FLORIDA DEPARTMENT OF TRANSPORTATION | **AVIATION OFFICE**

2022

Statewide Airfield Pavement Management Program

Airport Pavement Evaluation Report

FHB - Fernandina Beach Municipal Airport | *District 2*

FDOT | AVIATION

Florida Department of Transportation

Statewide Airfield Pavement Management Program

Airport Pavement Evaluation Report

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FDOT AVIATION

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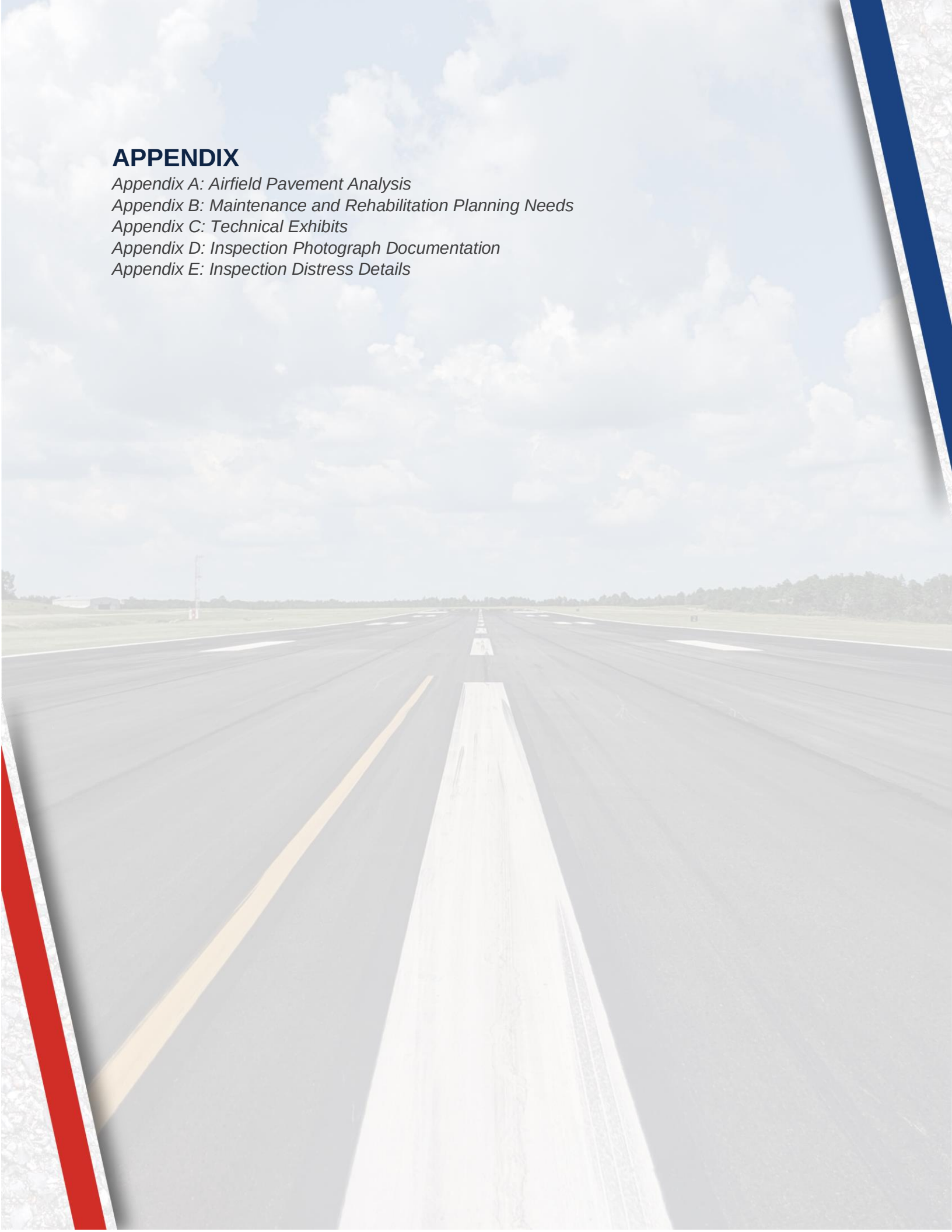

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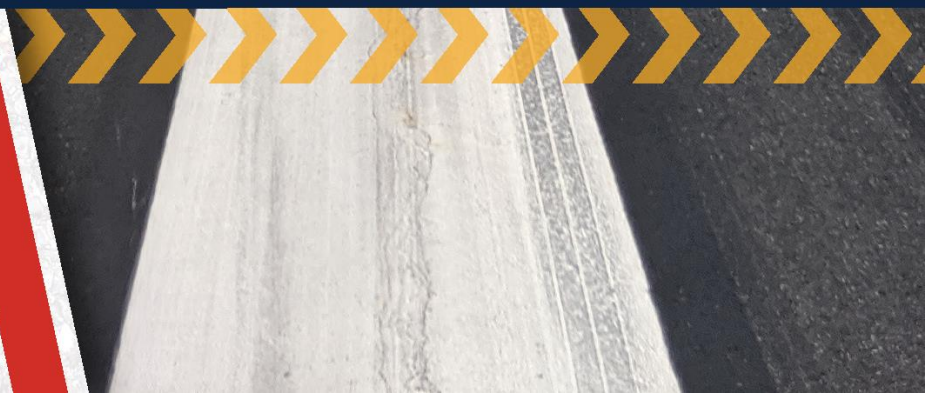


Executive Summary

Program Background

The FDOT Aviation Office (AO) has a mission to provide a safe and secure air transportation system that ensures the mobility of people and goods, enhances economic prosperity, and preserves the quality of our environment and communities. As part of ongoing efforts in fulfilling this mission, the Aviation Office is executing a System Update to the Statewide Airfield Pavement Management Program (SAPMP). The scope of the SAPMP encompasses 95 public-use airport facilities distributed throughout the seven (7) participating FDOT Districts. Fernandina Beach Municipal Airport's System Update results are presented in this report and can be utilized by FDOT and the Federal Aviation Administration (FAA) to identify, prioritize, and schedule pavement maintenance, repair, and major rehabilitation projects.

Pavement condition was assessed utilizing the pavement condition index (PCI) methodology as defined in FAA Advisory Circular 150/5380-7B "Airport Pavement Management Program (PMP)" using the procedures documented in ASTM D5340-20 **"**Standard Test Method for Airport Pavement Condition Index Surveys".

The PCI methodology provides a means for systematically assessing pavement condition and provides an indication of the degree of maintenance, repair, rehabilitation, or reconstruction efforts required to sustain functional pavement conditions. Pavement deterioration, in accordance with ASTM D5340-20, is characterized in terms of distinct distress types, distress severity levels, and quantity of distress. This information is utilized to calculate a PCI value ranging from 0 to 100, which provides an indication of the overall condition of the pavement, with "100" indicating a pavement in new condition and "0" indicating a failed pavement section. This is graphically depicted in **Figure E.1 (a)**.

Figure E.1 (a): PCI Rating

Color	Range	Condition Rating
	86-100	Good
	71-85	Satisfactory
	56-70	Fair
	41-55	Poor
	26-40	Very Poor
	11-25	Serious
	0-10	Failed

Fernandina Beach Municipal Airport has a unique composite pavement section known as "whitetopping" within their airport pavement system inventory. Whitetopping is a pavement construction technique otherwise known as "Concrete Overlay" that does not adhere to the current FAA AC 150/5320-6 guidance for concrete overlays and therefore is not suitable to be evaluated using the PCI methodology. Based on the guidance stated in FAA AC 150/5320-17A "Airfield Pavement Surface Evaluation and Rating Manuals", the FDOT SAPMP has adopted the PASER Manual in Appendix B of the Advisory Circular for specific use on the whitetopping pavements.

PASER is a visual rating system that utilizes a 0 to 5 rating scale, with a value of 5 representing new pavement and a value of 1 representing a failed pavement. This is graphically depicted in **Figure E.1 (b)**.

Figure E.1 (b): PASER Rating

Color	PASER Value	Surface Rating
	5	Excellent
	4	Good
	3	Fair
	2	Poor
	1	Failed

Current Pavement Conditions

In July 2022, approximately 2.3 million square feet of pavement was assessed as part of the airside pavement network PCI survey at Fernandina Beach Municipal Airport (FHB). In general, airfield pavements at FHB are in Satisfactory condition with an area-weighted PCI of 74. The area-weighted average PCI values of the runways, taxiways, taxilanes, and aprons are 82, 68, 77, and 62, respectively. **Figure E.2** and **Table E.1 (a)** summarize the current PCI values for FHB, while **Table E.1 (b)** summarizes the PASER surface ratings for the whitetopping pavements.

Figure E.2: Current Condition Summary – Branch-Level

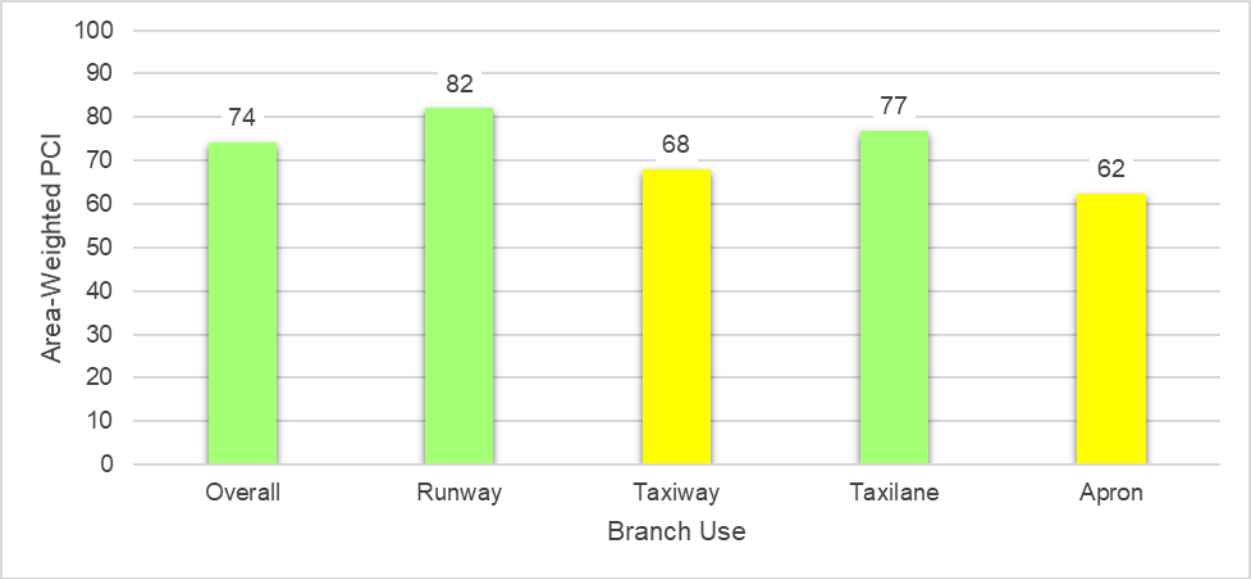


Table E.1 (a): Pavement Condition Index Summary (Current PCI Survey) – Section Level

Network ID	Branch ID	Branch Use	Section ID	Area (SF)	PCI	Condition Rating
FHB	RW 4-22	Runway	6105	335,000	100	Good
FHB	RW 4-22	Runway	6110	138,933	89	Good
FHB	RW 4-22	Runway	6115	44,000	100	Good
FHB	RW 9-27	Runway	6305	86,150	93	Good
FHB	RW 9-27	Runway	6335	30,150	82	Satisfactory
FHB	RW 13-31	Runway	6215	451,166	61	Fair
FHB	RW 13-31	Runway	6220	28,300	100	Good
FHB	RW 13-31	Runway	6225	11,592	100	Good
FHB	TW A	Taxiway	305	20,095	64	Fair
FHB	TW A	Taxiway	310	17,554	81	Satisfactory
FHB	TW A	Taxiway	315	36,250	66	Fair
FHB	TW A	Taxiway	320	35,000	70	Fair
FHB	TW A	Taxiway	325	71,712	63	Fair
FHB	TW A	Taxiway	327	18,381	72	Satisfactory
FHB	TW A	Taxiway	330	39,508	65	Fair
FHB	TW A	Taxiway	335	4,219	65	Fair

Network ID	Branch ID	Branch Use	Section ID	Area (SF)	PCI	Condition Rating
FHB	TW A	Taxiway	350	11,250	65	Fair
FHB	TW B	Taxiway	205	11,685	64	Fair
FHB	TW B	Taxiway	210	99,184	58	Fair
FHB	TW B	Taxiway	215	7,146	100	Good
FHB	TW B	Taxiway	220	17,500	60	Fair
FHB	TW B	Taxiway	225	6,738	68	Fair
FHB	TW B	Taxiway	230	29,700	60	Fair
FHB	TW B	Taxiway	233	15,343	68	Fair
FHB	TW B	Taxiway	235	20,200	63	Fair
FHB	TW B	Taxiway	236	4,994	65	Fair
FHB	TW C	Taxiway	120	9,442	52	Poor
FHB	TW C	Taxiway	125	9,632	81	Satisfactory
FHB	TW C	Taxiway	130	10,200	88	Good
FHB	TW C	Taxiway	140	14,381	93	Good
FHB	TW C	Taxiway	145	11,198	36	Very Poor
FHB	TW C	Taxiway	150	1,968	100	Good
FHB	TW C	Taxiway	155	6,151	77	Satisfactory
FHB	TW D	Taxiway	405	6,163	75	Satisfactory
FHB	TW D	Taxiway	410	24,188	69	Fair
FHB	TW D	Taxiway	412	8,092	63	Fair
FHB	TW D	Taxiway	415	8,400	70	Fair
FHB	TW D	Taxiway	417	17,493	68	Fair
FHB	TW D	Taxiway	420	42,000	70	Fair
FHB	TW D	Taxiway	425	9,694	64	Fair
FHB	TW D	Taxiway	430	18,663	67	Fair
FHB	TW E	Taxiway	510	61,180	89	Good
FHB	TW NW AP	Taxiway	505	2,976	31	Very Poor
FHB	TW NW AP	Taxiway	507	3,469	69	Fair
FHB	TL T-HANG	Taxilane	3305	19,403	83	Satisfactory
FHB	TL T-HANG	Taxilane	3307	28,110	72	Satisfactory
FHB	TL T-HANG	Taxilane	3310	18,438	78	Satisfactory
FHB	AP FUEL	Apron	4510	7,368	60	Fair
FHB	AP N	Apron	4205	30,473	86	Good
FHB	AP N	Apron	4210	23,464	91	Good
FHB	AP N	Apron	4215	155,925	54	Poor
FHB	AP N	Apron	4220	23,835	1	Failed
FHB	AP N	Apron	4240	113,573	81	Satisfactory
FHB	AP NW	Apron	4105	11,190	36	Very Poor
FHB	AP NW	Apron	4110	14,280	33	Very Poor

Table E.1 (b): PASER Surface Rating – Section Level - Whitetopping Pavements

Network ID	Branch ID	Branch Use	Section ID	Area (SF)	PASER Value	Surface Rating
FHB	RW 9-27	Runway	6315	253,550	4	Good
FHB	RW 9-27	Runway	6317	88,500	4	Good
FHB	RW 9-27	Runway	6330	41,500	4	Good
FHB	TW C	Taxiway	105	64,808	4	Good
FHB	TW C	Taxiway	110	60,686	4	Good
FHB	TW C	Taxiway	115	11,183	4	Good
FHB	TW C	Taxiway	135	21,887	4	Good

Forecasted Pavement Conditions

Table E.2 provides section-level details for PCI forecasts. Pavement condition forecasts should be used for planning purposes only, as the actual condition of sections is subject to sensitivities in changes of traffic and maintenance frequency.

The estimation of forecasted PCI values gives no assurance of future pavement conditions as PCI values represent an engineering estimation to be used as a planning tool. Forecasted PCI data should not be the sole metric for determining the year in which a project should be planned. Design-level planning should be undertaken by the responsible engineer prior to the development of airfield design plans.

Table E.2: Forecasted PCI Values 2023-2032 – Section-Level

Network ID	Branch ID	Section ID	Current PCI	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032
FHB	RW 4-22	6105	100	95	93	91	89	87	85	84	82	80	78
FHB	RW 4-22	6110	89	87	86	84	82	80	79	77	75	74	72
FHB	RW 4-22	6115	100	96	94	93	91	89	87	86	84	82	80
FHB	RW 9-27	6305	93	92	92	91	90	89	89	88	87	86	85
FHB	RW 9-27	6335	82	81	81	80	79	78	78	77	76	75	74
FHB	RW 13-31	6215	61	59	57	55	53	51	49	48	46	44	42
FHB	RW 13-31	6220	100	95	93	91	89	87	85	84	82	80	78
FHB	RW 13-31	6225	100	96	94	93	91	89	87	86	84	82	80
FHB	TW A	305	64	63	62	60	59	58	56	55	53	51	50
FHB	TW A	310	81	79	78	76	75	73	72	71	69	68	67
FHB	TW A	315	66	65	64	62	61	60	58	57	56	54	52
FHB	TW A	320	70	69	68	66	65	64	63	61	60	59	57
FHB	TW A	325	63	62	61	61	60	59	59	58	57	57	56
FHB	TW A	327	72	71	69	68	67	66	64	63	62	61	59
FHB	TW A	330	65	64	63	62	62	61	60	59	59	58	57
FHB	TW A	335	65	64	63	61	60	59	57	56	54	53	51
FHB	TW A	350	65	64	63	61	60	59	57	56	54	53	51
FHB	TW B	205	64	63	62	60	59	58	56	55	53	51	50
FHB	TW B	210	58	57	55	54	52	50	49	47	45	43	40
FHB	TW B	215	100	93	91	89	87	85	83	81	79	78	76

Network ID	Branch ID	Section ID	Current PCI	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032
FHB	TW B	220	60	59	57	56	54	53	51	49	48	46	44
FHB	TW B	225	68	67	66	64	63	62	61	59	58	56	55
FHB	TW B	230	60	59	57	56	54	53	51	49	48	46	44
FHB	TW B	233	68	67	66	64	63	62	61	59	58	56	55
FHB	TW B	235	63	62	61	59	58	56	55	53	52	50	48
FHB	TW B	236	65	64	63	61	60	59	57	56	54	53	51
FHB	TW C	120	52	50	49	47	45	43	40	38	35	33	30
FHB	TW C	125	81	80	80	79	78	77	77	76	75	74	73
FHB	TW C	130	88	87	87	86	85	84	84	83	82	81	80
FHB	TW C	140	93	92	92	91	90	89	89	88	87	86	85
FHB	TW C	145	36	35	34	33	31	30	29	27	26	24	22
FHB	TW C	150	100	94	92	90	88	86	84	82	80	79	77
FHB	TW C	155	77	76	76	75	74	73	73	72	71	70	69
FHB	TW D	405	75	74	72	71	70	69	67	66	65	64	63
FHB	TW D	410	69	68	67	66	65	64	63	62	61	61	60
FHB	TW D	412	63	62	61	59	58	56	55	53	52	50	48
FHB	TW D	415	70	69	68	67	66	65	64	63	62	61	60
FHB	TW D	417	68	67	66	64	63	62	61	59	58	56	55
FHB	TW D	420	70	69	68	67	66	65	64	63	62	61	60
FHB	TW D	425	64	63	62	60	59	58	56	55	53	51	50
FHB	TW D	430	67	66	65	64	63	62	61	61	60	59	59
FHB	TW E	510	89	87	85	83	81	80	78	77	75	74	72
FHB	TW NW AP	505	31	30	28	27	25	24	22	20	18	17	15
FHB	TW NW AP	507	69	68	67	65	64	63	62	60	59	58	56
FHB	TL T-HANG	3305	83	81	80	78	76	75	74	72	71	70	68
FHB	TL T-HANG	3307	72	71	70	68	67	66	65	64	63	62	62
FHB	TL T-HANG	3310	78	77	75	74	72	71	70	69	67	66	65
FHB	AP FUEL	4510	60	59	58	57	56	55	54	53	52	51	51
FHB	AP N	4205	86	84	82	80	78	76	74	73	71	69	67
FHB	AP N	4210	91	89	87	85	83	81	79	77	75	73	72
FHB	AP N	4215	54	53	52	51	51	50	49	49	48	47	47
FHB	AP N	4220	1	0	0	0	0	0	0	0	0	0	0
FHB	AP N	4240	81	79	77	76	74	72	71	69	68	66	65
FHB	AP NW	4105	36	36	35	35	34	34	33	33	32	32	31
FHB	AP NW	4110	33	33	32	31	31	30	29	29	28	27	27

Major Rehabilitation Planning 2023-2032

Localized maintenance and repair policies identified within this report are categorized as preventive or stopgap based on FDOT SAPMP and FAA maintenance policies and recommendations. Major rehabilitation is identified within the FDOT SAPMP as a major construction activity that results in a reset of a pavement section's PCI to a value of 100. Major rehabilitation activities can include mill and Asphalt Concrete (AC) overlay, Portland cement concrete (PCC) pavement repair and slab replacement, and full-depth reconstruction. It is recommended that the Airport use this report as a planning tool for future project development and prioritization. Localized maintenance, repair, and major rehabilitation recommendations should be considered as planning-level only. Final localized maintenance, repair, and major rehabilitation recommendations are subject to change based on Airport prioritization and further design-level evaluations.

Due to FAA Order 5100.38D Change 1 Airport Improvement Program (AIP) Handbook (February 26, 2019), a substantial update to the FDOT SAPMP policy on identifying major rehabilitation work has been incorporated in this System Update. In previous System Updates, major rehabilitation had been identified for pavement sections below a PCI Value of 65; however, based on the thresholds identified by the FAA in the AIP Handbook, major rehabilitation will now be identified for pavement sections below a PCI value of 70.

The results of the maintenance, repair, and major rehabilitation analysis identified approximately $16.23M in major rehabilitation needs for the 10-year forecast period. Year 1 major needs are $13.11M and localized maintenance needs for Year 1 are $0.25M.

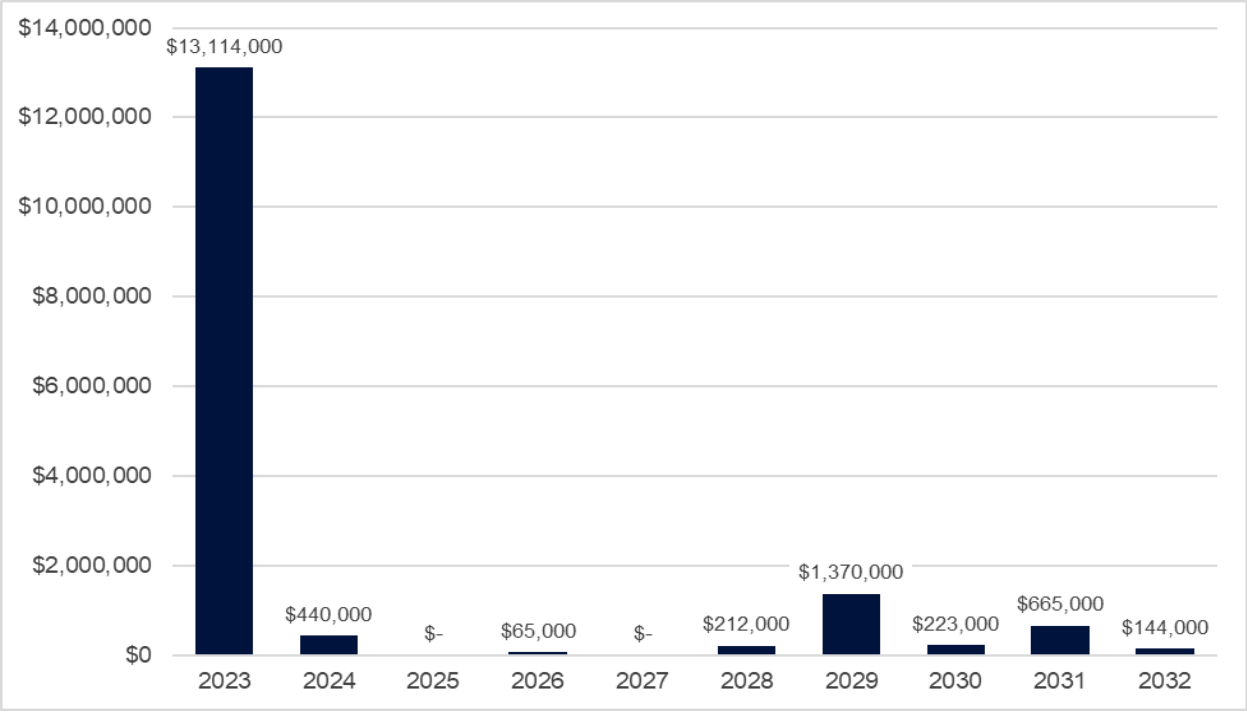
Table E.3: Major Rehabilitation Planning 2023-2032

Program Year	Network ID	Branch ID	Section ID	Surface	Area (SF)	PCI Before	Rehabilitation Type	Planning Cost Estimate
2023	FHB	RW 13-31	6215	AAC	451,166	59	AC Rehabilitation	$ 4,061,000
2023	FHB	TW A	305	AAC	20,095	63	AC Rehabilitation	$ 181,000
2023	FHB	TW A	315	AAC	36,250	65	AC Rehabilitation	$ 327,000
2023	FHB	TW A	320	AAC	35,000	69	AC Rehabilitation	$ 316,000
2023	FHB	TW A	325	AC	71,712	62	AC Rehabilitation	$ 646,000
2023	FHB	TW A	330	AC	39,508	64	AC Rehabilitation	$ 356,000
2023	FHB	TW A	335	AAC	4,219	64	AC Rehabilitation	$ 38,000
2023	FHB	TW A	350	AAC	11,250	64	AC Rehabilitation	$ 102,000
2023	FHB	TW B	205	AAC	11,685	63	AC Rehabilitation	$ 106,000
2023	FHB	TW B	210	AAC	99,184	57	AC Rehabilitation	$ 893,000
2023	FHB	TW B	220	AAC	17,500	59	AC Rehabilitation	$ 158,000
2023	FHB	TW B	225	AAC	6,738	67	AC Rehabilitation	$ 61,000
2023	FHB	TW B	230	AAC	29,700	59	AC Rehabilitation	$ 268,000
2023	FHB	TW B	233	AAC	15,343	67	AC Rehabilitation	$ 139,000
2023	FHB	TW B	235	AAC	20,200	62	AC Rehabilitation	$ 182,000
2023	FHB	TW B	236	AAC	4,994	64	AC Rehabilitation	$ 45,000
2023	FHB	TW C	120	AAC	9,442	50	AC Reconstruction	$ 152,000
2023	FHB	TW C	145	AC	11,198	35	AC Reconstruction	$ 180,000
2023	FHB	TW D	410	AC	24,188	68	AC Rehabilitation	$ 218,000

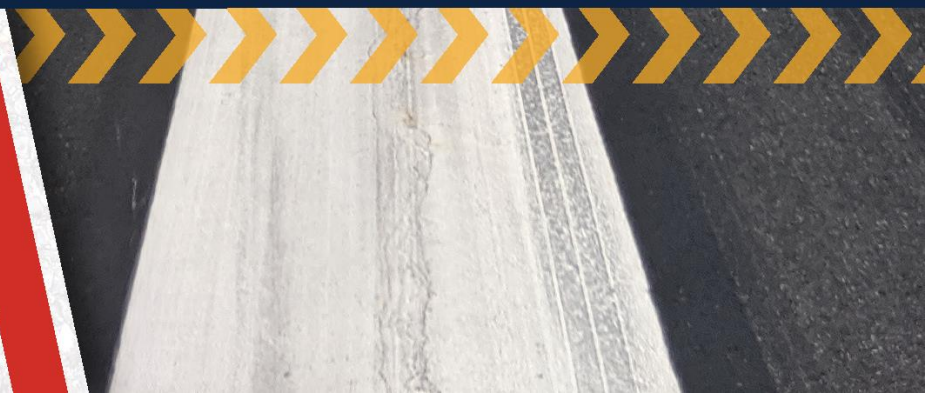
Program Year	Network ID	Branch ID	Section ID	Surface	Area (SF)	PCI Before	Rehabilitation Type	Planning Cost Estimate
2023	FHB	TW D	412	AAC	8,092	62	AC Rehabilitation	$ 73,000
2023	FHB	TW D	415	AC	8,400	69	AC Rehabilitation	$ 76,000
2023	FHB	TW D	417	AAC	17,493	67	AC Rehabilitation	$ 158,000
2023	FHB	TW D	420	AC	42,000	69	AC Rehabilitation	$ 379,000
2023	FHB	TW D	425	AAC	9,694	63	AC Rehabilitation	$ 88,000
2023	FHB	TW D	430	AC	18,663	66	AC Rehabilitation	$ 168,000
2023	FHB	TW NW AP	505	AC	2,976	30	AC Reconstruction	$ 48,000
2023	FHB	TW NW AP	507	AAC	3,469	68	AC Rehabilitation	$ 32,000
2023	FHB	AP FUEL	4510	AC	7,368	59	AC Rehabilitation	$ 67,000
2023	FHB	AP N	4215	AC	155,925	53	AC Reconstruction	$ 2,495,000
2023	FHB	AP N	4220	PCC	23,835	0	PCC Reconstruction	$ 692,000
2023	FHB	AP NW	4105	AC	11,190	36	AC Reconstruction	$ 180,000
2023	FHB	AP NW	4110	AC	14,280	33	AC Reconstruction	$ 229,000
2024	FHB	TW A	327	AAC	18,381	69	AC Rehabilitation	$ 174,000
2024	FHB	TL T-HANG	3307	AC	28,110	70	AC Rehabilitation	$ 266,000
2026	FHB	TW D	405	AC	6,163	70	AC Rehabilitation	$ 65,000
2028	FHB	TL T-HANG	3310	AC	18,438	70	AC Rehabilitation	$ 212,000
2029	FHB	AP N	4240	AC	113,573	69	AC Rehabilitation	$ 1,370,000
2030	FHB	TW A	310	AAC	17,554	69	AC Rehabilitation	$ 223,000
2031	FHB	TL T-HANG	3305	AC	19,403	70	AC Rehabilitation	$ 259,000
2031	FHB	AP N	4205	AAC	30,473	69	AC Rehabilitation	$ 406,000
2032	FHB	TW C	155	PCC	6,151	69	PCC Rehabilitation	$ 144,000

**All planning cost values have been rounded up to the nearest thousand dollars.*

Figure E.3: 10-Year Major Rehabilitation Needs by Program Year



Chapter 1: Introduction



Chapter 1 – Introduction

The State of Florida has 128 public airports, 100 of which are recognized as part of the Federal Aviation Administration's (FAA) National Plan of Integrated Airport Systems (NPIAS). These public-use airports are vital to Florida's economy as well as the economy of the United States. The Florida Airport System (FAS) provides opportunities for 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 State as air travel is essential to tourism, Florida's most prominent industry.

1.1 Background

In 1992, the Florida Department of Transportation (FDOT) established the Statewide Airfield Pavement Management Program (SAPMP) to provide program managers, District Aviation Offices, and Airport operators with a system to proactively manage airfield pavement infrastructure within the FAS. The SAPMP includes network-level Pavement Condition Index (PCI) surveys for Airport facilities that are categorized as General Aviation (GA), Reliever (RL), and Primary/Commercial (PR). Currently, the SAPMP includes 95 participating public-use airports with pavement facilities and provides its users with comprehensive data to better manage their pavement assets.

There are millions of square feet of pavement infrastructure at airports across a network of runways, taxiways, aprons, and other areas. This pavement infrastructure is vital to the support and safety of aircraft operations. Timely maintenance, repair, and major rehabilitation of pavement infrastructure allows the Airport to operate safely, efficiently, and economically without excessive down time.

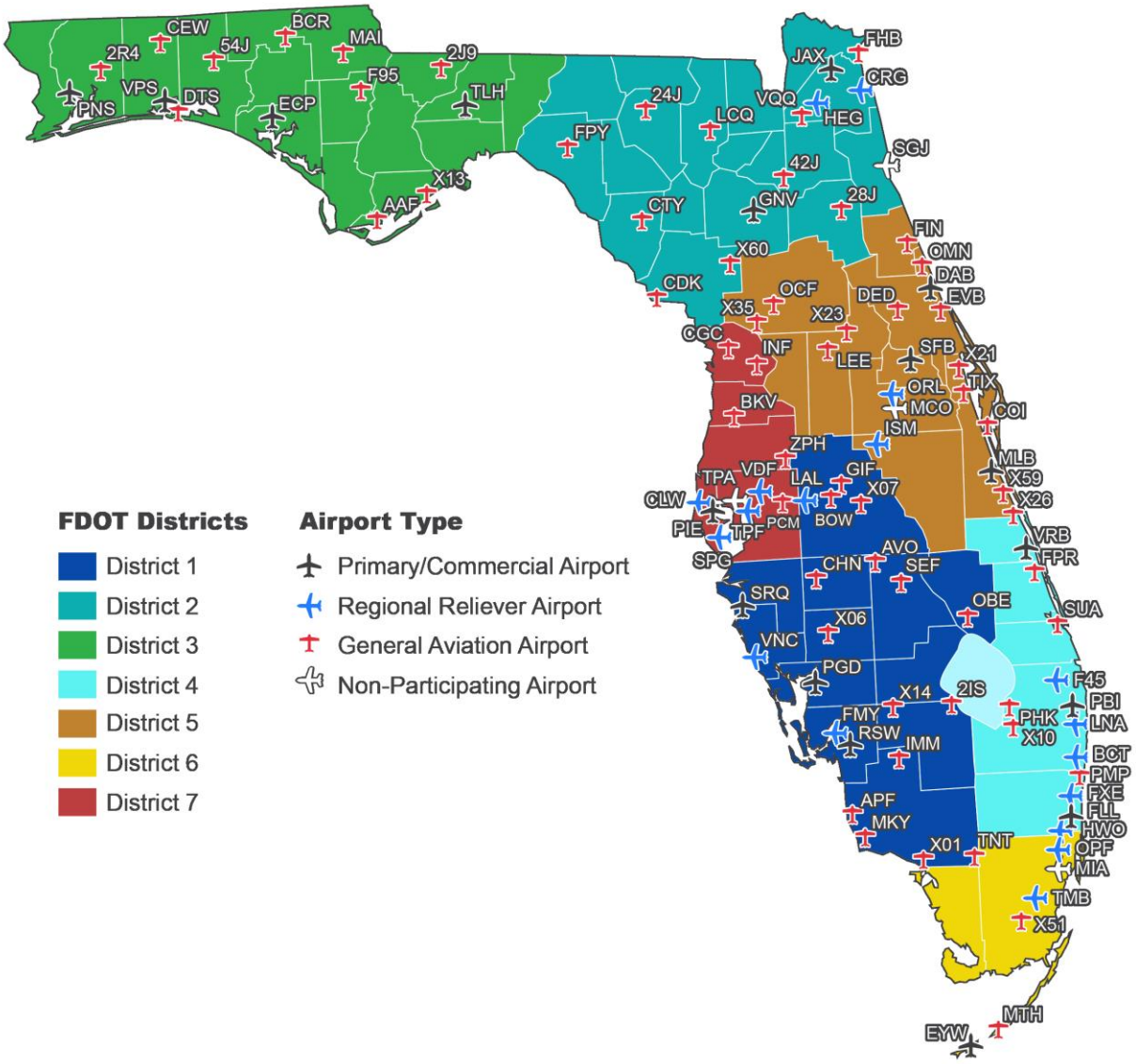
Airports participating in the Airport Improvement Program (AIP) Grant Program are required by the FAA to develop and implement a pavement maintenance program in order to be eligible for funding, per FAA Advisory Circulars 150/5380-6C "Guidelines and Procedures for Maintenance of Airport Pavements" and 150/5380-7B "Airport Pavement Management Program (PMP)". The AIP program requires detailed assessments of airfield pavements at least once a year for a pavement management program. The frequency of the detailed inspections may be extended to every three years if the pavement is assessed according to the PCI survey procedure described in ASTM D5340-20 "Standard Test Method for Airport Pavement Condition Index Surveys".

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

The SAPMP addresses the requirements of maintaining an effective pavement management program for participating airports at the network level. Network-level management of pavement assets provides insight for short-term and long-term budget needs, understanding of the overall condition of the network (current and future), and knowledge of the pavement facilities that are

under consideration for projects. A network-level evaluation can support the identification of maintenance, repair, and major rehabilitation needs and budgetary planning-level opinions of probable construction costs.

Figure 1.1: Florida Aviation System (Facilities with Pavement) and FDOT Districts



1.2 Stakeholders

The SAPMP is performed for the benefit of the stakeholders. The table below outlines the primary stakeholders of the FDOT SAPMP and their role in the program.

Table 1.2: FDOT SAPMP Stakeholders

Role	Description
FAA Orlando Airports District Office (Orlando ADO)	Key Stakeholder: local ADO Program Manager personnel that oversees the grant administration of AIP grant with Planning Agency Sponsor (Florida Department of Transportation).
Florida Department of Transportation (FDOT)	Key Stakeholder: the FDOT is the "Sponsor" for the AIP grant agreement. Specifically, the Aviation Office (AO) provides development and operations support for the Florida Airport System.
FDOT District Offices	The seven (7) FDOT District Offices, specifically the Aviation representatives, provide essential support to the SAPMP System Update and the AO Program Manager (AO-PM). Each District supports the SAPMP's ongoing efforts by providing local construction cost information throughout the State, which is used as the basis of development for maintenance, repair, and major rehabilitation opinions of probable construction costs for planning purposes.
Participating Public-Use and Publicly-Owned Airports	The airports are the end-user and primary beneficiary of the SAPMP. The SAPMP provides a specific Airport Pavement Evaluation Report that meets the requirements of the FAA AC 150/5380-7B. Individual participating airports are provided a final Airport Pavement Evaluation Report by the Consultant that is specific to each airport's airfield PCI assessment.
Aviation Office Program Manager (AO-PM)	FDOT AO Airport Engineering Manager: oversees and manages the overall Program System Update.

1.3 General Scope of Work

The SAPMP is limited to performing tasks in adherence to the key elements of an effective pavement management program on a statewide level. The primary tasks undertaken to update the FDOT SAPMP include, but are not limited to:

- Research and evaluation of existing record documentation;
- Establishment of a pavement system inventory;
- Development of a pavement network definition map and supplemental GIS model;
- Functional pavement evaluations via the PCI assessment method;
- Customization of PAVER™ software including prioritization, policies, and performance models;
- Analysis of condition data; and
- Maintenance, repair, and rehabilitation planning.

1.4 FDOT SAPMP Objectives

The SAPMP enables the FDOT AO and FAA to monitor pavement conditions at airports in the Florida Airport System. The SAPMP provides objective condition information needed to make informed decisions regarding the significant capital investment that the public-use airport pavement infrastructure represents.

Airport staff are responsible for making decisions regarding the timing and type of maintenance and rehabilitation activities that should be completed in order to maintain an acceptable operational condition and adequate load-carrying capacity. Utilizing the SAPMP will help Airport staff better understand the relative condition of their pavement facilities and when those facilities should be rehabilitated. The data collected from the SAPMP can be used for project programming for the next 10 years. This report summarizes the data collection, analysis, program update, and implementation of the FDOT SAPMP.

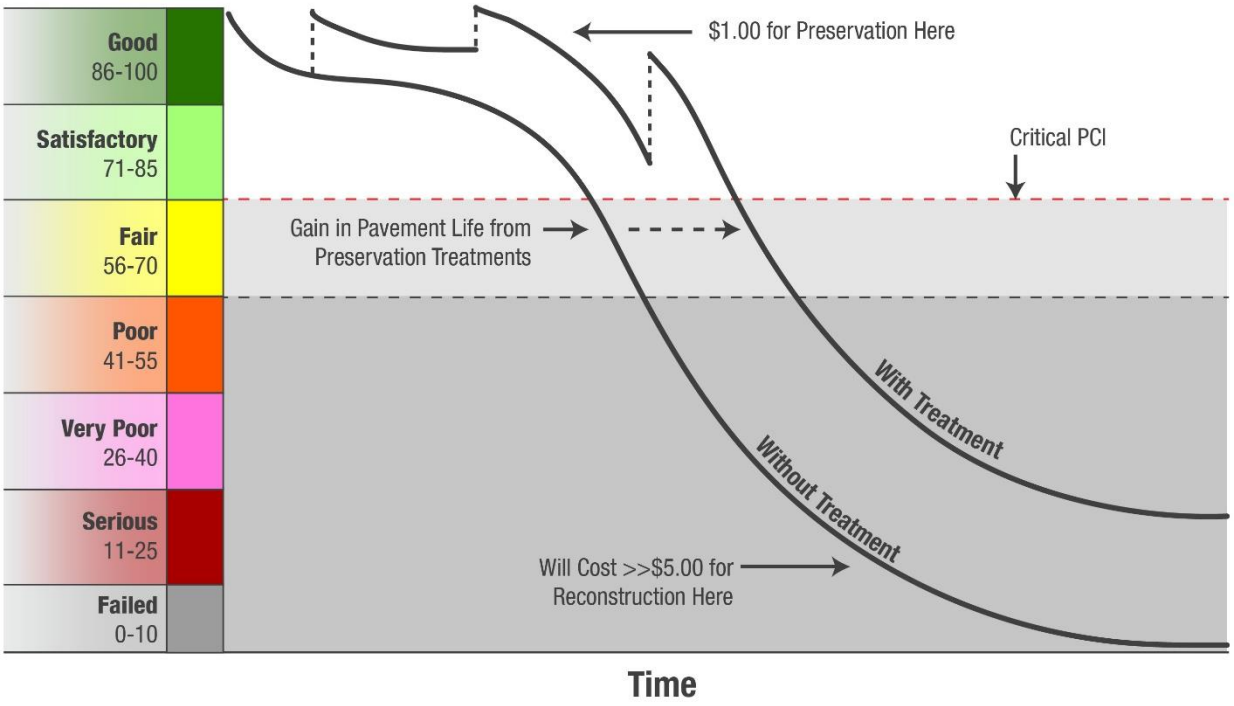
A comprehensive SAPMP provides information that assists with the project programming process. The primary objectives of the FDOT SAPMP consist of the following:

- Assist airports in meeting the requirements of Public Law 103-305;
- Assist airports in complying with FAA Grant Assurances 11 and 19;
- Provide airports with functional pavement condition in accordance with ASTM D5340-20 (current) and with the FAA AC 150/5380-7B (current) based on visual assessment efforts;
- Provide airports with planning-level guidance on maintenance, repair, and rehabilitation in accordance with the FAA AC 150/5380-6C (current) based on pavement conditions and distress data in terms of type, severity, and extent; and
- Provide airports, FDOT Districts, FDOT AO, and the FAA Airports District Office with long-term, planning-level forecasts of pavement performance and rehabilitation budgetary needs (e.g., maintenance, repair, and major reconstruction) through reports.

From a pavement management perspective, one of the most valuable aspects of the PCI methodology is the ability to save money by effectively prioritizing the rehabilitation of pavement assets before they reach critical condition. Critical PCI values are assigned to deterioration models for pavement assets based on their respective use and rank. The concept of critical PCI will be further discussed in **Chapter 5**, but it is used as a benchmark to help identify pavement assets that should receive rehabilitation. In doing so, the PCI methodology can help create a proactive maintenance and rehabilitation (M&R) strategy to effectively address pavement projects before the cost of these projects increases significantly.

With M&R costs escalating over time, the consequences of inadequate maintenance practices can result in an inefficient allocation of funding. If maintenance is conducted before a significant decline in pavement condition occurs, substantial repair and/or rehabilitation costs may be avoided or delayed. **Figure 1.4** illustrates how the cost of pavement repairs can significantly increase if M&R activities are delayed.

