING		L	750.00	SqFt	Comments:
48 L & T CR		M	30.00	Ft	Comments:
48 L & T CR		L	148.00	Ft	Comments:
50 PATCHING		L	0.20	SqFt	Comments:
52 RAVELING		L	750.00	SqFt	Comments:

Sample Number: 164 Type: R Area: 5,000.05SqFt PCI = 74
Sample Comments:

52 RAVELING		L	570.00	SqFt	Comments:
48 L & T CR		L	211.00	Ft	Comments:
52 RAVELING		L	570.00	SqFt	Comments:
48 L & T CR		L	211.00	Ft	Comments:

Sample Number: 171 Type: R Area: 5,000.05SqFt PCI = 69
Sample Comments:

48 L & T CR		M	9.00	Ft	Comments:
48 L & T CR		L	188.00	Ft	Comments:
52 RAVELING		L	425.00	SqFt	Comments:
56 SWELLING		L	10.00	SqFt	Comments:
48 L & T CR		M	9.00	Ft	Comments:
48 L & T CR		L	188.00	Ft	Comments:
52 RAVELING		L	425.00	SqFt	Comments:
56 SWELLING		L	10.00	SqFt	Comments:

Sample Number: 177 Type: R Area: 5,000.05SqFt PCI = 40
Sample Comments:

52 RAVELING		L	790.00	SqFt	Comments:
56 SWELLING		M	320.00	SqFt	Comments:
56 SWELLING		L	510.00	SqFt	Comments:
48 L & T CR		L	344.00	Ft	Comments:
52 RAVELING		L	790.00	SqFt	Comments:
56 SWELLING		M	320.00	SqFt	Comments:
56 SWELLING		L	510.00	SqFt	Comments:
48 L & T CR		L	344.00	Ft	Comments:

Sample Number: 185 Type: R Area: 5,025.89SqFt PCI = 46
Sample Comments:

52 RAVELING		L	2,790.00	SqFt	Comments:
48 L & T CR		M	4.00	Ft	Comments:
48 L & T CR		L	209.00	Ft	Comments:
56 SWELLING		L	740.00	SqFt	Comments:
53 RUTTING		L	50.00	SqFt	Comments:
52 RAVELING		L	2,790.00	SqFt	Comments:
48 L & T CR		M	4.00	Ft	Comments:
48 L & T CR		L	209.00	Ft	Comments:
56 SWELLING		L	740.00	SqFt	Comments:
53 RUTTING		L	50.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 16, 2015

Sample Number: 195 Type: R Area: 5,000.05SqFt PCI = 100
Sample Comments:
<NO DISTRESSES>

Sample Number: 195 Type: R Area: 5,000.05SqFt PCI = 64
Sample Comments:

48 L & T CR	L	164.00	Ft	Comments:
56 SWELLING	L	225.00	SqFt	Comments:
52 RAVELING	L	2,300.00	SqFt	Comments:
48 L & T CR	L	164.00	Ft	Comments:
56 SWELLING	L	225.00	SqFt	Comments:
52 RAVELING	L	2,300.00	SqFt	Comments:

Sample Number: 199 Type: R Area: 5,000.05SqFt PCI = 52
Sample Comments:

48 L & T CR	M	33.00	Ft	Comments:
48 L & T CR	L	192.00	Ft	Comments:
52 RAVELING	L	370.00	SqFt	Comments:
56 SWELLING	M	50.00	SqFt	Comments:
56 SWELLING	L	700.00	SqFt	Comments:
48 L & T CR	M	33.00	Ft	Comments:
48 L & T CR	L	192.00	Ft	Comments:
52 RAVELING	L	370.00	SqFt	Comments:
56 SWELLING	M	50.00	SqFt	Comments:
56 SWELLING	L	700.00	SqFt	Comments:

Sample Number: 204 Type: R Area: 5,000.05SqFt PCI = 53
Sample Comments:

56 SWELLING	L	200.00	SqFt	Comments:
52 RAVELING	L	400.00	SqFt	Comments:
48 L & T CR	M	21.00	Ft	Comments:
48 L & T CR	L	337.00	Ft	Comments:
56 SWELLING	M	40.00	SqFt	Comments:
48 L & T CR	M	21.00	Ft	Comments:
48 L & T CR	L	337.00	Ft	Comments:
56 SWELLING	M	40.00	SqFt	Comments:
56 SWELLING	L	200.00	SqFt	Comments:
52 RAVELING	L	400.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 16, 2015

Network: FHB Name: FERNANDINA BEACH MUNICIPAL AIRPORT

Branch: RW 9-27 Name: RUNWAY 9-27 Use: RUNWAY Area: 499,850.00SqFt

Section: 6305 of 5 From: - To: - Last Const.: 01/01/2004
Surface: PCC Family: FDOT-SAPMP-GA-RW-TW-PCC Zone: Category: Rank: T
Area: 87,000.00SqFt Length: 850.00Ft Width: 100.00Ft
Slabs: 544 Slab Width: 12.50Ft Slab Length: 12.50Ft Joint Length: 12,650.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/20/2015 Total Samples: 23 Surveyed: 7
Conditions: PCI : 98
Inspection Comments:

Sample Number: 301 Type: R Area: 24.00Slabs PCI = 98
Sample Comments:
65 JOINT SEAL DAMAGE L 24.00 Slabs Comments:

Sample Number: 305 Type: R Area: 24.00Slabs PCI = 98
Sample Comments:
65 JOINT SEAL DAMAGE L 24.00 Slabs Comments:

Sample Number: 309 Type: R Area: 24.00Slabs PCI = 96
Sample Comments:
65 JOINT SEAL DAMAGE L 24.00 Slabs Comments:
75 CORNER SPALLING L 1.00 Slabs Comments:

Sample Number: 313 Type: R Area: 24.00Slabs PCI = 98
Sample Comments:
65 JOINT SEAL DAMAGE L 24.00 Slabs Comments:

Sample Number: 316 Type: R Area: 24.00Slabs PCI = 98
Sample Comments:
65 JOINT SEAL DAMAGE L 24.00 Slabs Comments:

Sample Number: 319 Type: R Area: 24.00Slabs PCI = 98
Sample Comments:
65 JOINT SEAL DAMAGE L 24.00 Slabs Comments:

Sample Number: 322 Type: R Area: 14.00Slabs PCI = 98
Sample Comments:
65 JOINT SEAL DAMAGE L 14.00 Slabs Comments:

Re-inspection Report

FDOT
Report Generated Date: May 16, 2015

Network: FHB Name: FERNANDINA BEACH MUNICIPAL AIRPORT

Branch: RW 9-27 Name: RUNWAY 9-27 Use: RUNWAY Area: 499,850.00SqFt

Section: 6335 of 5 From: - To: - Last Const.: 01/01/2004
Surface: PCC Family: FDOT-SAPMP-GA-RW-TW-PCC Zone: Category: Rank: S
Area: 30,650.00SqFt Length: 300.00Ft Width: 100.00Ft
Slabs: 2,000 Slab Width: 0.00Ft Slab Length: 0.00Ft Joint Length: 0.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/20/2015 Total Samples: 8 Surveyed: 3
Conditions: PCI : 85
Inspection Comments:

Sample Number: 400 Type: R Area: 24.00Slabs PCI = 87
Sample Comments:

65 JOINT SEAL DAMAGE	H	24.00 Slabs	Comments:	
73 SHRINKAGE CRACKING	N	1.00 Slabs	Comments:	

Sample Number: 403 Type: R Area: 24.00Slabs PCI = 85
Sample Comments:

65 JOINT SEAL DAMAGE	H	24.00 Slabs	Comments:	
66 SMALL PATCH	L	1.00 Slabs	Comments:	
73 SHRINKAGE CRACKING	N	2.00 Slabs	Comments:	

Sample Number: 406 Type: R Area: 24.00Slabs PCI = 83
Sample Comments:

74 JOINT SPALLING	L	3.00 Slabs	Comments:	
66 SMALL PATCH	L	1.00 Slabs	Comments:	
65 JOINT SEAL DAMAGE	H	24.00 Slabs	Comments:	

Re-inspection Report

FDOT
Report Generated Date: May 16, 2015

Network: FHB Name: FERNANDINA BEACH MUNICIPAL AIRPORT

Branch: TW A Name: TAXIWAY A Use: TAXIWAY Area: 253,970.00SqFt

Section: 305 of 7 From: - To: - Last Const.: 01/01/2010
Surface: AAC Family: FDOT-SAPMP-GA-TW-AAC Zone: Category: Rank: P
Area: 20,095.00SqFt Length: 220.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/20/2015 Total Samples: 4 Surveyed: 1
Conditions: PCI : 75
Inspection Comments:

Sample Number: 97 Type: R Area: 4,944.00SqFt PCI = 75
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	393.00 Ft	Comments:
57	WEATHERING	L	4,944.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 16, 2015

Network: FHB Name: FERNANDINA BEACH MUNICIPAL AIRPORT

Branch: TW A Name: TAXIWAY A Use: TAXIWAY Area: 253,970.00SqFt

Section: 310 of 7 From: - To: - Last Const.: 01/01/2010
Surface: AAC Family: FDOT-SAPMP-GA-TW-AAC Zone: Category: Rank: P
Area: 17,554.00SqFt Length: 220.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/20/2015 Total Samples: 4 Surveyed: 1
Conditions: PCI : 90
Inspection Comments:

Sample Number: 100 Type: R Area: 5,000.00SqFt PCI = 90
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	31.00 Ft	Comments:
57	WEATHERING	L	5,000.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 16, 2015

Network: FHB Name: FERNANDINA BEACH MUNICIPAL AIRPORT

Branch: TW A Name: TAXIWAY A Use: TAXIWAY Area: 253,970.00SqFt

Section: 315 of 7 From: - To: - Last Const.: 01/01/2004
Surface: AAC Family: FDOT-SAPMP-GA-TW-AAC Zone: Category: Rank: P
Area: 36,250.00SqFt Length: 650.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/20/2015 Total Samples: 7 Surveyed: 2
Conditions: PCI : 82
Inspection Comments:

Sample Number: 108 Type: R Area: 5,000.00SqFt PCI = 80
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	125.00 Ft	Comments:
56	SWELLING	L	8.00 SqFt	Comments:
52	RAVELING	L	250.00 SqFt	Comments:
57	WEATHERING	L	4,750.00 SqFt	Comments:

Sample Number: 111 Type: R Area: 5,000.00SqFt PCI = 84
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	33.00 Ft	Comments:
52	RAVELING	L	250.00 SqFt	Comments:
57	WEATHERING	L	4,750.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 16, 2015

Network: FHB Name: FERNANDINA BEACH MUNICIPAL AIRPORT

Branch: TW A Name: TAXIWAY A Use: TAXIWAY Area: 253,970.00SqFt

Section: 320 of 7 From: - To: - Last Const.: 01/01/2004
Surface: AAC Family: FDOT-SAPMP-GA-TW-AAC Zone: Category: Rank: P
Area: 35,000.00SqFt Length: 582.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/20/2015 Total Samples: 7 Surveyed: 2
Conditions: PCI : 80
Inspection Comments:

Sample Number: 116 Type: R Area: 5,000.00SqFt PCI = 80
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	65.00 Ft	Comments:
52	RAVELING	L	500.00 SqFt	Comments:
57	WEATHERING	L	4,500.00 SqFt	Comments:

Sample Number: 118 Type: R Area: 5,000.00SqFt PCI = 80
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	51.00 Ft	Comments:
52	RAVELING	L	500.00 SqFt	Comments:
57	WEATHERING	L	4,500.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 16, 2015

Network: FHB Name: FERNANDINA BEACH MUNICIPAL AIRPORT

Branch: TW A Name: TAXIWAY A Use: TAXIWAY Area: 253,970.00SqFt

Section: 325 of 7 From: - To: - Last Const.: 01/01/2004
Surface: AC Family: FDOT-SAPMP-GA-TW-AC Zone: Category: Rank: P
Area: 71,712.00SqFt Length: 1,420.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/20/2015 Total Samples: 14 Surveyed: 2
Conditions: PCI : 72
Inspection Comments:

Sample Number: 121 Type: R Area: 5,000.00SqFt PCI = 68
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	158.00	Ft	Comments:
42 BLEEDING	N	9.00	SqFt	Comments:
42 BLEEDING	N	96.00	SqFt	Comments:
42 BLEEDING	N	54.00	SqFt	Comments:
52 RAVELING	L	500.00	SqFt	Comments:
57 WEATHERING	L	4,500.00	SqFt	Comments:

Sample Number: 125 Type: R Area: 5,000.00SqFt PCI = 76
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	62.00	Ft	Comments:
42 BLEEDING	N	88.00	SqFt	Comments:
52 RAVELING	L	250.00	SqFt	Comments:
57 WEATHERING	L	4,750.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 16, 2015

Network: FHB Name: FERNANDINA BEACH MUNICIPAL AIRPORT

Branch: TW A Name: TAXIWAY A Use: TAXIWAY Area: 253,970.00SqFt

Section: 330 of 7 From: - To: - Last Const.: 01/01/2004
Surface: AAC Family: FDOT-SAPMP-GA-TW-AAC Zone: Category: Rank: P
Area: 62,109.00SqFt Length: 240.00Ft Width: 35.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/20/2015 Total Samples: 18 Surveyed: 6
Conditions: PCI : 77
Inspection Comments:

Sample Number: 136 Type: R Area: 3,509.00SqFt PCI = 81
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	4.00	Ft	Comments:
50 PATCHING	M	4.00	SqFt	Comments:
52 RAVELING	L	175.00	SqFt	Comments:
57 WEATHERING	L	3,330.00	SqFt	Comments:

Sample Number: 139 Type: R Area: 3,500.00SqFt PCI = 85
Sample Comments:

42 BLEEDING	N	1.00	SqFt	Comments:
52 RAVELING	L	350.00	SqFt	Comments:
57 WEATHERING	L	3,150.00	SqFt	Comments:

Sample Number: 144 Type: R Area: 3,500.00SqFt PCI = 75
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	179.00	Ft	Comments:
52 RAVELING	L	175.00	SqFt	Comments:
57 WEATHERING	L	3,325.00	SqFt	Comments:

Sample Number: 146 Type: R Area: 3,500.00SqFt PCI = 73
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	212.00	Ft	Comments:
52 RAVELING	L	175.00	SqFt	Comments:
57 WEATHERING	L	3,325.00	SqFt	Comments:

Sample Number: 149 Type: R Area: 3,500.00SqFt PCI = 75
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	174.00	Ft	Comments:
52 RAVELING	L	175.00	SqFt	Comments:
57 WEATHERING	L	3,325.00	SqFt	Comments:

Sample Number: 151 Type: R Area: 3,500.00SqFt PCI = 72
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	234.00	Ft	Comments:
52 RAVELING	L	175.00	SqFt	Comments:
57 WEATHERING	L	3,325.00	SqFt	Comments:
42 BLEEDING	N	2.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 16, 2015

Network: FHB Name: FERNANDINA BEACH MUNICIPAL AIRPORT

Branch: TW A Name: TAXIWAY A Use: TAXIWAY Area: 253,970.00SqFt

Section: 350 of 7 From: - To: - Last Const.: 01/01/1996
Surface: AAC Family: FDOT-SAPMP-GA-TW-AAC Zone: Category: Rank: P
Area: 11,250.00SqFt Length: 450.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/20/2015 Total Samples: 3 Surveyed: 1
Conditions: PCI : 76
Inspection Comments:

Sample Number: 103 Type: R Area: 3,750.00SqFt PCI = 76
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	38.00 Ft	Comments:
57	WEATHERING	L	3,000.00 SqFt	Comments:
52	RAVELING	L	750.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 16, 2015

Network: FHB Name: FERNANDINA BEACH MUNICIPAL AIRPORT

Branch: TW B Name: TAXIWAY B Use: TAXIWAY Area: 248,332.00SqFt

Section: 205 of 8 From: - To: - Last Const.: 01/01/2010
Surface: AAC Family: FDOT-SAPMP-GA-TW-AAC Zone: Category: Rank: P
Area: 11,685.00SqFt Length: 200.00Ft Width: 35.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/20/2015 Total Samples: 2 Surveyed: 1
Conditions: PCI : 72
Inspection Comments:

Sample Number: 101 Type: R Area: 6,250.00SqFt PCI = 72
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	184.00 Ft	Comments:
52	RAVELING	L	1,750.00 SqFt	Comments:
57	WEATHERING	L	4,500.00 SqFt	Comments:
45	DEPRESSION	L	9.00 SqFt	Comments:
45	DEPRESSION	L	15.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 16, 2015