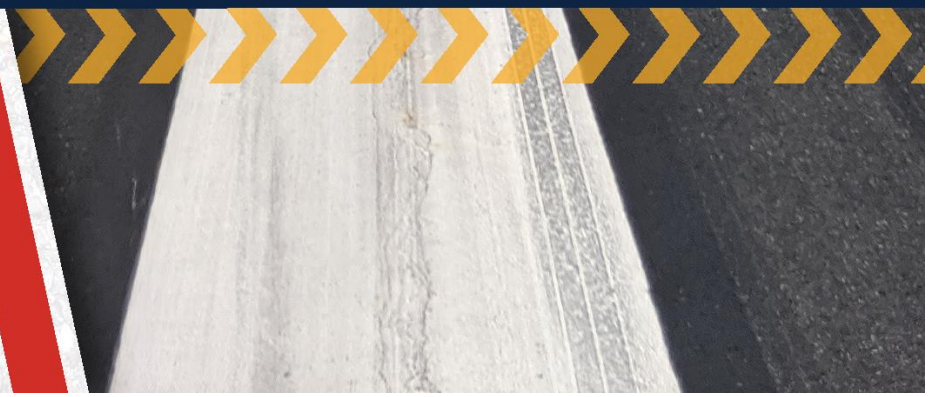
Figure 1.4: Pavement Life and the Effect of Treatments



FAA Eligibilty Thresholds: ☐ **>70:** Routine Maintenance ☐ **55-70:** Rehabilitation Eligible ☐ **<55:** Reconstruction Eligible

**Figure is for conceptual purposes only – unit costs are not specific to airfield pavements*

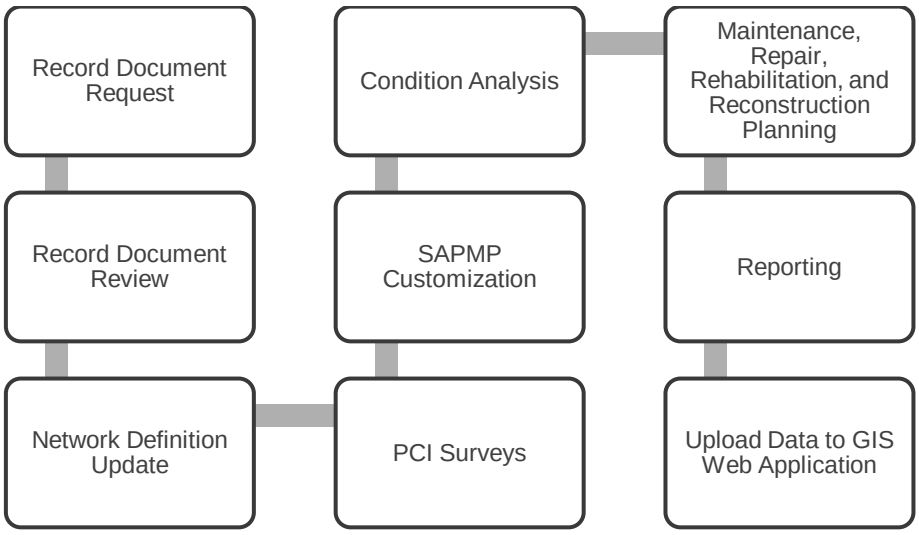
Chapter 2: Methodology



Chapter 2 – Methodology

An effective pavement management program incorporates both the regular collection of pavement condition information and communication of information to appropriate sponsors. This chapter of the report defines the specific methods utilized as part of the SAPMP System Update to meet the requirements of an effective pavement management system as defined by the FAA AC 150/5380-7B. **Figure 2** summarizes the overall process for the FDOT SAPMP.

Figure 2: FDOT SAPMP General Process



2.1 Airfield Pavement Database

This SAPMP utilizes PAVER™ 7.0 software as its airfield pavement database. The PAVER™ software application was developed by the U.S. Army Construction Engineering Research Laboratory and sponsored by the FAA, Federal Highway Administration, U.S. Army, U.S. Air Force, and U.S. Navy to meet the objectives of an effective pavement management system. The PAVER™ database includes a network-level inventory of the participating airport's eligible airfield pavement facilities. PAVER™ can achieve the following pavement management objectives:

- Create a manageable inventory system;
- Analyze the current condition of pavements in accordance with ASTM D5340-20;
- Develop pavement performance models to forecast conditions; and
- Generate maintenance, repair, and major rehabilitation recommendations based on budgetary scenarios.

PAVER™ inventory management is based on a tiered organizational structure consisting of networks, branches, sections, and samples, with the sample being the smallest unit of management. Critical elements of an effective pavement management program are maintained within the network-level PAVER™ database and typically consist of pavement inventory

characteristics, pavement structure, work history, historic condition records, and analytical customization.

2.2 Airfield Pavement Record Keeping (Historical Records Research)

In accordance with the FAA AC 150/5380-7B, it is a best practice that airports maintain records of all airfield construction and maintenance (routine, emergency, and proactive) related to the pavement facilities. These records should consist of:

- Location and limits of work;
- Types and severities of repaired distresses;
- Work type and cost; and
- Supporting documents (e.g., contract documents, construction drawings, specifications, bid tabulations, repair products, and photograph records).

As part of the SAPMP, participating airport's staff was asked to provide documentation regarding the historical work performed at the Airport, including construction drawings and bid tabulations. This information is used to identify location, limits, type of work, pavement cross-sections, and representative material costs.

Updated historical data collected during this task was entered into the PAVER™ database. This database includes the following fields for historical information:

- Date of last construction/rehabilitation
- Work type performed
- Comments for documenting pavement cross-section
- Pavement surface type
- Section area (limits of work)

The SAPMP PAVER™ database accuracy is limited to the record documentation provided by the participating airports. Airport Sponsors should rely on this information as a planning tool and defer to final as-built plans, record drawings, and/or engineer's construction report for pavement construction records.

2.3 Airfield Pavement Structure

A pavement is a prepared surface designed to provide a continuous, smooth ride at a certain speed and to support an estimated amount of traffic for a certain number of years. A pavement structure is composed of constructed layers consisting of subgrade, subbase, base, structural, and surface courses. For the FDOT SAPMP, two (2) predominant pavement types are classified for evaluation and analysis: Asphalt Concrete (AC) and Portland cement concrete (PCC). Composite Structures, known as Whitetopping Pavements consisting of PCC on AC, are also present at limited airports in Florida and are evaluated separately.

2.3.1 Asphalt Concrete

Asphalt concrete is a pavement comprised of aggregate mixture with an asphalt cement binder. The FDOT SAPMP categorizes three (3) Asphalt Concrete surface types: Asphalt Concrete (AC), Asphalt Concrete overlaid on Asphalt Concrete (AAC), and Asphalt Concrete overlaid on Portland cement concrete (APC).

Asphalt Concrete (AC)

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

Asphalt Concrete Overlaid on Asphalt Concrete (AAC)

A flexible pavement section consisting of aggregate mixture with asphalt cement binder layered on an existing flexible AC pavement section. Airfield pavement sections are considered to be AAC when a pavement rehabilitation includes a pavement milling and resurfacing operation or a direct overlay of Asphalt Concrete without surface preparation.

Asphalt Concrete Overlaid on Portland Cement Concrete (APC)

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

2.3.2 Portland Cement Concrete

Portland cement concrete is a pavement comprised of aggregate mixture with a Portland cement binder. The FDOT SAPMP categorizes Portland cement concrete (PCC) as the primary rigid pavement section.

Portland Cement Concrete (PCC)

A rigid pavement section composed of Portland cement concrete placed on a granular or treated base course that is supported on a compacted subgrade. The concrete surface provides a texture of nonskid qualities, prevents the infiltration of surface water into the subgrade, and provides structural support for airplane loading. Rigid pavement construction requires the layout of appropriately designed joints. Concrete overlays built in accordance with the FAA Advisory Circular 150/5320-6F “Airport Pavement Design and Evaluation” are recognized as PCC pavement.

2.3.3 Composite Structure – Whitetopping Pavement

Whitetopping pavement is a composite pavement comprised of relatively thin PCC overlaid on an existing AC pavement structure. There are three (3) types of Whitetopping Pavements: Conventional (WT), Thin (TWT), and Ultra-Thin (UWT).

Conventional Whitetopping (WT)

A composite pavement structure consisting of a modified PCC overlaid on an existing AC pavement section. The modified PCC layer is typically greater than 6 inches in thickness.

Thin Whitetopping (TWT)
A composite pavement structure consisting of modified PCC overlaid on an existing AC pavement section. The modified PCC layer is typically between 4 and 6 inches in thickness.

Ultra-Thin Whitetopping (UWT)
A composite pavement structure consisting of a modified PCC overlaid on an existing AC pavement section. The modified PCC layer is typically between 2 and 4 inches in thickness.

2.4 Airfield Pavement Traffic

A pavement section is typically designed to meet the needs of the user (airlines, air cargo, general aviation, and/or military) in providing a safe, smooth, operational surface. Pavement deterioration generally occurs gradually from aircraft loading and environmental conditions.

This System Update does not involve a study or analysis of FHB's aircraft fleet mix or traffic operations. However, it is strongly recommended that the Airport incorporate the requirements of the FAA AC 150/5320-6F when developing design-level rehabilitation activities; this AC provides guidance on incorporation of aircraft traffic fleet mix data.

2.5 Pavement Management Program Network Definition Terminology

To facilitate an effective pavement management program, a pavement network must be established and subdivided into smaller, manageable working units. Sectioning of the pavement network was established in a prior System Update and was revised during this SAPMP to account for work that has been performed on the airfield since the previous Update. Information from historic records is used to help define the limits of the smaller working units. A critical input for a pavement inventory and network definition is the date of last major construction or rehabilitation, as this type of work will reset the section PCI to a value of 100.

The following sections define the common terms used in pavement management systems and cover their application for this SAPMP System Update.

2.5.1 Pavement Network Identification

Establishing the pavement network is the first step in organizing pavements into a structure for pavement management. The network is the starting point of the hierarchy of pavement management organization. A network typically consists of one or more pavement *branches*, which have one or more pavement *sections*. For example, a network can be all the pavements within an Airport's airfield or all the pavements in a statewide program. For the FDOT SAPMP, a network represents an individual Airport's airfield pavement facilities maintained by the Airport.

2.5.2 Pavement Branch Identification

A pavement branch, also known as a facility, is a logical unit of generally identifiable pavement within a network that has a distinct functional classification. For example, within an airfield, each runway, taxiway, or apron is considered a branch. Each branch contains at least one section but may contain more if pavement feature characteristics are distinct throughout the branch.

2.5.3 Pavement Section Identification

A pavement section, or feature, is a subdivision of a branch and has consistent characteristics throughout its length or area. These characteristics include structural composition (pavement layer material type and thickness), construction history, age, traffic type, traffic frequency, and pavement condition. A section is the basic management unit of a pavement network and is the level at which maintenance, repair, or major rehabilitation treatments are considered.

2.5.4 Pavement Sample Unit Identification

A pavement sample unit is an arbitrarily defined subdivision of a pavement section that has a standard size range of 20 contiguous slabs (±8 slabs) for PCC pavement and 5,000 contiguous square feet (±2,000 SF) for AC. A sample unit is the smallest subdivision of a pavement network and is analyzed during field assessments to establish condition ratings.

2.5.5 Terminology Summary

Below is a summary table, **Table 2.5.5**, with definitions and examples of common SAPMP terminology.

Table 2.5.5: SAPMP Terminology

SAPMP Terminology	Common Definition	Airport Example
Network	Totality of pavement assets maintained by the Airport.	"Tallahassee International Airport – Airfield Pavements"
Branch Name	Commonly defined asset name as established by Airport and by use.	"Runway 18-36"
Branch ID	Codified shorthand name for commonly defined asset established for database identification.	"RW 18-36" RW, Branch Use, "Runway" "Runway 18-36", Runway Facility
Section ID	Codified identification for pavement asset that is distinct by pavement composition, work history, aircraft loading, or condition.	"6105"
Sample Unit	A numeric identification of an area of pavement (5,000 ± 2,000 SF of AC or 20 ± 8 slabs of PCC) that has been inspected in accordance with ASTM D5340-20.	"300"

2.6 Airfield PCI Survey Methodology

In adherence to the FAA AC 150/5380-7B, the FDOT SAPMP utilizes the PCI survey method to collect pavement distress data and analyze the condition. The PCI survey procedure is a visual statistical sampling of pavements for recording primary distress types (e.g., cracking and deformation), associated severities, and quantities as defined by the ASTM D5340-20. This effort is the primary means of obtaining and recording pavement distress data. The PCI survey consists primarily of visual assessments of pavement surfaces for signs of distress and deterioration resulting from loading (aircraft) and environmental influences.

Overall, a visual pavement condition survey provides an indication of the cause and rate of deterioration of a pavement section from a functional point of view and can help identify if any underlying structural deficiencies are present. Although a visual PCI survey does not predict the remaining structural life of a pavement section or its ability to support loads, it does assess the rating of the operational surface. Functional condition, determined by the PCI method, can provide a cost-effective means to plan for pavement rehabilitation projects. Timely application of pavement rehabilitation may lead to the extension of functional life of individual pavement sections. This method varies from structural evaluation; functional condition is limited to visually observed distresses and indicative modes of pavement deterioration. A formal structural evaluation analyzes subsurface conditions, material characteristics, and qualitative pavement structure attributes. A structural evaluation may consist of subsurface geotechnical exploration, falling weight deflectometer testing, petrographic testing, material coring, and/or flexural testing.

2.6.1 Pavement Distress Types

For each sample, the severity and quantity of defined distresses are recorded and then analyzed in accordance with the ASTM D5340-20 standard, which identifies 17 AC distress types and 16 PCC distress types. **Tables 2.6.1 (a)** and **2.6.1 (b)** identify these distresses and their common causes or mechanisms.

Table 2.6.1 (a): Pavement Distress Types – Asphalt Concrete

Distress Mechanism	Distress Type
Load	Alligator Cracking Rutting
Climate/Durability	Block Cracking Joint Reflection Cracking Longitudinal and Transverse Cracking (LT) Raveling Shoving Weathering
Construction/Material	Bleeding Corrugation Depression Polished Aggregate Slippage Cracking Swelling
Other	Jet Blast Erosion Oil Spillage Patching and Utility Cut Patching

Table 2.6.1 (b): Pavement Distress Types – Portland Cement Concrete

Distress Mechanism	Distress Type
Load	Corner Break Longitudinal, Transverse, and Diagonal Cracking (LTD) Pumping Shattered Slab/Intersecting Cracks
Climate/Durability	Blowup Durability "D" Cracking Joint Seal Damage Popouts
Construction/Material	Alkali Silica Reaction (ASR) Scaling Shrinkage Cracking
Other	Corner Spalling Joint Spalling Large Patching and Utility Cut Settlement or Faulting Small Patching

2.6.2 PCI Survey Procedures

PCI surveys are conducted on sample units defined in previous System Updates. Sample units are subject to change at the discretion of field personnel and/or to major pavement rehabilitation treatments. Furthermore, access to sample units based on accessibility or operational impacts may affect the overall sampling rate effort at each airport. **Tables 2.6.2 (a)** and **(b)** define the sampling criteria used by the FDOT SAPMP. A higher sampling rate may be utilized to achieve greater statistical confidence, should the Airport have the available resources to perform PCI survey independent of the FDOT SAPMP.

Table 2.6.2 (a): Recommended Sampling Rates for Asphalt Concrete

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

Table 2.6.2 (b): Recommended Sampling Rates for Portland Cement Concrete

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

The FDOT SAPMP is limited to select sample units for each section identified in each airport's Airfield Pavement Network Definition. The intent is to perform a limited amount of sample unit PCI surveys to reasonably reflect the functional condition. Due to the limited sampling criteria, there may be instances of pavement distress and deterioration outside of the inspected sample units that were not observed.

2.7 Airfield PASER Survey Methodology

Of the 95 participating airports, there are three (3) airports, including FHB, that have a unique composite pavement section known as "whitetopping" within their airfield pavement system inventory that deviates from the current FAA Advisory Circular 150/5320-6F "Airport Pavement Design and Evaluation." Whitetopping is a pavement construction technique otherwise known as "Concrete Overlay" that does not adhere to the current FAA AC 150/5320-6 guidance for concrete overlays based on material specification, documented concrete strength, concrete minimum thickness, joint type, joint sealant, joint layout, and load transfer. Therefore, it is recognized that the ASTM D5340-20 (current version) may not be suitable to utilize as means to evaluate condition for the whitetopping concrete overlays.

The FAA recommends the **PA**vement **S**urface **E**valuation and **R**ating (PASER) procedure to evaluate the surface condition of rigid concrete and flexible concrete pavement facilities when it is not possible to complete a more detailed PCI Survey as part of a more comprehensive pavement maintenance management program. PASER was developed for the FAA by the Engineering Professional Development, College of Engineering, University of Wisconsin-Madison. Based on the guidance stated in FAA AC 150/5320-17A "Airfield Pavement Surface Evaluation and Rating Manuals", the FDOT SAPMP has adopted the PASER Manual in Appendix B of the Advisory Circular for specific use on the whitetopping pavements.

2.7.1 PASER Rating for Airfield Rigid Pavements

For the FDOT SAPMP, the PASER system will be limited to concrete overlay pavement sections, identified as whitetopping. PASER is a visual rating system that utilizes a 0 to 5 rating scale, with a value of 5 representing new pavement (or recent major concrete rehabilitation, like-new

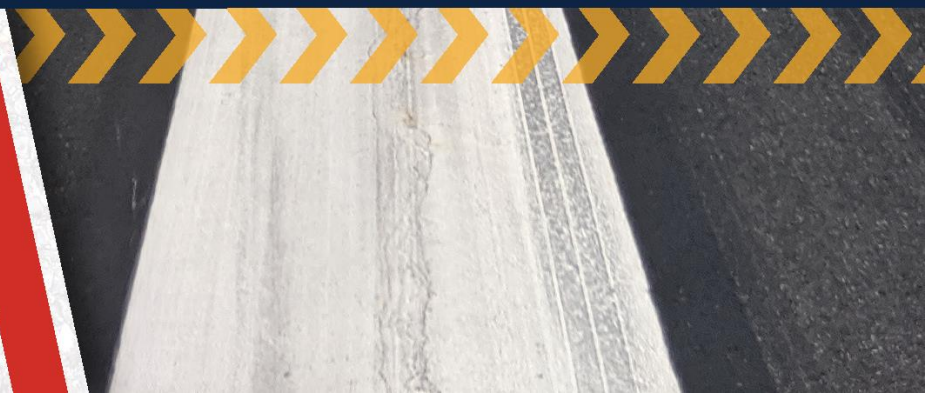
condition, typically less than 5 years old, and/or no maintenance required) and a value of 1 representing extensive full-depth joint repairs or slab replacements, extensive patching and one (1) complete overlay, and/or complete reconstruction needed. The PASER condition ratings are assigned by monitoring the type and amount of visual deterioration/distress within a defined feature (section). The PASER system interprets the visual observations into a condition rating. **Table 2.7.1. PASER Rating for Airfield Rigid Pavement** provides an organization of the PASER rating system for airfield pavements constructed with a rigid concrete surface layer.

Each rating in the PASER value has a corresponding surface rating written descriptor (Excellent, Good, Fair, Poor, Failed). The PASER surface rating is not based on the ASTM D5430-20. They should not be confused with the formal definitions of the PCI survey method.

Table 2.7.1: PASER Rating for Airfield Rigid Pavement

PASER Value	Surface Rating	Visual Distress	General Conditions	Treatment Measures
5	Excellent	None.	New pavement or recent major concrete rehabilitation. Like-new condition. Less than 5 years old. No maintenance required.	No maintenance required.
4	Good	Hairline or sealed cracks 1⁄8" wide or less. Map cracking. Pop-outs.	Concrete over 5 years old. Signs of wear. Minor spot repair of cracks or joint sealant.	Minor routine maintenance, crack or joint sealing.
3	Fair	Several slabs broken into two pieces by slab cracks. Corner cracking on several slabs, 1⁄4" wide with no spalling. Joint sealant mostly in good condition, less than 10% needing replacement. Several patches in fair to good condition. Map cracking or scaling on 10% or less of the surface area. Slight faulting, less than 1⁄4", in several locations.	First sign of significant slab cracking, corner cracking, scaling, or faulting. Several patches. Joint sealant repair required. Isolated repair of joint or patch.	More crack or joint sealing. Isolated joint repairs or slab patching.
2	Poor	Many slab cracks, some breaking the slab into three or more pieces. Cracks open 1/8" or cracks with spalling. D-cracks at several joints. Sealant failure over 10% of joints. Several patches in fair to poor condition with cracks in patch and uneven surface. Faulting ¼" to ½" in several locations. Severe or extensive scaling.	Needs sealant replacement on more than 10% of cracks or joints. Partial depth or full-depth joint repairs or patch replacement. Repair faulted joints. Replace or overlay slabs with severe scaling. Bonded or unbonded concrete overlay.	Extensive crack or joint sealing. Repair severe joint deterioration. Partial and full-depth slab repairs.
1	Failed	Many wide cracks with failed sealant and grass. Extensive crack and joint spalling. Slabs extensively cracked or shattered. Many corner breaks with spalling. D-cracks with spalling. Patches in poor condition with spalling. Numerous faults over 1⁄2".	Extensive full-depth joint repairs or slab replacements. Extensive patching and complete overlay. Complete reconstruction.	Reconstruction.

Chapter 3: Airfield Pavement System Inventory



Chapter 3 – Airfield Pavement System Inventory

This chapter discusses the inventory data collected from the Airport and summarizes network-level characteristics of the Airport's airfield pavements. At the start of each FDOT SAPMP System Update, all airports are asked to review the existing Airfield Pavement Network Definition Exhibit for accuracy. Furthermore, participating airports are asked to provide documentation of any recent or anticipated construction related to their airfield pavements.

3.1 Airfield Pavement Network Information

3.1.1 Previous and/or Anticipated Airfield Pavement Construction

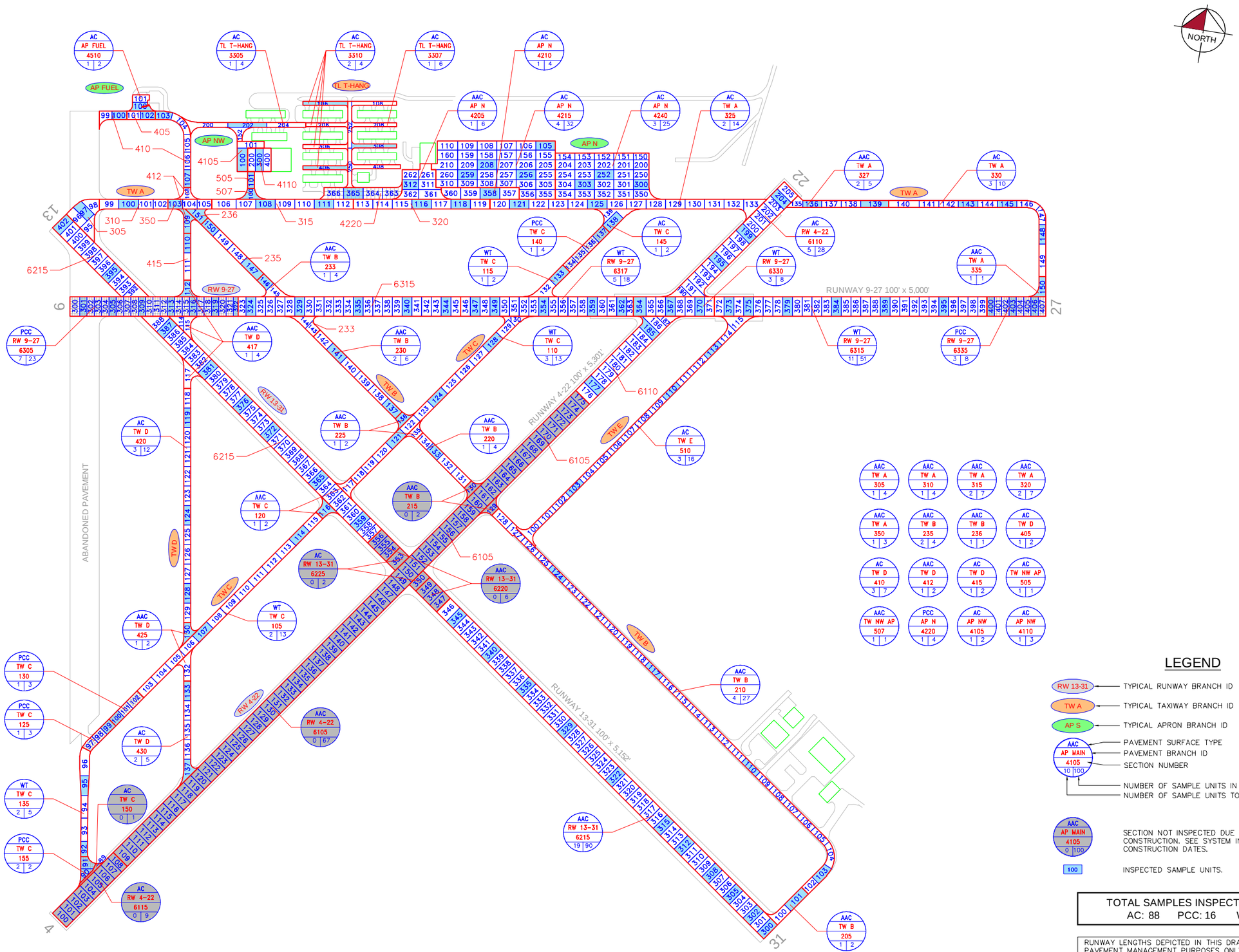
Based on information provided by the Airport, **Table 3.1.1** summarizes recent or anticipated airfield pavement construction projects since 2017.

Table 3.1.1: Summary of Previous and/or Anticipated Airfield Pavement Construction

Construction Year	Location	Work Type / Pavement Section
2021	RW 4-22, RW 13-31, TW C	Complete Reconstruction - AC | 4" P-401, 10" P-211, 12" P-160
	RW 4-22, RW 13-31, TW B	Mill and Overlay | Variable Depth Mill, 2" P-401 Overlay

The Airport provided a combination of record drawings, reports, and staff input, which aided in developing the construction history of the Airport's pavements since inception. Major rehabilitation and construction activities performed in the last 24 months, or anticipated in the next 24 months, are assumed to restore the PCI to 100. These activities include pavement overlay, mill and overlay, new construction, and/or complete reconstruction. These pavements were not formally subject to a PCI assessment and actual conditions may vary. Furthermore, any localized maintenance or repair performed in the assessment areas that would improve the PCI are considered in the condition analysis.

Figure 3.1.1 (a), the Airfield Pavement Network Definition Exhibit, provides details of the PCI assessment efforts. The Exhibit identifies pavement facilities, surface types, section definitions, and sample unit delineations. **Figure 3.1.1 (b)**, the Airfield Pavement System Inventory Exhibit, provides details of the work history updates communicated by the Airport. The Exhibit provides the approximate limits of recent and/or anticipated construction on the airfield pavement facilities. The limits are based on documentation provided by the Airport and, if constructed, are confirmed during field surveys.



FHB

AIRFIELD PAVEMENT NETWORK DEFINITION EXHIBIT

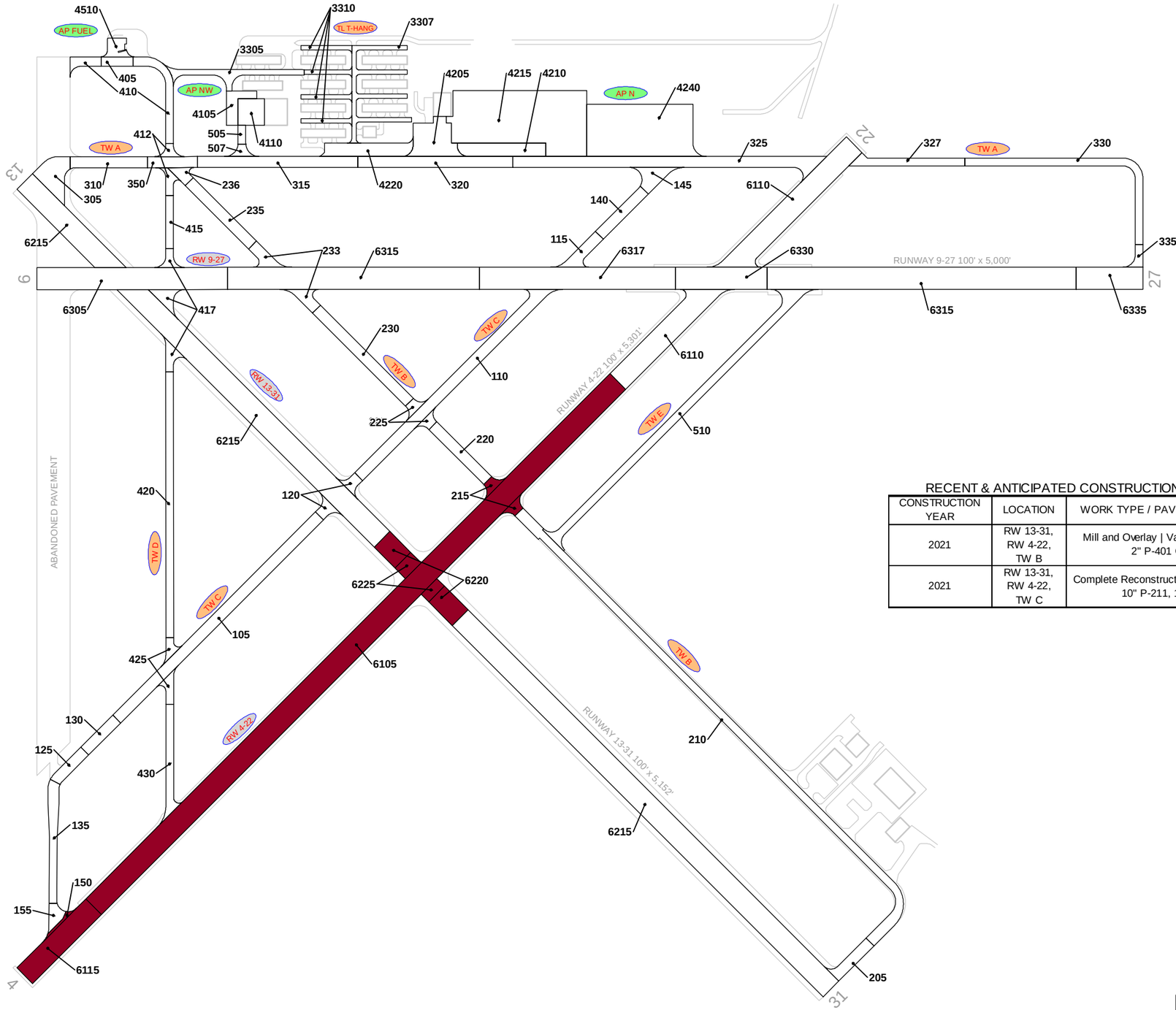
Statewide Airfield Pavement Management Program

FERNANDINA BEACH MUNICIPAL AIRPORT

FDOT

2022

FHB



RECENT & ANTICIPATED CONSTRUCTION ACTIVITY

CONSTRUCTION YEAR	LOCATION	WORK TYPE / PAVEMENT SECTION
2021	RW 13-31, RW 4-22, TW B	Mill and Overlay | Variable Depth Mill, 2" P-401 Overlay
2021	RW 13-31, RW 4-22, TW C	Complete Reconstruction - AC | 4" P-401, 10" P-211, 12" P-160

LEGEND

RW 13-31 — TYPICAL RUNWAY BRANCH ID

TW A — TYPICAL TAXIWAY BRANCH ID

AP S — TYPICAL APRON BRANCH ID

PROJECT YEAR

2017	2022
2018	2023
2019	2024
2020	2025
2021	2026

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

AIRFIELD PAVEMENT SYSTEM INVENTORY EXHIBIT

Statewide Airfield Pavement Management Program

FERNANDINA BEACH MUNICIPAL AIRPORT

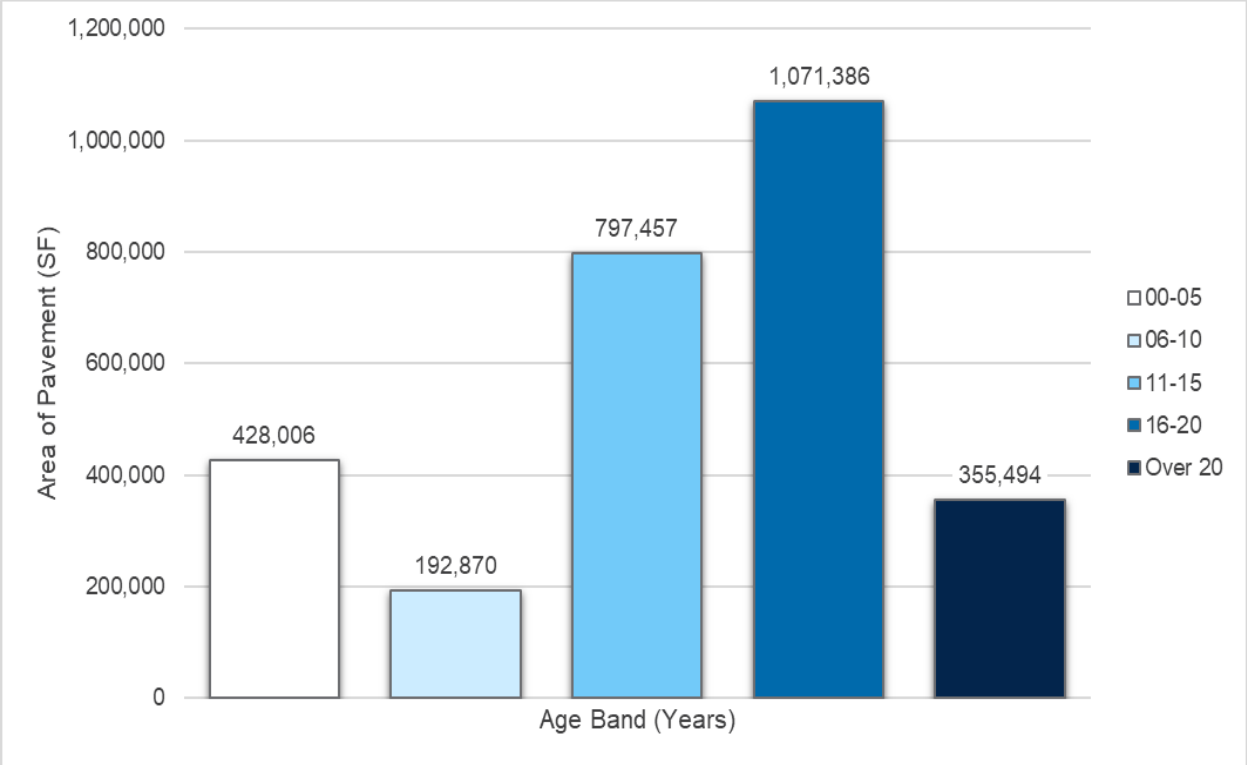
FDOT

2022

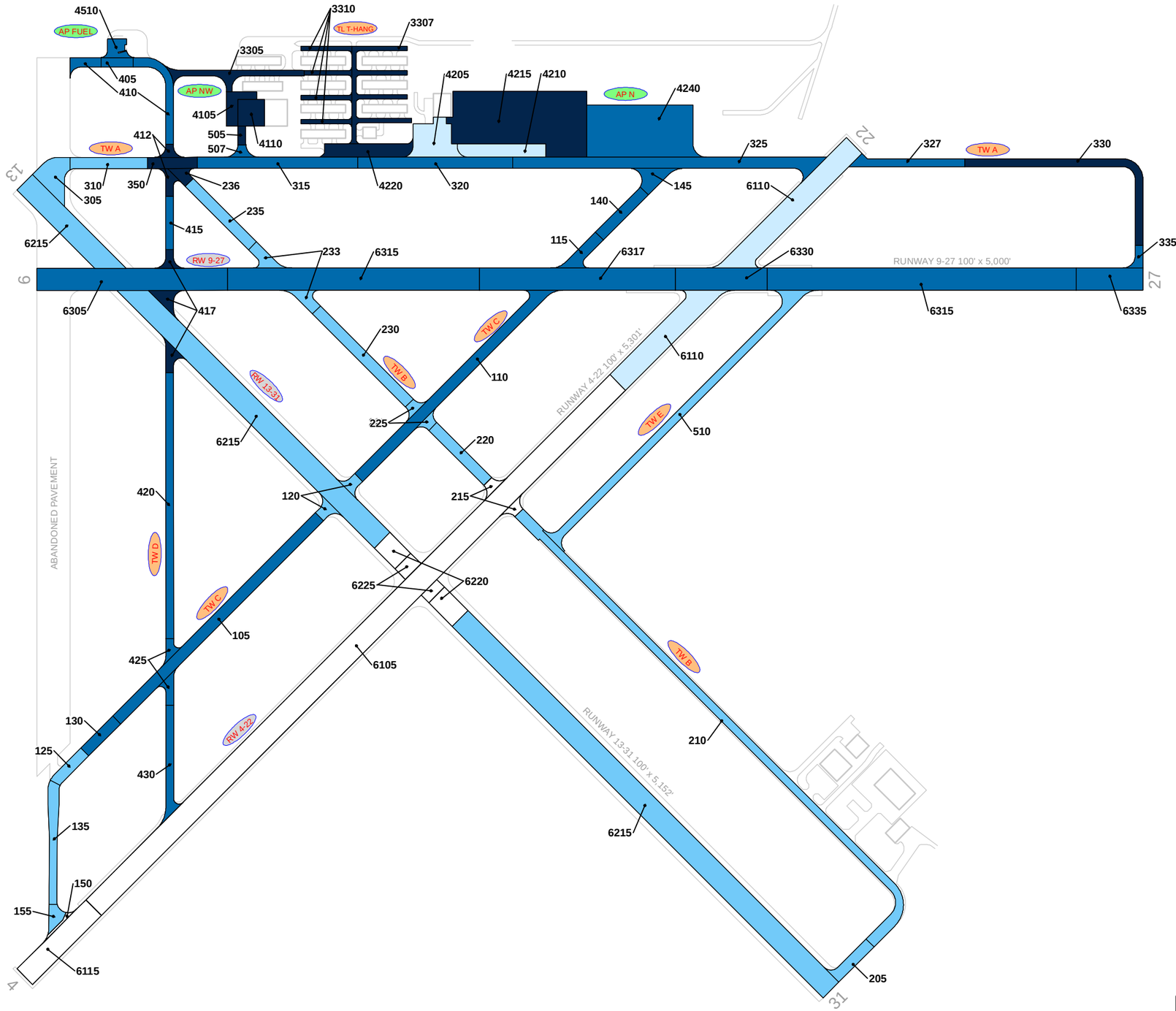
3.1.2 Estimated Pavement Age

Standard pavement design practice considers a design life of 20 years. Design inputs typically require subgrade soil conditions, pavement layer material characteristics, and anticipated loading (aircraft fleet mix) for the design-life period. Based on the review of historic airfield pavement construction activities, **Figure 3.1.2 (a)** summarizes the age of the pavement sections since the last major construction activity has occurred. **Figure 3.1.2 (b)** provides the approximate limits of those age ranges on the airfield pavement facilities. This is intended to be a rough estimate based on interpretation of the limited data available at the time of report. The estimation of pavement age is based on information requested from the Airport.

Figure 3.1.2 (a): Age of Pavements at PCI Survey



FHB



LEGEND

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

AGE AT INSPECTION

- 0-5 Years
- 6-10 Years
- 11-15 Years
- 16-20 Years
- > 20 Years

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

AIRFIELD PAVEMENT
ESTIMATED AGE EXHIBIT

Statewide Airfield Pavement Management Program

FERNANDINA BEACH MUNICIPAL AIRPORT

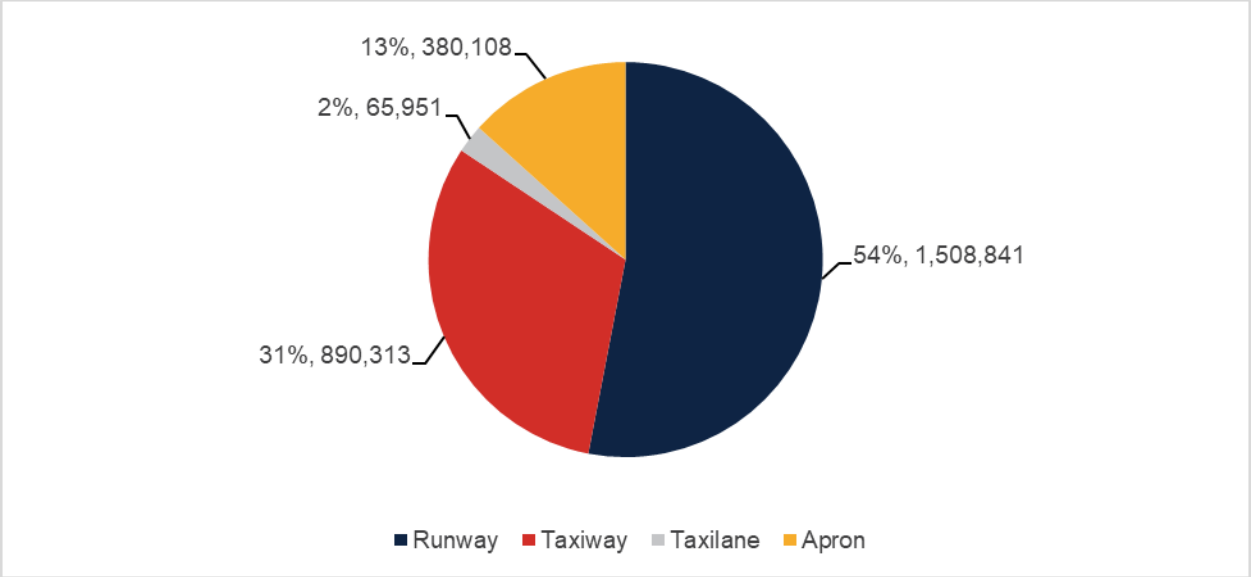
FDOT

2022

3.1.3 Functional Use

Pavements are subject to variations in aircraft loading patterns based on use and overall operations. This is termed "functional use" or "branch use." For this SAPMP System Update, the following categories of pavement functional use are identified: runway, taxiway, taxilane, and apron. **Figure 3.1.3** summarizes pavement functional use by area and excludes paved shoulders.

Figure 3.1.3: Airfield Pavement Branch Use by Area (SF)

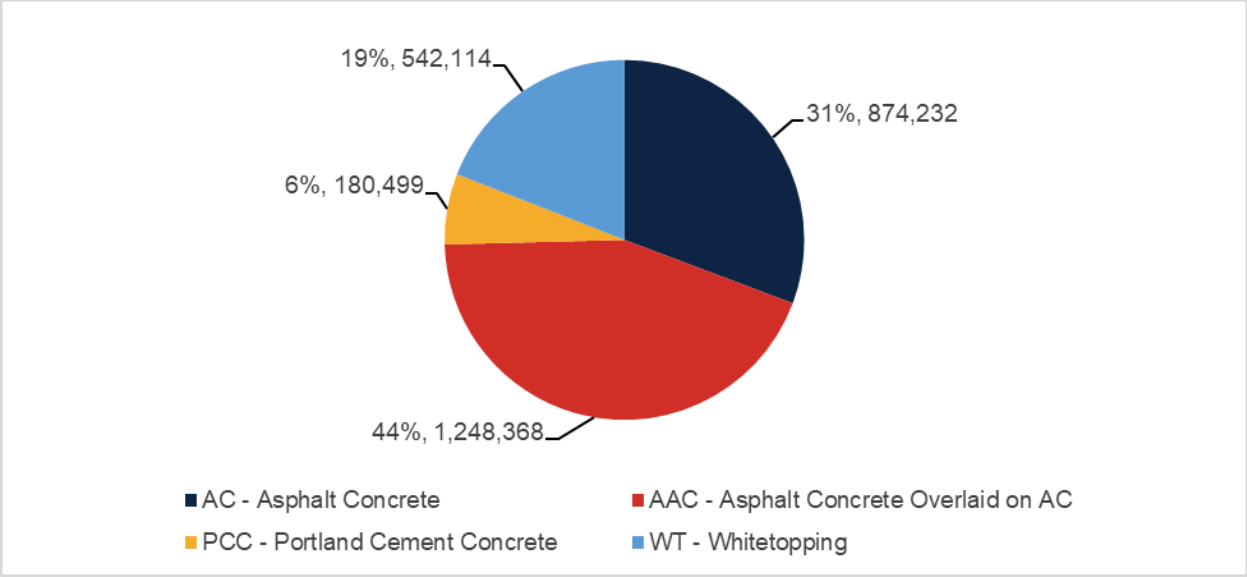


3.1.4 Pavement Surface Type

The airfield pavement facility surface types within the SAPMP include four (4) common types of pavement: Asphalt Concrete (AC), Asphalt Concrete overlaid on Asphalt Concrete (AAC), Asphalt Concrete overlaid on Portland cement concrete (APC), and Portland cement concrete (PCC). FHB is one of three airports participating in the FDOT SAPMP that also have one (1) uncommon type of composite pavement, known as Whitetopping (WT), consisting of PCC overlaid on AC.

Based on the record documentation incorporated within the SAPMP database and as observed during airfield pavement field assessments, pavement surface types have been assigned to the various pavement sections. **Figure 3.1.4** summarizes the applicable pavement types observed at FHB.

Figure 3.1.4: Airfield Pavement Surface Type by Area (SF)



3.1.5 Pavement System Inventory Details

The pavement inventory scope includes updates to existing pavement geometry and the development of an AutoCAD model with spatial projection for use within GIS. **Appendix C** includes the Airfield Pavement Network Definition Exhibit and the Airfield Pavement System Inventory Exhibit, which visually summarize the results of the airfield pavement system inventory analysis.

Table 3.1.5 displays the section-level pavement inventory data, which is based on record documentation provided by the airports and from previous System Updates. The information presented relies on the accuracy and the adequacy of data provided. In some cases, characteristics such as pavement area may be estimated based on aerial interpretation of spatially-projected imagery. Additionally, if the last construction date is unknown, a date of January 1 of the estimated year was assigned to the section. The accuracy of data is appropriate for this network-level planning document. Should the Airport perform rehabilitation work, it is recommended that project-level investigations be performed to support the data accuracy needed for design and construction.

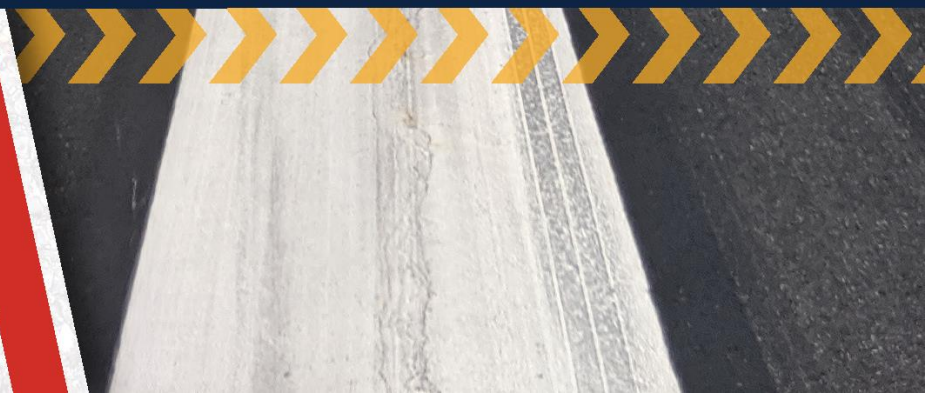
Table 3.1.5: Pavement System Inventory Details

Network ID	Branch ID	Branch Use	Section ID	Area (SF)	Surface Type	Estimate of Last Construction Date
FHB	RW 4-22	Runway	6105	335,000	AAC	1/1/2021
FHB	RW 4-22	Runway	6110	138,933	AC	1/1/2014
FHB	RW 4-22	Runway	6115	44,000	AC	1/1/2021
FHB	RW 9-27	Runway	6305	86,150	PCC	1/1/2004
FHB	RW 9-27	Runway	6315	253,550	WT	1/1/2004
FHB	RW 9-27	Runway	6317	88,500	WT	1/1/2004
FHB	RW 9-27	Runway	6330	41,500	WT	1/1/2004
FHB	RW 9-27	Runway	6335	30,150	PCC	1/1/2004

Network ID	Branch ID	Branch Use	Section ID	Area (SF)	Surface Type	Estimate of Last Construction Date
FHB	RW 13-31	Runway	6215	451,166	AAC	1/1/2010
FHB	RW 13-31	Runway	6220	28,300	AAC	1/1/2021
FHB	RW 13-31	Runway	6225	11,592	AC	1/1/2021
FHB	TW A	Taxiway	305	20,095	AAC	1/1/2010
FHB	TW A	Taxiway	310	17,554	AAC	1/1/2010
FHB	TW A	Taxiway	315	36,250	AAC	1/1/2004
FHB	TW A	Taxiway	320	35,000	AAC	1/1/2004
FHB	TW A	Taxiway	325	71,712	AC	1/1/2004
FHB	TW A	Taxiway	327	18,381	AAC	1/1/2004
FHB	TW A	Taxiway	330	39,508	AC	1/1/1944
FHB	TW A	Taxiway	335	4,219	AAC	1/1/2004
FHB	TW A	Taxiway	350	11,250	AAC	1/1/1996
FHB	TW B	Taxiway	205	11,685	AAC	1/1/2010
FHB	TW B	Taxiway	210	99,184	AAC	1/1/2010
FHB	TW B	Taxiway	215	7,146	AAC	1/1/2021
FHB	TW B	Taxiway	220	17,500	AAC	1/1/2010
FHB	TW B	Taxiway	225	6,738	AAC	1/1/2010
FHB	TW B	Taxiway	230	29,700	AAC	1/1/2010
FHB	TW B	Taxiway	233	15,343	AAC	1/1/2010
FHB	TW B	Taxiway	235	20,200	AAC	1/1/2010
FHB	TW B	Taxiway	236	4,994	AAC	1/1/1996
FHB	TW C	Taxiway	105	64,808	WT	1/1/2004
FHB	TW C	Taxiway	110	60,686	WT	1/1/2004
FHB	TW C	Taxiway	115	11,183	WT	1/1/2004
FHB	TW C	Taxiway	120	9,442	AAC	1/1/2010
FHB	TW C	Taxiway	125	9,632	PCC	1/1/2010
FHB	TW C	Taxiway	130	10,200	PCC	1/1/2004
FHB	TW C	Taxiway	135	21,887	WT	1/1/2010
FHB	TW C	Taxiway	140	14,381	PCC	1/1/2004
FHB	TW C	Taxiway	145	11,198	AC	1/1/2004
FHB	TW C	Taxiway	150	1,968	AC	1/1/2021
FHB	TW C	Taxiway	155	6,151	PCC	1/1/2010
FHB	TW D	Taxiway	405	6,163	AC	1/1/2004
FHB	TW D	Taxiway	410	24,188	AC	1/1/2004
FHB	TW D	Taxiway	412	8,092	AAC	1/1/1996
FHB	TW D	Taxiway	415	8,400	AC	1/1/2004
FHB	TW D	Taxiway	417	17,493	AAC	1/1/1996
FHB	TW D	Taxiway	420	42,000	AC	1/1/2004
FHB	TW D	Taxiway	425	9,694	AAC	1/1/2004
FHB	TW D	Taxiway	430	18,663	AC	1/1/2004
FHB	TW E	Taxiway	510	61,180	AC	1/1/2011
FHB	TW NW AP	Taxiway	505	2,976	AC	1/1/1987
FHB	TW NW AP	Taxiway	507	3,469	AAC	1/1/2004
FHB	TL T-HANG	Taxilane	3305	19,403	AC	12/25/2000
FHB	TL T-HANG	Taxilane	3307	28,110	AC	1/1/1987
FHB	TL T-HANG	Taxilane	3310	18,438	AC	12/25/1999

Network ID	Branch ID	Branch Use	Section ID	Area (SF)	Surface Type	Estimate of Last Construction Date
FHB	AP FUEL	Apron	4510	7,368	AC	1/1/2004
FHB	AP N	Apron	4205	30,473	AAC	1/1/2014
FHB	AP N	Apron	4210	23,464	AC	1/1/2014
FHB	AP N	Apron	4215	155,925	AC	1/1/1993
FHB	AP N	Apron	4220	23,835	PCC	1/1/1944
FHB	AP N	Apron	4240	113,573	AC	1/1/2004
FHB	AP NW	Apron	4105	11,190	AC	1/1/2000
FHB	AP NW	Apron	4110	14,280	AC	1/1/1987

Chapter 4: Airfield Pavement Condition Analysis



Chapter 4 – Airfield Pavement Condition Analysis

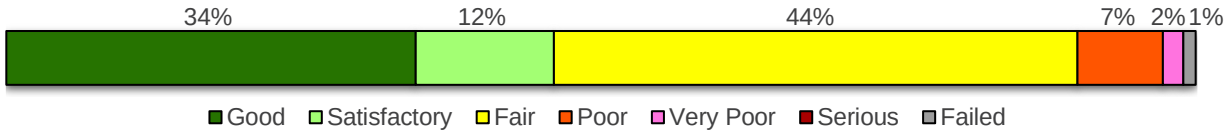
The Pavement Condition Index (PCI) provides insight to possible causes of deterioration to help support pavement maintenance and rehabilitation planning. Distress type, severity, and extent are required in the computation of a PCI value. The PCI method of pavement condition evaluation is strictly a visual review of surface condition, also referred to as a functional evaluation. Further evaluation of pavement conditions may be necessary, such as structural evaluation, for design- and/or project-level determination of pavement rehabilitation needs. It should be noted that the condition information summarized in this chapter, unless specifically identified, excludes whitetopping pavement, as whitetopping is evaluated based on the PASER surface rating methodology as detailed in **Section 2.7 Airfield PASER Survey Methodology**.

4.1 Airfield Pavement Condition Index

4.1.1 Network-Level Analysis

The following figure, **Figure 4.1.1**, summarizes the network-level pavement condition analysis based on the most recent survey results. On a network level, approximately 46% of inspected pavements are in Good or Satisfactory condition. Presently, roughly 44% of inspected pavements are in Fair condition and the remaining 10% of inspected pavements are in Poor or worse condition.

Figure 4.1.1: Current Condition – Overall Network



4.1.2 Branch-Level Analysis

The following **Figures 4.1.2 (a)-(e)** summarize branch-level pavement conditions according to the most recent PCI assessment results.

Figure 4.1.2 (a): Current Condition Summary – Branch-Level

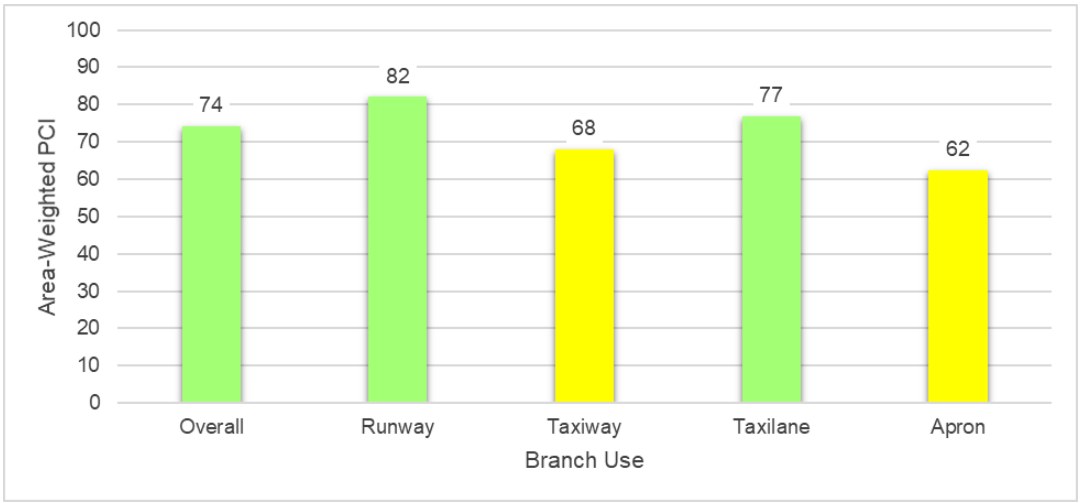


Figure 4.1.2 (b): Current Condition – Runway

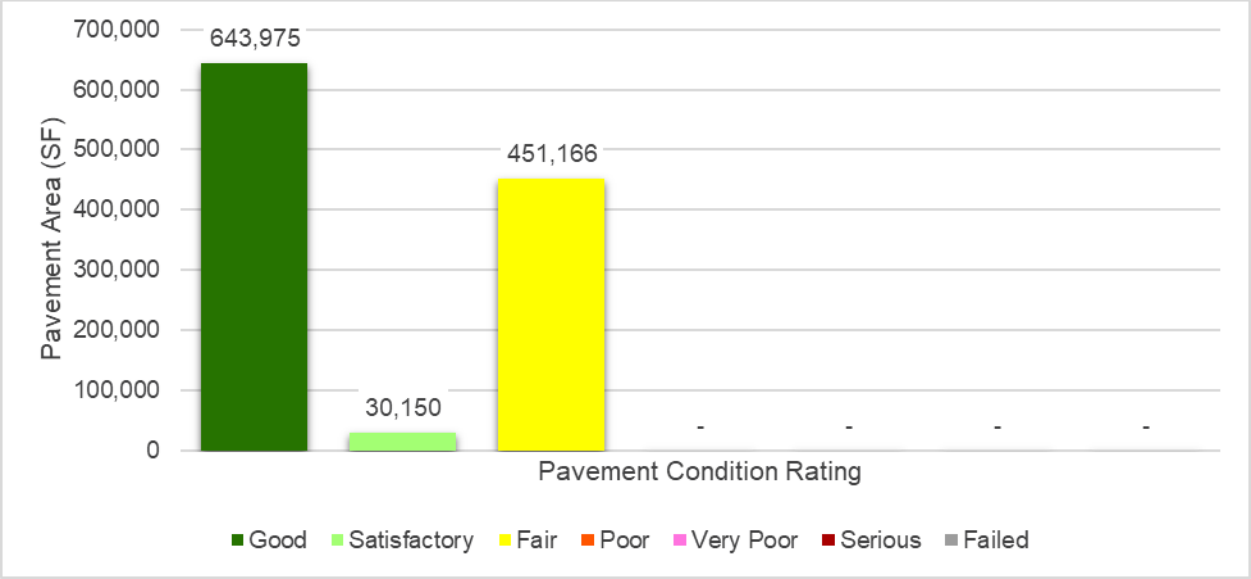


Figure 4.1.2 (c): Current Condition – Taxiway

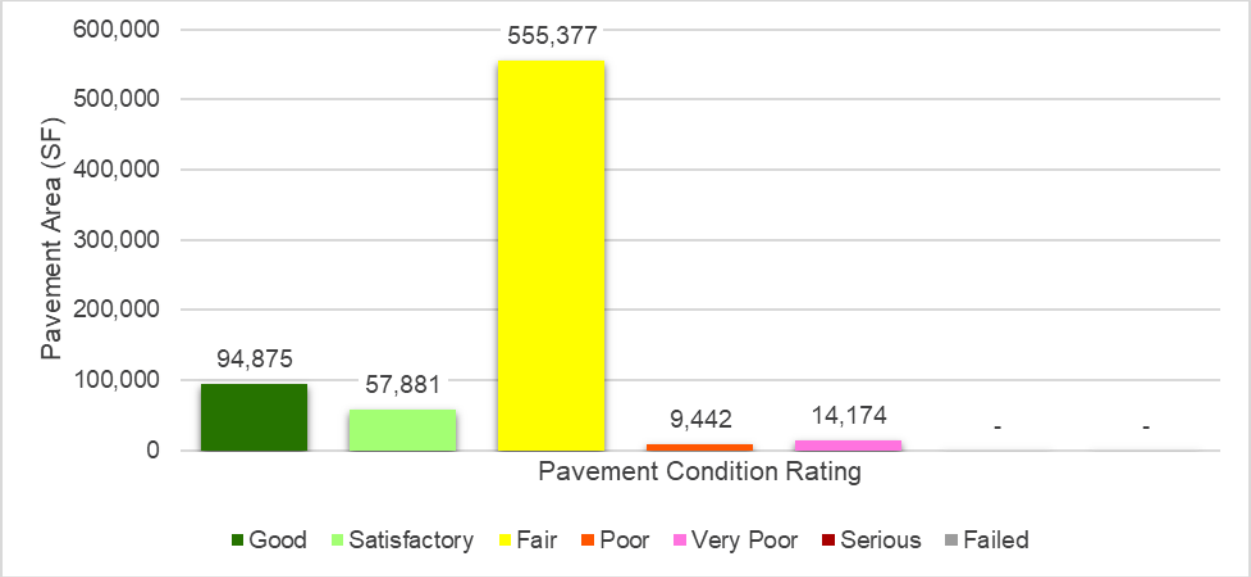


Figure 4.1.2 (d): Current Condition – Taxilane

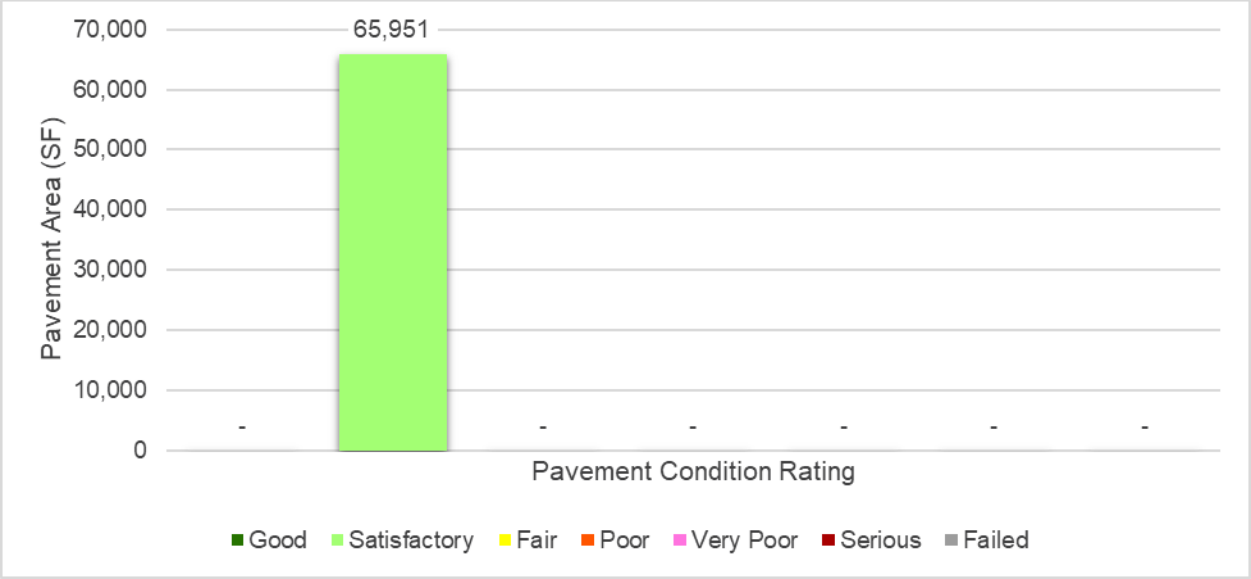


Figure 4.1.2 (e): Current Condition – Apron

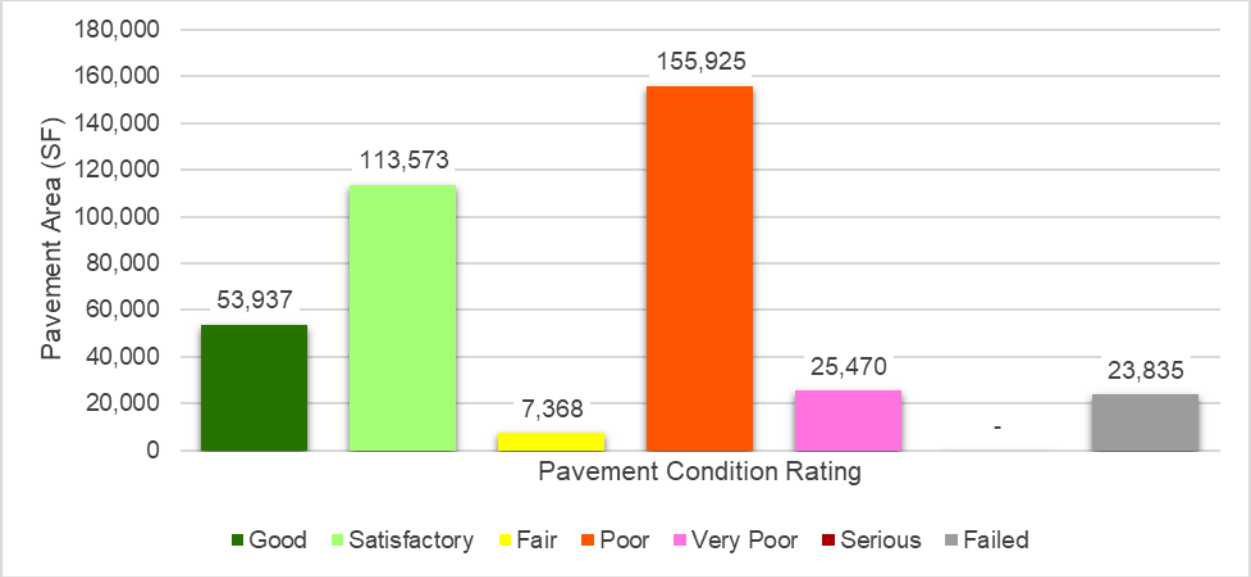


Table 4.1.2 details the branch-level condition for each airfield pavement branch.

Table 4.1.2: Current Condition Summary – Branch-Level

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Area-Weighted Avg PCI	Condition Rating
RW 4-22	Runway	3	517,933	97	Good
RW 9-27	Runway	2	116,300	90	Good
RW 13-31	Runway	3	491,058	64	Fair
TW A	Taxiway	9	253,969	67	Fair
TW B	Taxiway	9	212,490	62	Fair
TW C	Taxiway	7	62,972	73	Satisfactory
TW D	Taxiway	8	134,693	69	Fair
TW E	Taxiway	1	61,180	89	Good
TW NW AP	Taxiway	2	6,445	51	Poor
TL T-HANG	Taxilane	3	65,951	77	Satisfactory
AP FUEL	Apron	1	7,368	60	Fair
AP N	Apron	5	347,270	65	Fair
AP NW	Apron	2	25,470	34	Very Poor

4.1.3 Section-Level Analysis

Table 4.1.3 (a) provides each pavement section's area-weighted average PCI and the percent of distress related to load, climate, and other factors. The causes of condition deterioration help inform maintenance, repair, and rehabilitation decisions. For example, load-related distress can indicate that the pavement is reaching the end of its structural design life and the selected rehabilitation treatment should include either strengthening or reconstruction. **Figure 4.1.3 (a)** provides a technical exhibit that graphically depicts PCI values and ratings determined from this SAPMP System Update.

Pavement facilities that have been reconstructed within the past 24 months, or are anticipated for reconstruction within the next 24 months, may have been omitted from this assessment. Pavement that has received major rehabilitation will be set to a PCI of 100 for this analysis.

The results of the PASER surface rating for whitetopping pavements are presented separately in **Table 4.1.3 (b)** and **Figure 4.1.4 (b)**.

Table 4.1.3 (a): Latest Pavement Condition Index Summary – Section-Level

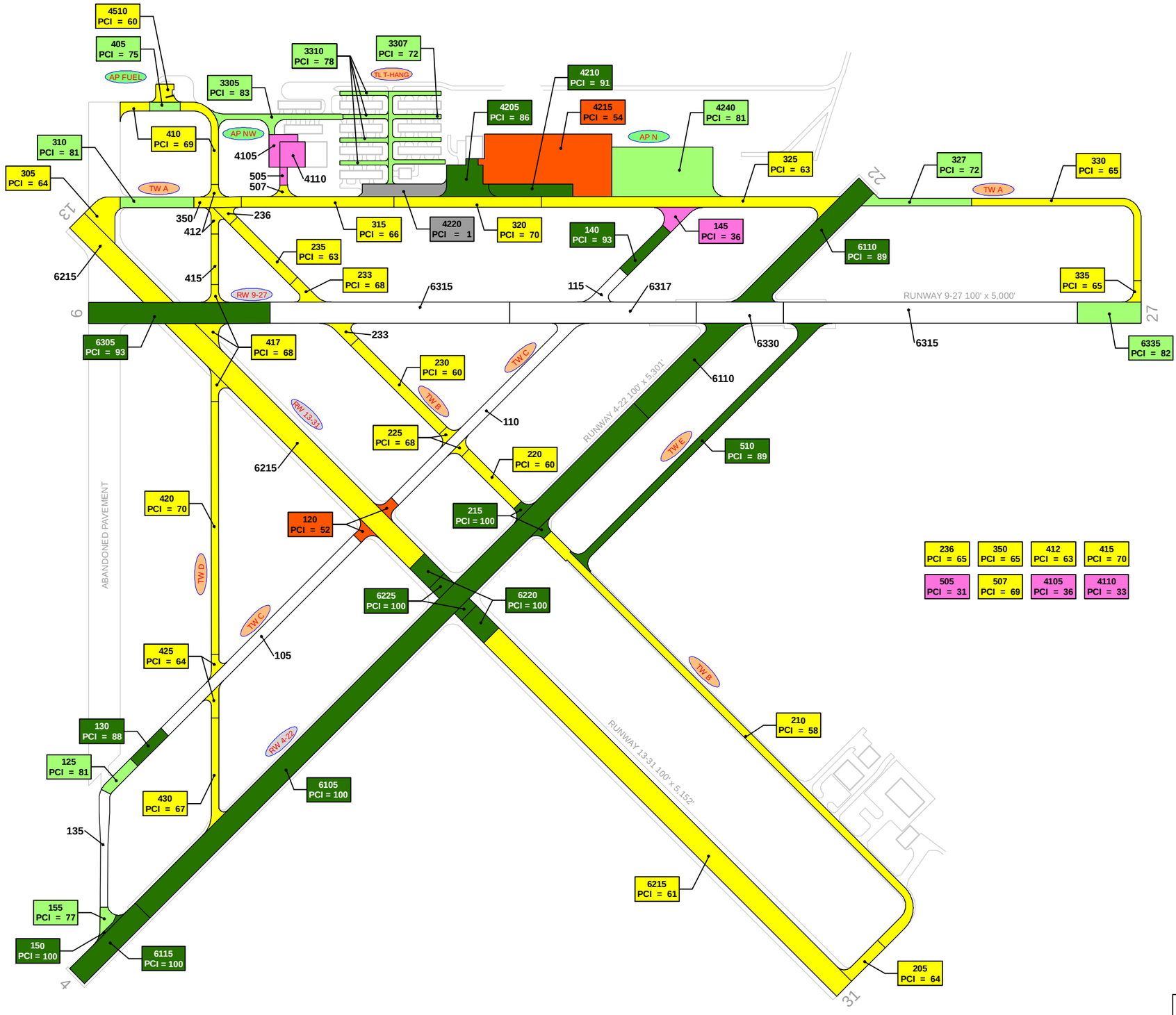
Network ID	Branch ID	Branch Use	Section ID	Area (SF)	Surface	PCI	Condition Rating	PCI % Climate	PCI % Load	PCI % Other	Sample Units Inspected	Total Sample Units in Section
FHB	RW 4-22	Runway	6105	335,000	AAC	100	Good	0	0	0	0	0
FHB	RW 4-22	Runway	6110	138,933	AC	89	Good	100	0	0	5	28
FHB	RW 4-22	Runway	6115	44,000	AC	100	Good	0	0	0	0	0
FHB	RW 9-27	Runway	6305	86,150	PCC	93	Good	100	0	0	7	23
FHB	RW 9-27	Runway	6335	30,150	PCC	82	Satisfactory	62	0	38	3	8
FHB	RW 13-31	Runway	6215	451,166	AAC	61	Fair	98	0	2	19	90
FHB	RW 13-31	Runway	6220	28,300	AAC	100	Good	0	0	0	0	0
FHB	RW 13-31	Runway	6225	11,592	AC	100	Good	0	0	0	0	0
FHB	TW A	Taxiway	305	20,095	AAC	64	Fair	96	0	4	1	4
FHB	TW A	Taxiway	310	17,554	AAC	81	Satisfactory	100	0	0	1	4
FHB	TW A	Taxiway	315	36,250	AAC	66	Fair	69	0	31	2	7
FHB	TW A	Taxiway	320	35,000	AAC	70	Fair	75	0	25	2	7
FHB	TW A	Taxiway	325	71,712	AC	63	Fair	51	0	49	2	14
FHB	TW A	Taxiway	327	18,381	AAC	72	Satisfactory	96	0	4	2	5
FHB	TW A	Taxiway	330	39,508	AC	65	Fair	100	0	0	3	10
FHB	TW A	Taxiway	335	4,219	AAC	65	Fair	96	0	4	1	1
FHB	TW A	Taxiway	350	11,250	AAC	65	Fair	100	0	0	1	3
FHB	TW B	Taxiway	205	11,685	AAC	64	Fair	90	0	10	1	2
FHB	TW B	Taxiway	210	99,184	AAC	58	Fair	100	0	0	4	27
FHB	TW B	Taxiway	215	7,146	AAC	100	Good	0	0	0	0	0
FHB	TW B	Taxiway	220	17,500	AAC	60	Fair	80	0	20	1	4
FHB	TW B	Taxiway	225	6,738	AAC	68	Fair	95	0	5	1	2
FHB	TW B	Taxiway	230	29,700	AAC	60	Fair	97	0	3	2	6
FHB	TW B	Taxiway	233	15,343	AAC	68	Fair	100	0	0	1	4
FHB	TW B	Taxiway	235	20,200	AAC	63	Fair	66	0	34	2	4
FHB	TW B	Taxiway	236	4,994	AAC	65	Fair	100	0	0	1	1
FHB	TW C	Taxiway	120	9,442	AAC	52	Poor	95	0	5	1	2
FHB	TW C	Taxiway	125	9,632	PCC	81	Satisfactory	33	0	67	1	3
FHB	TW C	Taxiway	130	10,200	PCC	88	Good	58	0	42	1	3
FHB	TW C	Taxiway	140	14,381	PCC	93	Good	29	0	71	1	4
FHB	TW C	Taxiway	145	11,198	AC	36	Very Poor	58	0	42	1	2
FHB	TW C	Taxiway	150	1,968	AC	100	Good	0	0	0	0	0
FHB	TW C	Taxiway	155	6,151	PCC	77	Satisfactory	28	16	56	2	2
FHB	TW D	Taxiway	405	6,163	AC	75	Satisfactory	100	0	0	1	2
FHB	TW D	Taxiway	410	24,188	AC	69	Fair	95	0	5	3	7
FHB	TW D	Taxiway	412	8,092	AAC	63	Fair	96	0	4	1	2
FHB	TW D	Taxiway	415	8,400	AC	70	Fair	100	0	0	1	2
FHB	TW D	Taxiway	417	17,493	AAC	68	Fair	100	0	0	1	4
FHB	TW D	Taxiway	420	42,000	AC	70	Fair	100	0	0	3	12
FHB	TW D	Taxiway	425	9,694	AAC	64	Fair	97	0	3	1	2
FHB	TW D	Taxiway	430	18,663	AC	67	Fair	100	0	0	2	5
FHB	TW E	Taxiway	510	61,180	AC	89	Good	100	0	0	3	16
FHB	TW NW AP	Taxiway	505	2,976	AC	31	Very Poor	62	0	38	1	1

Network ID	Branch ID	Branch Use	Section ID	Area (SF)	Surface	PCI	Condition Rating	PCI % Climate	PCI % Load	PCI % Other	Sample Units Inspected	Total Sample Units in Section
FHB	TW NW AP	Taxiway	507	3,469	AAC	69	Fair	95	0	5	1	1
FHB	TL T-HANG	Taxilane	3305	19,403	AC	83	Satisfactory	100	0	0	1	4
FHB	TL T-HANG	Taxilane	3307	28,110	AC	72	Satisfactory	100	0	0	1	6
FHB	TL T-HANG	Taxilane	3310	18,438	AC	78	Satisfactory	100	0	0	2	4
FHB	AP FUEL	Apron	4510	7,368	AC	60	Fair	89	0	11	1	2
FHB	AP N	Apron	4205	30,473	AAC	86	Good	100	0	0	1	6
FHB	AP N	Apron	4210	23,464	AC	91	Good	100	0	0	1	4
FHB	AP N	Apron	4215	155,925	AC	54	Poor	77	0	23	4	32
FHB	AP N	Apron	4220	23,835	PCC	1	Failed	8	89	3	1	4
FHB	AP N	Apron	4240	113,573	AC	81	Satisfactory	100	0	0	3	25
FHB	AP NW	Apron	4105	11,190	AC	36	Very Poor	63	0	37	1	2
FHB	AP NW	Apron	4110	14,280	AC	33	Very Poor	76	11	13	1	3

** Zero (0) Sample Units Inspected signifies that the pavement section was not inspected during this SAPMP System Update due to recent construction projects. These sections correlate with the gray sections on the Network Definition Exhibit.*

Table 4.1.3 (b): Latest PASER Surface Rating – Section Level - Whitetopping Pavements

Network ID	Branch ID	Branch Use	Section ID	Area (SF)	Surface	PASER Value	Surface Rating	Sample Units Inspected	Total Sample Units in Section
FHB	RW 9-27	Runway	6315	253,550	WT	4	Good	11	51
FHB	RW 9-27	Runway	6317	88,500	WT	4	Good	5	18
FHB	RW 9-27	Runway	6330	41,500	WT	4	Good	3	8
FHB	TW C	Taxiway	105	64,808	WT	4	Good	2	13
FHB	TW C	Taxiway	110	60,686	WT	4	Good	3	13
FHB	TW C	Taxiway	115	11,183	WT	4	Good	1	2
FHB	TW C	Taxiway	135	21,887	WT	4	Good	2	5



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

FHB

AIRFIELD PAVEMENT CONDITION INDEX EXHIBIT

Statewide Airfield Pavement Management Program

FERNANDINA BEACH MUNICIPAL AIRPORT

FDOT

2022

FHB

AIRFIELD PASER SURFACE RATING EXHIBIT - WHITETOPPING

Statewide Airfield Pavement Management Program

FERNANDINA BEACH MUNICIPAL AIRPORT

FDOT

2022

4.2 Summary of Pavement Condition Evaluation Results

4.2.1 Network-Level Observations

The PCI assessment for Fernandina Beach Municipal Airport (FHB) was performed in July 2022. The overall area-weighted average PCI value of the network was 74, representing a condition rating of Satisfactory. A portion of the airfield pavement was not inspected due to recent construction in 2021. These areas include a majority of Runway 4-22 and portions of Runway 13-31, Taxiway B, and Taxiway C.

Based on the FAA 5010 Report as of 11/14/2022, the Airport has reported 47,000 operations for 12 months ending 02/07/2018.

4.2.2 Branch-Level Observations

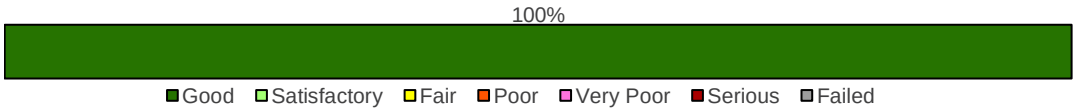
The following branch-level observations are a summary of select pavement facilities identified during the PCI assessment, including a discussion of general conditions and branch characteristics. The summary may not include all branches and/or sections within the Airport's airfield pavement network. Representative distress photographs of airfield pavements are presented in **Appendix D**. "Vicinity" photos refer to the approximate boundaries of an inspected sample unit within the section and provide an overview of the section condition but are not focused on a specific distress. The Re-inspection Report found in **Appendix E** provides listings of each sample unit and distress.

Runways

RW 4-22

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
RW 4-22	RUNWAY	3	517,933	97	Good

The following bar graph shows proportional distribution (as % of area within branch) of condition categories among sections within the branch. Given the individual section data shown in the subsequent table, the distribution is as follows: 100% Good (86-100 PCI).



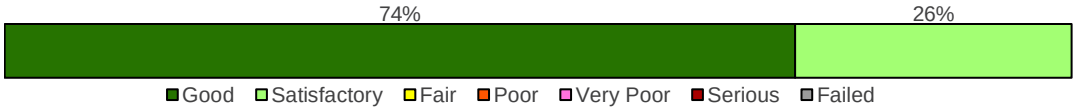
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
6105	AAC	335,000	100	Good
6110	AC	138,933	89	Good
6115	AC	44,000	100	Good

RW 4-22 consists of 3 flexible pavement sections, totaling 517,933 sf. The last major construction dates range from 2014 to 2021, resulting in an area-weighted average age at inspection of 2 years old. Overall, RW 4-22 is in Good condition with an area-weighted average PCI of 97.

RW 9-27

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
RW 9-27	RUNWAY	2	116,300	90	Good

The following bar graph shows proportional distribution (as % of area within branch) of condition categories among sections within the branch. Given the individual section data shown in the subsequent table, the distribution is as follows: 74% Good (86-100 PCI), 26% Satisfactory (71-85 PCI).



Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
6305	PCC	86,150	93	Good
6335	PCC	30,150	82	Satisfactory

RW 9-27 consists of 2 rigid pavement sections, totaling 116,300 sf. The last major construction date for the branch was 2004, resulting in an area-weighted average age at inspection of 19 years old. Overall, RW 9-27 is in Good condition with an area-weighted average PCI of 90.

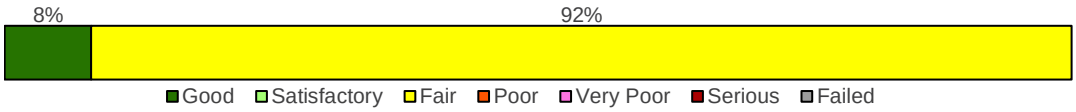
Section ID	Surface Type	Section Area (SF)	PASER Value	Surface Rating
6315	WT	253,550	4	Good
6317	WT	88,500	4	Good
6330	WT	41,500	4	Good

RW 9-27 whitetopping pavement consists of 3 whitetopping concrete overlay pavement sections, totaling 383,550 sf. The last major construction date for the whitetopping sections was 2004, resulting in an area-weighted average age of 19 years old. Overall, RW 9-27 Whitetopping pavement is in Good condition with an area-weighted average PASER value of 4 (out of 5).

RW 13-31

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
RW 13-31	RUNWAY	3	491,058	64	Fair

The following bar graph shows proportional distribution (as % of area within branch) of condition categories among sections within the branch. Given the individual section data shown in the subsequent table, the distribution is as follows: 8% Good (86-100 PCI), 92% Fair (56-70 PCI).



Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
6215	AAC	451,166	61	Fair
6220	AAC	28,300	100	Good
6225	AC	11,592	100	Good

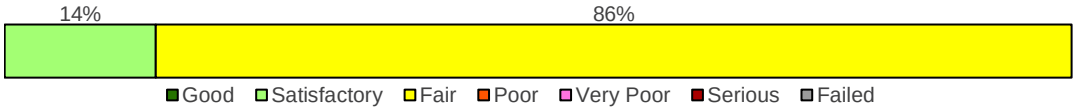
RW 13-31 consists of 3 flexible pavement sections, totaling 491,058 sf. The last major construction dates range from 2010 to 2021, resulting in an area-weighted average age at inspection of 12 years old. Overall, RW 13-31 is in Fair condition with an area-weighted average PCI of 64.

Taxiways

TW A

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
TW A	TAXIWAY	9	253,969	67	Fair

The following bar graph shows proportional distribution (as % of area within branch) of condition categories among sections within the branch. Given the individual section data shown in the subsequent table, the distribution is as follows: 14% Satisfactory (71-85 PCI), 86% Fair (56-70 PCI).



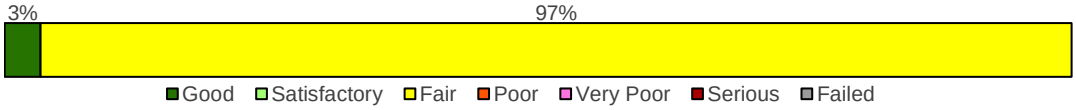
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
305	AAC	20,095	64	Fair
310	AAC	17,554	81	Satisfactory
315	AAC	36,250	66	Fair
320	AAC	35,000	70	Fair
325	AC	71,712	63	Fair
327	AAC	18,381	72	Satisfactory
330	AC	39,508	65	Fair
335	AAC	4,219	65	Fair
350	AAC	11,250	65	Fair

TW A consists of 9 flexible pavement sections, totaling 253,969 sf. The last major construction dates range from 1944 to 2010, resulting in an area-weighted average age at inspection of 27 years old. Overall, TW A is in Fair condition with an area-weighted average PCI of 67.

TW B

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
TW B	TAXIWAY	9	212,490	62	Fair

The following bar graph shows proportional distribution (as % of area within branch) of condition categories among sections within the branch. Given the individual section data shown in the subsequent table, the distribution is as follows: 3% Good (86-100 PCI), 97% Fair (56-70 PCI).



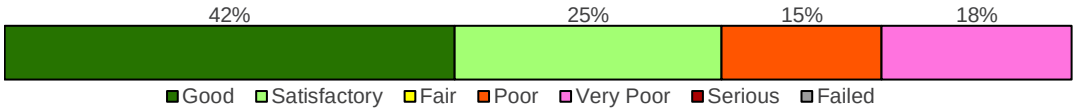
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
205	AAC	11,685	64	Fair
210	AAC	99,184	58	Fair
215	AAC	7,146	100	Good
220	AAC	17,500	60	Fair
225	AAC	6,738	68	Fair
230	AAC	29,700	60	Fair
233	AAC	15,343	68	Fair
235	AAC	20,200	63	Fair
236	AAC	4,994	65	Fair

TW B consists of 9 flexible pavement sections, totaling 212,490 sf. The last major construction dates range from 1996 to 2021, resulting in an area-weighted average age at inspection of 12 years old. Overall, TW B is in Fair condition with an area-weighted average PCI of 62.

TW C

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
TW C	TAXIWAY	7	62,972	73	Satisfactory

The following bar graph shows proportional distribution (as % of area within branch) of condition categories among sections within the branch. Given the individual section data shown in the subsequent table, the distribution is as follows: 42% Good (86-100 PCI), 25% Satisfactory (71-85 PCI), 15% Poor (41-55 PCI), 18% Very Poor (26-40 PCI).



Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
120	AAC	9,442	52	Poor
125	PCC	9,632	81	Satisfactory
130	PCC	10,200	88	Good
140	PCC	14,381	93	Good
145	AC	11,198	36	Very Poor
150	AC	1,968	100	Good
155	PCC	6,151	77	Satisfactory

TW C consists of 3 flexible and 4 rigid pavement sections, totaling 62,972 sf. The last major construction dates range from 2004 to 2021, resulting in an area-weighted average age at inspection of 16 years old. Overall, TW C is in Satisfactory condition with an area-weighted average PCI of 73.

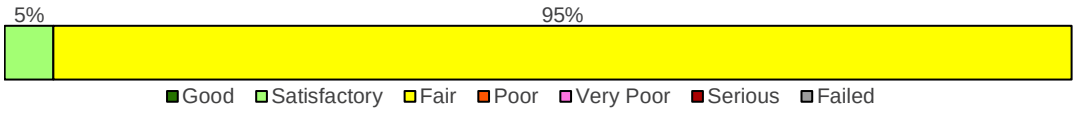
Section ID	Surface Type	Section Area (SF)	PASER Value	Surface Rating
105	WT	64,808	4	Good
110	WT	60,686	4	Good
115	WT	11,183	4	Good
135	WT	21,887	4	Good

TW C whitetopping pavement consists of 4 whitetopping concrete overlay pavement sections, totaling 158,564 sf. The last major construction dates range from 2004 to 2010, resulting in an area-weighted average age at inspection of 19 years old. Overall, TW C whitetopping pavement is in Good condition with an area-weighted average PASER value of 4 (out of 5).

TW D

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
TW D	TAXIWAY	8	134,693	69	Fair

The following bar graph shows proportional distribution (as % of area within branch) of condition categories among sections within the branch. Given the individual section data shown in the subsequent table, the distribution is as follows: 5% Satisfactory (71-85 PCI), 95% Fair (56-70 PCI).



Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
405	AC	6,163	75	Satisfactory
410	AC	24,188	69	Fair
412	AAC	8,092	63	Fair
415	AC	8,400	70	Fair
417	AAC	17,493	68	Fair
420	AC	42,000	70	Fair
425	AAC	9,694	64	Fair
430	AC	18,663	67	Fair

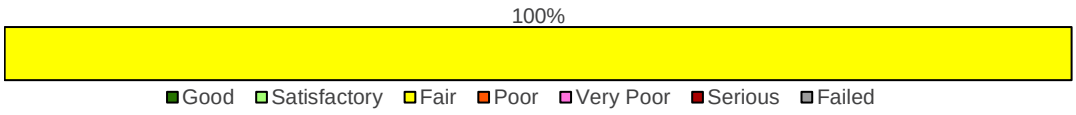
TW D consists of 8 flexible pavement sections, totaling 134,693 sf. The last major construction dates range from 1996 to 2004, resulting in an area-weighted average age at inspection of 20 years old. Overall, TW D is in Fair condition with an area-weighted average PCI of 69.

Aprons

AP FUEL

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
AP FUEL	APRON	1	7,368	60	Fair

The following bar graph shows proportional distribution (as % of area within branch) of condition categories among sections within the branch. Given the individual section data shown in the subsequent table, the distribution is as follows: 100% Fair (56-70 PCI).



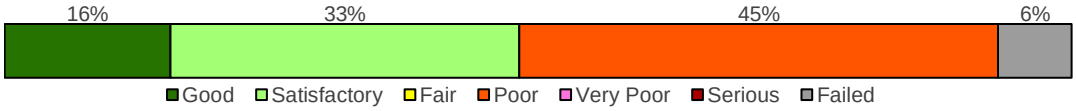
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
4510	AC	7,368	60	Fair

AP FUEL consists of 1 flexible pavement section, totaling 7,368 sf. The last major construction date for the branch was 2004, resulting in an area-weighted average age at inspection of 19 years old. Overall, AP FUEL is in Fair condition with an area-weighted average PCI of 60.

AP N

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
AP N	APRON	5	347,270	65	Fair

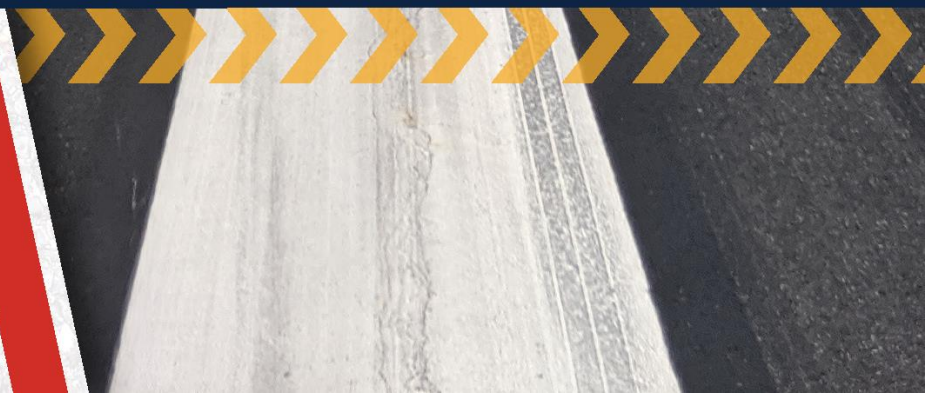
The following bar graph shows proportional distribution (as % of area within branch) of condition categories among sections within the branch. Given the individual section data shown in the subsequent table, the distribution is as follows: 16% Good (86-100 PCI), 33% Satisfactory (71-85 PCI), 45% Poor (41-55 PCI), 6% Failed (0-10 PCI).



Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
4205	AAC	30,473	86	Good
4210	AC	23,464	91	Good
4215	AC	155,925	54	Poor
4220	PCC	23,835	1	Failed
4240	AC	113,573	81	Satisfactory

AP N consists of 4 flexible and 1 rigid pavement sections, totaling 347,270 sf. The last major construction dates range from 1944 to 2014, resulting in an area-weighted average age at inspection of 26 years old. Overall, AP N is in Fair condition with an area-weighted average PCI of 65.

Chapter 5: SAPMP Customization



Chapter 5 – SAPMP Customization

Once the PAVER™ database is populated with inventory and condition data (including PCI and rank), it is further customized with key elements such as network-level attributes, performance models, critical PCI, maintenance policies, and unit costs that are specific to the FDOT SAPMP. Each of these factors play a role in the development of rehabilitation strategies as they help to identify maintenance and rehabilitation needs for long-term management.

The FDOT SAPMP is organized to provide airports with planning-level data and does not intend to preclude the responsible engineer from performing the appropriate level of investigation and analysis in determining the appropriate design details of a pavement rehabilitation. It would not be advisable to solely base design-level rehabilitation without the appropriate level of investigation and determination of pavement deterioration beyond that of a visual functional condition assessment.

5.1 Network-Level Customization

The network-level attribute fields used in the FDOT SAPMP PAVER™ database consist of the Network, Airport Classification, District, FAA ADO Area, Inspection Phase, and Continuing Florida Aviation System Planning Process (CFASPP) Center. Each of these elements are briefly defined below.

- The “Network” field identifies the airport being analyzed;
- The “Airport Classification” field classifies the Airport according to the type and volume of aircraft traffic;
  - “GA” for General Aviation, community airports
  - “RL” for Regional Relievers
  - “PR” for Primary/Commercial airports
- The “District” field identifies the FDOT District to which the Airport belongs;
- The “FAA ADO Area” is an area used by the Orlando ADO to assign airports within those areas to the responsible FAA ADO personnel (planners, engineers, and environmentalists);
- The “Inspection Phase” denotes which phase of the SAPMP the Airport is surveyed (Phase 1 or Phase 2); and
- The “CFASPP Center” identifies which Region or Metropolitan Area of the Continuing Florida Aviation Systems Planning Process an Airport falls within.

5.2 Pavement Condition Forecasts

Pavement performance models, alternatively known as forecast models, prediction curves, or family curves, are developed from past and current distress data, as well as age data. These prediction curves are used to develop forecasts of PCI values that then help determine optimum timing for pavement maintenance and rehabilitation for airfield pavements not including whitetopping pavements.

5.2.1 Forecasting PCI Considerations

Performance models will continue to be refined as the FDOT updates the SAPMP with subsequent PCI surveys. With the refinement of additional PCI and age data points, the forecasting of pavement conditions will continue to better reflect the performance trends of airfield pavements in the FAS. As a reminder, forecasting of pavement condition for the Airport is intended for planning purposes only. **The estimation of forecasted PCI values gives no assurance of future pavement conditions as PCI values represent an engineering estimation to be used as a planning tool. Forecasted PCI data should not be the sole metric for determining the year in which a project should be planned. Design-level planning should be undertaken by the responsible engineer prior to the development of airfield design plans.** Design-level recommendations for pavement rehabilitation and/or reconstruction will require the appropriate application of the procedures defined in the FAA AC 150/5320-6F.

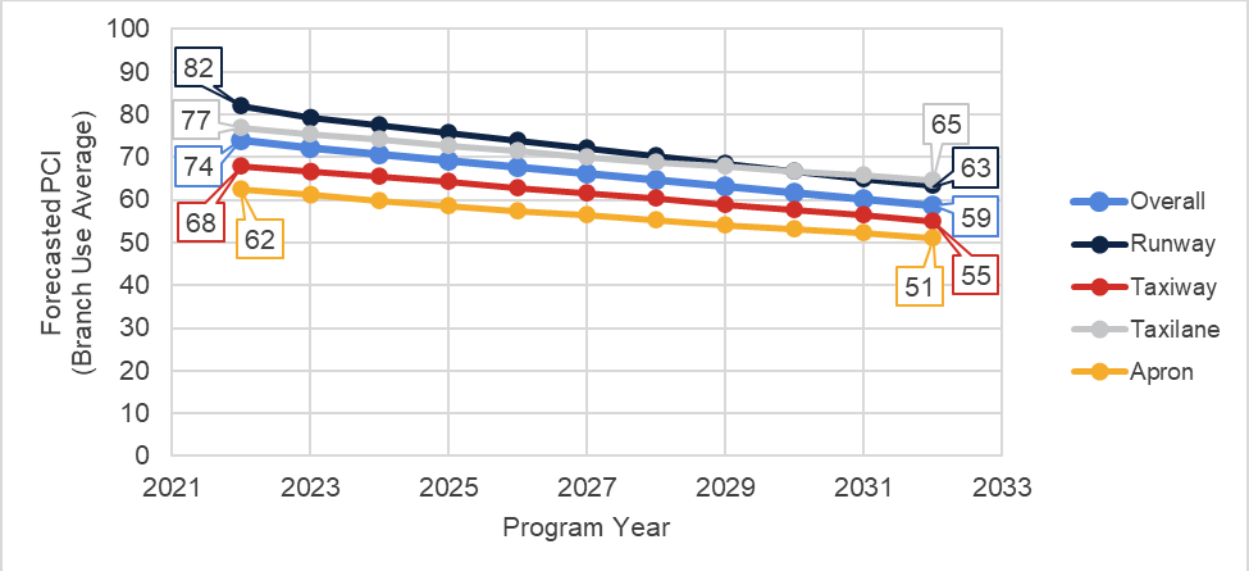
5.2.2 Performance Models

To develop pavement performance models, data for each section is combined into "groups" or "families" according to pavement type, traffic, and functional use. For the FDOT SAPMP, the models were defined for both PCC- and AC-surfaced pavements and further divided according to functional use. Based on average deterioration rates for different pavement types, each pavement section is assigned to a specific deterioration family to forecast the condition over a 10-year period.

5.2.3 Branch-Level Pavement Condition Forecast

Figure 5.2.3 depicts the branch-level pavement condition forecast for each branch use (Runway, Taxiway, Taxilane, and/or Apron) as well as the overall network. The condition forecasts are for a 10-year duration, starting in 2023 through 2032.

Figure 5.2.3: Forecasted Branch-Level Pavement Performance



5.2.4 Section-Level Pavement Condition Forecast

Table 5.2.4 provides section-level details for PCI forecasts. Pavement condition forecasts should be used for planning purposes only, as actual condition of sections is subject to the sensitivities in changes of traffic and maintenance frequency.

Table 5.2.4: Forecasted PCI Values 2023-2032 – Section-Level

Network ID	Branch ID	Section ID	Current PCI	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032
FHB	RW 4-22	6105	100	95	93	91	89	87	85	84	82	80	78
FHB	RW 4-22	6110	89	87	86	84	82	80	79	77	75	74	72
FHB	RW 4-22	6115	100	96	94	93	91	89	87	86	84	82	80
FHB	RW 9-27	6305	93	92	92	91	90	89	89	88	87	86	85
FHB	RW 9-27	6335	82	81	81	80	79	78	78	77	76	75	74
FHB	RW 13-31	6215	61	59	57	55	53	51	49	48	46	44	42
FHB	RW 13-31	6220	100	95	93	91	89	87	85	84	82	80	78
FHB	RW 13-31	6225	100	96	94	93	91	89	87	86	84	82	80
FHB	TW A	305	64	63	62	60	59	58	56	55	53	51	50
FHB	TW A	310	81	79	78	76	75	73	72	71	69	68	67
FHB	TW A	315	66	65	64	62	61	60	58	57	56	54	52
FHB	TW A	320	70	69	68	66	65	64	63	61	60	59	57
FHB	TW A	325	63	62	61	61	60	59	59	58	57	57	56
FHB	TW A	327	72	71	69	68	67	66	64	63	62	61	59
FHB	TW A	330	65	64	63	62	62	61	60	59	59	58	57
FHB	TW A	335	65	64	63	61	60	59	57	56	54	53	51
FHB	TW A	350	65	64	63	61	60	59	57	56	54	53	51
FHB	TW B	205	64	63	62	60	59	58	56	55	53	51	50
FHB	TW B	210	58	57	55	54	52	50	49	47	45	43	40
FHB	TW B	215	100	93	91	89	87	85	83	81	79	78	76
FHB	TW B	220	60	59	57	56	54	53	51	49	48	46	44
FHB	TW B	225	68	67	66	64	63	62	61	59	58	56	55
FHB	TW B	230	60	59	57	56	54	53	51	49	48	46	44
FHB	TW B	233	68	67	66	64	63	62	61	59	58	56	55
FHB	TW B	235	63	62	61	59	58	56	55	53	52	50	48
FHB	TW B	236	65	64	63	61	60	59	57	56	54	53	51
FHB	TW C	120	52	50	49	47	45	43	40	38	35	33	30
FHB	TW C	125	81	80	80	79	78	77	77	76	75	74	73
FHB	TW C	130	88	87	87	86	85	84	84	83	82	81	80
FHB	TW C	140	93	92	92	91	90	89	89	88	87	86	85
FHB	TW C	145	36	35	34	33	31	30	29	27	26	24	22
FHB	TW C	150	100	94	92	90	88	86	84	82	80	79	77
FHB	TW C	155	77	76	76	75	74	73	73	72	71	70	69
FHB	TW D	405	75	74	72	71	70	69	67	66	65	64	63
FHB	TW D	410	69	68	67	66	65	64	63	62	61	61	60
FHB	TW D	412	63	62	61	59	58	56	55	53	52	50	48
FHB	TW D	415	70	69	68	67	66	65	64	63	62	61	60
FHB	TW D	417	68	67	66	64	63	62	61	59	58	56	55
FHB	TW D	420	70	69	68	67	66	65	64	63	62	61	60

Network ID	Branch ID	Section ID	Current PCI	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032
FHB	TW D	425	64	63	62	60	59	58	56	55	53	51	50
FHB	TW D	430	67	66	65	64	63	62	61	61	60	59	59
FHB	TW E	510	89	87	85	83	81	80	78	77	75	74	72
FHB	TW NW AP	505	31	30	28	27	25	24	22	20	18	17	15
FHB	TW NW AP	507	69	68	67	65	64	63	62	60	59	58	56
FHB	TL T-HANG	3305	83	81	80	78	76	75	74	72	71	70	68
FHB	TL T-HANG	3307	72	71	70	68	67	66	65	64	63	62	62
FHB	TL T-HANG	3310	78	77	75	74	72	71	70	69	67	66	65
FHB	AP FUEL	4510	60	59	58	57	56	55	54	53	52	51	51
FHB	AP N	4205	86	84	82	80	78	76	74	73	71	69	67
FHB	AP N	4210	91	89	87	85	83	81	79	77	75	73	72
FHB	AP N	4215	54	53	52	51	51	50	49	49	48	47	47
FHB	AP N	4220	1	0	0	0	0	0	0	0	0	0	0
FHB	AP N	4240	81	79	77	76	74	72	71	69	68	66	65
FHB	AP NW	4105	36	36	35	35	34	34	33	33	32	32	31
FHB	AP NW	4110	33	33	32	31	31	30	29	29	28	27	27

5.3 Critical PCI Value

An important concept in pavement management is the critical PCI value, a value that prompts major rehabilitation activities. It serves as a condition threshold that helps determine a section's suitability to receive major work. As soon as a section's PCI reaches the critical PCI value, the rate of PCI loss (deterioration) is expected to increase. The critical PCI concept assumes that once a pavement section deteriorates to this critical level, it is more cost-effective to complete a major rehabilitation project rather than continuing to apply preventive maintenance or deferring major work until more costly reconstruction activities are required. **Figure 5.3 (a)** illustrates the benefit of applying lower cost preventive maintenance to extend the life of the pavement.

Figure 5.3 (a): Pavement Life and the Effect of Treatments

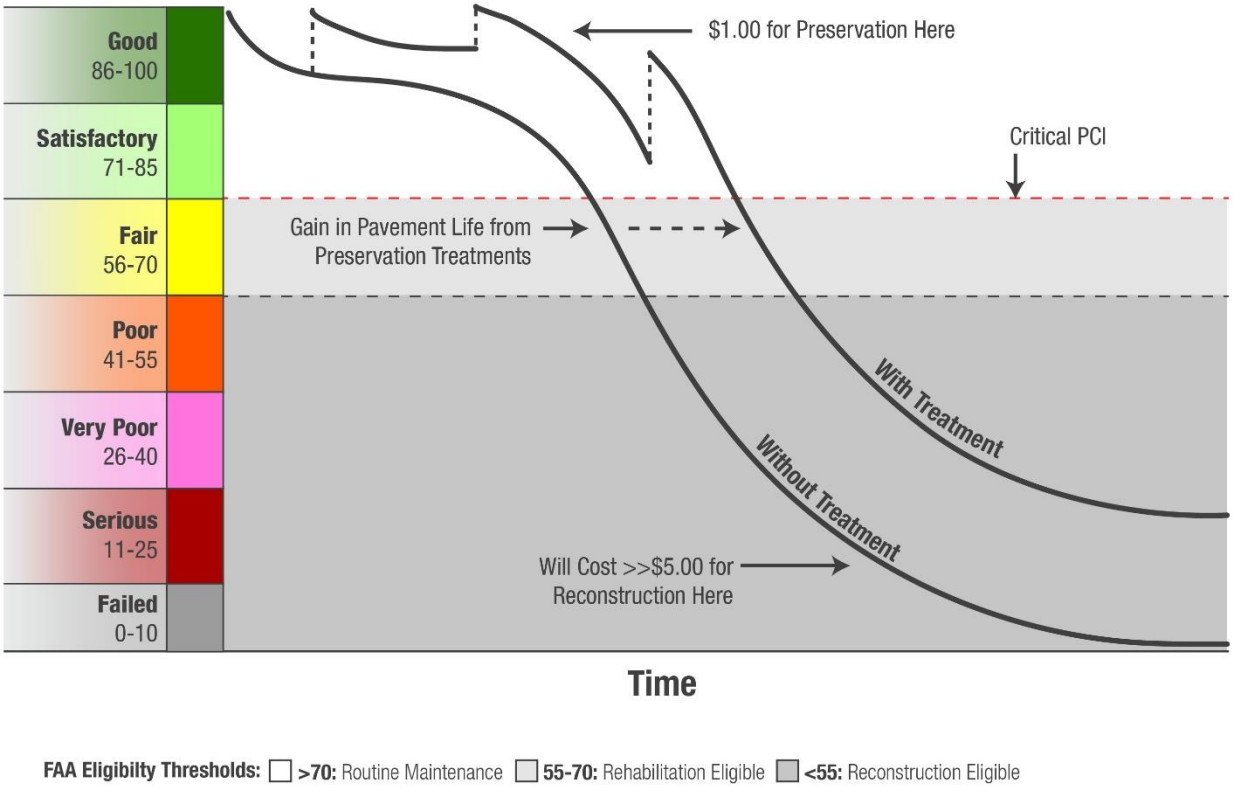


**Figure is for conceptual purposes only – unit costs are not specific to airfield pavements.*

Critical PCI values vary and are typically based on a pavement's surface type, functional use, and importance, or priority, in daily operations. Pavement priority is generally assigned based on the branch use of a pavement section. In previous System Updates, the critical PCI value was set to 65 for all functional uses. Now, based on FAA Order 5100.38D Change 1 Airport Improvement Handbook, issued February 26, 2019, the FAA has established pavement construction based on thresholds that distinguish Rehabilitation and Reconstruction. Pavement sections between PCI Values 55 and 70 will be considered for Rehabilitation and sections less than 55 will be considered for Reconstruction at the planning-level, as shown in **Table 5.3 (a)**. The FDOT SAPMP will

integrate the PCI thresholds for airfield pavement projects to maintain alignment with the FAA AIP and/or PFC eligibility for project planning. Moving forward, the critical PCI value will be defined at 70 for the FDOT SAPMP. Critical PCI values for this SAPMP System Update are shown in **Table 5.3 (b)**.

Table 5.3 (a): AIP Handbook PCI Requirements for Airfield Pavement Projects

Airfield Pavement Project Type	PCI Requirement
Reconstruction	PCI < 55 (Poor)
Rehabilitation	PCI < 70 (Fair)
Maintenance	N/A

**Source:* AIP Handbook, in reference to Runways, Taxiways, and Aprons as seen in table G-2, H-1, and I-1 respectively

Table 5.3 (b): Critical PCI Values by Branch Use

Runway	Taxiway	Apron
70	70	70

Figures 5.3 (b) and **5.3 (c)** depict the decision process for major rehabilitation project identification with the assumption of available funds (Shahin). Should funding be unavailable for pavement sections in need of major rehabilitation, the Airport may elect to apply appropriate localized stopgap repair strategies. As the figures show, once major rehabilitation has been applied, the PCI of the section is reset to 100.

Figure 5.3 (b): Major Rehabilitation Planning Decision Diagram, PCI < Critical PCI

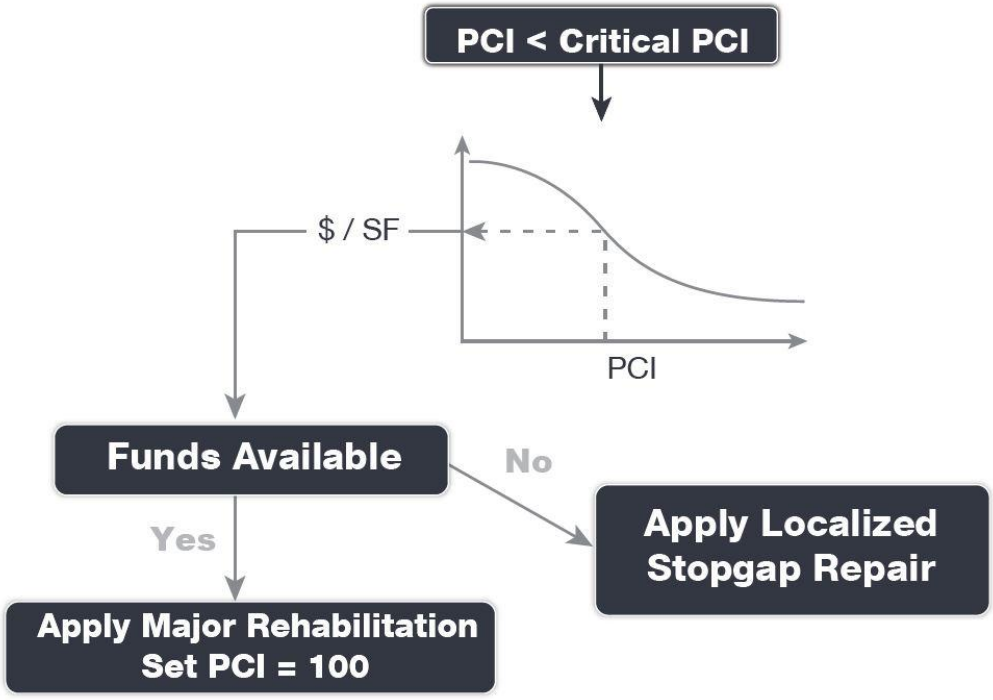
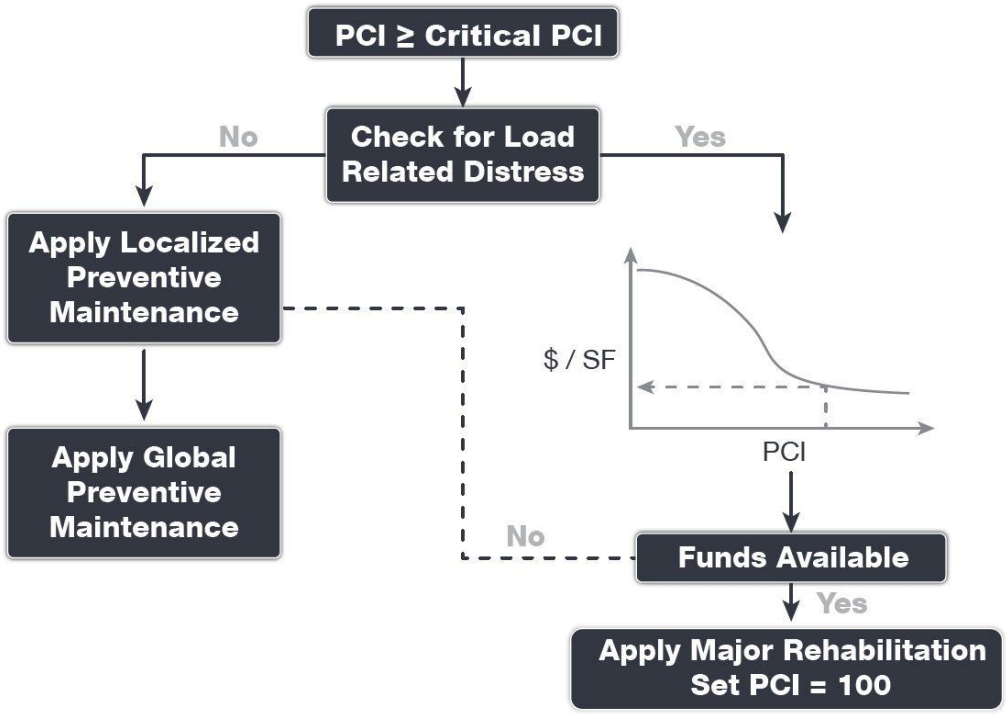


Figure 5.3 (c): Major Rehabilitation Planning Decision Diagram, PCI ≥ Critical PCI



5.4 Localized Maintenance and Repair

This section discusses both localized maintenance and major rehabilitation methods and how they may be most effectively applied to extend the life of the pavement network. General maintenance and rehabilitation (M&R) methods are characterized under two (2) broad categories: localized maintenance and major rehabilitation.

Localized maintenance is best applied as a conservation measure and is applied to slow the rate of pavement deterioration. It may, however, be applied as a temporary corrective measure in isolated areas. Proactive localized maintenance, and specifically preservation, is highly recommended to the Airport. However, it is recognized that once pavements have deteriorated below a certain condition threshold (the critical PCI value), the pavement benefits from more substantial rehabilitation in lieu of localized repairs.

Major rehabilitation is recommended when a pavement section falls below the critical PCI value or if a pavement section has a significant presence of load-related distress. Major rehabilitation efforts can correct or improve structural deficiencies and/or functional deterioration for pavement sections within a network.

M&R planning combines methods of repair to address the cause of the problem rather than just treating the symptom. For example, a PCC corner break may require slab under-sealing, full-depth patching, and joint sealing. While these repair methods apply to specific distress and pavement types, they also consider the impact of Foreign Object Debris (FOD) on aircraft operations. Untidy or improperly constructed repair activities may disintegrate and potentially create FOD at or near the repair site. Therefore, maintenance activities must include quality control monitoring to ensure that repairs are conducted properly and clean-up activities are undertaken to address this potential. The current version of the FAA Advisory Circular 150/5210-24 “Airport Foreign Object Debris (FOD) Management” provides additional guidance for developing and managing an airport FOD program.

For planning-level maintenance and repair consideration, concrete overlays should be treated like a rigid pavement section composed of portland cement concrete. However, no planning-level recommendations with estimated maintenance and repair quantities for whitetopping pavements will be provided herein.

5.4.1 Localized Maintenance and Repair Approach

Localized maintenance differs from major rehabilitation in that localized maintenance is applied based on the distresses observed and not an averaged or forecasted PCI value. Treatments are selected based on the appropriate corrective measure for a given distress type and severity level. Localized maintenance can be applied either as a preventive measure or a safety (“stopgap”) measure. The two (2) types of localized maintenance are described below in further detail.

- Localized Preventive Maintenance and Repair
  - Distress maintenance activities performed with the primary objective of slowing the rate of deterioration. These activities typically include crack sealing and patching.
- Localized Stopgap/Safety Maintenance and Repair

- Defined as the localized distress repair needed to keep a pavement in a safe and operational condition. These activities are typically applied to high-severity distresses or distresses impacting operations.

5.4.2 Localized Work Types

The following sections provide detailed descriptions of the maintenance policy work types identified in the Localized Maintenance Policy.

AC Crack Sealing

Crack sealing is the process of cleaning and sealing (or resealing) cracks in AC pavements. This repair is used to fill longitudinal and transverse cracks, including reflective cracks and block cracks that are wider than 1/8-inch. The purpose of this treatment is to prevent water and incompressible materials from entering cracks and causing further deterioration of the pavement structure. Accumulation of incompressible materials in cracks may lead to spalling and is a source of FOD. Crack sealing is cost-effective when used as a preventive measure. Depending on the size of the crack, routing and cleaning the crack may be necessary to remove the loose material within the crack for better adherence of the crack sealant to the crack face. Measurement of this work type is typically in linear feet.

AC Full-Depth Patching

This technique involves replacing the full thickness of the AC layer and may include replacement of the base and subbase layers. Full-depth patching is used to repair structural and material-related distresses, such as alligator cracking, corrugation, depressions, rutting, slippage cracking, and swelling in AC pavements. This repair may be limited to the top AC layer (partial-depth patch) if the base and subbase layers exhibit no signs of deterioration. Measurement of this work type is typically in square feet or square yards.

AC Partial-Depth AC Patching

This technique involves the removal of a given thickness of the surface layer using a milling machine and adding back a layer of AC pavement. This technique removes the deteriorated layer and provides a good bond for an overlay. It can correct or improve the structural capacity or functional requirement, such as skid resistance and ride quality. This repair is used for surface distresses that can occur over a large area, such as raveling, shoving, and bleeding. While mill and replace can be a major rehabilitation M&R method when applied at a large scale, its application in a localized capacity to treat specific distress types also classifies it under localized maintenance for the purpose of this study. After milling operations are completed, any cracks still present should be cleaned and sealed prior to the placement of a tack coat and AC overlay layer(s). Measurement of this work type is typically in square feet or square yards.

Grinding

Grinding is the process of removing a thin layer of the existing concrete by grinding it with a series of closely spaced, rotating saw blades. This method is used to re-profile jointed concrete pavements with poor ride quality due to faulting or warping. Grinding is also used to restore transverse drainage and to provide a textured pavement surface. The concern with this type of maintenance is that if too much material is removed, the overall structural composition of the pavement section may change, potentially reducing the overall life of the pavement. Measurement of this work type is typically in square feet or square yards.

Monitor Pavement

Monitor pavement is recommended when the distresses do not interfere with ride quality, do not have FOD potential, and do not pose an immediate safety concern.

PCC Crack Sealing

Crack sealing is the process of routing, cleaning, and sealing (or resealing) cracks in PCC pavement to prevent water from infiltrating into the pavement foundation and to stop the accumulation of incompressible materials in the cracks. Water entering cracks can weaken the subgrade, potentially leading to pumping, corner breaks, and/or shattered slabs. Accumulation of incompressible materials in cracks may lead to spalling and is a source of FOD. Routing and cleaning of the crack is often necessary to adhere the crack sealant to both sides of the crack. Measurement of this work type is typically in linear feet.

PCC Full-Depth Patching

This type of M&R activity involves full-depth replacement of a portion of a PCC slab. This repair is used for medium- and high-severity corner breaks, medium-severity durability cracking, medium-severity blowups and buckling, and high-severity large patches. This repair requires restoring load transfer if near a joint or crack. Measurement of this work type is typically in square feet or square yards.

PCC Joint Seal

Joint sealing is the process of cleaning and sealing (or resealing) joints in PCC pavement to prevent water from infiltrating into the pavement foundation and to stop the accumulation of incompressible materials in the joints. Water entering joints can weaken the subgrade, potentially leading to pumping, corner breaks, and/or shattered slabs. Accumulation of incompressible materials in joints leads to spalling of the concrete and is a source of FOD. In some cases, it may be necessary to re-saw the pavement joints to remove old material prior to resealing. Measurement of this work type is typically in linear feet.

PCC Partial-Depth Patching

Partial-depth patching involves removing shallow, localized areas of deteriorated or spalled PCC pavement and replacing them with a suitable patch-like cement concrete or epoxy concrete. This method is used to repair distresses that are confined to the top few inches of the slab, such as joint and corner spalling. This repair would require restoring the joint sealant if near a joint. Measurement of this work type is typically in square feet or square yards.

PCC Slab Replacement

This type of M&R activity involves full-depth replacement of an entire PCC slab. This repair is used to repair high-severity blowups and buckling, high-severity durability cracking, medium- and high-severity shattered slabs, and medium- and high-severity ASR. This repair requires restoring load transfer with adjacent slabs through dowels or similar means. Measurement of this work type is typically in square feet or square yards.

Surface Seal

Application of a surface treatment provides AC-surfaced pavements with an unoxidized layer of bituminous material that can help extend the life of a pavement that is experiencing climate-related distresses such as weathering and raveling. The surface treatment can also serve as a

repair that re-establishes a bond between aggregates, slowing pavement deterioration and reducing FOD potential. Measurement of this work type is typically in square feet or square yards.

5.4.3 Localized Maintenance Planning-Level Unit Costs

The activities identified here are based on research of practical pavement treatments in consideration of the FAA AC 150/5380-6C. The Localized Maintenance Policies and associated planning-level unit costs are developed in consideration of a network-level analysis.

The Localized Maintenance and Repair Policies and associated planning-level unit costs are based on a statewide consideration of pavement treatments and construction costs from both airfield pavements and the FDOT Historical Cost Information archives. Furthermore, a consideration of limited repair quantities is factored into the determination of conservative planning-level unit costs. Neither the FDOT nor the Consultant team have control over the cost of labor, materials, equipment, the Contractor's methods of determining prices, or over competitive bidding or market conditions. Opinions of probable construction costs provided herein are based on the information known to the FDOT at this time and represent only the Consultant team's judgment as a design professional familiar with the construction industry. This Report cannot and does not guarantee that proposals, bids, or actual construction costs will not vary from its opinions of probable construction costs.

Tables 5.4.3 (a) and **(b)** display the cost by maintenance activity for AC and PCC pavement types, respectively. Because the localized maintenance activities identified for both preventive and stopgap work types are based on a statewide network approach, project-specific evaluations and maintenance quantities should be developed prior to construction.

Table 5.4.3 (a): Localized M&R Planning-Level Unit Costs – Asphalt Concrete

Localized Work Type	General Aviation Costs	Work Type Unit
AC Crack Sealing	$ 4.00	LF
AC Full-Depth Patching	$ 10.00	SF
AC Partial-Depth Patching	$ 4.75	SF
Surface Seal	$ 0.75	SF

Table 5.4.3 (b): Localized M&R Planning-Level Unit Costs – Portland Cement Concrete

Localized Work Type	General Aviation Costs	Work Type Unit
Grinding	$ 2.00	SF
PCC Crack Sealing	$ 7.00	LF
PCC Joint Seal	$ 4.25	LF
PCC Full-Depth Patching	$ 50.00	SF
PCC Partial-Depth Patching	$ 169.00	SF
PCC Slab Replacement	$ 51.50	SF

**PCC Partial-Depth Patching considers high-early-strength and high-performing repair material.*

5.4.4 Localized Maintenance and Repair Policy

Table 5.4.4 and **Table 5.4.5** depicts the Localized Preventive Maintenance Policy and the Localized Stopgap Maintenance Policy for AC and PCC pavements. The resulting Localized Maintenance recommendations for this program are identified based on this policy.

Table 5.4.4: AC Pavement Localized Preventive& Stopgap Maintenance & Repair Policy

Distress	Severity	Description	AC Preventive Work Type	AC Stopgap Work Type
41	Low	Alligator Cracking	Monitor Pavement	Monitor Pavement
41	Medium	Alligator Cracking	AC Full Depth Patching	AC Full Depth Patching
41	High	Alligator Cracking	AC Full Depth Patching	AC Full Depth Patching
42	N/A	Bleeding	Monitor Pavement	Monitor Pavement
43	Low	Block Cracking	Monitor Pavement	Monitor Pavement
43	Medium	Block Cracking	AC Crack Sealing	Monitor Pavement
43	High	Block Cracking	AC Crack Sealing	AC Crack Sealing
44	Low	Corrugation	Monitor Pavement	Monitor Pavement
44	Medium	Corrugation	AC Full Depth Patching	Monitor Pavement
44	High	Corrugation	AC Full Depth Patching	AC Full Depth Patching
45	Low	Depression	Monitor Pavement	Monitor Pavement
45	Medium	Depression	AC Full Depth Patching	Monitor Pavement
45	High	Depression	AC Full Depth Patching	AC Full Depth Patching
46	N/A	Jet Blast	Monitor Pavement	Monitor Pavement
47	Low	Jt. Reflective Cracking	Monitor Pavement	Monitor Pavement
47	Medium	Jt. Reflective Cracking	AC Crack Sealing	Monitor Pavement
47	High	Jt. Reflective Cracking	AC Full Depth Patching	AC Full Depth Patching
48	Low	L&T Cracking	Monitor Pavement	Monitor Pavement
48	Medium	L&T Cracking	AC Crack Sealing	Monitor Pavement
48	High	L&T Cracking	AC Full Depth Patching	AC Full Depth Patching
49	N/A	Oil Spillage	Monitor Pavement	Monitor Pavement
50	Low	Patching	Monitor Pavement	Monitor Pavement
50	Medium	Patching	AC Full Depth Patching	Monitor Pavement
50	High	Patching	AC Full Depth Patching	AC Full Depth Patching
51	N/A	Polished Aggregate	Monitor Pavement	Monitor Pavement
52	Low	Raveling	Surface Seal	Monitor Pavement
52	Medium	Raveling	Surface Seal	Monitor Pavement
52	High	Raveling	AC Partial Depth Patching	AC Partial Depth Patching
53	Low	Rutting	Monitor Pavement	Monitor Pavement
53	Medium	Rutting	AC Full Depth Patching	Monitor Pavement
53	High	Rutting	AC Full Depth Patching	AC Full Depth Patching
54	Low	Shoving	Monitor Pavement	Monitor Pavement
54	Medium	Shoving	AC Partial Depth Patching	Monitor Pavement

Distress	Severity	Description	AC Preventive Work Type	AC Stopgap Work Type
54	High	Shoving	AC Full Depth Patching	AC Full Depth Patching
55	N/A	Slippage Cracking	AC Full Depth Patching	AC Full Depth Patching
56	Low	Swelling	Monitor Pavement	Monitor Pavement
56	Medium	Swelling	AC Full Depth Patching	Monitor Pavement
56	High	Swelling	AC Full Depth Patching	AC Full Depth Patching
57	Low	Weathering	Monitor Pavement	Monitor Pavement
57	Medium	Weathering	Surface Seal	Monitor Pavement
57	High	Weathering	AC Partial Depth Patching	Surface Seal

Table 5.4.5: PCC Pavement Localized Preventive& Stopgap Maintenance & Repair Policy

Distress	Severity	Description	PCC Preventive Work Type	PCC Stopgap Work Type
61	Low	Blow-up	PCC Full Depth Patching	Monitor Pavement
61	Medium	Blow-up	PCC Full Depth Patching	PCC Full Depth Patching
61	High	Blow-up	PCC Slab Replacement	PCC Slab Replacement
62	Low	Corner Break	Monitor Pavement	Monitor Pavement
62	Medium	Corner Break	PCC Full Depth Patching	PCC Full Depth Patching
62	High	Corner Break	PCC Full Depth Patching	PCC Full Depth Patching
63	Low	Linear Cracking	Monitor Pavement	Monitor Pavement
63	Medium	Linear Cracking	PCC Crack Sealing	PCC Crack Sealing
63	High	Linear Cracking	PCC Full Depth Patching	PCC Crack Sealing
64	Low	Durability Cracking	Monitor Pavement	Monitor Pavement
64	Medium	Durability Cracking	PCC Full Depth Patching	PCC Full Depth Patching
64	High	Durability Cracking	PCC Slab Replacement	PCC Slab Replacement
65	Low	Jt. Seal Damage	PCC Joint Seal	Monitor Pavement
65	Medium	Jt. Seal Damage	PCC Joint Seal	Monitor Pavement
65	High	Jt. Seal Damage	PCC Joint Seal	PCC Joint Seal
66	Low	Small Patch	Monitor Pavement	Monitor Pavement
66	Medium	Small Patch	PCC Partial Depth Patching	Monitor Pavement
66	High	Small Patch	PCC Partial Depth Patching	PCC Partial Depth Patching
67	Low	Large Patch	Monitor Pavement	Monitor Pavement
67	Medium	Large Patch	PCC Full Depth Patching	Monitor Pavement
67	High	Large Patch	PCC Full Depth Patching	PCC Full Depth Patching
68	N/A	Popouts	Monitor Pavement	Monitor Pavement
69	N/A	Pumping	Monitor Pavement	Monitor Pavement
70	Low	Scaling	Monitor Pavement	Monitor Pavement
70	Medium	Scaling	PCC Slab Replacement	Monitor Pavement
70	High	Scaling	PCC Slab Replacement	PCC Slab Replacement
71	Low	Faulting	Monitor Pavement	Monitor Pavement
71	Medium	Faulting	Grinding	Monitor Pavement

Distress	Severity	Description	PCC Preventive Work Type	PCC Stopgap Work Type
71	High	Faulting	PCC Slab Replacement	PCC Slab Replacement
72	Low	Shattered Slab	PCC Crack Sealing	Monitor Pavement
72	Medium	Shattered Slab	PCC Slab Replacement	PCC Crack Sealing
72	High	Shattered Slab	PCC Slab Replacement	PCC Slab Replacement
73	N/A	Shrinkage Cracking	Monitor Pavement	Monitor Pavement
74	Low	Joint Spall	Monitor Pavement	Monitor Pavement
74	Medium	Joint Spall	PCC Partial Depth Patching	PCC Partial Depth Patching
74	High	Joint Spall	PCC Partial Depth Patching	PCC Partial Depth Patching
75	Low	Corner Spall	Monitor Pavement	Monitor Pavement
75	Medium	Corner Spall	PCC Partial Depth Patching	PCC Partial Depth Patching
75	High	Corner Spall	PCC Partial Depth Patching	PCC Partial Depth Patching
76	Low	ASR	Monitor Pavement	Monitor Pavement
76	Medium	ASR	PCC Slab Replacement	PCC Slab Replacement
76	High	ASR	PCC Slab Replacement	PCC Slab Replacement

5.5 Major Rehabilitation

Major rehabilitation is recommended to correct or improve structural deficiencies and/or functional deterioration. Often, when pavements are subject to significant changes in the aircraft fleet mix (frequency and type), major rehabilitation is required to provide a pavement section that can meet the structural demands of traffic loading. Major rehabilitation is generally described as a pavement construction that removes and replaces the pavement surface, thus resetting the PCI value to 100, or a PASER value to 5, and the pavement age to zero. Typical policies include full- and partial-depth reconstruction and mill and overlay. Policies and recommendations related to the whitetopping pavement will be presented in **Section 6.2.2 Major Rehabilitation Needs – Whitetopping Pavements**.

5.5.1 Major Rehabilitation Pavement Section Development

Once the timing of the major rehabilitation activity is determined based on the PCI value, existing as-built record documentation is used to determine typical rehabilitation processes and pavement sections. Refinement of the pavement section layers is performed in consideration of the FAA AC 150/5320-6F. It should be noted that no subsurface geotechnical investigation, American Land Title Association (ALTA)/American Congress on Surveying and Mapping (ACSM) Survey, topographic survey, utilities survey, environmental, or site-specific air traffic study(s) have been utilized in the development of the design criteria. No warranty or assurance is implied in this document for final design nor construction for any airfield pavements discussed within this Report.

Major rehabilitation is divided into two (2) policy categories as part of this System Update: Full-Depth Reconstruction (Reconstruction) and Intermediate Major Rehabilitation (Rehabilitation). Based on the pavement type, the general categories are defined as AC Reconstruction and AC Rehabilitation for AC, AAC, and APC pavement types, and PCC Reconstruction and PCC Rehabilitation for PCC pavement types. The pavement sections are based on the average General Aviation Airport Type requirements; no pavement design has been performed in

accordance with the FAA AC 150/5320-6F for the determined conceptual sections. **Table 5.5.1** provide details on the conceptual pavement sections developed for this study.

Table 5.5.1: Conceptual Pavement Sections for Major Rehabilitation

Rehabilitation Type	General Aviation Pavement Section
AC Reconstruction	
Full-depth asphalt pavement section reconstruction. Removal of existing pavement section and construction of a new section. **PCI < 55**	Pavement Removal
	Unclassified Excavation
	Subgrade Stabilization (12")
	Limerock Base Course (6")
	Prime Coat
	Tack Coat
	P-401 Surface Course (3")
	Excludes any paved shoulder features
AC Rehabilitation	
Combination of asphalt pavement milling and replacement overlay with 15% of the areas subject to full-depth reconstruction. **PCI = 55 to 70**	**15% AC Reconstruction**
	Mill and Overlay
	AC Milling (3")
	Tack Coat
	P-401 Surface Course (3")
	Excludes any paved shoulder features
PCC Reconstruction	
Full-depth rigid pavement section reconstruction. **PCI < 55**	Pavement Removal
	Unclassified Excavation
	Subgrade Stabilization (6")
	Limerock Base Course (6")
	P-501 PCC Pavement (8")
	PCC Joint Seal
PCC Rehabilitation	
Rehabilitation of PCC pavement with a combination of crack sealing, joint seal replacement, limited patching, and replacement of 15% of slab panels. **PCI = 55 to 70**	**15% Slab Replacement**
	Joint and Crack Seal
	Limited Patching

The identification of rehabilitation needs and conceptual pavement sections have been determined at the planning level. Design-level investigation is recommended prior to developing construction-level design documents and budgets. **This type of construction typically warrants consideration for non-pavement efforts that may include drainage, turfing, electrical lighting, pavement marking, construction contingency, mobilization costs, and project soft costs.**

Reconstruction (AC or PCC)

Reconstruction is the removal and replacement of the existing AC or PCC pavement and base layer and includes preparation of the existing subgrade material. This technique is utilized when the pavement is badly deteriorated or a structural improvement is required. Reconstruction is used when the pavements are structurally deficient and an overlay is not possible due to adjacent pavement grades.

AC Rehabilitation

AC Rehabilitation, for the purposes of this SAPMP, is a removal of all or a portion of the asphalt surface through milling and replacing the milled depth with an overlay of asphalt. This rehabilitation activity is typically applied to pavement that does not require a structural improvement and does not display an extensive amount of load-related distresses. However, this work type conservatively accounts for 15% of the planned area to receive a full-depth replacement of the pavement structure. This is meant to capture any deficiencies that may not be apparent from a visual evaluation of the surface of the pavement. This work type occurs on pavement sections with a PCI value between 55 and 70. As a general rule of thumb, intermediate rehabilitation activities have a shorter pavement life compared to a full-depth reconstruction, but AC Rehabilitation will still reset the pavement to a PCI of 100.

PCC Rehabilitation

PCC Rehabilitation, for the purposes of this SAPMP, is a planning-level estimate of several concurrent PCC maintenance activities intended to raise the PCI above Critical without reconstructing the entire area. This work type accounts for the replacement of 15% of the slabs as well as a PCC patching, crack sealing, and joint sealing for areas outside of the panel replacement. This work type occurs on pavement sections with a PCI value between 55 and 70.

5.5.2 Major Rehabilitation Planning-Level Unit Costs

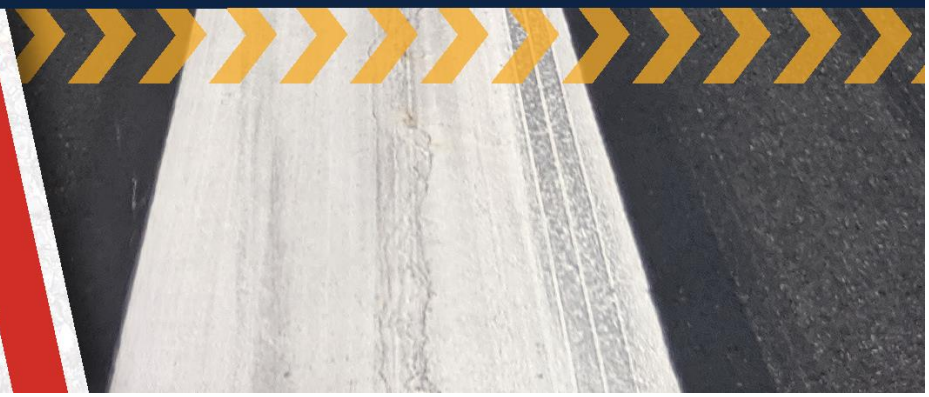
Planning-level opinions of probable construction cost developed for this System Update are based on archived bid tabulations and records from airfield pavement projects provided by participating airports. A review of cost trends and cost factors have been incorporated to assist airports in planning for project budgets.