Network: FHB Name: FERNANDINA BEACH MUNICIPAL AIRPORT

Branch: TW B Name: TAXIWAY B Use: TAXIWAY Area: 248,332.00SqFt

Section: 210 of 8 From: - To: - Last Const.: 01/01/2010
Surface: AAC Family: FDOT-SAPMP-GA-TW-AAC Zone: Category: Rank: P
Area: 135,025.00SqFt Length: 2,700.00Ft Width: 35.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/20/2015 Total Samples: 27 Surveyed: 4
Conditions: PCI : 62
Inspection Comments:

Sample Number: 103 Type: R Area: 4,757.00SqFt PCI = 56
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	1,028.00	Ft	Comments:
52 RAVELING	L	1,400.00	SqFt	Comments:
52 RAVELING	L	350.00	SqFt	Comments:
57 WEATHERING	L	3,007.00	SqFt	Comments:

Sample Number: 110 Type: R Area: 5,000.00SqFt PCI = 67
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	206.00	Ft	Comments:
52 RAVELING	L	1,400.00	SqFt	Comments:
57 WEATHERING	L	3,600.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	296.00	Ft	Comments:

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

48 LONGITUDINAL/TRANSVERSE CRACKING	L	236.00	Ft	Comments:
52 RAVELING	L	1,400.00	SqFt	Comments:
57 WEATHERING	L	3,600.00	SqFt	Comments:
45 DEPRESSION	L	16.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	304.00	Ft	Comments:

Sample Number: 124 Type: R Area: 5,000.00SqFt PCI = 60
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	395.00	Ft	Comments:
52 RAVELING	L	1,400.00	SqFt	Comments:
57 WEATHERING	L	3,600.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	314.00	Ft	Comments:
45 DEPRESSION	L	16.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 16, 2015

Network: FHB Name: FERNANDINA BEACH MUNICIPAL AIRPORT

Branch: TW B Name: TAXIWAY B Use: TAXIWAY Area: 248,332.00SqFt

Section: 215 of 8 From: - To: - Last Const.: 01/01/2010
Surface: AAC Family: FDOT-SAPMP-GA-TW-AAC Zone: Category: Rank: P
Area: 7,146.00SqFt Length: 65.00Ft Width: 40.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/20/2015 Total Samples: 2 Surveyed: 1
Conditions: PCI : 69
Inspection Comments:

Sample Number: 130 Type: R Area: 3,573.00SqFt PCI = 69
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	181.00 Ft	Comments:
50 PATCHING	L	160.00 SqFt	Comments:
52 RAVELING	L	1,020.00 SqFt	Comments:
57 WEATHERING	L	2,381.00 SqFt	Comments:
50 PATCHING	L	6.00 SqFt	Comments:
50 PATCHING	L	5.50 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 16, 2015

Network: FHB Name: FERNANDINA BEACH MUNICIPAL AIRPORT

Branch: TW B Name: TAXIWAY B Use: TAXIWAY Area: 248,332.00SqFt

Section: 220 of 8 From: - To: - Last Const.: 01/01/2010
Surface: AAC Family: FDOT-SAPMP-GA-TW-AAC Zone: Category: Rank: P
Area: 17,500.00SqFt Length: 370.00Ft Width: 35.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/20/2015 Total Samples: 4 Surveyed: 1
Conditions: PCI : 59
Inspection Comments:

Sample Number: 133 Type: R Area: 3,750.00SqFt PCI = 59
Sample Comments:

56	SWELLING	L	37.00 SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	248.00 Ft	Comments:
52	RAVELING	M	1,050.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 16, 2015

Network: FHB Name: FERNANDINA BEACH MUNICIPAL AIRPORT

Branch: TW B Name: TAXIWAY B Use: TAXIWAY Area: 248,332.00SqFt

Section: 225 of 8 From: - To: - Last Const.: 01/01/2010
Surface: AAC Family: FDOT-SAPMP-GA-TW-AAC Zone: Category: Rank: P
Area: 6,738.00SqFt Length: 43.45Ft Width: 40.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/20/2015 Total Samples: 2 Surveyed: 1
Conditions: PCI : 70
Inspection Comments:

Sample Number: 136 Type: R Area: 3,369.00SqFt PCI = 70
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	40.00 Ft	Comments:
52	RAVELING	L	1,348.00 SqFt	Comments:
57	WEATHERING	L	2,021.00 SqFt	Comments:
56	SWELLING	L	5.00 SqFt	Comments:
56	SWELLING	L	6.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 16, 2015

Network: FHB Name: FERNANDINA BEACH MUNICIPAL AIRPORT

Branch: TW B Name: TAXIWAY B Use: TAXIWAY Area: 248,332.00SqFt

Section: 230 of 8 From: - To: - Last Const.: 01/01/2010
Surface: AAC Family: FDOT-SAPMP-GA-TW-AAC Zone: Category: Rank: P
Area: 36,936.00SqFt Length: 700.00Ft Width: 35.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/20/2015 Total Samples: 7 Surveyed: 2
Conditions: PCI : 71
Inspection Comments:

Sample Number: 137 Type: R Area: 5,000.00SqFt PCI = 69
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	H	6.00 Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	176.00 Ft	Comments:
52	RAVELING	L	1,400.00 SqFt	Comments:
57	WEATHERING	L	3,600.00 SqFt	Comments:

Sample Number: 141 Type: R Area: 5,000.00SqFt PCI = 74
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	194.00 Ft	Comments:
45	DEPRESSION	L	1.00 SqFt	Comments:
52	RAVELING	L	1,400.00 SqFt	Comments:
57	WEATHERING	L	3,600.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 16, 2015