Neither the FDOT nor the Consultant team have control over the cost of labor, materials, equipment, Contractor's methods of determining prices, or over competitive bidding or market conditions. Opinions of probable construction costs provided herein are based on the information known to the FDOT at this time and represent only the Consultant team's judgment as a design professional familiar with the construction industry. This Report cannot and does not guarantee that proposals, bids, or actual construction costs will not vary from its opinions of probable construction costs. **Table 5.5.2** depicts the associated work type planning-level unit costs for Major Rehabilitation for each pavement type.

Table 5.5.2: GA Major Rehabilitation Planning-Level Unit Cost by Pavement Type

Rehabilitation Type	PCI Range	Asphalt Concrete Cost per SF	Portland Cement Concrete Cost Per SF
Rehabilitation	55 to 70	$9.00	$15.00
Reconstruction	0 to 55	$16.00	$29.00

Chapter 6: M&R Planning and Budget Scenario Analysis



Chapter 6 – M&R Planning and Budget Scenario Analysis

6.1 Localized Maintenance and Repair Analysis and Recommendations

This FDOT SAPMP System Update provides a planning-level estimation of Localized Maintenance and Repair costs based on the results of the latest PCI assessment performed at the Airport. Due to the limited sample units inspected in certain pavement sections, a statistical extrapolation of distresses is used to estimate the quantities of recommended repair activities at the section level, based the policies defined in **5.4.4 Localized Maintenance and Repair Policy**. These work quantities are limited to a near-term application since they were determined directly from the PCI assessment efforts. As pavements continue to deteriorate year-to-year, quantities and/or distress severities may increase, which will affect the amount and type of localized maintenance required. This analysis can be utilized as a planning tool to assist Airport staff in determining an annual budget allocation for maintenance activities that will help maintain Airport pavements above the critical PCI value and extend the life of the pavement.

Table 6.1 (a) provides a summary of the anticipated planning-level costs for Year 1 Localized Preventive Maintenance and Localized Stopgap Maintenance. The following table depicts planning-level costs rounded up to the next 10-dollar increment.

Table 6.1 (a): Year 1 Summary of Localized Maintenance

Work Category	Cost
Preventive	$ 145,290
Stopgap	$ 105,020
Planning-Level Localized M&R Needs =	***$ 250,310***

Localized Preventive Maintenance is typically applied to pavements that are in a condition above the critical PCI value of the pavement section. Localized Stopgap Maintenance is typically applied to pavement sections that are at or below the critical PCI value. Application of localized maintenance and repair should be coordinated with the planning of major rehabilitation efforts identified through the Major Rehabilitation analysis. Pavements with stopgap recommendations that are subject to near-term major rehabilitation efforts may remove the need to perform localized (stopgap) maintenance efforts in subsequent years.

Table 6.1 (b) summarizes the anticipated Year 1 Localized Maintenance recommendations by work type, based on the PCI assessment efforts performed as part of this SAPMP System Update. The following table depicts planning-level costs rounded up to the next 10-dollar increment.

Table 6.1 (b): Year 1 Localized Maintenance by Work Type Summary

Localized Maintenance Category	Localized Work Type	Rough Estimate of Work Quantity	Work Units	Planning Material Cost
Localized Preventive Maintenance	Surface Seal	39,120	SF	$ 29,390
	AC Full-Depth Patching	25	SF	$ 250
	PCC Joint Seal	24,007	LF	$ 102,070
	PCC Partial-Depth Patching	80	SF	$ 13,580
Localized Stopgap Maintenance	AC Full-Depth Patching	315	SF	$ 3,160
	PCC Crack Sealing	1,600	LF	$ 11,210
	PCC Joint Seal	1,940	LF	$ 8,250
	PCC Slab Replacement	1,600	SF	$ 82,400

Table 6.1 (c) provides a breakdown of the anticipated planning-level costs by section for those areas exhibiting distresses that would benefit from Year 1 Localized M&R. The table shows the approximate improved "End Condition" PCI value of the section after the application of Localized M&R. This approximation is intended to depict a planning-level estimate of the effect of the localized M&R on the section-level PCI; the performance of the work does not guarantee the pavement will not deteriorate in other ways outside of the described treatment. The following table depicts planning-level costs rounded up to the next 10-dollar increment.

Table 6.1 (c): Section-Level Year 1 Localized M&R Planning Cost Summary

Network ID	Branch ID	Section ID	Area (SF)	Start PCI	End PCI	Cost
FHB	RW 4-22	6105	335,000	100	100	$ -
FHB	RW 4-22	6110	138,933	89	92	$ 5,210
FHB	RW 4-22	6115	44,000	100	100	$ -
FHB	RW 9-27	6305	86,150	93	100	$ 56,840
FHB	RW 9-27	6335	30,150	82	94	$ 20,880
FHB	RW 13-31	6215	451,166	61	61	$ -
FHB	RW 13-31	6220	28,300	100	100	$ -
FHB	RW 13-31	6225	11,592	100	100	$ -
FHB	TW A	305	20,095	64	64	$ -
FHB	TW A	310	17,554	81	84	$ 660
FHB	TW A	315	36,250	66	66	$ -
FHB	TW A	320	35,000	70	70	$ -
FHB	TW A	325	71,712	63	63	$ -
FHB	TW A	327	18,381	72	85	$ 7,140
FHB	TW A	330	39,508	65	65	$ -
FHB	TW A	335	4,219	65	65	$ -
FHB	TW A	350	11,250	65	65	$ -
FHB	TW B	205	11,685	64	64	$ -
FHB	TW B	210	99,184	58	58	$ -
FHB	TW B	215	7,146	100	100	$ -
FHB	TW B	220	17,500	60	60	$ -
FHB	TW B	225	6,738	68	68	$ -
FHB	TW B	230	29,700	60	60	$ 2,340
FHB	TW B	233	15,343	68	68	$ -

Network ID	Branch ID	Section ID	Area (SF)	Start PCI	End PCI	Cost
FHB	TW B	235	20,200	63	65	$ 820
FHB	TW B	236	4,994	65	65	$ -
FHB	TW C	120	9,442	52	52	$ -
FHB	TW C	125	9,632	81	95	$ 16,220
FHB	TW C	130	10,200	88	95	$ 6,030
FHB	TW C	140	14,381	93	95	$ 9,140
FHB	TW C	145	11,198	36	36	$ -
FHB	TW C	150	1,968	100	100	$ -
FHB	TW C	155	6,151	77	86	$ 6,520
FHB	TW D	405	6,163	75	83	$ 2,320
FHB	TW D	410	24,188	69	69	$ -
FHB	TW D	412	8,092	63	63	$ -
FHB	TW D	415	8,400	70	70	$ -
FHB	TW D	417	17,493	68	68	$ -
FHB	TW D	420	42,000	70	70	$ -
FHB	TW D	425	9,694	64	64	$ -
FHB	TW D	430	18,663	67	67	$ -
FHB	TW E	510	61,180	89	92	$ 1,750
FHB	TW NW AP	505	2,976	31	31	$ -
FHB	TW NW AP	507	3,469	69	69	$ -
FHB	TL T-HANG	3305	19,403	83	87	$ 730
FHB	TL T-HANG	3307	28,110	72	77	$ 2,520
FHB	TL T-HANG	3310	18,438	78	80	$ 350
FHB	AP FUEL	4510	7,368	60	60	$ -
FHB	AP N	4205	30,473	86	89	$ 1,150
FHB	AP N	4210	23,464	91	94	$ 880
FHB	AP N	4215	155,925	54	54	$ -
FHB	AP N	4220	23,835	1	47	$ 101,850
FHB	AP N	4240	113,573	81	85	$ 6,930
FHB	AP NW	4105	11,190	36	36	$ -
FHB	AP NW	4110	14,280	33	33	$ -

6.2 Major Rehabilitation Needs

Major rehabilitation is identified within the FDOT SAPMP as a major construction activity that results in a substantial improvement to the pavement condition and resets the pavement section's PCI value to 100. Major rehabilitation recommendations (AC Rehabilitation, AC Reconstruction, PCC Rehabilitation, and PCC Reconstruction) should be considered as planning-level only. Additional design-level investigation in accordance with FAA Advisory Circulars is required. Recommendations identified within this planning document do not imply final design.

The objective of the Major Pavement Rehabilitation Needs analysis is to develop planning-level projects within an Airport's airfield pavement network. As depicted in **Figures 5.3 (b)** and **(c)** in **Chapter 5**, major rehabilitation activities are recommended when a pavement section has deteriorated below the critical PCI value, a point at which localized maintenance and repair activities may not be a cost-effective solution. In addition, major rehabilitation is also recommended when the section's PCI value is above the critical PCI value with the section

exhibiting a significant amount of load-related distresses. Identification of rehabilitation needs is done at the section-level. This, however, does not limit the Airport from further refining limits of project planning areas.

6.2.1 10-Year Unconstrained Budget Major Rehabilitation Needs

Major rehabilitation needs are identified by analyzing the Airport's pavement condition in relationship to critical PCI values, major rehabilitation policies, and unit costs, assuming there are no budget constraints. This is done over a 10-year analysis period. While this is financially impractical, it does yield the unbiased pavement needs over a 10-year time frame at the Airport given current and forecasted pavement conditions. The FDOT recognizes that airports are constrained by budgets and does not intend to convey an unrealistic approach of addressing pavement rehabilitation. Each airport has a unique set of challenges and FDOT's goals are to provide it with the data needed to formulate a practical Capital Improvement Program and identify needs in the Joint Automated Capital Improvement Program (JACIP). This includes:

- An estimation of current pavement condition;
- Major pavement rehabilitation needs based on condition and policies; and
- Planning-level cost estimates for the major rehabilitation needs.

Table 6.2.1 (a) summarizes section-level major rehabilitation needs forecasted for a 10-year period. It should be noted that the following table depicts planning-level costs and has been rounded up to the nearest $1,000 for planning purposes.

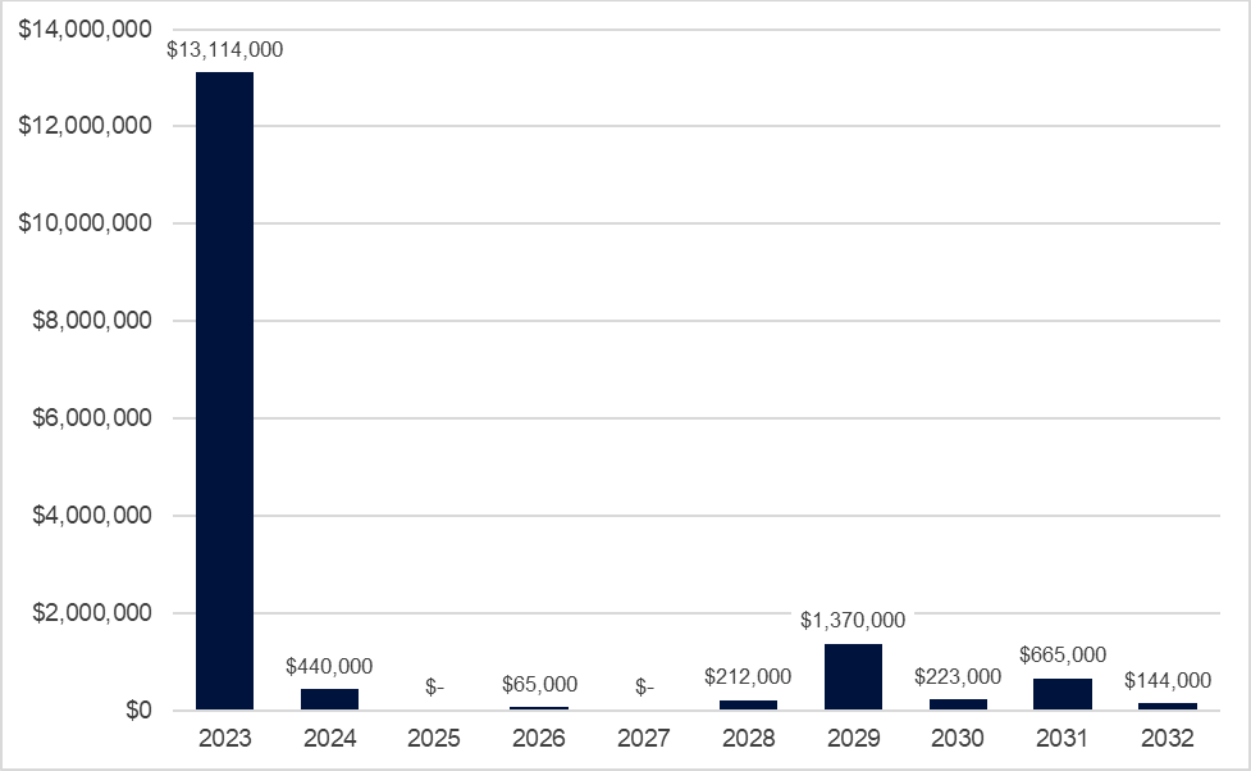
Table 6.2.1 (a): Section-Level 10-Year Major Rehabilitation Needs

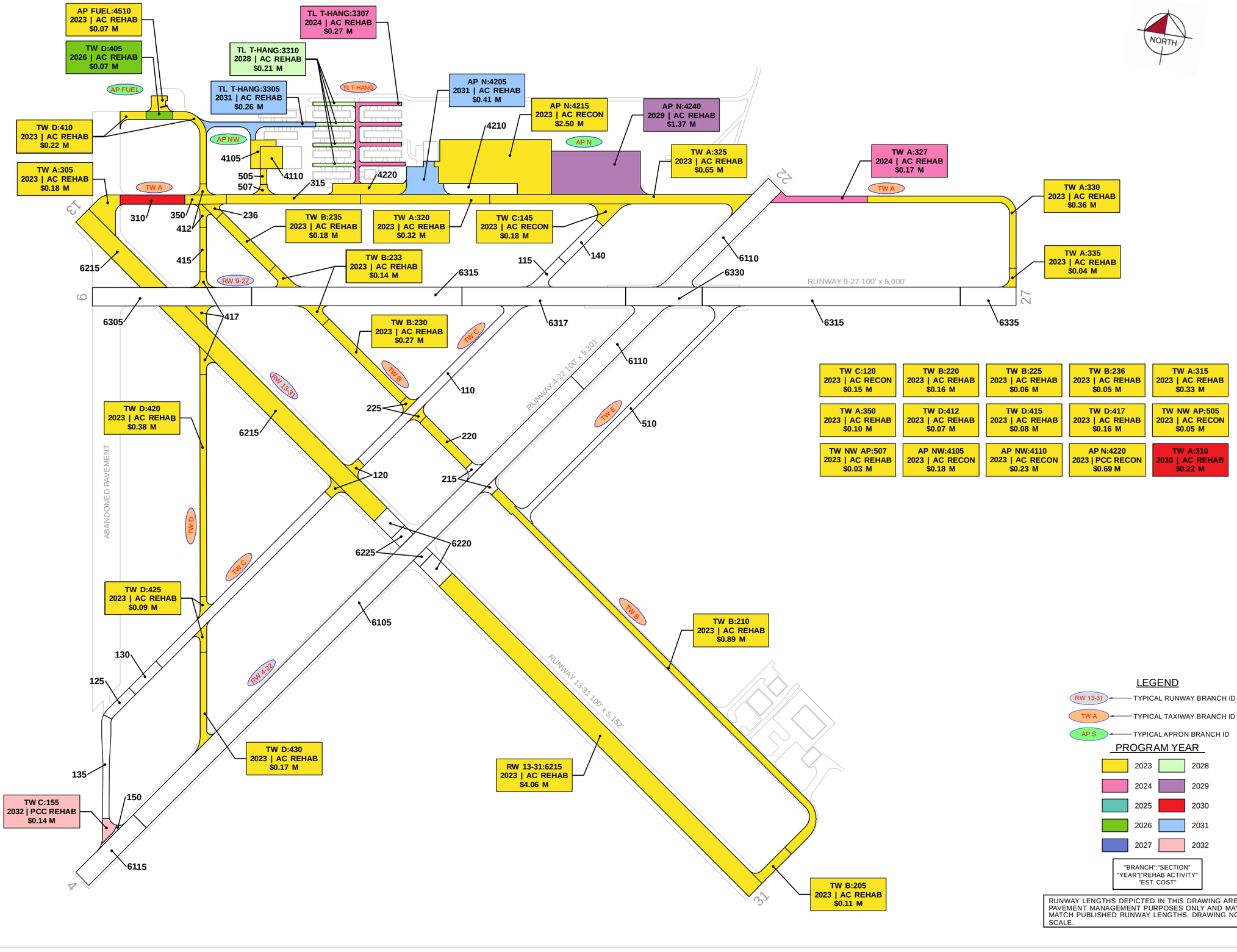
Program Year	Network ID	Branch ID	Section ID	Surface	Area (SF)	PCI Before	Rehabilitation Type	Planning Cost Estimate
2023	FHB	RW 13-31	6215	AAC	451,166	59	AC Rehabilitation	$ 4,061,000
2023	FHB	TW A	305	AAC	20,095	63	AC Rehabilitation	$ 181,000
2023	FHB	TW A	315	AAC	36,250	65	AC Rehabilitation	$ 327,000
2023	FHB	TW A	320	AAC	35,000	69	AC Rehabilitation	$ 316,000
2023	FHB	TW A	325	AC	71,712	62	AC Rehabilitation	$ 646,000
2023	FHB	TW A	330	AC	39,508	64	AC Rehabilitation	$ 356,000
2023	FHB	TW A	335	AAC	4,219	64	AC Rehabilitation	$ 38,000
2023	FHB	TW A	350	AAC	11,250	64	AC Rehabilitation	$ 102,000
2023	FHB	TW B	205	AAC	11,685	63	AC Rehabilitation	$ 106,000
2023	FHB	TW B	210	AAC	99,184	57	AC Rehabilitation	$ 893,000
2023	FHB	TW B	220	AAC	17,500	59	AC Rehabilitation	$ 158,000
2023	FHB	TW B	225	AAC	6,738	67	AC Rehabilitation	$ 61,000
2023	FHB	TW B	230	AAC	29,700	59	AC Rehabilitation	$ 268,000
2023	FHB	TW B	233	AAC	15,343	67	AC Rehabilitation	$ 139,000
2023	FHB	TW B	235	AAC	20,200	62	AC Rehabilitation	$ 182,000
2023	FHB	TW B	236	AAC	4,994	64	AC Rehabilitation	$ 45,000
2023	FHB	TW C	120	AAC	9,442	50	AC Reconstruction	$ 152,000
2023	FHB	TW C	145	AC	11,198	35	AC Reconstruction	$ 180,000
2023	FHB	TW D	410	AC	24,188	68	AC Rehabilitation	$ 218,000

Program Year	Network ID	Branch ID	Section ID	Surface	Area (SF)	PCI Before	Rehabilitation Type	Planning Cost Estimate
2023	**FHB**	TW D	412	AAC	8,092	62	AC Rehabilitation	$ 73,000
2023	**FHB**	TW D	415	AC	8,400	69	AC Rehabilitation	$ 76,000
2023	**FHB**	TW D	417	AAC	17,493	67	AC Rehabilitation	$ 158,000
2023	**FHB**	TW D	420	AC	42,000	69	AC Rehabilitation	$ 379,000
2023	**FHB**	TW D	425	AAC	9,694	63	AC Rehabilitation	$ 88,000
2023	**FHB**	TW D	430	AC	18,663	66	AC Rehabilitation	$ 168,000
2023	**FHB**	TW NW AP	505	AC	2,976	30	AC Reconstruction	$ 48,000
2023	**FHB**	TW NW AP	507	AAC	3,469	68	AC Rehabilitation	$ 32,000
2023	**FHB**	AP FUEL	4510	AC	7,368	59	AC Rehabilitation	$ 67,000
2023	**FHB**	AP N	4215	AC	155,925	53	AC Reconstruction	$ 2,495,000
2023	**FHB**	AP N	4220	PCC	23,835	0	PCC Reconstruction	$ 692,000
2023	**FHB**	AP NW	4105	AC	11,190	36	AC Reconstruction	$ 180,000
2023	**FHB**	AP NW	4110	AC	14,280	33	AC Reconstruction	$ 229,000
2024	**FHB**	TW A	327	AAC	18,381	69	AC Rehabilitation	$ 174,000
2024	**FHB**	TL T-HANG	3307	AC	28,110	70	AC Rehabilitation	$ 266,000
2026	**FHB**	TW D	405	AC	6,163	70	AC Rehabilitation	$ 65,000
2028	**FHB**	TL T-HANG	3310	AC	18,438	70	AC Rehabilitation	$ 212,000
2029	**FHB**	AP N	4240	AC	113,573	69	AC Rehabilitation	$ 1,370,000
2030	**FHB**	TW A	310	AAC	17,554	69	AC Rehabilitation	$ 223,000
2031	**FHB**	TL T-HANG	3305	AC	19,403	70	AC Rehabilitation	$ 259,000
2031	**FHB**	AP N	4205	AAC	30,473	69	AC Rehabilitation	$ 406,000
2032	**FHB**	TW C	155	PCC	6,151	69	PCC Rehabilitation	$ 144,000

Figure 6.2.1 (a) summarizes the section-level major rehabilitation needs for a 10-year period between 2023 and 2032. **Figure 6.2.1 (b)**, the Airfield Pavement Major Rehabilitation Exhibit, graphically depicts the major rehabilitation needs with rounded costs. As suggested previously, this is planning-level data that can be used by the Airport to support developing a practical CIP.

Figure 6.2.1 (a): 10-Year Major Rehabilitation Needs by Program Year





FHB

AIRFIELD PAVEMENT MAJOR REHABILITATION EXHIBIT

Statewide Airfield Pavement Management Program

FERNANDINA BEACH MUNICIPAL AIRPORT

FDOT

2022

6.2.2 Major Rehabilitation Needs – Whitetopping Pavements

Major rehabilitation for whitetopping concrete overlays is divided into two policy categories as part of this program: Full-Depth Reconstruction (Reconstruction) and Intermediate-Level Major Rehabilitation (Rehabilitation).

- Rehabilitation is recommended for whitetopping pavement with a PASER rating of 'Poor'.
- Reconstruction is recommended for whitetopping pavement with a PASER rating of 'Failed'.

Major rehabilitation is recommended based on current PASER Surface Rating as no formal PASER rating forecasting is performed. The conceptual pavement sections and unit costs developed for the whitetopping pavement is consistent with that which was developed for PCC pavement and presented in **Chapter 5.5 Major Rehabilitation**.

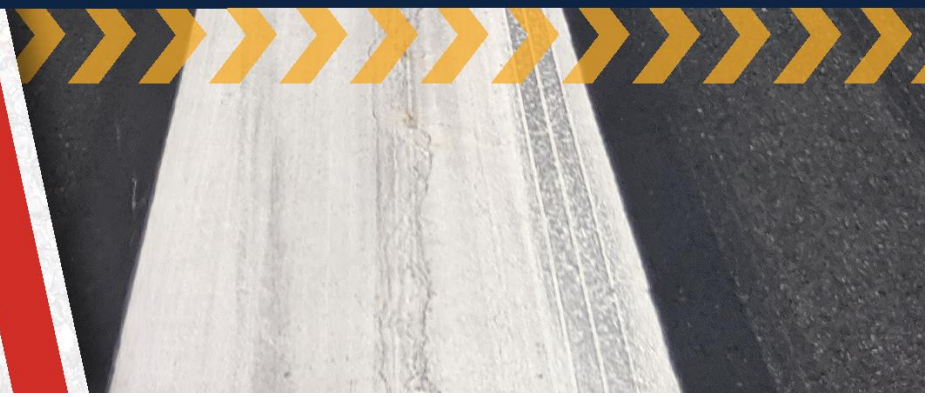
Table 6.2.2 summarizes section-level major rehabilitation for the whitetopping pavements. **Figure 6.2.1 (b)** graphically depicts the major rehabilitation needs for the whitetopping pavements.

As a result of the current PASER condition analysis, the major rehabilitation policies identified no major rehabilitation needs for the whitetopping pavements at FHB.

Table 6.2.2: Section-Level Major Rehabilitation Needs – Whitetopping Pavements

Network ID	Branch ID	Section ID	Surface	Area (SF)	PASER Value Before	Rehabilitation Type	Planning Cost Estimate
No Whitetopping Major Rehabilitation Needs							

Chapter 7: Conclusion



Chapter 7 – Conclusion

7.1 Recommendations

7.1.1 Continued PCI Surveys

It is recommended that the Airport continue to perform regularly scheduled PCI surveys in accordance with the ASTM D5340-20 (or latest edition) to monitor the condition of airfield pavement facilities.

A high priority should be placed on maintaining good record keeping and re-inspecting the Airport's maintained pavement facilities to ensure continued safe aircraft operations. Per the FAA AC 150/5380-7B, a series of scheduled periodic inspections must be carried out for an effective maintenance program. Re-inspection of pavements should be scheduled in a timely manner to ensure that all areas, particularly those that may not come under day-to-day observation, are thoroughly evaluated and reported.

7.1.2 Localized Maintenance and Repair

While deterioration of the pavements due to usage and exposure to the environment cannot be prevented, applying timely and effective maintenance efforts can slow the anticipated rate of deterioration. Lack of adequate and timely maintenance is a significant factor in pavement deterioration. **Chapter 6** identified localized maintenance and repair needs. It is recommended that Airport sponsors coordinate with their respective Airport maintenance staff and Airport engineer when developing project-level maintenance and repair efforts.

7.1.3 Major Rehabilitation

Chapter 6 also identified major pavement rehabilitation project needs from 2023-2032. Identification of these rehabilitation needs are performed at the section level for manageable project areas and assume an unconstrained budget scenario. Given the uncertainty in Airport-specific budget information and prioritization goals, the unconstrained budget scenario represents a conservative scenario and identifies pavement needs over a 10-year period. Certainly, it is understood that most airports are faced with constrained budgets, thus further evaluation of projects based on prioritization, operational criticality, funding availability, and practicality is recommended.

7.1.4 Pavement Management System

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

- Develop a detailed preventive maintenance program for the Airport based on the recommendations provided in **Section 6.1**;
- Further refine and implement the identified 10-year major rehabilitation needs provided in **Section 6.2**;
- Maintain detailed records on pavement maintenance, construction, and inspection; and
- Maintain records on major pavement construction projects (year, scope, cost, and construction documents).

7.2 Supporting Documents

Airfield Pavement Network Definition Exhibit

The Airfield Pavement Network Definition Exhibit is located in **Chapter 3** and **Appendix C**. The Exhibit depicts the airfield layout in a manner that defines the airfield pavement infrastructure as branches, sections, and sample units in accordance with the ASTM D5340-20. The Exhibit is intended for planning purposes only. Further details can be found on the Airport's adopted Airport Layout Plan. Detailed characteristics are tabulated in **Appendix A.**

Airfield Pavement System Inventory Exhibit

The Airfield Pavement System Inventory Exhibit is located in **Chapter 3** and **Appendix C**. The Exhibit depicts recent and/or anticipated construction activity within the airfield pavement facilities reported by Airport staff. The Exhibit is intended to schematically identify the pavement limits of work and general work description. The information reported on the Airport Response Form provided by each participating airport was used as the basis of the changes. Furthermore, changes are confirmed at the Airport with Airport staff during the in-brief and debrief meeting.

Airfield Pavement Estimated Age Exhibit

The Airfield Pavement Estimated Age Exhibit is located in **Chapter 3** and **Appendix C**. Based on the review of historic airfield pavement construction activities, the Exhibit provides the approximate limits of the age of the pavement sections since the last major construction activity has occurred. This is intended to be a rough estimate based on interpretation of the limited data available at the time of report.

Airfield Pavement Condition Index Exhibit

The Airfield Pavement Condition Index Exhibit is located in **Chapter 4** and **Appendix C**. The Exhibit is a visual summary of the latest conditions reported from the PCI assessment performed at the Airport. Distress analysis occurred in accordance with ASTM D5340-20 (referenced in **Appendix E**), with results being analyzed using PAVER™ software to determine PCI values. The PCI values are identified in the Exhibit and graphically represented using the standard ASTM D5340-20 condition rating categories.

Airfield PASER Surface Rating Exhibit

The Airfield PASER Surface Rating Exhibit is located in **Chapter 4** and **Appendix C**. The Exhibit is a visual summary of the latest conditions of the airfield whitetopping pavements reported from the PASER assessment performed at the Airport. The PASER values are identified in the Exhibit and graphically represented using the standard PASER surface rating categories.

Airfield Pavement Major Rehabilitation Exhibit

The Airfield Pavement Major Rehabilitation Exhibit is located in **Chapter 6** and **Appendix C**. The Exhibit has been prepared based on the section condition analysis, pavement condition forecasts, and major rehabilitation needs analysis. The Exhibit graphically depicts the inventory with the associated rehabilitation type activity, program year, and the planning-level costs. Area limits, rehabilitation type, and planning-level costs should not be considered a design-level recommendation. A tabulation of the 10-Year Major Rehabilitation is located in **Appendix B**.

Airfield Pavement Major Rehabilitation Exhibit – Whitetopping Pavements

The Airfield Pavement Major Rehabilitation Exhibit – Whitetopping Pavements is located in **Chapter 6** and **Appendix C**. The Exhibit has been prepared based on the PASER surface rating and major rehabilitation needs analysis. The Exhibit graphically depicts the inventory with the associated rehabilitation type activity and the planning-level costs. Area limits, rehabilitation type, and planning-level costs should not be considered a design-level recommendation.

Inspection Photograph Documentation

Representative field conditions from the PCI assessment are documented with digital photographs located in **Appendix D**. Select photographs are provided with a limited caption on the distress(es) observed. “Vicinity” photos refer to the approximate boundaries of an inspected sample unit within the section and provide an overview of the section condition but are not focused on a specific distress. The Appendix does not contain photographs for every section and sample unit.

7.3 Conclusion

The FDOT SAPMP System Update Phase 2 2021-2023 was completed for the Airport on behalf of the FDOT AO in accordance with the FAA AC 150/5380-7B and 150/5380-6C. FDOT’s implementation of the SAPMP has assisted public airports with this requirement in performing PCI survey inspections and analysis in accordance with the ASTM D5340-20.

7.4 References

The following documents are referenced as specific guidelines and procedures for maintaining Airport pavements, establishing an effective pavement maintenance program, and identifying specific pavement distresses, probable causes of distresses, survey guidelines, and recommended methods of repair.

- ASTM D5340-20, Standard Test Method for Airport Pavement Condition Index Surveys, American Society for Testing and Materials, West Conshohocken, PA, 2018.
- AC 150/5210-24 Airport Foreign Object Debris (FOD) Management, Federal Aviation Administration, Washington, D.C., 2010.
- AC 150/5320-6F, Airport Pavement Design and Evaluation, Federal Aviation Administration, Washington, D.C., 2016.
- AC 150/5380-7B, Airport Pavement Management Program (PMP), Federal Aviation Administration, Washington, D.C., 2014.
- AC 150/5380-6C, Guidelines and Procedures for Maintenance of Airport Pavements, Federal Aviation Administration, Washington, D.C., 2014.
- AC 150/5370-10H, Standard Specifications for Construction of Airports, Federal Aviation Administration, Washington, D.C., 2018.
- Airport Improvement Program Handbook, Order 5100.38D, Change 1, Federal Aviation Administration, Washington, D.C., 2019.

- Tri-Service Pavements Working Group (TSPWG) Manual 3-270-08. 14-03, Preventive Maintenance Plan (PMP) for Airfield Pavements, Department of Defense, Washington, D.C., 2019.
- Unified Facilities Criteria (UFC) 3-260-16, O&M Manual: Standard Practice for Airfield Pavement Condition Surveys, Department of Defense, Washington, D.C., 2019.
- Unified Facilities Criteria (UFC) 3-260-03, Airfield Pavement Evaluation, Department of Defense, Washington, D.C., 2001.
- Shahin, Mohamed Y., Pavement Management for Airports, Roads, and Parking Lots, Springer, 2005.

Appendix A: Airfield Pavement Analysis

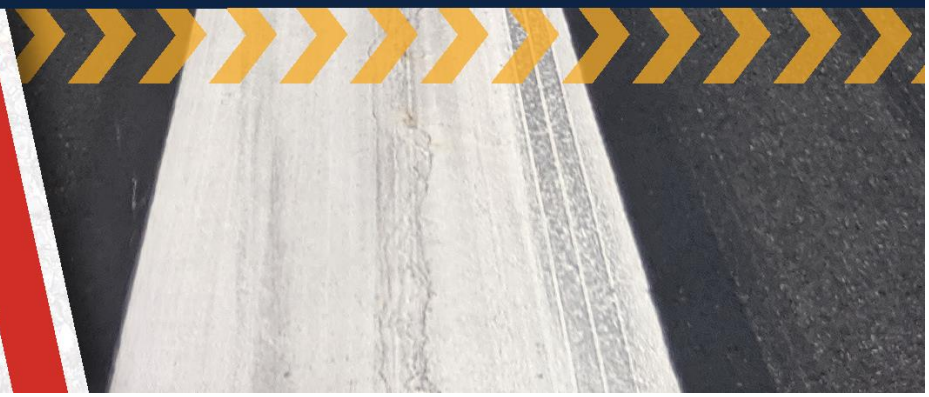


Table A.1: Pavement System Inventory Details

Network ID	Branch ID	Branch Use	Section ID	Area (SF)	Surface Type	Estimate of Last Construction Date
FHB	RW 4-22	Runway	6105	335,000	AAC	1/1/2021
FHB	RW 4-22	Runway	6110	138,933	AC	1/1/2014
FHB	RW 4-22	Runway	6115	44,000	AC	1/1/2021
FHB	RW 9-27	Runway	6305	86,150	PCC	1/1/2004
FHB	RW 9-27	Runway	6315	253,550	WT	1/1/2004
FHB	RW 9-27	Runway	6317	88,500	WT	1/1/2004
FHB	RW 9-27	Runway	6330	41,500	WT	1/1/2004
FHB	RW 9-27	Runway	6335	30,150	PCC	1/1/2004
FHB	RW 13-31	Runway	6215	451,166	AAC	1/1/2010
FHB	RW 13-31	Runway	6220	28,300	AAC	1/1/2021
FHB	RW 13-31	Runway	6225	11,592	AC	1/1/2021
FHB	TW A	Taxiway	305	20,095	AAC	1/1/2010
FHB	TW A	Taxiway	310	17,554	AAC	1/1/2010
FHB	TW A	Taxiway	315	36,250	AAC	1/1/2004
FHB	TW A	Taxiway	320	35,000	AAC	1/1/2004
FHB	TW A	Taxiway	325	71,712	AC	1/1/2004
FHB	TW A	Taxiway	327	18,381	AAC	1/1/2004
FHB	TW A	Taxiway	330	39,508	AC	1/1/1944
FHB	TW A	Taxiway	335	4,219	AAC	1/1/2004
FHB	TW A	Taxiway	350	11,250	AAC	1/1/1996
FHB	TW B	Taxiway	205	11,685	AAC	1/1/2010
FHB	TW B	Taxiway	210	99,184	AAC	1/1/2010
FHB	TW B	Taxiway	215	7,146	AAC	1/1/2021
FHB	TW B	Taxiway	220	17,500	AAC	1/1/2010
FHB	TW B	Taxiway	225	6,738	AAC	1/1/2010
FHB	TW B	Taxiway	230	29,700	AAC	1/1/2010
FHB	TW B	Taxiway	233	15,343	AAC	1/1/2010
FHB	TW B	Taxiway	235	20,200	AAC	1/1/2010
FHB	TW B	Taxiway	236	4,994	AAC	1/1/1996
FHB	TW C	Taxiway	105	64,808	WT	1/1/2004
FHB	TW C	Taxiway	110	60,686	WT	1/1/2004
FHB	TW C	Taxiway	115	11,183	WT	1/1/2004
FHB	TW C	Taxiway	120	9,442	AAC	1/1/2010
FHB	TW C	Taxiway	125	9,632	PCC	1/1/2010
FHB	TW C	Taxiway	130	10,200	PCC	1/1/2004
FHB	TW C	Taxiway	135	21,887	WT	1/1/2010
FHB	TW C	Taxiway	140	14,381	PCC	1/1/2004
FHB	TW C	Taxiway	145	11,198	AC	1/1/2004
FHB	TW C	Taxiway	150	1,968	AC	1/1/2021
FHB	TW C	Taxiway	155	6,151	PCC	1/1/2010
FHB	TW D	Taxiway	405	6,163	AC	1/1/2004
FHB	TW D	Taxiway	410	24,188	AC	1/1/2004
FHB	TW D	Taxiway	412	8,092	AAC	1/1/1996
FHB	TW D	Taxiway	415	8,400	AC	1/1/2004

Network ID	Branch ID	Branch Use	Section ID	Area (SF)	Surface Type	Estimate of Last Construction Date
FHB	TW D	Taxiway	417	17,493	AAC	1/1/1996
FHB	TW D	Taxiway	420	42,000	AC	1/1/2004
FHB	TW D	Taxiway	425	9,694	AAC	1/1/2004
FHB	TW D	Taxiway	430	18,663	AC	1/1/2004
FHB	TW E	Taxiway	510	61,180	AC	1/1/2011
FHB	TW NW AP	Taxiway	505	2,976	AC	1/1/1987
FHB	TW NW AP	Taxiway	507	3,469	AAC	1/1/2004
FHB	TL T-HANG	Taxilane	3305	19,403	AC	12/25/2000
FHB	TL T-HANG	Taxilane	3307	28,110	AC	1/1/1987
FHB	TL T-HANG	Taxilane	3310	18,438	AC	12/25/1999
FHB	AP FUEL	Apron	4510	7,368	AC	1/1/2004
FHB	AP N	Apron	4205	30,473	AAC	1/1/2014
FHB	AP N	Apron	4210	23,464	AC	1/1/2014
FHB	AP N	Apron	4215	155,925	AC	1/1/1993
FHB	AP N	Apron	4220	23,835	PCC	1/1/1944
FHB	AP N	Apron	4240	113,573	AC	1/1/2004
FHB	AP NW	Apron	4105	11,190	AC	1/1/2000
FHB	AP NW	Apron	4110	14,280	AC	1/1/1987

Table A.2: Pavement Condition Index Summary (Current PCI Survey) – Section Level

Network ID	Branch ID	Branch Use	Section ID	Area (SF)	PCI	Condition Rating
FHB	RW 4-22	Runway	6105	335,000	100	Good
FHB	RW 4-22	Runway	6110	138,933	89	Good
FHB	RW 4-22	Runway	6115	44,000	100	Good
FHB	RW 9-27	Runway	6305	86,150	93	Good
FHB	RW 9-27	Runway	6335	30,150	82	Satisfactory
FHB	RW 13-31	Runway	6215	451,166	61	Fair
FHB	RW 13-31	Runway	6220	28,300	100	Good
FHB	RW 13-31	Runway	6225	11,592	100	Good
FHB	TW A	Taxiway	305	20,095	64	Fair
FHB	TW A	Taxiway	310	17,554	81	Satisfactory
FHB	TW A	Taxiway	315	36,250	66	Fair
FHB	TW A	Taxiway	320	35,000	70	Fair
FHB	TW A	Taxiway	325	71,712	63	Fair
FHB	TW A	Taxiway	327	18,381	72	Satisfactory
FHB	TW A	Taxiway	330	39,508	65	Fair
FHB	TW A	Taxiway	335	4,219	65	Fair
FHB	TW A	Taxiway	350	11,250	65	Fair
FHB	TW B	Taxiway	205	11,685	64	Fair
FHB	TW B	Taxiway	210	99,184	58	Fair
FHB	TW B	Taxiway	215	7,146	100	Good
FHB	TW B	Taxiway	220	17,500	60	Fair
FHB	TW B	Taxiway	225	6,738	68	Fair
FHB	TW B	Taxiway	230	29,700	60	Fair
FHB	TW B	Taxiway	233	15,343	68	Fair
FHB	TW B	Taxiway	235	20,200	63	Fair
FHB	TW B	Taxiway	236	4,994	65	Fair
FHB	TW C	Taxiway	120	9,442	52	Poor
FHB	TW C	Taxiway	125	9,632	81	Satisfactory
FHB	TW C	Taxiway	130	10,200	88	Good
FHB	TW C	Taxiway	140	14,381	93	Good
FHB	TW C	Taxiway	145	11,198	36	Very Poor
FHB	TW C	Taxiway	150	1,968	100	Good
FHB	TW C	Taxiway	155	6,151	77	Satisfactory
FHB	TW D	Taxiway	405	6,163	75	Satisfactory
FHB	TW D	Taxiway	410	24,188	69	Fair
FHB	TW D	Taxiway	412	8,092	63	Fair
FHB	TW D	Taxiway	415	8,400	70	Fair
FHB	TW D	Taxiway	417	17,493	68	Fair
FHB	TW D	Taxiway	420	42,000	70	Fair
FHB	TW D	Taxiway	425	9,694	64	Fair
FHB	TW D	Taxiway	430	18,663	67	Fair
FHB	TW E	Taxiway	510	61,180	89	Good
FHB	TW NW AP	Taxiway	505	2,976	31	Very Poor
FHB	TW NW AP	Taxiway	507	3,469	69	Fair

Network ID	Branch ID	Branch Use	Section ID	Area (SF)	PCI	Condition Rating
FHB	TL T-HANG	Taxilane	3305	19,403	83	Satisfactory
FHB	TL T-HANG	Taxilane	3307	28,110	72	Satisfactory
FHB	TL T-HANG	Taxilane	3310	18,438	78	Satisfactory
FHB	AP FUEL	Apron	4510	7,368	60	Fair
FHB	AP N	Apron	4205	30,473	86	Good
FHB	AP N	Apron	4210	23,464	91	Good
FHB	AP N	Apron	4215	155,925	54	Poor
FHB	AP N	Apron	4220	23,835	1	Failed
FHB	AP N	Apron	4240	113,573	81	Satisfactory
FHB	AP NW	Apron	4105	11,190	36	Very Poor
FHB	AP NW	Apron	4110	14,280	33	Very Poor

Table A.3: PASER Surface Rating – Section Level - Whitetopping Pavements

Network ID	Branch ID	Branch Use	Section ID	Area (SF)	PASER Value	Surface Rating
FHB	RW 9-27	Runway	6315	253,550	4	Good
FHB	RW 9-27	Runway	6317	88,500	4	Good
FHB	RW 9-27	Runway	6330	41,500	4	Good
FHB	TW C	Taxiway	105	64,808	4	Good
FHB	TW C	Taxiway	110	60,686	4	Good
FHB	TW C	Taxiway	115	11,183	4	Good
FHB	TW C	Taxiway	135	21,887	4	Good

Table A.4: Forecasted PCI Values 2023-2032 – Section-Level

Network ID	Branch ID	Section ID	Current PCI	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032
FHB	RW 4-22	6105	100	95	93	91	89	87	85	84	82	80	78
FHB	RW 4-22	6110	89	87	86	84	82	80	79	77	75	74	72
FHB	RW 4-22	6115	100	96	94	93	91	89	87	86	84	82	80
FHB	RW 9-27	6305	93	92	92	91	90	89	89	88	87	86	85
FHB	RW 9-27	6335	82	81	81	80	79	78	78	77	76	75	74
FHB	RW 13-31	6215	61	59	57	55	53	51	49	48	46	44	42
FHB	RW 13-31	6220	100	95	93	91	89	87	85	84	82	80	78
FHB	RW 13-31	6225	100	96	94	93	91	89	87	86	84	82	80
FHB	TW A	305	64	63	62	60	59	58	56	55	53	51	50
FHB	TW A	310	81	79	78	76	75	73	72	71	69	68	67
FHB	TW A	315	66	65	64	62	61	60	58	57	56	54	52
FHB	TW A	320	70	69	68	66	65	64	63	61	60	59	57
FHB	TW A	325	63	62	61	61	60	59	59	58	57	57	56
FHB	TW A	327	72	71	69	68	67	66	64	63	62	61	59
FHB	TW A	330	65	64	63	62	62	61	60	59	59	58	57
FHB	TW A	335	65	64	63	61	60	59	57	56	54	53	51
FHB	TW A	350	65	64	63	61	60	59	57	56	54	53	51
FHB	TW B	205	64	63	62	60	59	58	56	55	53	51	50
FHB	TW B	210	58	57	55	54	52	50	49	47	45	43	40
FHB	TW B	215	100	93	91	89	87	85	83	81	79	78	76
FHB	TW B	220	60	59	57	56	54	53	51	49	48	46	44
FHB	TW B	225	68	67	66	64	63	62	61	59	58	56	55
FHB	TW B	230	60	59	57	56	54	53	51	49	48	46	44
FHB	TW B	233	68	67	66	64	63	62	61	59	58	56	55
FHB	TW B	235	63	62	61	59	58	56	55	53	52	50	48
FHB	TW B	236	65	64	63	61	60	59	57	56	54	53	51
FHB	TW C	120	52	50	49	47	45	43	40	38	35	33	30
FHB	TW C	125	81	80	80	79	78	77	77	76	75	74	73
FHB	TW C	130	88	87	87	86	85	84	84	83	82	81	80
FHB	TW C	140	93	92	92	91	90	89	89	88	87	86	85
FHB	TW C	145	36	35	34	33	31	30	29	27	26	24	22
FHB	TW C	150	100	94	92	90	88	86	84	82	80	79	77
FHB	TW C	155	77	76	76	75	74	73	73	72	71	70	69
FHB	TW D	405	75	74	72	71	70	69	67	66	65	64	63
FHB	TW D	410	69	68	67	66	65	64	63	62	61	61	60
FHB	TW D	412	63	62	61	59	58	56	55	53	52	50	48
FHB	TW D	415	70	69	68	67	66	65	64	63	62	61	60
FHB	TW D	417	68	67	66	64	63	62	61	59	58	56	55
FHB	TW D	420	70	69	68	67	66	65	64	63	62	61	60
FHB	TW D	425	64	63	62	60	59	58	56	55	53	51	50
FHB	TW D	430	67	66	65	64	63	62	61	61	60	59	59
FHB	TW E	510	89	87	85	83	81	80	78	77	75	74	72
FHB	TW NW AP	505	31	30	28	27	25	24	22	20	18	17	15
FHB	TW NW AP	507	69	68	67	65	64	63	62	60	59	58	56

Network ID	Branch ID	Section ID	Current PCI	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032
FHB	TL T-HANG	3305	83	81	80	78	76	75	74	72	71	70	68
FHB	TL T-HANG	3307	72	71	70	68	67	66	65	64	63	62	62
FHB	TL T-HANG	3310	78	77	75	74	72	71	70	69	67	66	65
FHB	AP FUEL	4510	60	59	58	57	56	55	54	53	52	51	51
FHB	AP N	4205	86	84	82	80	78	76	74	73	71	69	67
FHB	AP N	4210	91	89	87	85	83	81	79	77	75	73	72
FHB	AP N	4215	54	53	52	51	51	50	49	49	48	47	47
FHB	AP N	4220	1	0	0	0	0	0	0	0	0	0	0
FHB	AP N	4240	81	79	77	76	74	72	71	69	68	66	65
FHB	AP NW	4105	36	36	35	35	34	34	33	33	32	32	31
FHB	AP NW	4110	33	33	32	31	31	30	29	29	28	27	27

Network: FERNANDINA BEA **Branch:** AP FUEL FUEL APRON **Section:** 4510 **Surface:**AC

L.C.D. 1/1/2004 **Use:** APRON **Rank:** P **Length:** 85.00 (Ft) **Width:** 80.00 (Ft) **True Area:** 7368.000002 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2020	CS-AC	Crack Sealing - AC	0.00	0.00	☐	
1/1/2004	NU-IN	New Construction - Initial	0.00	4.00	☑	4" AC/8" Limerock/12" Compacted S

Network: FERNANDINA BEA **Branch:** AP N NORTH APRON - **Section:** 4205 **Surface:**AAC

L.C.D. 1/1/2014 **Use:** APRON **Rank:** P **Length:** 160.00 (Ft) **Width:** 200.00 (Ft) **True Area:** 30473.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2014	ML-OVL	Mill and Overlay	0.00	0.00	☑	2" P-401 MILL & OVERLAY
1/1/1987	IMPORTED	BUILT	0.00	0.00	☑	EST 1987 AC SECTION UNKNOWN

Network: FERNANDINA BEA **Branch:** AP N NORTH APRON - **Section:** 4210 **Surface:**AC

L.C.D. 1/1/2014 **Use:** APRON **Rank:** P **Length:** 400.00 (Ft) **Width:** 60.00 (Ft) **True Area:** 23464.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2021	PA-AC	Patching - AC	0.00	0.00	☐	
1/1/2014	CR-AC	Complete Reconstruction - AC	0.00	0.00	☑	FULL DEPTH RECON. REMOVE E
1/1/1944	IMPORTED	BUILT	0.00	0.00	☑	1944 PCC PAVEMENT SECTION UNKNOWN

Network: FERNANDINA BEA **Branch:** AP N NORTH APRON - **Section:** 4215 **Surface:**AC

L.C.D. 1/1/1993 **Use:** APRON **Rank:** P **Length:** 600.00 (Ft) **Width:** 250.00 (Ft) **True Area:** 155925.0000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1993	IMPORTED	BUILT	0.00	0.00	☑	EST 1993 AC PAVEMENT SECTION UNKNOWN

Network: FERNANDINA BEA **Branch:** AP N NORTH APRON - **Section:** 4220 **Surface:**PCC

L.C.D. 1/1/1944 **Use:** APRON **Rank:** P **Length:** 400.00 (Ft) **Width:** 60.00 (Ft) **True Area:** 23835.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1944	IMPORTED	BUILT	0.00	0.00	☑	1944 PCC PAVEMENT SECTION UNKNOWN

Network: FERNANDINA BEA **Branch:** AP N NORTH APRON - **Section:** 4240 **Surface:**AC

L.C.D. 1/1/2004 **Use:** APRON **Rank:** P **Length:** 480.00 (Ft) **Width:** 235.00 (Ft) **True Area:** 113573.0000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2004	NU-IN	New Construction - Initial	0.00	4.00	☑	4" AC/8" Limerock/12" Compacted S

Network: FERNANDINA BEA **Branch:** AP NW NORTHWEST AP **Section:** 4105 **Surface:**AC

L.C.D. 1/1/2000 **Use:** APRON **Rank:** P **Length:** 150.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 11190.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2000	CR-AC	Complete Reconstruction - AC	0.00	4.00	☑	4" AC/8" P211/12" Subgrade
1/1/1993	IMPORTED	BUILT	0.00	0.00	☑	EST 1993 AC PAVEMENT SECTION UNKNOWN

Network: FERNANDINA BEA **Branch:** AP NW NORTHWEST AP **Section:** 4110 **Surface:**AC

L.C.D. 1/1/1987 **Use:** APRON **Rank:** P **Length:** 120.00 (Ft) **Width:** 100.00 (Ft) **True Area:** 14280.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1987	IMPORTED	BUILT	0.00	0.00	☑	EST 1987 AC SECTION UNKNOWN

Network: FERNANDINA BEA **Branch:** RW 13-31 RUNWAY 13-31 **Section:** 6215 **Surface:**AAC

L.C.D. 1/1/2010 **Use:** RUNWAY **Rank:** P **Length:** 4,558.00 (Ft) **Width:** 100.00 (Ft) **True Area:** 451166.0001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2020	CS-AC	Crack Sealing - AC	0.00	0.00	☐	
2/1/2016	CS-AC	Crack Sealing - AC	0.00	0.00	☐	
1/1/2010	ML-OVL	Mill and Overlay	0.00	0.00	☑	
1/1/1996	IMPORTED	OVERLAY	0.00	0.75	☑	1996 3/4" FC-2 GTR OVERLAY
1/1/1944	IMPORTED	BUILT	0.00	2.00	☑	1944 2" AC SURFACE ON 5" SAND ASPHALT BASE

Network: FERNANDINA BEA **Branch:** RW 13-31 RUNWAY 13-31 **Section:** 6220 **Surface:**AAC

L.C.D. 1/1/2021 **Use:** RUNWAY **Rank:** P **Length:** 150.00 (Ft) **Width:** 100.00 (Ft) **True Area:** 28300.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2021	ML-OVL	Mill and Overlay	0.00	0.00	☑	Variable Depth Mill, 2" P-401 Overlay
1/1/2010	ML-OVL	Mill and Overlay	0.00	0.00	☑	
1/1/1996	IMPORTED	OVERLAY	0.00	0.75	☑	1996 3/4" FC-2 GTR OVERLAY
1/1/1944	IMPORTED	BUILT	0.00	2.00	☑	1944 2" AC SURFACE ON 5" SAND ASPHALT BASE

Network: FERNANDINA BEA **Branch:** RW 13-31 RUNWAY 13-31 **Section:** 6225 **Surface:**AC

L.C.D. 1/1/2021 **Use:** RUNWAY **Rank:** P **Length:** 165.00 (Ft) **Width:** 100.00 (Ft) **True Area:** 11592.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2021	CR-AC	Complete Reconstruction - AC	0.00	0.00	☑	4" P-401, 10" P-211, 12" P-160
1/1/2004	ML-OVL	Mill and Overlay	0.00	0.00	☑	4" Mill & Ovly
1/1/1975	IMPORTED	OVERLAY	0.00	0.00	☑	EST 1975 TRANSITION OVERLAY
1/1/1944	IMPORTED	BUILT	0.00	2.00	☑	1944 2" AC SURFACE ON 5" SAND ASPHALT BASE

Network: FERNANDINA BEA **Branch:** RW 4-22 RUNWAY 4-22 **Section:** 6105 **Surface:**AAC

L.C.D. 1/1/2021 **Use:** RUNWAY **Rank:** P **Length:** 3,350.00 (Ft) **Width:** 100.00 (Ft) **True Area:** 335000.0001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2021	ML-OVL	Mill and Overlay	0.00	0.00	☑	Variable Depth Mill, 2" P-401 Overlay
1/1/2004	ML-OVL	Mill and Overlay	0.00	4.00	☑	4" Mill & Ovly
1/1/1975	IMPORTED	BUILT	0.00	0.00	☑	EST 1975 AC PAVEMENT SECTION UNKNOWN

Network: FERNANDINA BEA **Branch:** RW 4-22 RUNWAY 4-22 **Section:** 6110 **Surface:**AC

L.C.D. 1/1/2014 **Use:** RUNWAY **Rank:** P **Length:** 5,100.00 (Ft) **Width:** 100.00 (Ft) **True Area:** 138933.0000 (SqFt

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

Network: FERNANDINA BEA **Branch:** RW 4-22 RUNWAY 4-22 **Section:** 6115 **Surface:**AC

L.C.D. 1/1/2021 **Use:** RUNWAY **Rank:** P **Length:** 440.00 (Ft) **Width:** 100.00 (Ft) **True Area:** 44000.00001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2021	CR-AC	Complete Reconstruction - AC	0.00	0.00	☑	4" P-401, 10" P-211, 12" P-160
1/1/2004	ML-OVL	Mill and Overlay	0.00	4.00	☑	4" Mill & Ovly
1/1/1975	IMPORTED	BUILT	0.00	0.00	☑	EST 1975 AC PAVEMENT SECTION UNKNOWN

Network: FERNANDINA BEA **Branch:** RW 9-27 RUNWAY 9-27 **Section:** 6305 **Surface:**PCC

L.C.D. 1/1/2004 **Use:** RUNWAY **Rank:** P **Length:** 860.00 (Ft) **Width:** 100.00 (Ft) **True Area:** 86150.00002 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2004	CR-PC	Complete Reconstruction - PCC	0.00	0.00	☑	
1/1/1996	IMPORTED	OVERLAY	0.00	0.75	☑	1996 3/4" FC-2 GTR OVERLAY
1/1/1944	IMPORTED	BUILT	0.00	2.00	☑	1944 2" AC SURFACE ON 5" SAND ASPHALT BASE

Network: FERNANDINA BEA **Branch:** RW 9-27 RUNWAY 9-27 **Section:** 6315 **Surface:**PCC

L.C.D. 1/1/2004 **Use:** RUNWAY **Rank:** P **Length:** 2,535.00 (Ft) **Width:** 100.00 (Ft) **True Area:** 253550.0000 (SqFt

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

Network: FERNANDINA BEA **Branch:** RW 9-27 RUNWAY 9-27 **Section:** 6317 **Surface:**PCC

L.C.D. 1/1/2004 **Use:** RUNWAY **Rank:** P **Length:** 885.00 (Ft) **Width:** 100.00 (Ft) **True Area:** 88500.00002 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2004	CR-PC	Complete Reconstruction - PCC	0.00	0.00	☑	WHITETOPPING
1/1/1958	IMPORTED	OVERLAY	0.00	0.00	☑	EST 1958 AC OVERLAY
1/1/1944	IMPORTED	BUILT	0.00	2.00	☑	1944 2" AC SURFACE ON 5" SAND ASPHALT BASE

Network: FERNANDINA BEA **Branch:** RW 9-27 RUNWAY 9-27 **Section:** 6330 **Surface:**PCC

L.C.D. 1/1/2004 **Use:** RUNWAY **Rank:** P **Length:** 415.00 (Ft) **Width:** 100.00 (Ft) **True Area:** 41500.00001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2004	CR-PC	Complete Reconstruction - PCC	0.00	0.00	☑	WHITETOPPING
1/1/1975	IMPORTED	OVERLAY	0.00	0.00	☑	EST 1975 AC TRANSITION OVERLAY
1/1/1944	IMPORTED	BUILT	0.00	2.00	☑	1944 2" AC SURFACE ON 5" SAND ASPHALT BASE

Network: FERNANDINA BEA **Branch:** RW 9-27 RUNWAY 9-27 **Section:** 6335 **Surface:**PCC

L.C.D. 1/1/2004 **Use:** RUNWAY **Rank:** P **Length:** 300.00 (Ft) **Width:** 100.00 (Ft) **True Area:** 30150.00000 (SqFt

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

Network: FERNANDINA BEA **Branch:** TL T-HANG T-HANGAR TAX **Section:** 3305 **Surface:**AC

L.C.D. 12/25/200 **Use:** TAXILAN **Rank:** P **Length:** 900.00 (Ft) **Width:** 25.00 (Ft) **True Area:** 19403.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2016	ST-SC	Surface Treatment - Seal Coat	3,880.60	0.00	☐	
12/25/2000	NU-IN	New Construction - Initial	0.00	4.00	☑	4"AC/8" Limerock/12" Compacted Su

Network: FERNANDINA BEA **Branch:** TL T-HANG T-HANGAR TAX **Section:** 3307 **Surface:**AC

L.C.D. 1/1/1987 **Use:** TAXILAN **Rank:** P **Length:** 1,400.00 (Ft) **Width:** 20.00 (Ft) **True Area:** 28110.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
7/1/2020	ST-SC	Surface Treatment - Seal Coat	0.00	0.00	☐	
1/1/1987	NU-IN	New Construction - Initial	0.00	0.00	☑	EST 1987 AC PAVEMENT SECTION

Network: FERNANDINA BEA **Branch:** TL T-HANG T-HANGAR TAX **Section:** 3310 **Surface:**AC

L.C.D. 12/25/199 **Use:** TAXILAN **Rank:** P **Length:** 2,030.00 (Ft) **Width:** 25.00 (Ft) **True Area:** 18438.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
5/1/2020	ST-SC	Surface Treatment - Seal Coat	0.00	0.00	☐	
1/1/2016	ST-SC	Surface Treatment - Seal Coat	3,687.60	0.00	☐	
12/25/1999	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: FERNANDINA BEA **Branch:** TW A TAXIWAY A **Section:** 305 **Surface:**AAC

L.C.D. 1/1/2010 **Use:** TAXIWAY **Rank:** P **Length:** 220.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 20095.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
2/1/2016	CS-AC	Crack Sealing - AC	0.00	0.00	☐	
1/1/2010	ML-OVL	Mill and Overlay	0.00	0.00	☑	
1/1/1996	IMPORTED	OVERLAY	0.00	0.75	☑	1996 3/4" FC-2 GTR OVERLAY
1/1/1944	IMPORTED	BUILT	0.00	2.00	☑	1944 2" AC SURFACE ON 5" SAND ASPHALT BASE

Network: FERNANDINA BEA **Branch:** TW A TAXIWAY A **Section:** 310 **Surface:**AAC

L.C.D. 1/1/2010 **Use:** TAXIWAY **Rank:** P **Length:** 220.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 17554.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2010	ML-OVL	Mill and Overlay	0.00	0.00	☑	
1/1/1996	IMPORTED	OVERLAY	0.00	0.75	☑	1996 3/4" FC-2 GTR OVERLAY
1/1/1944	IMPORTED	BUILT	0.00	2.00	☑	1944 2" AC SURFACE ON 5" SAND ASPHALT BASE

Network: FERNANDINA BEA **Branch:** TW A TAXIWAY A **Section:** 315 **Surface:**AAC

L.C.D. 1/1/2004 **Use:** TAXIWAY **Rank:** P **Length:** 650.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 36250.00001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2004	ML-OVL	Mill and Overlay	0.00	0.00	☑	
1/1/1944	IMPORTED	BUILT	0.00	2.00	☑	1944 2" AC SURFACE ON 5" SAND ASPHALT BASE

Network: FERNANDINA BEA **Branch:** TW A TAXIWAY A **Section:** 320 **Surface:**AAC

L.C.D. 1/1/2004 **Use:** TAXIWAY **Rank:** P **Length:** 582.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 35000.00001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2004	ML-OVL	Mill and Overlay	0.00	0.00	☑	
1/1/1987	IMPORTED	BUILT	0.00	0.00	☑	EST 1987 AC SURFACE SECTION UNKNOWN

Network: FERNANDINA BEA **Branch:** TW A TAXIWAY A **Section:** 325 **Surface:**AC

L.C.D. 1/1/2004 **Use:** TAXIWAY **Rank:** P **Length:** 1,420.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 71712.00002 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
2/1/2016	CS-AC	Crack Sealing - AC	0.00	0.00	☐	
1/1/2004	CR-AC	Complete Reconstruction - AC	0.00	4.00	☑	4" AC/8" P-211
1/1/1975	IMPORTED	BUILT	0.00	0.00	☑	EST 1975 AC SURFACE SECTION UNKNOWN

Network: FERNANDINA BEA **Branch:** TW A TAXIWAY A **Section:** 327 **Surface:**AAC

L.C.D. 1/1/2004 **Use:** TAXIWAY **Rank:** P **Length:** 520.00 (Ft) **Width:** 35.00 (Ft) **True Area:** 18381.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2004	ML-OVL	Mill and Overlay	0.00	0.00	☑	
1/1/1944	IMPORTED	BUILT	0.00	2.00	☑	1944 2" AC SURFACE ON 5" SAND ASPHALT BASE

Network: FERNANDINA BEA **Branch:** TW A TAXIWAY A **Section:** 330 **Surface:**AC

L.C.D. 1/1/1944 **Use:** TAXIWAY **Rank:** P **Length:** 1,150.00 (Ft) **Width:** 35.00 (Ft) **True Area:** 39508.00001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
2/1/2016	CS-AC	Crack Sealing - AC	0.00	0.00	☐	
1/1/1944	IMPORTED	BUILT	0.00	2.00	☑	1944 2" AC SURFACE ON 5" SAND ASPHALT BASE

Network: FERNANDINA BEA **Branch:** TW A TAXIWAY A **Section:** 335 **Surface:**AAC

L.C.D. 1/1/2004 **Use:** TAXIWAY **Rank:** P **Length:** 102.00 (Ft) **Width:** 35.00 (Ft) **True Area:** 4219.000001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2004	ML-OVL	Mill and Overlay	0.00	0.00	☑	
1/1/1944	IMPORTED	BUILT	0.00	2.00	☑	1944 2" AC SURFACE ON 5" SAND ASPHALT BASE

Network: FERNANDINA BEA **Branch:** TW A TAXIWAY A **Section:** 350 **Surface:**AAC

L.C.D. 1/1/1996 **Use:** TAXIWAY **Rank:** P **Length:** 450.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 11250.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1996	IMPORTED	OVERLAY	0.00	0.75	☑	1996 3/4" FC-2 GTR OVERLAY
1/1/1944	IMPORTED	BUILT	0.00	2.00	☑	1944 2" AC SURFACE ON 5" SAND ASPHALT BASE

Network: FERNANDINA BEA **Branch:** TW B TAXIWAY B **Section:** 205 **Surface:**AAC

L.C.D. 1/1/2010 **Use:** TAXIWAY **Rank:** P **Length:** 200.00 (Ft) **Width:** 35.00 (Ft) **True Area:** 11685.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2010	ML-OVL	Mill and Overlay	0.00	0.00	☑	
1/1/1996	IMPORTED	BUILT	0.00	4.00	☑	1996 4" P401 AC SURFACE ON 6" P211 BASE ON 6" P154 SUBBASE

Network: FERNANDINA BEA **Branch:** TW B TAXIWAY B **Section:** 210 **Surface:**AAC

L.C.D. 1/1/2010 **Use:** TAXIWAY **Rank:** P **Length:** 2,700.00 (Ft) **Width:** 35.00 (Ft) **True Area:** 99184.00003 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2022	CS-AC	Crack Sealing - AC	0.00	0.00	☐	
1/1/2012	CS-AC	Crack Sealing - AC	0.00	0.00	☐	
1/1/2010	ML-OVL	Mill and Overlay	0.00	0.00	☑	
1/1/1996	IMPORTED	OVERLAY	0.00	0.75	☑	1996 3/4" FC-2 GTR OVERLAY
1/1/1944	IMPORTED	BUILT	0.00	2.00	☑	1944 2" AC SURFACE ON 6" SAND ASPHALT BASE

Network: FERNANDINA BEA **Branch:** TW B TAXIWAY B **Section:** 215 **Surface:**AAC

L.C.D. 1/1/2021 **Use:** TAXIWAY **Rank:** P **Length:** 65.00 (Ft) **Width:** 40.00 (Ft) **True Area:** 7146.000002 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2021	ML-OVL	Mill and Overlay	0.00	0.00	☑	Variable Depth Mill, 2" P-401 Overlay
1/1/2010	ML-OVL	Mill and Overlay	0.00	0.00	☑	
1/1/1996	OL-AS	Overlay - AC Structural	0.00	0.75	☑	1996 3/4" FC-2 GTR SURFACE TRE
1/1/1944	NC-AC	New Construction - AC	0.00	0.00	☑	

Network: FERNANDINA BEA **Branch:** TW B TAXIWAY B **Section:** 220 **Surface:**AAC

L.C.D. 1/1/2010 **Use:** TAXIWAY **Rank:** P **Length:** 370.00 (Ft) **Width:** 35.00 (Ft) **True Area:** 17500.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2022	CS-AC	Crack Sealing - AC	0.00	0.00	☐	
1/1/2012	CS-AC	Crack Sealing - AC	0.00	0.00	☐	
1/1/2010	ML-OVL	Mill and Overlay	0.00	0.00	☑	
1/1/1996	IMPORTED	OVERLAY	0.00	0.75	☑	1996 3/4" FC-2 GTR OVERLAY
1/1/1944	IMPORTED	BUILT	0.00	2.00	☑	1944 2" AC SURFACE ON 5" SAND ASPHALT BASE

Network: FERNANDINA BEA **Branch:** TW B TAXIWAY B **Section:** 225 **Surface:**AAC

L.C.D. 1/1/2010 **Use:** TAXIWAY **Rank:** P **Length:** 43.00 (Ft) **Width:** 40.00 (Ft) **True Area:** 6738.000002 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2019	CS-AC	Crack Sealing - AC	0.00	0.00	☐	
1/1/2010	ML-OVL	Mill and Overlay	0.00	0.00	☑	
1/1/2004	ML-OVL	Mill and Overlay	0.00	0.00	☑	Mill & Ovly
1/1/1996	OL-AS	Overlay - AC Structural	0.00	0.75	☑	1996 3/4" FC-2 GTR SURFACE TRE
1/1/1944	NC-AC	New Construction - AC	0.00	0.00	☑	

Network: FERNANDINA BEA **Branch:** TW B TAXIWAY B **Section:** 230 **Surface:**AAC

L.C.D. 1/1/2010 **Use:** TAXIWAY **Rank:** P **Length:** 850.00 (Ft) **Width:** 35.00 (Ft) **True Area:** 29700.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
7/1/2019	CS-AC	Crack Sealing - AC	0.00	0.00	☐	
1/1/2010	ML-OVL	Mill and Overlay	0.00	0.00	☑	
1/1/1996	IMPORTED	OVERLAY	0.00	0.75	☑	1996 3/4" FC-2 GTR OVERLAY
1/1/1944	IMPORTED	BUILT	0.00	2.00	☑	1944 2" AC SURFACE ON 5" SAND ASPHALT BASE

Network: FERNANDINA BEA **Branch:** TW B TAXIWAY B **Section:** 233 **Surface:**AAC

L.C.D. 1/1/2010 **Use:** TAXIWAY **Rank:** P **Length:** 425.00 (Ft) **Width:** 35.00 (Ft) **True Area:** 15343.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2022	CS-AC	Crack Sealing - AC	0.00	0.00	☐	
1/1/2010	ML-OVL	Mill and Overlay	0.00	0.00	☑	
1/1/1996	IMPORTED	OVERLAY	0.00	0.75	☑	1996 3/4" FC-2 GTR OVERLAY
1/1/1944	IMPORTED	BUILT	0.00	2.00	☑	1944 2" AC SURFACE ON 5" SAND ASPHALT BASE

Network: FERNANDINA BEA **Branch:** TW B TAXIWAY B **Section:** 235 **Surface:**AAC

L.C.D. 1/1/2010 **Use:** TAXIWAY **Rank:** P **Length:** 580.00 (Ft) **Width:** 35.00 (Ft) **True Area:** 20200.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2022	CS-AC	Crack Sealing - AC	0.00	0.00	☐	
1/1/2010	ML-OVL	Mill and Overlay	0.00	0.00	☑	
1/1/1996	IMPORTED	OVERLAY	0.00	0.75	☑	1996 3/4" FC-2 GTR OVERLAY
1/1/1944	IMPORTED	BUILT	0.00	2.00	☑	1944 2" AC SURFACE ON 5" SAND ASPHALT BASE

Network: FERNANDINA BEA **Branch:** TW B TAXIWAY B **Section:** 236 **Surface:**AAC

L.C.D. 1/1/1996 **Use:** TAXIWAY **Rank:** P **Length:** 620.00 (Ft) **Width:** 35.00 (Ft) **True Area:** 4994.000001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2022	CS-AC	Crack Sealing - AC	0.00	0.00	☐	
1/1/1996	IMPORTED	OVERLAY	0.00	0.75	☑	1996 3/4" FC-2 GTR OVERLAY
1/1/1944	IMPORTED	BUILT	0.00	2.00	☑	1944 2" AC SURFACE ON 5" SAND ASPHALT BASE

Network: FERNANDINA BEA **Branch:** TW C TAXIWAY C **Section:** 105 **Surface:**PCC

L.C.D. 1/1/2004 **Use:** TAXIWAY **Rank:** P **Length:** 1,296.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 64808.00001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2004	CR-PC	Complete Reconstruction - PCC	0.00	5.00	☑	5" PCC
1/1/1975	IMPORTED	OVERLAY	0.00	0.00	☑	EST 1975 AC OVERLAY
1/1/1944	NC-AC	New Construction - AC	0.00	2.00	☑	1944 2" AC SURFACE ON 5" SAND

Network: FERNANDINA BEA **Branch:** TW C TAXIWAY C **Section:** 110 **Surface:**PCC

L.C.D. 1/1/2004 **Use:** TAXIWAY **Rank:** P **Length:** 1,178.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 60686.00001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2004	CR-PC	Complete Reconstruction - PCC	0.00	5.00	☑	5" PCC
1/1/1975	IMPORTED	OVERLAY	0.00	0.00	☑	EST 1975 AC OVERLAY
1/1/1944	NC-AC	New Construction - AC	0.00	2.00	☑	1944 2" AC SURFACE ON 5" SAND

Network: FERNANDINA BEA **Branch:** TW C TAXIWAY C **Section:** 115 **Surface:**PCC

L.C.D. 1/1/2004 **Use:** TAXIWAY **Rank:** P **Length:** 188.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 11183.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2004	CR-PC	Complete Reconstruction - PCC	0.00	0.00	☑	
1/1/1975	IMPORTED	OVERLAY	0.00	0.00	☑	EST 1975 AC OVERLAY
1/1/1944	NC-AC	New Construction - AC	0.00	2.00	☑	1944 2" AC SURFACE ON 5" SAND

Network: FERNANDINA BEA **Branch:** TW C TAXIWAY C **Section:** 120 **Surface:**AAC

L.C.D. 1/1/2010 **Use:** TAXIWAY **Rank:** P **Length:** 125.00 (Ft) **Width:** 40.00 (Ft) **True Area:** 9442.000002 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2019	CS-AC	Crack Sealing - AC	0.00	0.00	☐	
1/1/2010	ML-OVL	Mill and Overlay	0.00	0.00	☑	
1/1/1996	OL-AS	Overlay - AC Structural	0.00	0.75	☑	1996 3/4" FC-2 GTR SURFACE TRE
1/1/1944	NC-AC	New Construction - AC	0.00	0.00	☑	

Network: FERNANDINA BEA **Branch:** TW C TAXIWAY C **Section:** 125 **Surface:**PCC

L.C.D. 1/1/2010 **Use:** TAXIWAY **Rank:** P **Length:** 175.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 9632.000002 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2010	CR-PC	Complete Reconstruction - PCC	0.00	0.00	☑	20 SLABS @ 12.5' x 12.5'
1/1/2004	NC-AC	New Construction - AC	0.00	0.00	☑	

Network: FERNANDINA BEA **Branch:** TW C TAXIWAY C **Section:** 130 **Surface:**PCC

L.C.D. 1/1/2004 **Use:** TAXIWAY **Rank:** P **Length:** 200.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 10200.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2004	CR-PC	Complete Reconstruction - PCC	0.00	0.00	☑	
1/1/1975	NC-AC	New Construction - AC	0.00	0.00	☑	

Network: FERNANDINA BEA **Branch:** TW C TAXIWAY C **Section:** 135 **Surface:**PCC

L.C.D. 1/1/2010 **Use:** TAXIWAY **Rank:** P **Length:** 175.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 21887.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2010	CR-PC	Complete Reconstruction - PCC	0.00	0.00	☑	SAME WORK HISTORY AS SECTI
1/1/2004	NC-AC	New Construction - AC	0.00	0.00	☑	

Network: FERNANDINA BEA **Branch:** TW C TAXIWAY C **Section:** 140 **Surface:**PCC

L.C.D. 1/1/2004 **Use:** TAXIWAY **Rank:** P **Length:** 300.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 14381.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2004	CR-PC	Complete Reconstruction - PCC	0.00	0.00	☑	
1/1/1975	NC-AC	New Construction - AC	0.00	0.00	☑	

Network: FERNANDINA BEA **Branch:** TW C TAXIWAY C **Section:** 145 **Surface:**AC

L.C.D. 1/1/2004 **Use:** TAXIWAY **Rank:** P **Length:** 125.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 11198.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
2/1/2016	CS-AC	Crack Sealing - AC	0.00	0.00	☐	
1/1/2004	NC-AC	New Construction - AC	0.00	0.00	☑	

Network: FERNANDINA BEA **Branch:** TW C TAXIWAY C **Section:** 150 **Surface:**AC

L.C.D. 1/1/2021 **Use:** TAXIWAY **Rank:** P **Length:** 100.00 (Ft) **Width:** 20.00 (Ft) **True Area:** 1968.000000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2021	CR-AC	Complete Reconstruction - AC	0.00	0.00	☑	4" P-401, 10" P-211, 12" P-160
1/1/2010	CR-AC	Complete Reconstruction - AC	0.00	0.00	☑	
1/1/1975	NU-IN	New Construction - Initial	0.00	0.00	☑	EST 1975 AC PAVEMENT SECTION

Network: FERNANDINA BEA **Branch:** TW C TAXIWAY C **Section:** 155 **Surface:**PCC

L.C.D. 1/1/2010 **Use:** TAXIWAY **Rank:** P **Length:** 175.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 6151.000001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2010	CR-PC	Complete Reconstruction - PCC	0.00	0.00	☑	40 SLABS @ 12.5' x 12.5'
1/1/2004	NC-AC	New Construction - AC	0.00	0.00	☑	

Network: FERNANDINA BEA **Branch:** TW D TAXIWAY D **Section:** 405 **Surface:**AC

L.C.D. 1/1/2004 **Use:** TAXIWAY **Rank:** P **Length:** 200.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 6163.000001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2022	CS-AC	Crack Sealing - AC	0.00	0.00	☐	
1/1/2004	CR-AC	Complete Reconstruction - AC	0.00	4.00	☑	4" AC/8" P-211
1/1/1944	IMPORTED	BUILT	0.00	2.00	☑	1944 2" AC SURFACE ON 5" SAND ASPHALT BASE

Network: FERNANDINA BEA **Branch:** TW D TAXIWAY D **Section:** 410 **Surface:**AC

L.C.D. 1/1/2004 **Use:** TAXIWAY **Rank:** P **Length:** 600.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 24188.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2022	CS-AC	Crack Sealing - AC	0.00	0.00	☐	
1/1/2004	CR-AC	Complete Reconstruction - AC	0.00	0.00	☑	4" AC/8" P-211. UNKNOWN REHA
1/1/1944	IMPORTED	BUILT	0.00	2.00	☑	1944 2" AC SURFACE ON 5" SAND ASPHALT BASE

Network: FERNANDINA BEA **Branch:** TW D TAXIWAY D **Section:** 412 **Surface:**AAC

L.C.D. 1/1/1996 **Use:** TAXIWAY **Rank:** P **Length:** 170.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 8092.000002 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2022	CS-AC	Crack Sealing - AC	0.00	0.00	☐	
1/1/1996	IMPORTED	OVERLAY	0.00	0.75	☑	1996 3/4" FC-2 GTR OVERLAY
1/1/1944	IMPORTED	BUILT	0.00	2.00	☑	1944 2" AC SURFACE ON 5" SAND ASPHALT BASE

Network: FERNANDINA BEA **Branch:** TW D TAXIWAY D **Section:** 415 **Surface:**AC

L.C.D. 1/1/2004 **Use:** TAXIWAY **Rank:** P **Length:** 230.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 8400.000002 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2022	CS-AC	Crack Sealing - AC	0.00	0.00	☐	
1/1/2004	CR-AC	Complete Reconstruction - AC	0.00	4.00	☑	4" AC/8" P-211
1/1/1944	IMPORTED	BUILT	0.00	2.00	☑	1944 2" AC SURFACE ON 5" SAND ASPHALT BASE

Network: FERNANDINA BEA **Branch:** TW D TAXIWAY D **Section:** 417 **Surface:**AAC

L.C.D. 1/1/1996 **Use:** TAXIWAY **Rank:** P **Length:** 236.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 17493.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
2/1/2016	CS-AC	Crack Sealing - AC	0.00	0.00	☐	
1/1/1996	IMPORTED	OVERLAY	0.00	0.75	☑	1996 3/4" FC-2 GTR OVERLAY
1/1/1944	IMPORTED	BUILT	0.00	2.00	☑	1944 2" AC SURFACE ON 5" SAND ASPHALT BASE

Network: FERNANDINA BEA **Branch:** TW D TAXIWAY D **Section:** 420 **Surface:**AC

L.C.D. 1/1/2004 **Use:** TAXIWAY **Rank:** P **Length:** 1,194.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 42000.00001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
2/1/2016	CS-AC	Crack Sealing - AC	0.00	0.00	☐	
1/1/2004	CR-AC	Complete Reconstruction - AC	0.00	4.00	☑	4" AC/8" P-211
1/1/1944	IMPORTED	BUILT	0.00	2.00	☑	1944 2" AC SURFACE ON 5" SAND ASPHALT BASE

Network: FERNANDINA BEA **Branch:** TW D TAXIWAY D **Section:** 425 **Surface:**AAC

L.C.D. 1/1/2004 **Use:** TAXIWAY **Rank:** P **Length:** 92.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 9694.000002 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2004	ML-OVL	Mill and Overlay	0.00	0.00	☑	Mill & Ovly
1/1/1975	IMPORTED	OVERLAY	0.00	0.00	☑	EST 1975 AC OVERLAY
1/1/1944	IMPORTED	BUILT	0.00	2.00	☑	1944 2" AC SURFACE ON 5" SAND ASPHALT BASE

Network: FERNANDINA BEA **Branch:** TW D TAXIWAY D **Section:** 430 **Surface:**AC

L.C.D. 1/1/2004 **Use:** TAXIWAY **Rank:** P **Length:** 500.00 (Ft) **Width:** 35.00 (Ft) **True Area:** 18663.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2004	CR-AC	Complete Reconstruction - AC	0.00	4.00	☑	4" AC/8" P-211
1/1/1944	IMPORTED	BUILT	0.00	2.00	☑	1944 2" AC SURFACE ON 5" SAND ASPHALT BASE

Network: FERNANDINA BEA **Branch:** TW E TAXIWAY E **Section:** 510 **Surface:**AC

L.C.D. 1/1/2011 **Use:** TAXIWAY **Rank:** P **Length:** 1,600.00 (Ft) **Width:** 35.00 (Ft) **True Area:** 61180.00001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2011	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: FERNANDINA BEA **Branch:** TW NW AP NORTHWEST AP **Section:** 505 **Surface:**AC

L.C.D. 1/1/1987 **Use:** TAXIWAY **Rank:** P **Length:** 140.00 (Ft) **Width:** 35.00 (Ft) **True Area:** 2976.000000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1987	IMPORTED	BUILT	0.00	0.00	☑	EST 1987 AC PAVEMENT SECTION UNKNOWN

Pavement Database: FDOT

Network: FERNANDINA BEA **Branch:** TW NW AP NORTHWEST AP **Section:** 507 **Surface:**AAC

L.C.D. 1/1/2004 **Use:** TAXIWAY **Rank:** P **Length:** 650.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 3469.000001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2004	ML-OVL	Mill and Overlay	0.00	0.00	☑	
1/1/1944	IMPORTED	BUILT	0.00	2.00	☑	1944 2" AC SURFACE ON 5" SAND ASPHALT BASE

Summary:

Work Description	Section Count	Area Total (SqFt)	Thickness Avg (in)	Thickness STD (in)
BUILT	43	2,361,721.00	1.49	0.97
Complete Reconstruction - AC	13	404,241.00	1.85	1.99
Complete Reconstruction - PCC	13	698,778.00	0.77	1.80
Crack Sealing - AC	23	1,478,334.00	0.00	0.00
Mill and Overlay	28	1,778,248.00	0.43	1.24
New Construction - AC	12	233,452.00	0.50	0.87
New Construction - Initial	7	250,040.00	1.71	1.98
OVERLAY	21	1,114,984.00	0.50	0.35
Overlay - AC Structural	3	23,326.00	0.75	0.00
Patching - AC	1	23,464.00	0.00	0.00
Surface Treatment - Seal Coat	4	84,389.00	0.00	0.00

Branch Condition Report

Pavement Database: FDOT

Branch ID	Number of Sections	Sum Section Length (Ft)	Avg Section Width (Ft)	True Area (SqFt)	Use	Average PCI	Standard Deviation PCI	Weighted Average PCI
AP FUEL	1	85.00	80.00	7,368.00	APRON	60.00	0.00	60.00
AP N	5	2,040.00	161.00	347,270.00	APRON	62.60	33.35	64.50
AP NW	2	270.00	75.00	25,470.00	APRON	34.50	1.50	34.32
RW 13-31	3	4,873.00	100.00	491,058.00	RUNWAY	87.00	18.38	64.17
RW 4-22	3	8,890.00	100.00	517,933.00	RUNWAY	96.33	5.19	97.05
RW 9-27	2	1,160.00	100.00	116,300.00	RUNWAY	87.50	5.50	90.15
TL T-HANG	3	4,330.00	23.33	65,951.00	TAXILANE	77.67	4.50	76.91
TW A	9	5,314.00	45.00	253,969.00	TAXIWAY	67.89	5.38	66.80
TW B	9	5,853.00	36.11	212,490.00	TAXIWAY	67.33	12.01	61.87
TW C	7	1,200.00	44.29	62,972.00	TAXIWAY	75.29	21.41	72.73
TW D	8	3,222.00	48.12	134,693.00	TAXIWAY	68.25	3.53	68.52
TW E	1	1,600.00	35.00	61,180.00	TAXIWAY	89.00	0.00	89.00
TW NW AP	2	790.00	42.50	6,445.00	TAXIWAY	50.00	19.00	51.45

Pavement Database: FDOT

Use Category	Number of Sections	Total Area (SqFt)	Arithmetic Average PCI	Average STD PCI	Weighted Average PCI
APRON	8	380,108.00	55.25	28.98	62.39
RUNWAY	8	1,125,291.00	90.63	12.81	81.99
TAXILANE	3	65,951.00	77.67	4.50	76.91
TAXIWAY	36	731,749.00	68.86	13.97	67.92
ALL	55	2,303,099.00	70.53	19.29	74.14

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 FUEL	4510	1/1/2004	AC	APRON	P	0	7,368.00	7/21/2022	18	60
AP N	4205	1/1/2014	AAC	APRON	P	0	30,473.00	7/21/2022	8	86
AP N	4210	1/1/2014	AC	APRON	P	0	23,464.00	7/21/2022	8	91
AP N	4215	1/1/1993	AC	APRON	P	0	155,925.00	7/21/2022	29	54
AP N	4220	1/1/1944	PCC	APRON	P	0	23,835.00	7/21/2022	78	1
AP N	4240	1/1/2004	AC	APRON	P	0	113,573.00	7/21/2022	18	81
AP NW	4105	1/1/2000	AC	APRON	P	0	11,190.00	7/21/2022	22	36
AP NW	4110	1/1/1987	AC	APRON	P	0	14,280.00	7/21/2022	35	33
RW 13-31	6215	1/1/2010	AAC	RUNWAY	P	0	451,166.00	7/21/2022	12	61
RW 13-31	6220	1/1/2021	AAC	RUNWAY	P	0	28,300.00	1/1/2021	0	100
RW 13-31	6225	1/1/2021	AC	RUNWAY	P	0	11,592.00	1/1/2021	0	100
RW 4-22	6105	1/1/2021	AAC	RUNWAY	P	0	335,000.00	1/1/2021	0	100
RW 4-22	6110	1/1/2014	AC	RUNWAY	P	0	138,933.00	7/21/2022	8	89
RW 4-22	6115	1/1/2021	AC	RUNWAY	P	0	44,000.00	1/1/2021	0	100
RW 9-27	6305	1/1/2004	PCC	RUNWAY	P	0	86,150.00	7/21/2022	18	93
RW 9-27	6335	1/1/2004	PCC	RUNWAY	P	0	30,150.00	7/21/2022	18	82
TL T-HANG	3305	12/25/2000	AC	TAXILANE	P	0	19,403.00	7/21/2022	22	83
TL T-HANG	3307	1/1/1987	AC	TAXILANE	P	0	28,110.00	7/21/2022	35	72
TL T-HANG	3310	12/25/1999	AC	TAXILANE	P	0	18,438.00	7/21/2022	23	78
TW A	305	1/1/2010	AAC	TAXIWAY	P	0	20,095.00	7/21/2022	12	64
TW A	310	1/1/2010	AAC	TAXIWAY	P	0	17,554.00	7/21/2022	12	81
TW A	315	1/1/2004	AAC	TAXIWAY	P	0	36,250.00	7/21/2022	18	66
TW A	320	1/1/2004	AAC	TAXIWAY	P	0	35,000.00	7/21/2022	18	70
TW A	325	1/1/2004	AC	TAXIWAY	P	0	71,712.00	7/21/2022	18	63
TW A	327	1/1/2004	AAC	TAXIWAY	P	0	18,381.00	7/21/2022	18	72
TW A	330	1/1/1944	AC	TAXIWAY	P	0	39,508.00	7/21/2022	78	65
TW A	335	1/1/2004	AAC	TAXIWAY	P	0	4,219.00	7/21/2022	18	65
TW A	350	1/1/1996	AAC	TAXIWAY	P	0	11,250.00	7/21/2022	26	65
TW B	205	1/1/2010	AAC	TAXIWAY	P	0	11,685.00	7/21/2022	12	64
TW B	210	1/1/2010	AAC	TAXIWAY	P	0	99,184.00	7/21/2022	12	58
TW B	215	1/1/2021	AAC	TAXIWAY	P	0	7,146.00	1/1/2021	0	100
TW B	220	1/1/2010	AAC	TAXIWAY	P	0	17,500.00	7/21/2022	12	60
TW B	225	1/1/2010	AAC	TAXIWAY	P	0	6,738.00	7/21/2022	12	68
TW B	230	1/1/2010	AAC	TAXIWAY	P	0	29,700.00	7/21/2022	12	60
TW B	233	1/1/2010	AAC	TAXIWAY	P	0	15,343.00	7/21/2022	12	68
TW B	235	1/1/2010	AAC	TAXIWAY	P	0	20,200.00	7/21/2022	12	63
TW B	236	1/1/1996	AAC	TAXIWAY	P	0	4,994.00	7/21/2022	26	65
TW C	120	1/1/2010	AAC	TAXIWAY	P	0	9,442.00	7/21/2022	12	52
TW C	125	1/1/2010	PCC	TAXIWAY	P	0	9,632.00	7/21/2022	12	81
TW C	130	1/1/2004	PCC	TAXIWAY	P	0	10,200.00	7/21/2022	18	88
TW C	140	1/1/2004	PCC	TAXIWAY	P	0	14,381.00	7/21/2022	18	93
TW C	145	1/1/2004	AC	TAXIWAY	P	0	11,198.00	7/21/2022	18	36
TW C	150	1/1/2021	AC	TAXIWAY	P	0	1,968.00	1/1/2021	0	100
TW C	155	1/1/2010	PCC	TAXIWAY	P	0	6,151.00	7/21/2022	12	77
TW D	405	1/1/2004	AC	TAXIWAY	P	0	6,163.00	7/21/2022	18	75
TW D	410	1/1/2004	AC	TAXIWAY	P	0	24,188.00	7/21/2022	18	69
TW D	412	1/1/1996	AAC	TAXIWAY	P	0	8,092.00	7/21/2022	26	63
TW D	415	1/1/2004	AC	TAXIWAY	P	0	8,400.00	7/21/2022	18	70
TW D	417	1/1/1996	AAC	TAXIWAY	P	0	17,493.00	7/21/2022	26	68
TW D	420	1/1/2004	AC	TAXIWAY	P	0	42,000.00	7/21/2022	18	70