Network: FHB Name: FERNANDINA BEACH MUNICIPAL AIRPORT

Branch: TW B Name: TAXIWAY B Use: TAXIWAY Area: 248,332.00SqFt

Section: 235 of 8 From: - To: - Last Const.: 01/01/2010
Surface: AAC Family: FDOT-SAPMP-GA-TW-AAC Zone: Category: Rank: P
Area: 28,308.00SqFt Length: 620.00Ft Width: 35.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/20/2015 Total Samples: 6 Surveyed: 2
Conditions: PCI : 72
Inspection Comments:

Sample Number: 147 Type: R Area: 5,000.00SqFt PCI = 71
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	98.00 Ft	Comments:
52	RAVELING	L	1,000.00 SqFt	Comments:
57	WEATHERING	L	4,000.00 SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	108.00 Ft	Comments:
45	DEPRESSION	M	4.00 SqFt	Comments:

Sample Number: 150 Type: R Area: 4,250.00SqFt PCI = 73
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	99.00 Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	113.00 Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	37.00 Ft	Comments:
52	RAVELING	L	850.00 SqFt	Comments:
57	WEATHERING	L	3,400.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 16, 2015

Network: FHB Name: FERNANDINA BEACH MUNICIPAL AIRPORT

Branch: TW B Name: TAXIWAY B Use: TAXIWAY Area: 248,332.00SqFt

Section: 236 of 8 From: - To: - Last Const.: 01/01/1996
Surface: AAC Family: FDOT-SAPMP-GA-TW-AAC Zone: Category: Rank: P
Area: 4,994.00SqFt Length: 620.00Ft Width: 35.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/20/2015 Total Samples: 1 Surveyed: 1
Conditions: PCI : 76
Inspection Comments:

Sample Number: 151 Type: R Area: 4,994.00SqFt PCI = 76
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	16.00 Ft	Comments:
57 WEATHERING	M	4,994.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 16, 2015

Network: FHB Name: FERNANDINA BEACH MUNICIPAL AIRPORT

Branch: TW C Name: TAXIWAY C Use: TAXIWAY Area: 221,535.32SqFt

Section: 120 of 11 From: - To: - Last Const.: 01/01/2010
Surface: AAC Family: FDOT-SAPMP-GA-TW-AC Zone: Category: Rank: P
Area: 9,442.00SqFt Length: 125.00Ft Width: 40.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/20/2015 Total Samples: 2 Surveyed: 1
Conditions: PCI : 63
Inspection Comments:

Sample Number: 116 Type: R Area: 4,823.00SqFt PCI = 63
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	508.00 Ft	Comments:
45 DEPRESSION	L	25.00 SqFt	Comments:
57 WEATHERING	L	4,823.00 SqFt	Comments:
50 PATCHING	L	400.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 16, 2015

Network: FHB Name: FERNANDINA BEACH MUNICIPAL AIRPORT

Branch: TW C Name: TAXIWAY C Use: TAXIWAY Area: 221,535.32SqFt

Section: 125 of 11 From: - To: - Last Const.: 01/01/2010
Surface: PCC Family: FDOT-SAPMP-GA-TW-AC Zone: Category: Rank: P
Area: 9,632.00SqFt Length: 175.00Ft Width: 50.00Ft
Slabs: 62 Slab Width: 12.50Ft Slab Length: 12.50Ft Joint Length: 1,175.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/20/2015 Total Samples: 3 Surveyed: 1
Conditions: PCI : 87
Inspection Comments:

Sample Number: 99 Type: R Area: 20.00Slabs PCI = 87
Sample Comments:

66 SMALL PATCH	L	2.00 Slabs	Comments:
73 SHRINKAGE CRACKING	N	1.00 Slabs	Comments:
74 JOINT SPALLING	L	2.00 Slabs	Comments:
74 JOINT SPALLING	M	2.00 Slabs	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 16, 2015

Network: FHB Name: FERNANDINA BEACH MUNICIPAL AIRPORT

Branch: TW C Name: TAXIWAY C Use: TAXIWAY Area: 221,535.32SqFt

Section: 130 of 11 From: - To: - Last Const.: 01/01/2004
Surface: PCC Family: FDOT-SAPMP-GA-RW-TW-PCC Zone: Category: Rank: P
Area: 10,200.00SqFt Length: 200.00Ft Width: 50.00Ft
Slabs: 500 Slab Width: 0.00Ft Slab Length: 0.00Ft Joint Length: 0.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/20/2015 Total Samples: 3 Surveyed: 1
Conditions: PCI : 96
Inspection Comments:

Sample Number: 100 Type: R Area: 20.00Slabs PCI = 96
Sample Comments:

74 JOINT SPALLING	L	2.00 Slabs	Comments:
73 SHRINKAGE CRACKING	N	1.00 Slabs	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 16, 2015

Network: FHB Name: FERNANDINA BEACH MUNICIPAL AIRPORT

Branch: TW C Name: TAXIWAY C Use: TAXIWAY Area: 221,535.32SqFt

Section: 140 of 11 From: - To: - Last Const.: 01/01/2004
Surface: PCC Family: FDOT-SAPMP-GA-RW-TW-PCC Zone: Category: Rank: P
Area: 14,381.00SqFt Length: 300.00Ft Width: 50.00Ft
Slabs: 500 Slab Width: 0.00Ft Slab Length: 0.00Ft Joint Length: 0.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/20/2015 Total Samples: 4 Surveyed: 1
Conditions: PCI : 97
Inspection Comments:

Sample Number: 137 Type: R Area: 24.00Slabs PCI = 97
Sample Comments:

74 JOINT SPALLING		L	2.00 Slabs	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 16, 2015

Network: FHB Name: FERNANDINA BEACH MUNICIPAL AIRPORT

Branch: TW C Name: TAXIWAY C Use: TAXIWAY Area: 221,535.32SqFt

Section: 145 of 11 From: - To: - Last Const.: 01/01/2004
Surface: AC Family: FDOT-SAPMP-GA-TW-AC Zone: Category: Rank: P
Area: 11,198.00SqFt Length: 125.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/20/2015 Total Samples: 3 Surveyed: 1
Conditions: PCI : 38
Inspection Comments:

Sample Number: 138 Type: R Area: 5,000.00SqFt PCI = 38
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	245.00 Ft	Comments:
42	BLEEDING	N	225.00 SqFt	Comments:
42	BLEEDING	N	12.00 SqFt	Comments:
42	BLEEDING	N	225.00 SqFt	Comments:
42	BLEEDING	N	11.00 SqFt	Comments:
50	PATCHING	L	728.00 SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	M	56.00 Ft	Comments:
52	RAVELING	L	427.00 SqFt	Comments:
57	WEATHERING	L	3,845.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 16, 2015

Network: FHB Name: FERNANDINA BEACH MUNICIPAL AIRPORT

Branch: TW C Name: TAXIWAY C Use: TAXIWAY Area: 221,535.32SqFt

Section: 150 of 11 From: - To: - Last Const.: 01/01/2010
Surface: AC Family: FDOT-SAPMP-GA-TW-AC Zone: Category: Rank: P
Area: 1,968.00SqFt Length: 100.00Ft Width: 20.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/20/2015 Total Samples: 1 Surveyed: 1
Conditions: PCI : 77
Inspection Comments:

Sample Number: 90 Type: R Area: 1,968.00SqFt PCI = 77
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	110.00 Ft	Comments:
56	SWELLING	L	8.00 SqFt	Comments:
57	WEATHERING	L	1,968.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 16, 2015

Network: FHB Name: FERNANDINA BEACH MUNICIPAL AIRPORT

Branch: TW C Name: TAXIWAY C Use: TAXIWAY Area: 221,535.32SqFt

Section: 155 of 11 From: - To: - Last Const.: 01/01/2010
Surface: PCC Family: FDOT-SAPMP-GA-TW-AC Zone: Category: Rank: P
Area: 6,151.00SqFt Length: 175.00Ft Width: 50.00Ft
Slabs: 40 Slab Width: 12.25Ft Slab Length: 12.50Ft Joint Length: 1,189.29Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/20/2015 Total Samples: 1 Surveyed: 1
Conditions: PCI : 86
Inspection Comments:

Sample Number: 91 Type: R Area: 40.00Slabs PCI = 86
Sample Comments:

62 CORNER BREAK	L	1.00 Slabs	Comments:
74 JOINT SPALLING	M	1.00 Slabs	Comments:
74 JOINT SPALLING	H	1.00 Slabs	Comments:
75 CORNER SPALLING	L	1.00 Slabs	Comments:
75 CORNER SPALLING	M	1.00 Slabs	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 16, 2015

Network: FHB Name: FERNANDINA BEACH MUNICIPAL AIRPORT

Branch: TW D Name: TAXIWAY D Use: TAXIWAY Area: 134,693.00SqFt

Section: 405 of 8 From: - To: - Last Const.: 01/01/2004
Surface: AC Family: FDOT-SAPMP-GA-TW-AC Zone: Category: Rank: P
Area: 6,163.00SqFt Length: 200.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/20/2015 Total Samples: 2 Surveyed: 1
Conditions: PCI : 91
Inspection Comments:

Sample Number: 101 Type: R Area: 3,188.00SqFt PCI = 91
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	7.00 Ft	Comments:
57	WEATHERING	L	3,188.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 16, 2015

Network: FHB Name: FERNANDINA BEACH MUNICIPAL AIRPORT

Branch: TW D Name: TAXIWAY D Use: TAXIWAY Area: 134,693.00SqFt

Section: 410 of 8 From: - To: - Last Const.: 01/01/2004
Surface: AC Family: FDOT-SAPMP-GA-TW-AC Zone: Category: Rank: P
Area: 24,188.00SqFt Length: 600.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/20/2015 Total Samples: 7 Surveyed: 3
Conditions: PCI : 84
Inspection Comments:

Sample Number: 100 Type: R Area: 2,975.00SqFt PCI = 81
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	20.00	Ft	Comments:
52 RAVELING	L	298.00	SqFt	Comments:
57 WEATHERING	L	2,677.00	SqFt	Comments:

Sample Number: 103 Type: R Area: 3,619.00SqFt PCI = 80
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	100.00	Ft	Comments:
52 RAVELING	L	25.00	SqFt	Comments:
54 SHOVING	L	10.00	SqFt	Comments:
57 WEATHERING	L	3,594.00	SqFt	Comments:

Sample Number: 107 Type: R Area: 2,450.00SqFt PCI = 94
Sample Comments:

57 WEATHERING	L	2,450.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 16, 2015

Network: FHB Name: FERNANDINA BEACH MUNICIPAL AIRPORT

Branch: TW D Name: TAXIWAY D Use: TAXIWAY Area: 134,693.00SqFt

Section: 412 of 8 From: - To: - Last Const.: 01/01/1996
Surface: AAC Family: FDOT-SAPMP-GA-TW-AAC Zone: Category: Rank: P
Area: 8,092.00SqFt Length: 170.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/20/2015 Total Samples: 2 Surveyed: 1
Conditions: PCI : 76
Inspection Comments:

Sample Number: 109 Type: R Area: 4,919.00SqFt PCI = 76
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	124.00 Ft	Comments:
52	RAVELING	L	984.00 SqFt	Comments:
57	WEATHERING	L	3,935.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 16, 2015

Network: FHB Name: FERNANDINA BEACH MUNICIPAL AIRPORT

Branch: TW D Name: TAXIWAY D Use: TAXIWAY Area: 134,693.00SqFt

Section: 415 of 8 From: - To: - Last Const.: 01/01/2004
Surface: AC Family: FDOT-SAPMP-GA-TW-AC Zone: Category: Rank: P
Area: 8,400.00SqFt Length: 230.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/20/2015 Total Samples: 2 Surveyed: 1
Conditions: PCI : 81
Inspection Comments:

Sample Number: 110 Type: R Area: 3,500.00SqFt PCI = 81
Sample Comments:

52 RAVELING	L	700.00 SqFt	Comments:
57 WEATHERING	L	2,800.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 16, 2015

Network: FHB Name: FERNANDINA BEACH MUNICIPAL AIRPORT

Branch: TW D Name: TAXIWAY D Use: TAXIWAY Area: 134,693.00SqFt

Section: 417 of 8 From: - To: - Last Const.: 01/01/1996
Surface: AAC Family: FDOT-SAPMP-GA-TW-AAC Zone: Category: Rank: P
Area: 17,493.00SqFt Length: 236.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/20/2015 Total Samples: 3 Surveyed: 1
Conditions: PCI : 73
Inspection Comments:

Sample Number: 112 Type: R Area: 4,048.00SqFt PCI = 73
Sample Comments:

50 PATCHING	L	35.00 SqFt	Comments:
52 RAVELING	L	810.00 SqFt	Comments:
57 WEATHERING	M	3,238.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 16, 2015

Network: FHB Name: FERNANDINA BEACH MUNICIPAL AIRPORT

Branch: TW D Name: TAXIWAY D Use: TAXIWAY Area: 134,693.00SqFt

Section: 420 of 8 From: - To: - Last Const.: 01/01/2004
Surface: AC Family: FDOT-SAPMP-GA-TW-AC Zone: Category: Rank: P
Area: 42,000.00SqFt Length: 1,194.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/20/2015 Total Samples: 12 Surveyed: 3
Conditions: PCI : 74
Inspection Comments:

Sample Number: 119 Type: R Area: 3,500.00SqFt PCI = 74
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	126.00	Ft	Comments:
52 RAVELING	L	1,050.00	SqFt	Comments:
57 WEATHERING	L	2,450.00	SqFt	Comments:

Sample Number: 124 Type: R Area: 3,500.00SqFt PCI = 74
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	157.00	Ft	Comments:
52 RAVELING	L	1,050.00	SqFt	Comments:
57 WEATHERING	L	2,450.00	SqFt	Comments:

Sample Number: 128 Type: R Area: 3,500.00SqFt PCI = 74
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	113.00	Ft	Comments:
52 RAVELING	L	1,050.00	SqFt	Comments:
57 WEATHERING	L	2,450.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 16, 2015

Network: FHB Name: FERNANDINA BEACH MUNICIPAL AIRPORT

Branch: TW D Name: TAXIWAY D Use: TAXIWAY Area: 134,693.00SqFt

Section: 425 of 8 From: - To: - Last Const.: 01/01/2004
Surface: AAC Family: FDOT-SAPMP-GA-TW-AAC Zone: Category: Rank: P
Area: 9,694.00SqFt Length: 92.40Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/20/2015 Total Samples: 2 Surveyed: 1
Conditions: PCI : 74
Inspection Comments:

Sample Number: 130 Type: R Area: 3,995.00SqFt PCI = 74
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	90.00 Ft	Comments:
42	BLEEDING	N	4.00 SqFt	Comments:
52	RAVELING	L	1,199.00 SqFt	Comments:
57	WEATHERING	L	2,796.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 16, 2015

Network: FHB Name: FERNANDINA BEACH MUNICIPAL AIRPORT

Branch: TW D Name: TAXIWAY D Use: TAXIWAY Area: 134,693.00SqFt

Section: 430 of 8 From: - To: - Last Const.: 01/01/2004
Surface: AC Family: FDOT-SAPMP-GA-TW-AC Zone: Category: Rank: P
Area: 18,663.00SqFt Length: 500.00Ft Width: 35.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/20/2015 Total Samples: 5 Surveyed: 2
Conditions: PCI : 74
Inspection Comments:

Sample Number: 133 Type: R Area: 3,500.00SqFt PCI = 74
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	40.00 Ft	Comments:
52	RAVELING	L	1,050.00 SqFt	Comments:
57	WEATHERING	L	2,450.00 SqFt	Comments:

Sample Number: 137 Type: R Area: 4,663.00SqFt PCI = 74
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	189.00 Ft	Comments:
52	RAVELING	L	1,399.00 SqFt	Comments:
57	WEATHERING	L	3,264.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 16, 2015

Network: FHB Name: FERNANDINA BEACH MUNICIPAL AIRPORT

Branch: TW E Name: TAXIWAY E Use: TAXIWAY Area: 60,167.00SqFt

Section: 510 of 1 From: - To: - Last Const.: 01/01/2011
Surface: AC Family: FDOT-SAPMP-GA-TW-AC Zone: Category: Rank: P
Area: 60,167.00SqFt Length: 1,200.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/20/2015 Total Samples: 16 Surveyed: 3
Conditions: PCI : 93
Inspection Comments:

Sample Number: 103 Type: R Area: 3,500.00SqFt PCI = 94
Sample Comments:

57 WEATHERING	L	3,500.00 SqFt	Comments:

Sample Number: 110 Type: R Area: 3,500.00SqFt PCI = 90
Sample Comments:

45 DEPRESSION	L	20.00 SqFt	Comments:
57 WEATHERING	L	3,500.00 SqFt	Comments:

Sample Number: 113 Type: R Area: 3,500.00SqFt PCI = 94
Sample Comments:

57 WEATHERING	L	3,500.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 16, 2015

Network: FHB Name: FERNANDINA BEACH MUNICIPAL AIRPORT

Branch: TW NW AP Name: TAXIWAY TO NORTHWEST APRO Use: TAXIWAY Area: 6,445.00SqFt

Section: 505 of 2 From: - To: - Last Const.: 01/01/1987
Surface: AC Family: FDOT-SAPMP-GA-TW-AC Zone: Category: Rank: P
Area: 2,976.00SqFt Length: 140.00Ft Width: 35.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/20/2015 Total Samples: 1 Surveyed: 1
Conditions: PCI : 65
Inspection Comments:

Sample Number: 101 Type: R Area: 2,976.00SqFt PCI = 65
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	238.00 Ft	Comments:
50	PATCHING	L	150.00 SqFt	Comments:
52	RAVELING	L	550.00 SqFt	Comments:
57	WEATHERING	L	2,426.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 16, 2015

Network: FHB Name: FERNANDINA BEACH MUNICIPAL AIRPORT

Branch: TW NW AP Name: TAXIWAY TO NORTHWEST APRO Use: TAXIWAY Area: 6,445.00SqFt

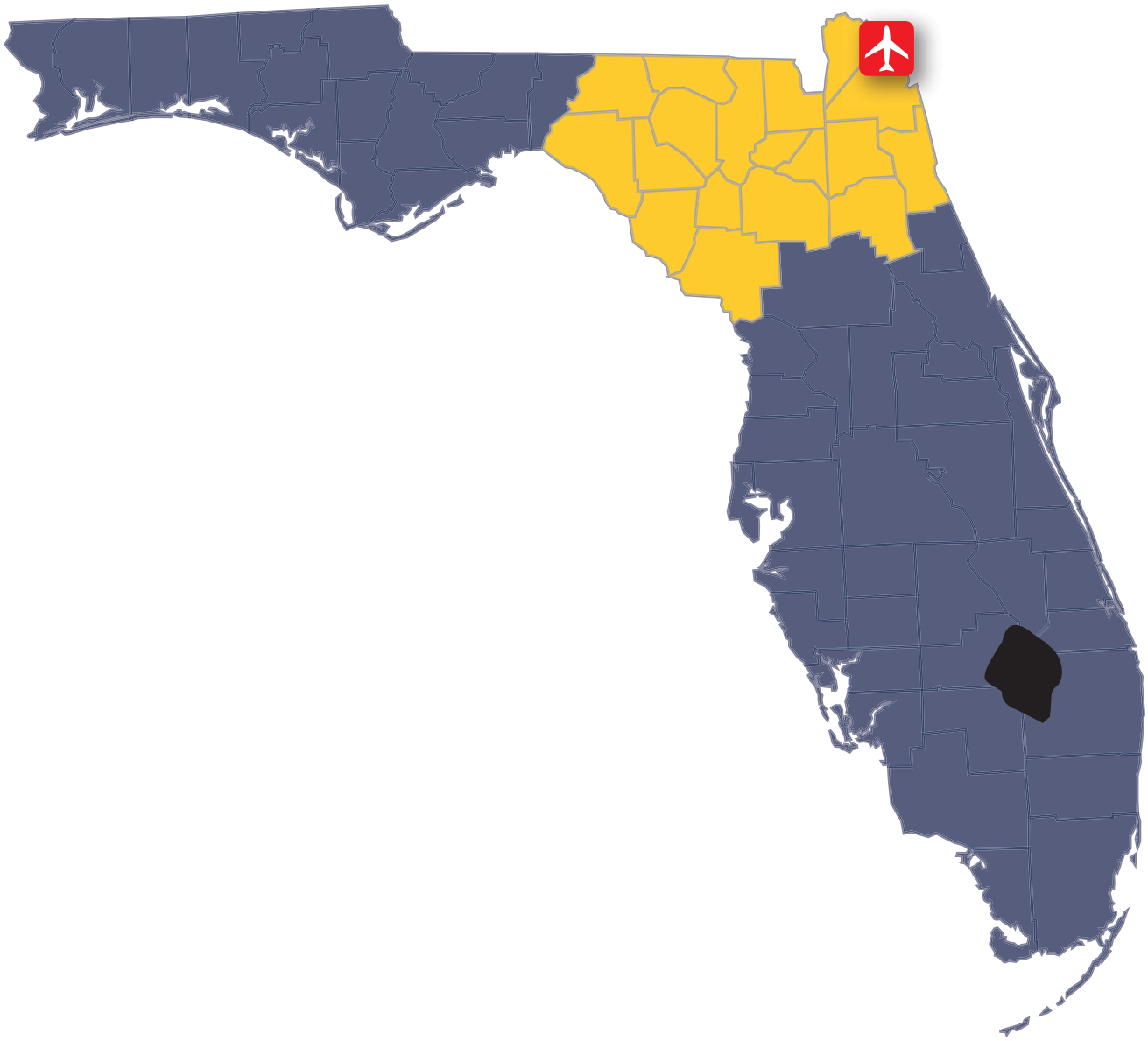
Section: 507 of 2 From: - To: - Last Const.: 01/01/2004
Surface: AAC Family: FDOT-SAPMP-GA-TW-AAC Zone: Category: Rank: P
Area: 3,469.00SqFt Length: 650.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 01/20/2015 Total Samples: 1 Surveyed: 1
Conditions: PCI : 86
Inspection Comments:

Sample Number: 100 Type: R Area: 3,469.00SqFt PCI = 86
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	26.00 Ft	Comments:
52	RAVELING	L	50.00 SqFt	Comments:
57	WEATHERING	L	3,419.00 SqFt	Comments:



FLORIDA DEPARTMENT OF TRANSPORTATION

AVIATION AND SPACEPORT OFFICE

FDOT