TW D	425	1/1/2004	AAC	TAXIWAY	P	0	9,694.00	7/21/2022	18	64
TW D	430	1/1/2004	AC	TAXIWAY	P	0	18,663.00	7/21/2022	18	67
TW E	510	1/1/2011	AC	TAXIWAY	P	0	61,180.00	7/21/2022	11	89
TW NW AP	505	1/1/1987	AC	TAXIWAY	P	0	2,976.00	7/21/2022	35	31
TW NW AP	507	1/1/2004	AAC	TAXIWAY	P	0	3,469.00	7/21/2022	18	69

Pavement Database: FDOT

Age Category	Average Age at Inspection	Total Area (SqFt)	Number of Sections	Arithmetic Average PCI	Standard Deviation PCI	Weighted Average PCI
00-02		428,006.00	6	100.00	0.00	100.00
06-10	8	192,870.00	3	88.67	2.05	88.77
11-15	12	775,570.00	14	67.57	10.17	63.86
16-20	18	551,159.00	19	71.21	12.65	75.28
21-25	22	49,031.00	3	65.67	21.08	70.39
26-30	27	197,754.00	5	63.00	4.77	56.51
31-35	35	45,366.00	3	45.33	18.87	57.03
50+	78	63,343.00	2	33.00	32.00	40.92
ALL	18	2,303,099.00	55	70.53	19.29	74.14

Appendix B: Maintenance and Rehabilitation Planning Needs

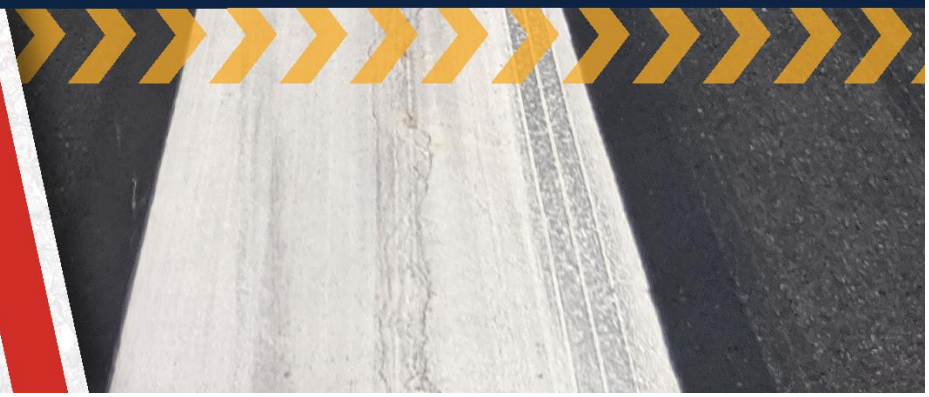


Table B.1: Localized Maintenance and Repair Needs Based on Current Distresses

Network ID	Branch ID	Section ID	Description	Severity	Distress Qty	Distress Unit	Distress Density	Policy Type	Localized Work Type	Work Qty	Work Unit	Unit Cost	Work Cost
FHB	RW 4-22	6110	WEATHERING	Medium	6,947	SF	5.0%	Preventive	Surface Seal	6,947	SF	$ 0.75	$ 5,210
FHB	RW 9-27	6305	JT SEAL DMG	Medium	598	Slabs	100.0%	Preventive	PCC Joint Seal	13,373	LF	$ 4.25	$ 56,840
FHB	RW 9-27	6335	JT SEAL DMG	High	209	Slabs	100.0%	Preventive	PCC Joint Seal	4,600	LF	$ 4.25	$ 19,560
FHB	RW 9-27	6335	SMALL PATCH	Medium	3	Slabs	1.4%	Preventive	PCC Partial-Depth Patching	8	SF	$ 169.00	$ 1,330
FHB	TW A	310	WEATHERING	Medium	878	SF	5.0%	Preventive	Surface Seal	877	SF	$ 0.75	$ 660
FHB	TW A	327	PATCHING	Medium	9	SF	0.1%	Preventive	AC Full-Depth Patching	25	SF	$ 10.00	$ 250
FHB	TW A	327	WEATHERING	Medium	9,184	SF	50.0%	Preventive	Surface Seal	9,184	SF	$ 0.75	$ 6,890
FHB	TW C	125	JT SEAL DMG	Medium	67	Slabs	100.0%	Preventive	PCC Joint Seal	1,233	LF	$ 4.25	$ 5,250
FHB	TW C	125	JOINT SPALL	Medium	10	Slabs	15.0%	Preventive	PCC Partial-Depth Patching	65	SF	$ 169.00	$ 10,970
FHB	TW C	130	JT SEAL DMG	Medium	71	Slabs	100.0%	Preventive	PCC Joint Seal	1,417	LF	$ 4.25	$ 6,030
FHB	TW C	140	JT SEAL DMG	Low	100	Slabs	100.0%	Preventive	PCC Joint Seal	2,150	LF	$ 4.25	$ 9,140
FHB	TW C	155	JT SEAL DMG	Medium	43	Slabs	100.0%	Preventive	PCC Joint Seal	1,233	LF	$ 4.25	$ 5,250
FHB	TW C	155	CORNER SPALL	Medium	3	Slabs	6.5%	Preventive	PCC Partial-Depth Patching	8	SF	$ 169.00	$ 1,280
FHB	TW D	405	WEATHERING	Medium	3,081	SF	50.0%	Preventive	Surface Seal	3,082	SF	$ 0.75	$ 2,320
FHB	TW E	510	WEATHERING	Medium	2,331	SF	3.8%	Preventive	Surface Seal	2,330	SF	$ 0.75	$ 1,750
FHB	TL T-HANG	3305	WEATHERING	Medium	966	SF	5.0%	Preventive	Surface Seal	967	SF	$ 0.75	$ 730
FHB	TL T-HANG	3307	WEATHERING	Medium	3,351	SF	11.9%	Preventive	Surface Seal	3,352	SF	$ 0.75	$ 2,520
FHB	TL T-HANG	3310	WEATHERING	Medium	458	SF	2.5%	Preventive	Surface Seal	458	SF	$ 0.75	$ 350
FHB	AP N	4205	WEATHERING	Medium	1,520	SF	5.0%	Preventive	Surface Seal	1,520	SF	$ 0.75	$ 1,150
FHB	AP N	4210	WEATHERING	Medium	1,173	SF	5.0%	Preventive	Surface Seal	1,173	SF	$ 0.75	$ 880
FHB	AP N	4240	WEATHERING	Medium	9,230	SF	8.1%	Preventive	Surface Seal	9,230	SF	$ 0.75	$ 6,930
FHB	TW B	230	L & T CR	High	71	LF	0.2%	Stopgap	AC Full-Depth Patching	234	SF	$ 10.00	$ 2,340
FHB	TW B	235	DEPRESSION	High	50	SF	0.3%	Stopgap	AC Full-Depth Patching	82	SF	$ 10.00	$ 820
FHB	AP N	4220	LINEAR CR	Medium	32	Slabs	53.3%	Stopgap	PCC Crack Sealing	640	LF	$ 7.00	$ 4,480
FHB	AP N	4220	JT SEAL DMG	High	60	Slabs	100.0%	Stopgap	PCC Joint Seal	1,940	LF	$ 4.25	$ 8,250
FHB	AP N	4220	SHAT. SLAB	Medium	24	Slabs	40.0%	Stopgap	PCC Crack Sealing	960	LF	$ 7.00	$ 6,730
FHB	AP N	4220	SHAT. SLAB	High	4	Slabs	6.7%	Stopgap	PCC Slab Replacement	1,600	SF	$ 51.50	$ 82,400

Table B.2: Section-Level 10-Year Major Rehabilitation Needs

Program Year	Network ID	Branch ID	Section ID	Surface	Area (SF)	PCI Before	Rehabilitation Type	Planning Cost Estimate
2023	**FHB**	RW 13-31	6215	AAC	451,166	59	AC Rehabilitation	$ 4,061,000
2023	**FHB**	TW A	305	AAC	20,095	63	AC Rehabilitation	$ 181,000
2023	**FHB**	TW A	315	AAC	36,250	65	AC Rehabilitation	$ 327,000
2023	**FHB**	TW A	320	AAC	35,000	69	AC Rehabilitation	$ 316,000
2023	**FHB**	TW A	325	AC	71,712	62	AC Rehabilitation	$ 646,000
2023	**FHB**	TW A	330	AC	39,508	64	AC Rehabilitation	$ 356,000
2023	**FHB**	TW A	335	AAC	4,219	64	AC Rehabilitation	$ 38,000
2023	**FHB**	TW A	350	AAC	11,250	64	AC Rehabilitation	$ 102,000
2023	**FHB**	TW B	205	AAC	11,685	63	AC Rehabilitation	$ 106,000
2023	**FHB**	TW B	210	AAC	99,184	57	AC Rehabilitation	$ 893,000
2023	**FHB**	TW B	220	AAC	17,500	59	AC Rehabilitation	$ 158,000
2023	**FHB**	TW B	225	AAC	6,738	67	AC Rehabilitation	$ 61,000
2023	**FHB**	TW B	230	AAC	29,700	59	AC Rehabilitation	$ 268,000
2023	**FHB**	TW B	233	AAC	15,343	67	AC Rehabilitation	$ 139,000
2023	**FHB**	TW B	235	AAC	20,200	62	AC Rehabilitation	$ 182,000
2023	**FHB**	TW B	236	AAC	4,994	64	AC Rehabilitation	$ 45,000
2023	**FHB**	TW C	120	AAC	9,442	50	AC Reconstruction	$ 152,000
2023	**FHB**	TW C	145	AC	11,198	35	AC Reconstruction	$ 180,000
2023	**FHB**	TW D	410	AC	24,188	68	AC Rehabilitation	$ 218,000
2023	**FHB**	TW D	412	AAC	8,092	62	AC Rehabilitation	$ 73,000
2023	**FHB**	TW D	415	AC	8,400	69	AC Rehabilitation	$ 76,000
2023	**FHB**	TW D	417	AAC	17,493	67	AC Rehabilitation	$ 158,000
2023	**FHB**	TW D	420	AC	42,000	69	AC Rehabilitation	$ 379,000
2023	**FHB**	TW D	425	AAC	9,694	63	AC Rehabilitation	$ 88,000
2023	**FHB**	TW D	430	AC	18,663	66	AC Rehabilitation	$ 168,000
2023	**FHB**	TW NW AP	505	AC	2,976	30	AC Reconstruction	$ 48,000
2023	**FHB**	TW NW AP	507	AAC	3,469	68	AC Rehabilitation	$ 32,000
2023	**FHB**	AP FUEL	4510	AC	7,368	59	AC Rehabilitation	$ 67,000
2023	**FHB**	AP N	4215	AC	155,925	53	AC Reconstruction	$ 2,495,000
2023	**FHB**	AP N	4220	PCC	23,835	0	PCC Reconstruction	$ 692,000

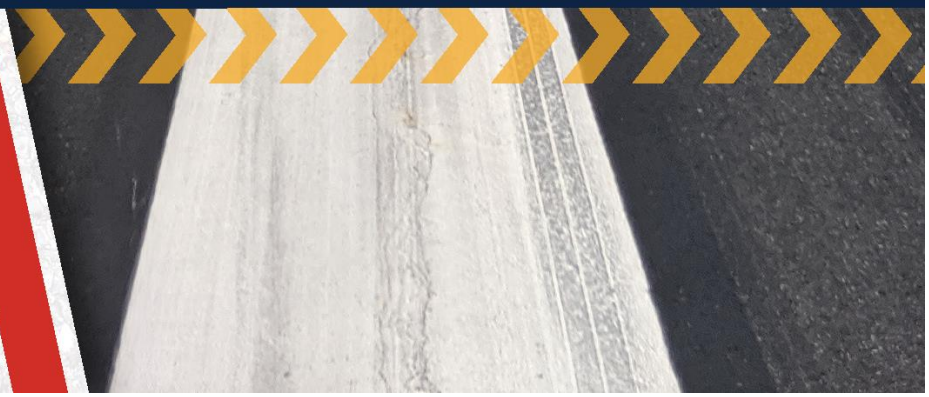
Program Year	Network ID	Branch ID	Section ID	Surface	Area (SF)	PCI Before	Rehabilitation Type	Planning Cost Estimate
2023	**FHB**	AP NW	4105	AC	11,190	36	AC Reconstruction	$ 180,000
2023	**FHB**	AP NW	4110	AC	14,280	33	AC Reconstruction	$ 229,000
2024	**FHB**	TW A	327	AAC	18,381	69	AC Rehabilitation	$ 174,000
2024	**FHB**	TL T-HANG	3307	AC	28,110	70	AC Rehabilitation	$ 266,000
2026	**FHB**	TW D	405	AC	6,163	70	AC Rehabilitation	$ 65,000
2028	**FHB**	TL T-HANG	3310	AC	18,438	70	AC Rehabilitation	$ 212,000
2029	**FHB**	AP N	4240	AC	113,573	69	AC Rehabilitation	$ 1,370,000
2030	**FHB**	TW A	310	AAC	17,554	69	AC Rehabilitation	$ 223,000
2031	**FHB**	TL T-HANG	3305	AC	19,403	70	AC Rehabilitation	$ 259,000
2031	**FHB**	AP N	4205	AAC	30,473	69	AC Rehabilitation	$ 406,000
2032	**FHB**	TW C	155	PCC	6,151	69	PCC Rehabilitation	$ 144,000

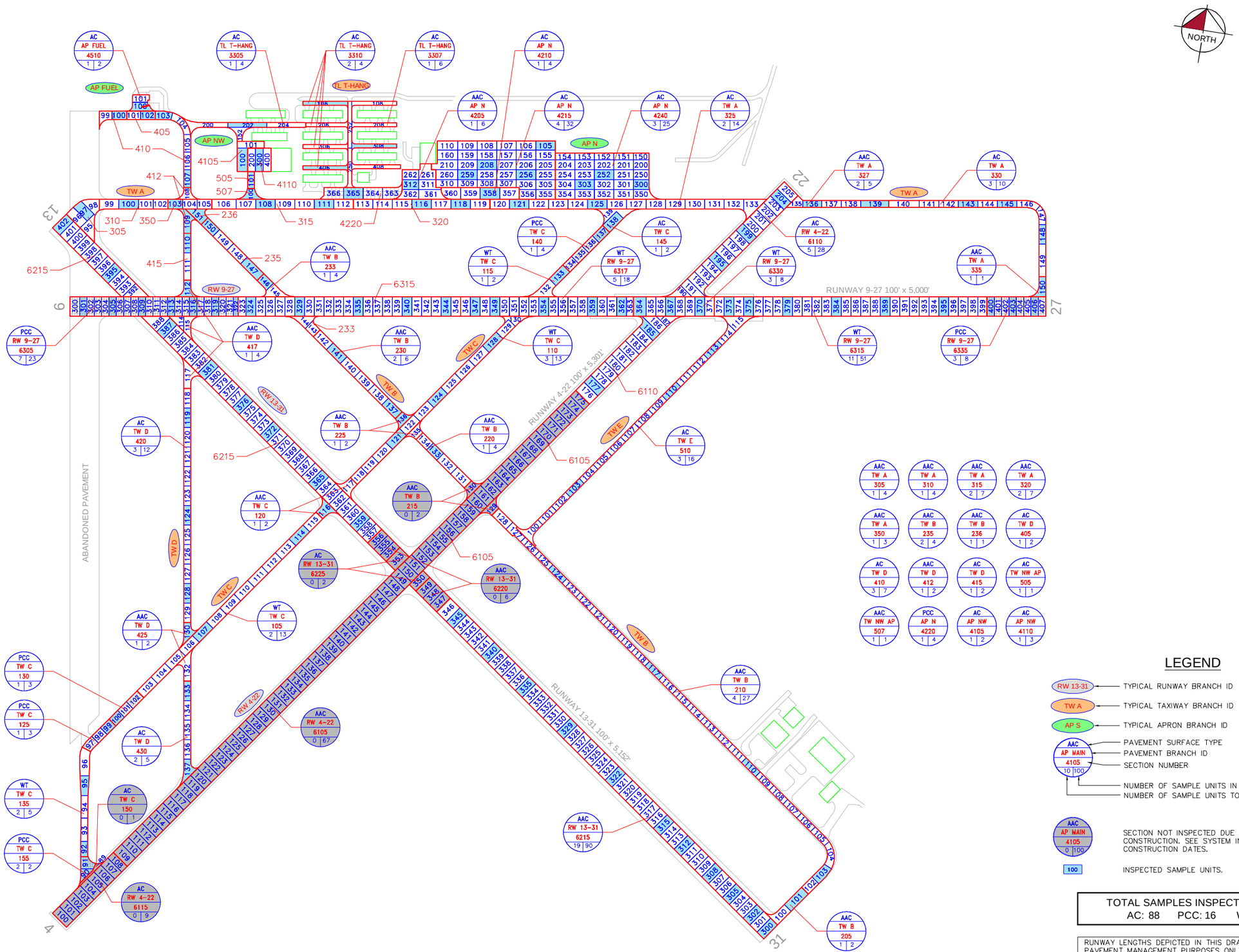
**All planning cost values have been rounded up to the nearest thousand dollars.*

Table B.3: Section-Level Major Rehabilitation Needs – Whitetopping Pavements

Network ID	Branch ID	Section ID	Surface	Area (SF)	PASER Value Before	Rehabilitation Type	Planning Cost Estimate
No Whitetopping Major Rehabilitation Needs							

Appendix C: Technical Exhibits





FHB

AIRFIELD PAVEMENT NETWORK DEFINITION EXHIBIT

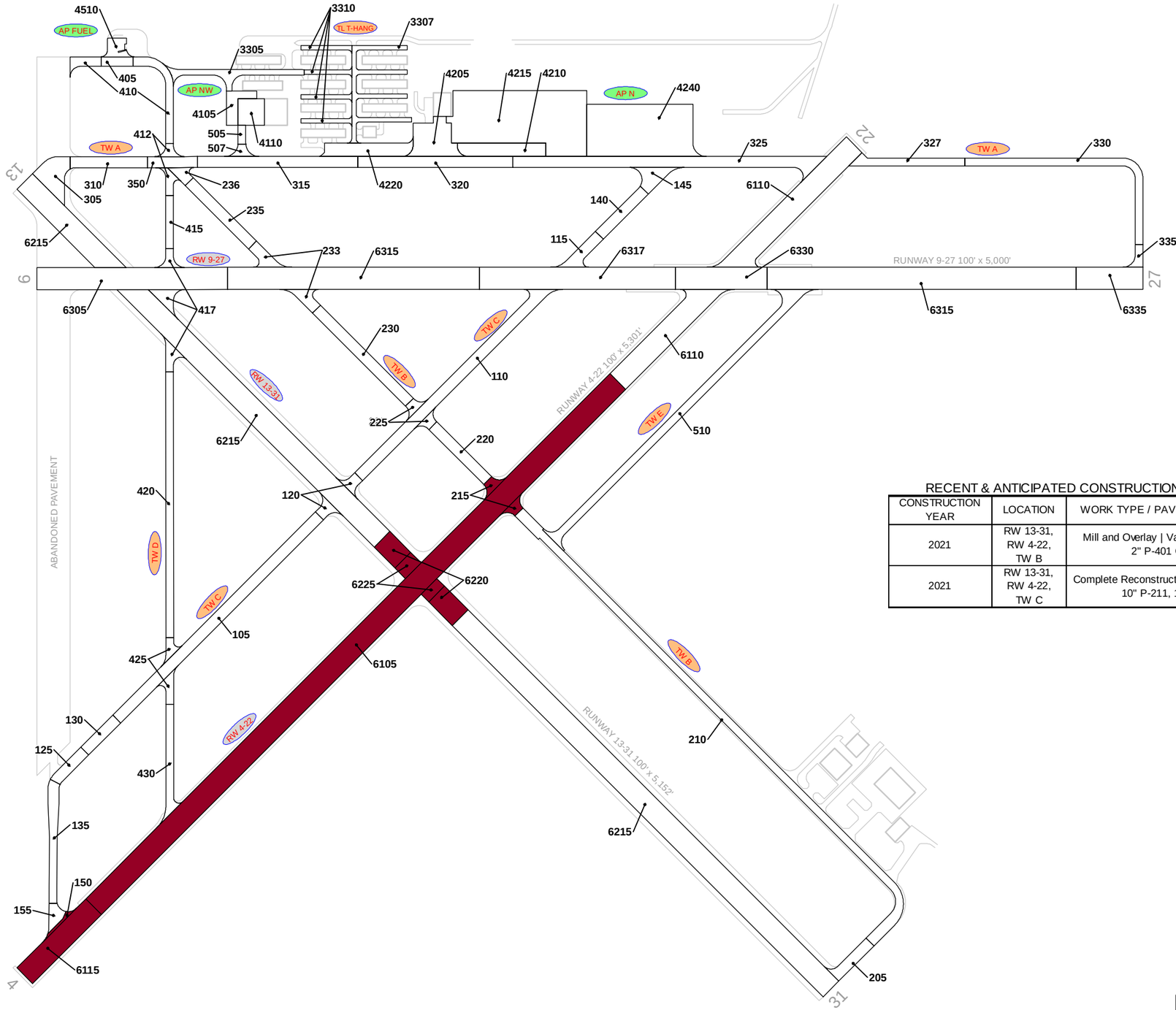
Statewide Airfield Pavement Management Program

FERNANDINA BEACH MUNICIPAL AIRPORT

FDOT

2022

FHB



RECENT & ANTICIPATED CONSTRUCTION ACTIVITY

CONSTRUCTION YEAR	LOCATION	WORK TYPE / PAVEMENT SECTION
2021	RW 13-31, RW 4-22, TW B	Mill and Overlay | Variable Depth Mill, 2" P-401 Overlay
2021	RW 13-31, RW 4-22, TW C	Complete Reconstruction - AC | 4" P-401, 10" P-211, 12" P-160

LEGEND

RW 13-31 — TYPICAL RUNWAY BRANCH ID

TW A — TYPICAL TAXIWAY BRANCH ID

AP S — TYPICAL APRON BRANCH ID

PROJECT YEAR

2017	2022
2018	2023
2019	2024
2020	2025
2021	2026

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

AIRFIELD PAVEMENT SYSTEM INVENTORY EXHIBIT

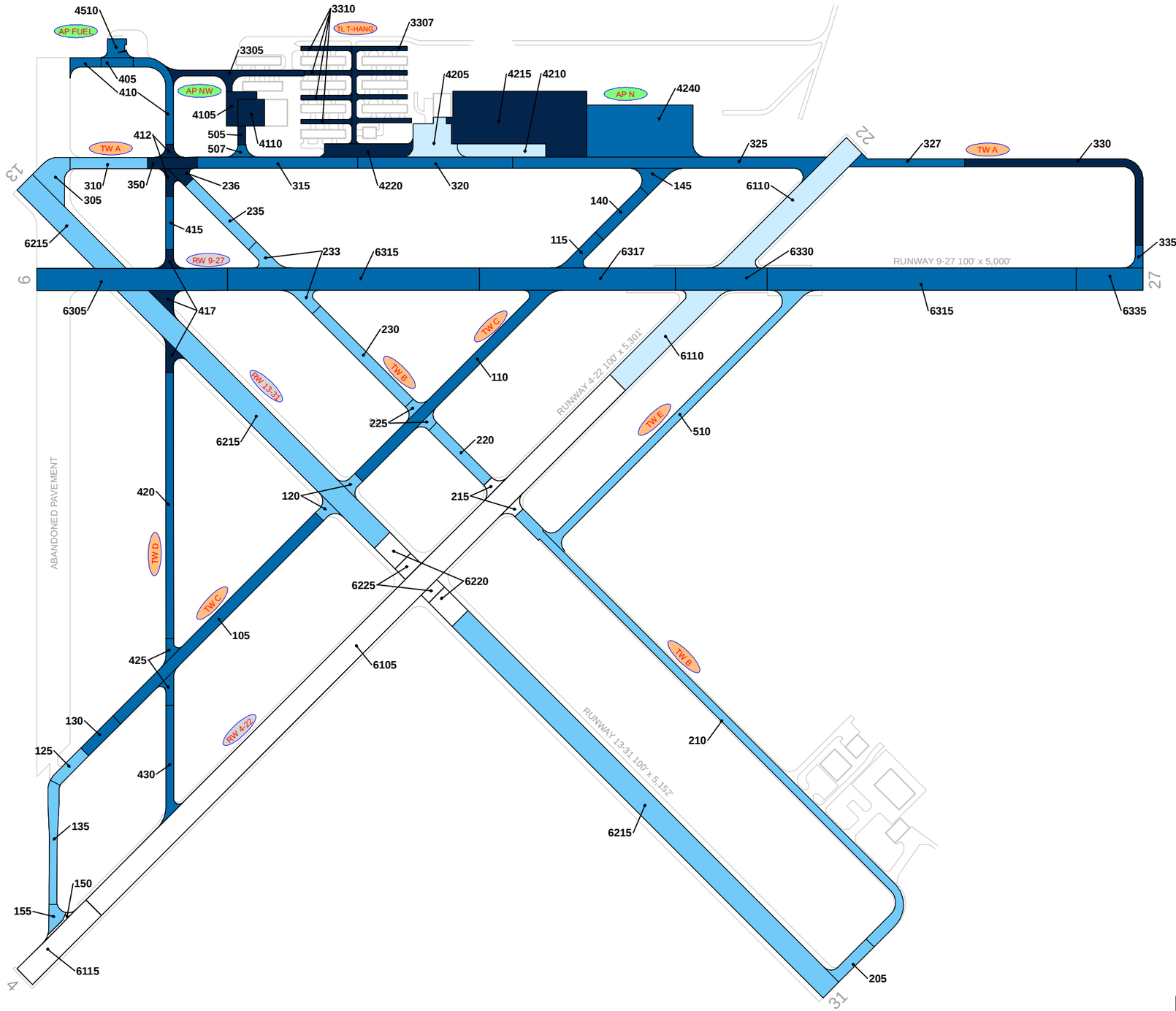
Statewide Airfield Pavement Management Program

FERNANDINA BEACH MUNICIPAL AIRPORT

FDOT

2022

FHB



LEGEND

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

AGE AT INSPECTION

- 0-5 Years
- 6-10 Years
- 11-15 Years
- 16-20 Years
- > 20 Years

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

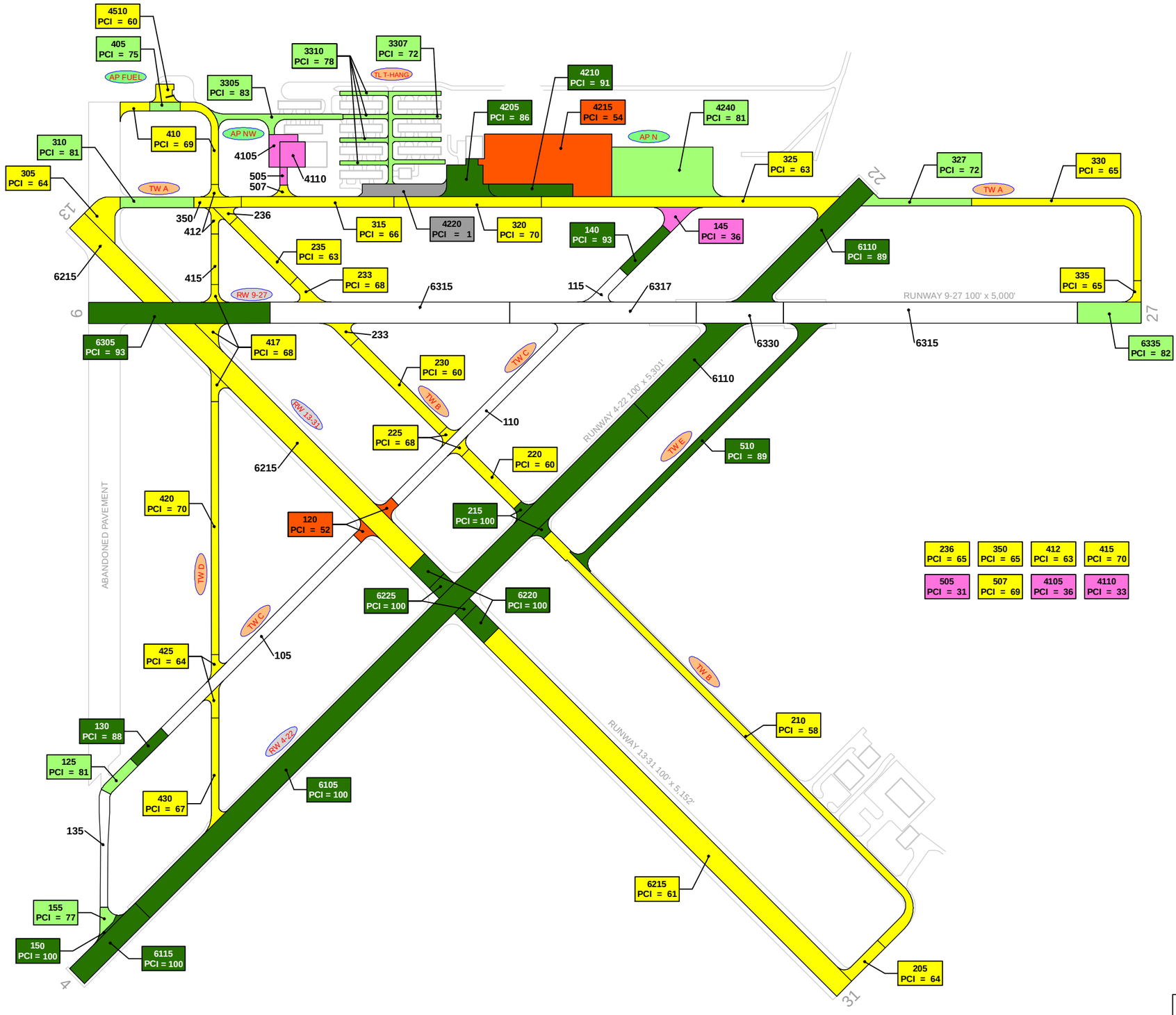
AIRFIELD PAVEMENT
ESTIMATED AGE EXHIBIT

Statewide Airfield Pavement Management Program

FERNANDINA BEACH MUNICIPAL AIRPORT

FDOT

2022



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

FHB

AIRFIELD PAVEMENT CONDITION INDEX EXHIBIT

Statewide Airfield Pavement Management Program

FERNANDINA BEACH MUNICIPAL AIRPORT

FDOT

2022

FHB

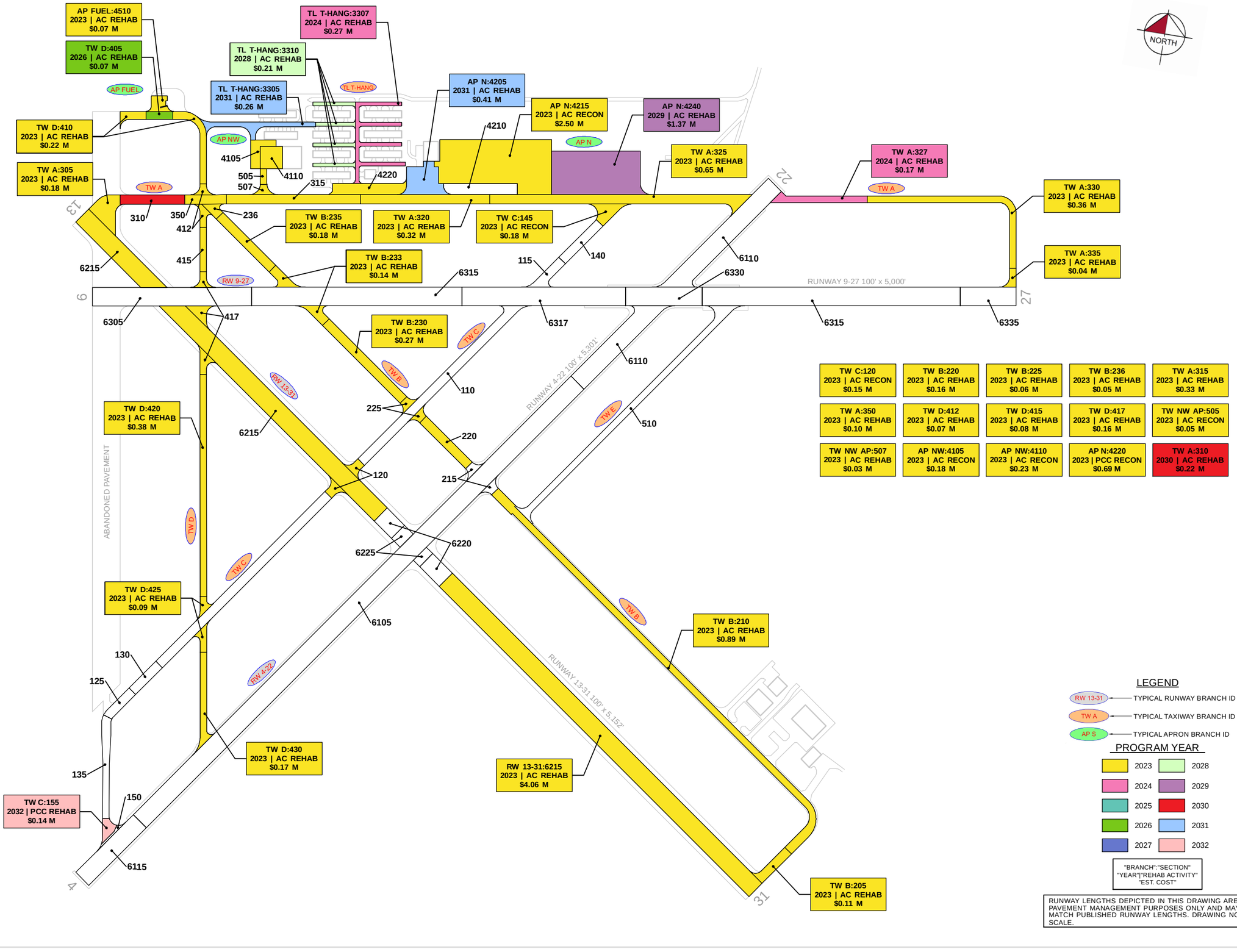
AIRFIELD PASER SURFACE RATING EXHIBIT - WHITETOPPING

Statewide Airfield Pavement Management Program

FERNANDINA BEACH MUNICIPAL AIRPORT

FDOT

2022



FHB

AIRFIELD PAVEMENT MAJOR REHABILITATION EXHIBIT

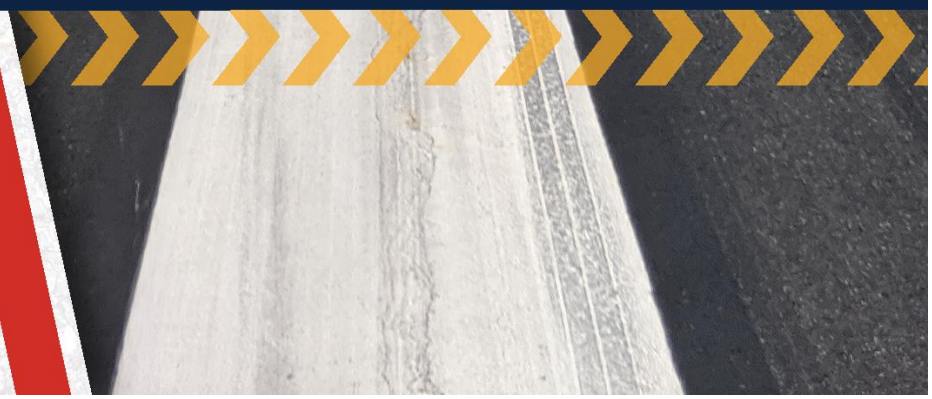
Statewide Airfield Pavement Management Program

FERNANDINA BEACH MUNICIPAL AIRPORT

FDOT

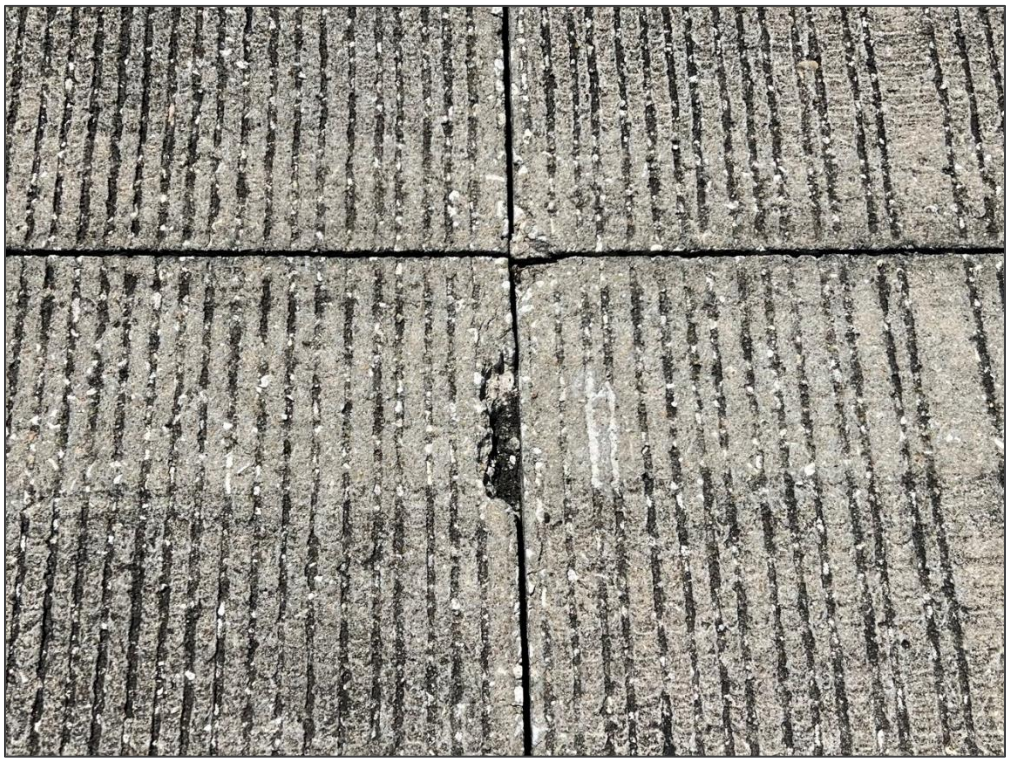
2022

Appendix D: Inspection Photograph Documentation



RW 4-22, Section 6110, Sample Unit 185 – Longitudinal & Transverse Cracking

RW 4-22, Section 6110, Sample Unit 204 – Vicinity



RW 9-27, Section 6315, Sample Unit 324 (Whitetopping) – Spalling

RW 9-27, Section 6330, Sample Unit 364 (Whitetopping) – Joint Seal Damage

RW 9-27, Section 6335, Sample Unit 406 – Joint Seal Damage

RW 13-31, Section 6215, Sample Unit 312 – Vicinity

RW 13-31, Section 6215, Sample Unit 365 – Longitudinal & Transverse Cracking

TW A, Section 325, Sample Unit 125 – Bleeding

TW B, Section 230, Sample Unit 141 – Longitudinal & Transverse Cracking

TW C, Section 125, Sample Unit 99 – Joint Spall

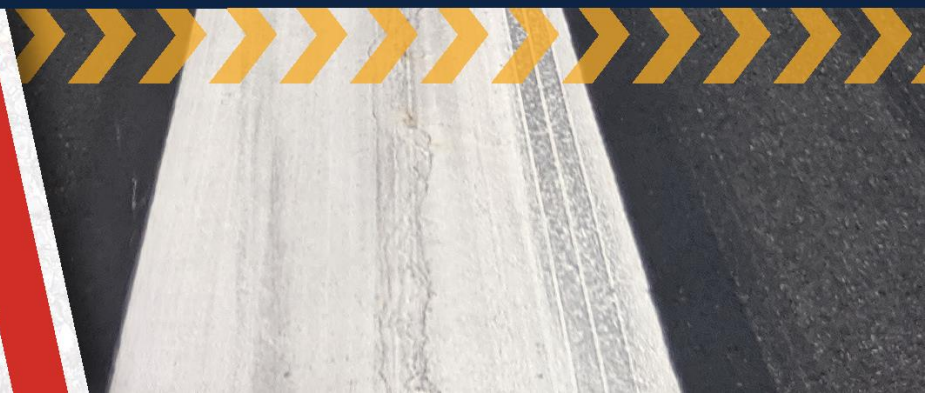
TW D, Section 410, Sample Unit 103 – Longitudinal & Transverse Cracking

AP N, Section 4220, Sample Unit 365 – Shattered Slab

AP N, Section 4240, Sample Unit 252 – Longitudinal & Transverse Cracking

AP NW, Section 4105, Sample Unit 100 – Block Cracking and Swelling

Appendix E: Inspection Distress Details



Re-Inspection Report

FDOT

Generated Date 11/17/2022

Network: FHB **Name:** FERNANDINA BEACH MUNICIPAL AIRPORT

Branch: AP FUEL **Name:** FUEL APRON **Use:** APRON **Area:** 7,368 SqFt

Section: 4510 of 1 **From:** - **To:** - **Last Const.:** 1/1/2004

Surface: AC **Family:** CA653-GA-AP-AC **Zone:** **Category:** **Rank:** P

Area: 7,368 SqFt **Length:** 85 Ft **Width:** 80 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/2004 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 1/1/2020 **Work Type:** Crack Sealing - AC **Code:** CS-AC **Is Major M&R:** False

Last Insp. Date: 7/21/2022 **TotalSamples:** 2 **Surveyed:** 1

Conditions: **PCI:** 60

Inspection Comments:

Sample Number: 100 **Type:** R **Area:** 4096.00 SqFt **PCI:** 60

Sample Comments:

48	L & T CR	L	210.00	Ft
50	PATCHING	L	144.00	SqFt
52	RAVELING	L	198.00	SqFt
56	SWELLING	L	100.00	SqFt
57	WEATHERING	M	3754.00	SqFt

Network: FHB **Name:** FERNANDINA BEACH MUNICIPAL AIRPORT

Branch: AP N **Name:** NORTH APRON - TERMINAL **Use:** APRON **Area:** 347,270 SqFt

Section: 4205 of 5 **From:** - **To:** - **Last Const.:** 1/1/2014

Surface: AAC **Family:** CA653-GA-AP-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 30,473 SqFt **Length:** 160 Ft **Width:** 200 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1987 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/2014 **Work Type:** Mill and Overlay **Code:** ML-OVL **Is Major M&R:** True

Last Insp. Date: 7/21/2022 **TotalSamples:** 6 **Surveyed:** 1

Conditions: **PCI:** 86

Inspection Comments:

Sample Number: 312 **Type:** R **Area:** 4250.00 SqFt **PCI:** 86

Sample Comments:

48	L & T CR	L	49.00	Ft
57	WEATHERING	L	4038.00	SqFt
57	WEATHERING	M	212.00	SqFt

Network: FHB **Name:** FERNANDINA BEACH MUNICIPAL AIRPORT

Branch: AP N **Name:** NORTH APRON - TERMINAL **Use:** APRON **Area:** 347,270 SqFt

Section: 4210 of 5 **From:** - **To:** - **Last Const.:** 1/1/2014

Surface: AC **Family:** CA653-GA-AP-AC **Zone:** **Category:** **Rank:** P

Area: 23,464 SqFt **Length:** 400 Ft **Width:** 60 Ft

Slabs: 59 **Slab Length:** 20 Ft **Slab Width:** 20 Ft **Joint Length:** 1,940 Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1944	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/2014	**Work Type:** Complete Reconstruction - AC	**Code:** CR-AC	**Is Major M&R:** True
Work Date: 1/1/2021	**Work Type:** Patching - AC	**Code:** PA-AC	**Is Major M&R:** False

Last Insp. Date: 7/21/2022 **TotalSamples:** 4 **Surveyed:** 1

Conditions: **PCI:** 91

Inspection Comments:

Sample Number: 358 **Type:** R **Area:** 6000.00 SqFt **PCI:** 91

Sample Comments:

57	WEATHERING	L	5700.00	SqFt
57	WEATHERING	M	300.00	SqFt

Network: FHB **Name:** FERNANDINA BEACH MUNICIPAL AIRPORT

Branch: AP N **Name:** NORTH APRON - TERMINAL **Use:** APRON **Area:** 347,270 SqFt

Section: 4215 of 5 **From:** - **To:** - **Last Const.:** 1/1/1993

Surface: AC **Family:** CA653-GA-AP-AC **Zone:** **Category:** **Rank:** P

Area: 155,925 SqFt **Length:** 600 Ft **Width:** 250 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1993 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Last Insp. Date: 7/21/2022 **TotalSamples:** 32 **Surveyed:** 4

Conditions: **PCI:** 54

Inspection Comments:

Sample Number: 105 **Type:** R **Area:** 4700.00 SqFt **PCI:** 62

Sample Comments:

48	L & T CR	L	428.00	Ft
56	SWELLING	L	705.00	SqFt
57	WEATHERING	L	1880.00	SqFt
57	WEATHERING	M	2820.00	SqFt

Sample Number: 208 **Type:** R **Area:** 5000.00 SqFt **PCI:** 56

Sample Comments:

43	BLOCK CR	L	1226.00	SqFt
48	L & T CR	L	255.00	Ft
56	SWELLING	L	950.00	SqFt
57	WEATHERING	L	2000.00	SqFt
57	WEATHERING	M	3000.00	SqFt

Sample Number: 256 **Type:** R **Area:** 5000.00 SqFt **PCI:** 48

Sample Comments:

43	BLOCK CR	L	3750.00	SqFt
48	L & T CR	L	258.00	Ft
48	L & T CR	M	20.00	Ft
56	SWELLING	L	600.00	SqFt
57	WEATHERING	L	2000.00	SqFt
57	WEATHERING	M	3000.00	SqFt

Sample Number: 259 **Type:** R **Area:** 5000.00 SqFt **PCI:** 49

Sample Comments:

43	BLOCK CR	L	5000.00	SqFt
56	SWELLING	L	500.00	SqFt
57	WEATHERING	L	3016.00	SqFt
57	WEATHERING	M	1984.00	SqFt

Network: FHB **Name:** FERNANDINA BEACH MUNICIPAL AIRPORT

Branch: AP N **Name:** NORTH APRON - TERMINAL **Use:** APRON **Area:** 347,270 SqFt

Section: 4220 of 5 **From:** - **To:** - **Last Const.:** 1/1/1944

Surface: PCC **Family:** CA653-GA-AP-PCC **Zone:** **Category:** **Rank:** P

Area: 23,835 SqFt **Length:** 400 Ft **Width:** 60 Ft

Slabs: 60 **Slab Length:** 20 Ft **Slab Width:** 20 Ft **Joint Length:** 1,940 Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1944 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Last Insp. Date: 7/21/2022 **TotalSamples:** 4 **Surveyed:** 1

Conditions: **PCI:** 1

Inspection Comments:

Sample Number: 365 **Type:** R **Area:** 15.00 Slabs **PCI:** 1

Sample Comments:

63	LINEAR CR	M	8.00	Slabs
65	JT SEAL DMG	H	15.00	Slabs
72	SHAT. SLAB	M	6.00	Slabs
72	SHAT. SLAB	H	1.00	Slabs
73	SHRINKAGE CR	N	5.00	Slabs

Network: FHB **Name:** FERNANDINA BEACH MUNICIPAL AIRPORT

Branch: AP N **Name:** NORTH APRON - TERMINAL **Use:** APRON **Area:** 347,270 SqFt

Section: 4240 of 5 **From:** - **To:** - **Last Const.:** 1/1/2004

Surface: AC **Family:** CA653-GA-AP-AC **Zone:** **Category:** **Rank:** P

Area: 113,573 SqFt **Length:** 480 Ft **Width:** 235 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/2004 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/21/2022 **TotalSamples:** 25 **Surveyed:** 3

Conditions: **PCI:** 81

Inspection Comments:

Sample Number: 252 **Type:** R **Area:** 5000.00 SqFt **PCI:** 78

Sample Comments:

42	BLEEDING	N	8.00	SqFt
48	L & T CR	L	172.00	Ft
57	WEATHERING	L	4500.00	SqFt
57	WEATHERING	M	500.00	SqFt

Sample Number: 300 **Type:** R **Area:** 4003.00 SqFt **PCI:** 78

Sample Comments:

48	L & T CR	L	53.00	Ft
50	PATCHING	L	120.00	SqFt
57	WEATHERING	L	3495.00	SqFt
57	WEATHERING	M	388.00	SqFt

Sample Number: 303 **Type:** R **Area:** 5000.00 SqFt **PCI:** 85

Sample Comments:

42	BLEEDING	N	3.00	SqFt
48	L & T CR	L	76.00	Ft
57	WEATHERING	L	4750.00	SqFt
57	WEATHERING	M	250.00	SqFt

Network: FHB **Name:** FERNANDINA BEACH MUNICIPAL AIRPORT

Branch: AP NW **Name:** NORTHWEST APRON **Use:** APRON **Area:** 25,470 SqFt

Section: 4105 of 2 **From:** - **To:** - **Last Const.:** 1/1/2000

Surface: AC **Family:** CA653-GA-AP-AC **Zone:** **Category:** **Rank:** P

Area: 11,190 SqFt **Length:** 150 Ft **Width:** 50 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1993 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/2000 **Work Type:** Complete Reconstruction - AC **Code:** CR-AC **Is Major M&R:** True

Last Insp. Date: 7/21/2022 **TotalSamples:** 2 **Surveyed:** 1

Conditions: **PCI:** 36

Inspection Comments:

Sample Number: 100 **Type:** R **Area:** 6360.00 SqFt **PCI:** 36

Sample Comments:

43	BLOCK CR	L	6360.00	SqFt
52	RAVELING	L	3180.00	SqFt
56	SWELLING	L	4770.00	SqFt
57	WEATHERING	M	3180.00	SqFt

Network: FHB **Name:** FERNANDINA BEACH MUNICIPAL AIRPORT

Branch: AP NW **Name:** NORTHWEST APRON **Use:** APRON **Area:** 25,470 SqFt

Section: 4110 of 2 **From:** - **To:** - **Last Const.:** 1/1/1987

Surface: AC **Family:** CA653-GA-AP-AC **Zone:** **Category:** **Rank:** P

Area: 14,280 SqFt **Length:** 120 Ft **Width:** 100 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1987 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Last Insp. Date: 7/21/2022 **TotalSamples:** 3 **Surveyed:** 1

Conditions: **PCI:** 33

Inspection Comments:

Sample Number: 300 **Type:** R **Area:** 4800.00 SqFt **PCI:** 33

Sample Comments:

41	ALLIGATOR CR	L	25.00	SqFt
43	BLOCK CR	L	2388.00	SqFt
43	BLOCK CR	M	2387.00	SqFt
45	DEPRESSION	L	130.00	SqFt
49	OIL SPILLAGE	N	12.00	SqFt
52	RAVELING	L	3600.00	SqFt
56	SWELLING	L	20.00	SqFt
57	WEATHERING	M	1200.00	SqFt

Network: FHB **Name:** FERNANDINA BEACH MUNICIPAL AIRPORT

Branch: RW 13-31 **Name:** RUNWAY 13-31 **Use:** RUNWAY **Area:** 491,058 SqFt

Section: 6215 of 3 **From:** - **To:** - **Last Const.:** 1/1/2010

Surface: AAC **Family:** CA653-GA-RW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 451,166 SqFt **Length:** 4,558 Ft **Width:** 100 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1944	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1996	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/2010	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True
Work Date: 2/1/2016	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 1/1/2020	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False

Last Insp. Date: 7/21/2022 **TotalSamples:** 90 **Surveyed:** 19

Conditions: **PCI:** 61

Inspection Comments:

Sample Number: 300 **Type:** R **Area:** 5000.00 SqFt **PCI:** 79

Sample Comments:

48	L & T CR	L	196.00	Ft
57	WEATHERING	L	4750.00	SqFt
57	WEATHERING	M	250.00	SqFt

Sample Number: 302 **Type:** R **Area:** 5000.00 SqFt **PCI:** 73

Sample Comments:

48	L & T CR	L	356.00	Ft
57	WEATHERING	L	4750.00	SqFt
57	WEATHERING	M	250.00	SqFt

Sample Number: 305 **Type:** R **Area:** 5000.00 SqFt **PCI:** 56

Sample Comments:

43	BLOCK CR	L	5000.00	SqFt
57	WEATHERING	L	4750.00	SqFt
57	WEATHERING	M	250.00	SqFt

Sample Number: 308 **Type:** R **Area:** 5000.00 SqFt **PCI:** 57

Sample Comments:

43	BLOCK CR	L	2850.00	SqFt
48	L & T CR	L	276.00	Ft
57	WEATHERING	L	4750.00	SqFt
57	WEATHERING	M	250.00	SqFt

Sample Number: 312 **Type:** R **Area:** 5000.00 SqFt **PCI:** 56

Sample Comments:

43	BLOCK CR	L	3000.00	SqFt
48	L & T CR	L	252.00	Ft
57	WEATHERING	L	4750.00	SqFt
57	WEATHERING	M	250.00	SqFt

Sample Number: 315 **Type:** R **Area:** 5000.00 SqFt **PCI:** 53

Sample Comments:

43	BLOCK CR	L	4050.00	SqFt
48	L & T CR	L	175.00	Ft
57	WEATHERING	L	4750.00	SqFt
57	WEATHERING	M	250.00	SqFt

Sample Number: 322 **Type:** R **Area:** 5000.00 SqFt **PCI:** 61

Sample Comments:

43	BLOCK CR	L	1600.00	SqFt
48	L & T CR	L	593.00	Ft
57	WEATHERING	L	4750.00	SqFt
57	WEATHERING	M	250.00	SqFt

Sample Number: 329 **Type:** R **Area:** 5000.00 SqFt **PCI:** 60

Sample Comments:

43	BLOCK CR	L	1200.00	SqFt
48	L & T CR	L	633.00	Ft
57	WEATHERING	L	4750.00	SqFt
57	WEATHERING	M	250.00	SqFt

Sample Number: 335 **Type:** R **Area:** 5000.00 SqFt **PCI:** 57

Sample Comments:

43	BLOCK CR	L	2750.00	SqFt
48	L & T CR	L	198.00	Ft
57	WEATHERING	L	4750.00	SqFt
57	WEATHERING	M	250.00	SqFt

Sample Number: 340 **Type:** R **Area:** 5000.00 SqFt **PCI:** 62

Sample Comments:

43	BLOCK CR	L	1500.00	SqFt
48	L & T CR	L	519.00	Ft
57	WEATHERING	L	4750.00	SqFt
57	WEATHERING	M	250.00	SqFt

Sample Number: 345 **Type:** R **Area:** 5000.00 SqFt **PCI:** 62

Sample Comments:

43	BLOCK CR	L	1100.00	SqFt
48	L & T CR	L	560.00	Ft
57	WEATHERING	L	4750.00	SqFt
57	WEATHERING	M	250.00	SqFt

Sample Number: 359 **Type:** R **Area:** 5000.00 SqFt **PCI:** 56

Sample Comments:

43	BLOCK CR	L	3050.00	SqFt
48	L & T CR	L	230.00	Ft
57	WEATHERING	L	4750.00	SqFt
57	WEATHERING	M	250.00	SqFt

Sample Number: 365 **Type:** R **Area:** 5000.00 SqFt **PCI:** 57

Sample Comments:

43	BLOCK CR	L	722.00	SqFt
48	L & T CR	L	764.00	Ft
57	WEATHERING	L	4750.00	SqFt
57	WEATHERING	M	250.00	SqFt

Sample Number: 372 **Type:** R **Area:** 5000.00 SqFt **PCI:** 61

Sample Comments:

48	L & T CR	L	821.00	Ft
57	WEATHERING	L	4750.00	SqFt
57	WEATHERING	M	250.00	SqFt

Sample Number: 376 **Type:** R **Area:** 5000.00 SqFt **PCI:** 65

Sample Comments:

48	L & T CR	L	626.00	Ft
57	WEATHERING	L	4750.00	SqFt
57	WEATHERING	M	250.00	SqFt

Sample Number: 381 **Type:** R **Area:** 5000.00 SqFt **PCI:** 74

Sample Comments:

48	L & T CR	L	307.00	Ft
57	WEATHERING	L	4750.00	SqFt
57	WEATHERING	M	250.00	SqFt

Sample Number: 387 **Type:** R **Area:** 5000.00 SqFt **PCI:** 61

Sample Comments:

43	BLOCK CR	L	400.00	SqFt
48	L & T CR	L	776.00	Ft
57	WEATHERING	L	5000.00	SqFt

Sample Number: 395 **Type:** R **Area:** 5000.00 SqFt **PCI:** 63

Sample Comments:

48	L & T CR	L	962.00	Ft
57	WEATHERING	L	5000.00	SqFt

Sample Number: 402 **Type:** R **Area:** 5200.00 SqFt **PCI:** 50

Sample Comments:

43	BLOCK CR	L	2080.00	SqFt
45	DEPRESSION	L	45.00	SqFt
48	L & T CR	L	158.00	Ft
52	RAVELING	L	480.00	SqFt
56	SWELLING	L	69.00	SqFt
57	WEATHERING	L	4720.00	SqFt

Network: FHB **Name:** FERNANDINA BEACH MUNICIPAL AIRPORT

Branch: RW 13-31 **Name:** RUNWAY 13-31 **Use:** RUNWAY **Area:** 491,058 SqFt

Section: 6220 of 3 **From:** - **To:** - **Last Const.:** 1/1/2021

Surface: AAC **Family:** CA653-GA-RW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 28,300 SqFt **Length:** 150 Ft **Width:** 100 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1944	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1996	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/2010	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True
Work Date: 1/1/2021	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True

Last Insp. Date: 5/6/2019 **TotalSamples:** 96 **Surveyed:** 20

Conditions: **PCI:** 65 **NOTE: *** Pre-Construction PCI *****

Inspection Comments:

Sample Number: 300 **Type:** R **Area:** 5000.00 SqFt **PCI:** 86

Sample Comments:

48	L & T CR	L	132.00	Ft
57	WEATHERING	L	5000.00	SqFt

Sample Number: 302 **Type:** R **Area:** 5000.00 SqFt **PCI:** 82

Sample Comments:

48	L & T CR	L	216.00	Ft
57	WEATHERING	L	5000.00	SqFt

Sample Number: 305 **Type:** R **Area:** 5000.00 SqFt **PCI:** 56

Sample Comments:

43	BLOCK CR	L	750.00	SqFt
48	L & T CR	L	759.00	Ft
48	L & T CR	M	26.00	Ft
57	WEATHERING	L	5000.00	SqFt

Sample Number: 308 **Type:** R **Area:** 5000.00 SqFt **PCI:** 62

Sample Comments:

43	BLOCK CR	L	1300.00	SqFt
48	L & T CR	L	496.00	Ft
48	L & T CR	M	31.00	Ft
57	WEATHERING	L	5000.00	SqFt

Sample Number: 312 **Type:** R **Area:** 5000.00 SqFt **PCI:** 67

Sample Comments:

43	BLOCK CR	L	1250.00	SqFt
48	L & T CR	L	482.00	Ft
57	WEATHERING	L	5000.00	SqFt

Sample Number: 315 **Type:** R **Area:** 5000.00 SqFt **PCI:** 52

Sample Comments:

43	BLOCK CR	L	4250.00	SqFt
48	L & T CR	L	154.00	Ft
48	L & T CR	M	6.00	Ft
57	WEATHERING	L	5000.00	SqFt

Sample Number: 322 **Type:** R **Area:** 5000.00 SqFt **PCI:** 65

Sample Comments:

43	BLOCK CR	L	1600.00	SqFt
48	L & T CR	L	506.00	Ft
57	WEATHERING	L	5000.00	SqFt

Sample Number: 329 **Type:** R **Area:** 5000.00 SqFt **PCI:** 66

Sample Comments:

43	BLOCK CR	L	1260.00	SqFt
48	L & T CR	L	513.00	Ft
57	WEATHERING	L	5000.00	SqFt

Sample Number: 335 **Type:** R **Area:** 5000.00 SqFt **PCI:** 62

Sample Comments:

43	BLOCK CR	L	2380.00	SqFt
48	L & T CR	L	294.00	Ft
57	WEATHERING	L	5000.00	SqFt

Sample Number: 340 **Type:** R **Area:** 5000.00 SqFt **PCI:** 61

Sample Comments:

43	BLOCK CR	L	1500.00	SqFt
48	L & T CR	L	327.00	Ft
48	L & T CR	M	25.00	Ft
57	WEATHERING	L	5000.00	SqFt

Sample Number: 345 **Type:** R **Area:** 5000.00 SqFt **PCI:** 68

Sample Comments:

43	BLOCK CR	L	585.00	SqFt
48	L & T CR	L	440.00	Ft
57	WEATHERING	L	5000.00	SqFt

Sample Number: 350 **Type:** R **Area:** 5000.00 SqFt **PCI:** 62

Sample Comments:

43	BLOCK CR	L	858.00	SqFt
48	L & T CR	L	463.00	Ft
48	L & T CR	M	90.00	Ft
57	WEATHERING	L	5000.00	SqFt

Sample Number: 359 **Type:** R **Area:** 5000.00 SqFt **PCI:** 59

Sample Comments:

43	BLOCK CR	L	3350.00	SqFt
48	L & T CR	L	150.00	Ft
57	WEATHERING	L	5000.00	SqFt

Sample Number: 365 **Type:** R **Area:** 5000.00 SqFt **PCI:** 56

Sample Comments:

43	BLOCK CR	L	500.00	SqFt
48	L & T CR	L	733.00	Ft
48	L & T CR	M	32.00	Ft
57	WEATHERING	L	5000.00	SqFt

Sample Number: 372 **Type:** R **Area:** 5000.00 SqFt **PCI:** 63

Sample Comments:

48	L & T CR	L	649.00	Ft
48	L & T CR	M	27.00	Ft
57	WEATHERING	L	5000.00	SqFt

Sample Number: 376 **Type:** R **Area:** 5000.00 SqFt **PCI:** 71

Sample Comments:

48	L & T CR	L	514.00	Ft
57	WEATHERING	L	5000.00	SqFt

Sample Number: 381 **Type:** R **Area:** 5000.00 SqFt **PCI:** 78

Sample Comments:

48	L & T CR	L	298.00	Ft
57	WEATHERING	L	5000.00	SqFt

Sample Number: 387 **Type:** R **Area:** 5000.00 SqFt **PCI:** 64

Sample Comments:

43	BLOCK CR	L	372.00	SqFt
48	L & T CR	L	629.00	Ft
57	WEATHERING	L	5000.00	SqFt

Sample Number: 395 **Type:** R **Area:** 5000.00 SqFt **PCI:** 65

Sample Comments:

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

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

Sample Comments:

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

Network: FHB **Name:** FERNANDINA BEACH MUNICIPAL AIRPORT

Branch: RW 13-31 **Name:** RUNWAY 13-31 **Use:** RUNWAY **Area:** 491,058 SqFt

Section: 6225 of 3 **From:** - **To:** - **Last Const.:** 1/1/2021

Surface: AC **Family:** CA653-GA-RW-AC **Zone:** **Category:** **Rank:** P

Area: 11,592 SqFt **Length:** 165 Ft **Width:** 100 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1944	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1975	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/2004	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True
Work Date: 1/1/2021	**Work Type:** Complete Reconstruction - AC	**Code:** CR-AC	**Is Major M&R:** True

Last Insp. Date: 5/6/2019 **TotalSamples:** 2 **Surveyed:** 1

Conditions: **PCI:** 64 **NOTE: *** Pre-Construction PCI *****

Inspection Comments:

Sample Number: 354 **Type:** R **Area:** 6700.00 SqFt **PCI:** 64

Sample Comments:

45	DEPRESSION	L	25.00	SqFt
48	L & T CR	L	362.00	Ft
48	L & T CR	M	100.00	Ft
50	PATCHING	L	4.00	SqFt
52	RAVELING	L	2009.00	SqFt
57	WEATHERING	L	4687.00	SqFt

Network: FHB **Name:** FERNANDINA BEACH MUNICIPAL AIRPORT

Branch: RW 4-22 **Name:** RUNWAY 4-22 **Use:** RUNWAY **Area:** 517,933 SqFt

Section: 6105 of 3 **From:** - **To:** - **Last Const.:** 1/1/2021

Surface: AAC **Family:** CA653-GA-RW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 335,000 SqFt **Length:** 3,350 Ft **Width:** 100 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1975 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/2004 **Work Type:** Mill and Overlay **Code:** ML-OVL **Is Major M&R:** True

Work Date: 1/1/2021 **Work Type:** Mill and Overlay **Code:** ML-OVL **Is Major M&R:** True

Last Insp. Date: 5/6/2019 **TotalSamples:** 76 **Surveyed:** 16

Conditions: **PCI:** 65 **NOTE: *** Pre-Construction PCI *****

Inspection Comments:

Sample Number: 101 **Type:** R **Area:** 5000.00 SqFt **PCI:** 65

Sample Comments:

48	L & T CR	L	493.00	Ft
52	RAVELING	L	2250.00	SqFt
56	SWELLING	L	14.00	SqFt
57	WEATHERING	L	2750.00	SqFt

Sample Number: 108 **Type:** R **Area:** 5000.00 SqFt **PCI:** 62

Sample Comments:

48	L & T CR	L	480.00	Ft
48	L & T CR	M	50.00	Ft
52	RAVELING	L	1750.00	SqFt
57	WEATHERING	L	3250.00	SqFt

Sample Number: 115 **Type:** R **Area:** 5000.00 SqFt **PCI:** 63

Sample Comments:

48	L & T CR	L	441.00	Ft
48	L & T CR	M	50.00	Ft
52	RAVELING	L	1500.00	SqFt
57	WEATHERING	L	3500.00	SqFt

Sample Number: 122 **Type:** R **Area:** 5000.00 SqFt **PCI:** 63

Sample Comments:

48	L & T CR	L	486.00	Ft
48	L & T CR	M	6.00	Ft
52	RAVELING	L	1750.00	SqFt
57	WEATHERING	L	3250.00	SqFt

Sample Number: 126 **Type:** R **Area:** 5000.00 SqFt **PCI:** 65

Sample Comments:

48	L & T CR	L	405.00	Ft
48	L & T CR	M	50.00	Ft
52	RAVELING	L	1750.00	SqFt
57	WEATHERING	L	3250.00	SqFt

Sample Number: 129 **Type:** R **Area:** 5000.00 SqFt **PCI:** 68

Sample Comments:

48	L & T CR	L	468.00	Ft
52	RAVELING	L	1750.00	SqFt
57	WEATHERING	L	3250.00	SqFt

Sample Number: 136 **Type:** R **Area:** 5000.00 SqFt **PCI:** 66

Sample Comments:

48	L & T CR	L	364.00	Ft

48	L & T CR	M	50.00	Ft
52	RAVELING	L	1750.00	SqFt
57	WEATHERING	L	3250.00	SqFt

Sample Number: 140 **Type:** R **Area:** 5000.00 SqFt **PCI:** 66

Sample Comments:

48	L & T CR	L	358.00	Ft
48	L & T CR	M	100.00	Ft
52	RAVELING	L	1750.00	SqFt
57	WEATHERING	L	3250.00	SqFt

Sample Number: 143 **Type:** R **Area:** 5000.00 SqFt **PCI:** 65

Sample Comments:

48	L & T CR	L	404.00	Ft
48	L & T CR	M	50.00	Ft
52	RAVELING	L	1750.00	SqFt
57	WEATHERING	L	3250.00	SqFt

Sample Number: 148 **Type:** R **Area:** 5000.00 SqFt **PCI:** 64

Sample Comments:

48	L & T CR	L	408.00	Ft
48	L & T CR	M	76.00	Ft
52	RAVELING	L	1750.00	SqFt
57	WEATHERING	L	3250.00	SqFt

Sample Number: 150 **Type:** R **Area:** 5000.00 SqFt **PCI:** 66

Sample Comments:

48	L & T CR	L	353.00	Ft
48	L & T CR	M	100.00	Ft
52	RAVELING	L	1750.00	SqFt
57	WEATHERING	L	3250.00	SqFt

Sample Number: 152 **Type:** R **Area:** 5000.00 SqFt **PCI:** 64

Sample Comments:

48	L & T CR	L	416.00	Ft
48	L & T CR	M	50.00	Ft
52	RAVELING	L	1750.00	SqFt
57	WEATHERING	L	3250.00	SqFt

Sample Number: 157 **Type:** R **Area:** 5000.00 SqFt **PCI:** 64

Sample Comments:

48	L & T CR	L	423.00	Ft
48	L & T CR	M	20.00	Ft
52	RAVELING	L	1750.00	SqFt
57	WEATHERING	L	3250.00	SqFt

Sample Number: 164 **Type:** R **Area:** 5000.00 SqFt **PCI:** 64

Sample Comments:

48	L & T CR	L	414.00	Ft
48	L & T CR	M	50.00	Ft
52	RAVELING	L	1750.00	SqFt
57	WEATHERING	L	3250.00	SqFt

Sample Number: 168 **Type:** R **Area:** 5000.00 SqFt **PCI:** 65

Sample Comments:

48	L & T CR	L	403.00	Ft
48	L & T CR	M	50.00	Ft
52	RAVELING	L	2000.00	SqFt
57	WEATHERING	L	3000.00	SqFt

Sample Number: 171 **Type:** R **Area:** 5000.00 SqFt **PCI:** 66

Sample Comments:

48	L & T CR	L	303.00	Ft
48	L & T CR	M	50.00	Ft
52	RAVELING	L	2000.00	SqFt
57	WEATHERING	L	3000.00	SqFt

Network: FHB **Name:** FERNANDINA BEACH MUNICIPAL AIRPORT

Branch: RW 4-22 **Name:** RUNWAY 4-22 **Use:** RUNWAY **Area:** 517,933 SqFt

Section: 6110 of 3 **From:** - **To:** - **Last Const.:** 1/1/2014

Surface: AC **Family:** CA653-GA-RW-AC **Zone:** **Category:** **Rank:** P

Area: 138,933 SqFt **Length:** 5,100 Ft **Width:** 100 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1975 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/2004 **Work Type:** Mill and Overlay **Code:** ML-OVL **Is Major M&R:** True

Work Date: 1/1/2014 **Work Type:** Complete Reconstruction - AC **Code:** CR-AC **Is Major M&R:** True

Last Insp. Date: 7/21/2022 **TotalSamples:** 28 **Surveyed:** 5

Conditions: **PCI:** 89

Inspection Comments:

Sample Number: 177 **Type:** R **Area:** 5000.00 SqFt **PCI:** 87

Sample Comments:

48	L & T CR	L	21.00	Ft
57	WEATHERING	L	4750.00	SqFt
57	WEATHERING	M	250.00	SqFt

Sample Number: 185 **Type:** R **Area:** 5400.00 SqFt **PCI:** 86

Sample Comments:

48	L & T CR	L	51.00	Ft
57	WEATHERING	L	5130.00	SqFt
57	WEATHERING	M	270.00	SqFt

Sample Number: 195 **Type:** R **Area:** 5000.00 SqFt **PCI:** 91

Sample Comments:

57	WEATHERING	L	4750.00	SqFt
57	WEATHERING	M	250.00	SqFt

Sample Number: 199 **Type:** R **Area:** 5000.00 SqFt **PCI:** 91

Sample Comments:

57	WEATHERING	L	4750.00	SqFt
57	WEATHERING	M	250.00	SqFt

Sample Number: 204 **Type:** R **Area:** 5000.00 SqFt **PCI:** 91

Sample Comments:

57	WEATHERING	L	4750.00	SqFt
57	WEATHERING	M	250.00	SqFt

Network: FHB **Name:** FERNANDINA BEACH MUNICIPAL AIRPORT

Branch: RW 4-22 **Name:** RUNWAY 4-22 **Use:** RUNWAY **Area:** 517,933 SqFt

Section: 6115 of 3 **From:** - **To:** - **Last Const.:** 1/1/2021

Surface: AC **Family:** CA653-GA-RW-AC **Zone:** **Category:** **Rank:** P

Area: 44,000 SqFt **Length:** 440 Ft **Width:** 100 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1975 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/2004 **Work Type:** Mill and Overlay **Code:** ML-OVL **Is Major M&R:** True

Work Date: 1/1/2021 **Work Type:** Complete Reconstruction - AC **Code:** CR-AC **Is Major M&R:** True

Last Insp. Date: 5/6/2019 **TotalSamples:** 76 **Surveyed:** 16

Conditions: **PCI:** 65 **NOTE: *** Pre-Construction PCI ***

Inspection Comments:

Sample Number: 101 **Type:** R **Area:** 5000.00 SqFt **PCI:** 65

Sample Comments:

48	L & T CR	L	493.00	Ft
52	RAVELING	L	2250.00	SqFt
56	SWELLING	L	14.00	SqFt
57	WEATHERING	L	2750.00	SqFt

Sample Number: 108 **Type:** R **Area:** 5000.00 SqFt **PCI:** 62

Sample Comments:

48	L & T CR	L	480.00	Ft
48	L & T CR	M	50.00	Ft
52	RAVELING	L	1750.00	SqFt
57	WEATHERING	L	3250.00	SqFt

Sample Number: 115 **Type:** R **Area:** 5000.00 SqFt **PCI:** 63

Sample Comments:

48	L & T CR	L	441.00	Ft
48	L & T CR	M	50.00	Ft
52	RAVELING	L	1500.00	SqFt
57	WEATHERING	L	3500.00	SqFt

Sample Number: 122 **Type:** R **Area:** 5000.00 SqFt **PCI:** 63

Sample Comments:

48	L & T CR	L	486.00	Ft
48	L & T CR	M	6.00	Ft
52	RAVELING	L	1750.00	SqFt
57	WEATHERING	L	3250.00	SqFt

Sample Number: 126 **Type:** R **Area:** 5000.00 SqFt **PCI:** 65

Sample Comments:

48	L & T CR	L	405.00	Ft
48	L & T CR	M	50.00	Ft
52	RAVELING	L	1750.00	SqFt
57	WEATHERING	L	3250.00	SqFt

Sample Number: 129 **Type:** R **Area:** 5000.00 SqFt **PCI:** 68

Sample Comments:

48	L & T CR	L	468.00	Ft
52	RAVELING	L	1750.00	SqFt
57	WEATHERING	L	3250.00	SqFt

Sample Number: 136 **Type:** R **Area:** 5000.00 SqFt **PCI:** 66

Sample Comments:

48	L & T CR	L	364.00	Ft
48	L & T CR	M	50.00	Ft

52	RAVELING	L	1750.00	SqFt
57	WEATHERING	L	3250.00	SqFt

Sample Number: 140 **Type:** R **Area:** 5000.00 SqFt **PCI:** 66

Sample Comments:

48	L & T CR	L	358.00	Ft
48	L & T CR	M	100.00	Ft
52	RAVELING	L	1750.00	SqFt
57	WEATHERING	L	3250.00	SqFt

Sample Number: 143 **Type:** R **Area:** 5000.00 SqFt **PCI:** 65

Sample Comments:

48	L & T CR	L	404.00	Ft
48	L & T CR	M	50.00	Ft
52	RAVELING	L	1750.00	SqFt
57	WEATHERING	L	3250.00	SqFt

Sample Number: 148 **Type:** R **Area:** 5000.00 SqFt **PCI:** 64

Sample Comments:

48	L & T CR	L	408.00	Ft
48	L & T CR	M	76.00	Ft
52	RAVELING	L	1750.00	SqFt
57	WEATHERING	L	3250.00	SqFt

Sample Number: 150 **Type:** R **Area:** 5000.00 SqFt **PCI:** 66

Sample Comments:

48	L & T CR	L	353.00	Ft
48	L & T CR	M	100.00	Ft
52	RAVELING	L	1750.00	SqFt
57	WEATHERING	L	3250.00	SqFt

Sample Number: 152 **Type:** R **Area:** 5000.00 SqFt **PCI:** 64

Sample Comments:

48	L & T CR	L	416.00	Ft
48	L & T CR	M	50.00	Ft
52	RAVELING	L	1750.00	SqFt
57	WEATHERING	L	3250.00	SqFt

Sample Number: 157 **Type:** R **Area:** 5000.00 SqFt **PCI:** 64

Sample Comments:

48	L & T CR	L	423.00	Ft
48	L & T CR	M	20.00	Ft
52	RAVELING	L	1750.00	SqFt
57	WEATHERING	L	3250.00	SqFt

Sample Number: 164 **Type:** R **Area:** 5000.00 SqFt **PCI:** 64

Sample Comments:

48	L & T CR	L	414.00	Ft
48	L & T CR	M	50.00	Ft
52	RAVELING	L	1750.00	SqFt
57	WEATHERING	L	3250.00	SqFt

Sample Number: 168 **Type:** R **Area:** 5000.00 SqFt **PCI:** 65

Sample Comments:

48	L & T CR	L	403.00	Ft
48	L & T CR	M	50.00	Ft
52	RAVELING	L	2000.00	SqFt
57	WEATHERING	L	3000.00	SqFt

Sample Number: 171 **Type:** R **Area:** 5000.00 SqFt **PCI:** 66

Sample Comments:

48	L & T CR	L	303.00	Ft
48	L & T CR	M	50.00	Ft
52	RAVELING	L	2000.00	SqFt
57	WEATHERING	L	3000.00	SqFt

Network: FHB **Name:** FERNANDINA BEACH MUNICIPAL AIRPORT

Branch: RW 9-27 **Name:** RUNWAY 9-27 **Use:** RUNWAY **Area:** 499,850 SqFt

Section: 6305 of 5 **From:** - **To:** - **Last Const.:** 1/1/2004

Surface: PCC **Family:** CA653-GA-RW-TW-PCC **Zone:** **Category:** **Rank:** P

Area: 86,150 SqFt **Length:** 860 Ft **Width:** 100 Ft

Slabs: 598 **Slab Length:** 12 Ft **Slab Width:** 12 Ft **Joint Length:** 13,373 Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1944 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/1996 **Work Type:** OVERLAY **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/2004 **Work Type:** Complete Reconstruction - PCC **Code:** CR-PC **Is Major M&R:** True

Last Insp. Date: 7/21/2022 **TotalSamples:** 23 **Surveyed:** 7

Conditions: **PCI:** 93

Inspection Comments:

Sample Number: 301 **Type:** R **Area:** 24.00 Slabs **PCI:** 93

Sample Comments:

65 JT SEAL DMG M 24.00 Slabs

Sample Number: 305 **Type:** R **Area:** 24.00 Slabs **PCI:** 93

Sample Comments:

65 JT SEAL DMG M 24.00 Slabs

Sample Number: 309 **Type:** R **Area:** 24.00 Slabs **PCI:** 93

Sample Comments:

65 JT SEAL DMG M 24.00 Slabs

Sample Number: 313 **Type:** R **Area:** 24.00 Slabs **PCI:** 93

Sample Comments:

65 JT SEAL DMG M 24.00 Slabs

Sample Number: 316 **Type:** R **Area:** 24.00 Slabs **PCI:** 93

Sample Comments:

65 JT SEAL DMG M 24.00 Slabs

Sample Number: 319 **Type:** R **Area:** 24.00 Slabs **PCI:** 93

Sample Comments:

65 JT SEAL DMG M 24.00 Slabs

Sample Number: 322 **Type:** R **Area:** 16.00 Slabs **PCI:** 93

Sample Comments:

65 JT SEAL DMG M 16.00 Slabs

Network: FHB **Name:** FERNANDINA BEACH MUNICIPAL AIRPORT

Branch: RW 9-27 **Name:** RUNWAY 9-27 **Use:** RUNWAY **Area:** 499,850 SqFt

Section: 6335 of 5 **From:** - **To:** - **Last Const.:** 1/1/2004

Surface: PCC **Family:** CA653-GA-RW-TW-PCC **Zone:** **Category:** **Rank:** P

Area: 30,150 SqFt **Length:** 300 Ft **Width:** 100 Ft

Slabs: 209 **Slab Length:** 12 Ft **Slab Width:** 12 Ft **Joint Length:** 4,600 Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1944 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/2004 **Work Type:** Complete Reconstruction - PCC **Code:** CR-PC **Is Major M&R:** True

Last Insp. Date: 7/21/2022 **TotalSamples:** 8 **Surveyed:** 3

Conditions: **PCI:** 82

Inspection Comments:

Sample Number: 400 **Type:** R **Area:** 24.00 Slabs **PCI:** 84

Sample Comments:

65	JT SEAL DMG	H	24.00	Slabs
73	SHRINKAGE CR	N	2.00	Slabs
74	JOINT SPALL	L	2.00	Slabs

Sample Number: 403 **Type:** R **Area:** 24.00 Slabs **PCI:** 80

Sample Comments:

65	JT SEAL DMG	H	24.00	Slabs
71	FAULTING	L	2.00	Slabs
73	SHRINKAGE CR	N	2.00	Slabs
74	JOINT SPALL	L	1.00	Slabs

Sample Number: 406 **Type:** R **Area:** 24.00 Slabs **PCI:** 82

Sample Comments:

65	JT SEAL DMG	H	24.00	Slabs
66	SMALL PATCH	M	1.00	Slabs
74	JOINT SPALL	L	3.00	Slabs

Network: FHB **Name:** FERNANDINA BEACH MUNICIPAL AIRPORT

Branch: TL T-HANG **Name:** T-HANGAR TAXILANE **Use:** TAXILANE **Area:** 65,951 SqFt

Section: 3305 of 3 **From:** - **To:** - **Last Const.:** 12/25/2000

Surface: AC **Family:** CA653-GA-TW-AC **Zone:** **Category:** **Rank:** P

Area: 19,403 SqFt **Length:** 900 Ft **Width:** 25 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 12/25/2000 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 1/1/2016 **Work Type:** Surface Treatment - Seal Coat **Code:** ST-SC **Is Major M&R:** False

Last Insp. Date: 7/21/2022 **TotalSamples:** 4 **Surveyed:** 1

Conditions: **PCI:** 83

Inspection Comments:

Sample Number: 202 **Type:** R **Area:** 5000.00 SqFt **PCI:** 83

Sample Comments:

48	L & T CR	L	47.00	Ft
50	PATCHING	L	29.00	SqFt
57	WEATHERING	L	4722.00	SqFt
57	WEATHERING	M	249.00	SqFt

Network: FHB **Name:** FERNANDINA BEACH MUNICIPAL AIRPORT

Branch: TL T-HANG **Name:** T-HANGAR TAXILANE **Use:** TAXILANE **Area:** 65,951 SqFt

Section: 3307 of 3 **From:** - **To:** - **Last Const.:** 1/1/1987

Surface: AC **Family:** CA653-GA-TW-AC **Zone:** **Category:** **Rank:** P

Area: 28,110 SqFt **Length:** 1,400 Ft **Width:** 20 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1987 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 7/1/2020 **Work Type:** Surface Treatment - Seal Coat **Code:** ST-SC **Is Major M&R:** False

Last Insp. Date: 7/21/2022 **TotalSamples:** 6 **Surveyed:** 1

Conditions: **PCI:** 72

Inspection Comments:

Sample Number: 308 **Type:** R **Area:** 4697.00 SqFt **PCI:** 72

Sample Comments:

48	L & T CR	L	102.00	Ft
50	PATCHING	L	400.00	SqFt
57	WEATHERING	L	3437.00	SqFt
57	WEATHERING	M	560.00	SqFt

Network: FHB **Name:** FERNANDINA BEACH MUNICIPAL AIRPORT

Branch: TL T-HANG **Name:** T-HANGAR TAXILANE **Use:** TAXILANE **Area:** 65,951 SqFt

Section: 3310 of 3 **From:** - **To:** - **Last Const.:** 12/25/1999

Surface: AC **Family:** CA653-GA-TW-AC **Zone:** **Category:** **Rank:** P

Area: 18,438 SqFt **Length:** 2,030 Ft **Width:** 25 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 12/25/1999	**Work Type:** New Construction - Initial	**Code:** NU-IN	**Is Major M&R:** True
Work Date: 1/1/2016	**Work Type:** Surface Treatment - Seal Coat	**Code:** ST-SC	**Is Major M&R:** False
Work Date: 5/1/2020	**Work Type:** Surface Treatment - Seal Coat	**Code:** ST-SC	**Is Major M&R:** False

Last Insp. Date: 7/21/2022 **TotalSamples:** 4 **Surveyed:** 2

Conditions: **PCI:** 78

Inspection Comments:

Sample Number: 106 **Type:** R **Area:** 4648.00 SqFt **PCI:** 66

Sample Comments:

48	L & T CR	L	547.00	Ft
57	WEATHERING	L	4416.00	SqFt
57	WEATHERING	M	232.00	SqFt

Sample Number: 406 **Type:** R **Area:** 4697.00 SqFt **PCI:** 90

Sample Comments:

48	L & T CR	L	29.00	Ft
57	WEATHERING	L	4697.00	SqFt

Network: FHB **Name:** FERNANDINA BEACH MUNICIPAL AIRPORT

Branch: TW A **Name:** TAXIWAY A **Use:** TAXIWAY **Area:** 253,969 SqFt

Section: 305 of 9 **From:** - **To:** - **Last Const.:** 1/1/2010

Surface: AAC **Family:** CA653-GA-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 20,095 SqFt **Length:** 220 Ft **Width:** 50 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1944	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1996	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/2010	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True
Work Date: 2/1/2016	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False

Last Insp. Date: 7/21/2022 **TotalSamples:** 4 **Surveyed:** 1

Conditions: **PCI:** 64

Inspection Comments:

Sample Number: 97 **Type:** R **Area:** 4944.00 SqFt **PCI:** 64

Sample Comments:

43	BLOCK CR	L	890.00	SqFt
48	L & T CR	L	207.00	Ft
56	SWELLING	L	16.00	SqFt
57	WEATHERING	L	4697.00	SqFt
57	WEATHERING	M	247.00	SqFt

Network: FHB **Name:** FERNANDINA BEACH MUNICIPAL AIRPORT

Branch: TW A **Name:** TAXIWAY A **Use:** TAXIWAY **Area:** 253,969 SqFt

Section: 310 of 9 **From:** - **To:** - **Last Const.:** 1/1/2010

Surface: AAC **Family:** CA653-GA-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 17,554 SqFt **Length:** 220 Ft **Width:** 50 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1944	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1996	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/2010	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True

Last Insp. Date: 7/21/2022 **TotalSamples:** 4 **Surveyed:** 1

Conditions: **PCI:** 81

Inspection Comments:

Sample Number: 100 **Type:** R **Area:** 5000.00 SqFt **PCI:** 81

Sample Comments:

48	L & T CR	L	165.00	Ft
57	WEATHERING	L	4750.00	SqFt
57	WEATHERING	M	250.00	SqFt

Network: FHB **Name:** FERNANDINA BEACH MUNICIPAL AIRPORT

Branch: TW A **Name:** TAXIWAY A **Use:** TAXIWAY **Area:** 253,969 SqFt

Section: 315 of 9 **From:** - **To:** - **Last Const.:** 1/1/2004

Surface: AAC **Family:** CA653-GA-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 36,250 SqFt **Length:** 650 Ft **Width:** 50 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1944 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/2004 **Work Type:** Mill and Overlay **Code:** ML-OVL **Is Major M&R:** True

Last Insp. Date: 7/21/2022 **TotalSamples:** 7 **Surveyed:** 2

Conditions: **PCI:** 66

Inspection Comments:

Sample Number: 108 **Type:** R **Area:** 5000.00 SqFt **PCI:** 64

Sample Comments:

48	L & T CR	L	235.00	Ft
48	L & T CR	M	26.00	Ft
56	SWELLING	L	450.00	SqFt
57	WEATHERING	L	4250.00	SqFt
57	WEATHERING	M	750.00	SqFt

Sample Number: 111 **Type:** R **Area:** 5000.00 SqFt **PCI:** 68

Sample Comments:

48	L & T CR	L	296.00	Ft
56	SWELLING	L	450.00	SqFt
57	WEATHERING	L	4250.00	SqFt
57	WEATHERING	M	750.00	SqFt

Network: FHB **Name:** FERNANDINA BEACH MUNICIPAL AIRPORT

Branch: TW A **Name:** TAXIWAY A **Use:** TAXIWAY **Area:** 253,969 SqFt

Section: 320 of 9 **From:** - **To:** - **Last Const.:** 1/1/2004

Surface: AAC **Family:** CA653-GA-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 35,000 SqFt **Length:** 582 Ft **Width:** 50 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1987 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/2004 **Work Type:** Mill and Overlay **Code:** ML-OVL **Is Major M&R:** True

Last Insp. Date: 7/21/2022 **TotalSamples:** 7 **Surveyed:** 2

Conditions: **PCI:** 70

Inspection Comments:

Sample Number: 116 **Type:** R **Area:** 5000.00 SqFt **PCI:** 68

Sample Comments:

48	L & T CR	L	210.00	Ft
52	RAVELING	L	100.00	SqFt
56	SWELLING	L	175.00	SqFt
57	WEATHERING	L	4477.00	SqFt
57	WEATHERING	M	423.00	SqFt

Sample Number: 118 **Type:** R **Area:** 5000.00 SqFt **PCI:** 72

Sample Comments:

48	L & T CR	L	139.00	Ft
52	RAVELING	L	100.00	SqFt
56	SWELLING	L	210.00	SqFt
57	WEATHERING	L	4477.00	SqFt
57	WEATHERING	M	423.00	SqFt

Network: FHB **Name:** FERNANDINA BEACH MUNICIPAL AIRPORT

Branch: TW A **Name:** TAXIWAY A **Use:** TAXIWAY **Area:** 253,969 SqFt

Section: 325 of 9 **From:** - **To:** - **Last Const.:** 1/1/2004

Surface: AC **Family:** CA653-GA-TW-AC **Zone:** **Category:** **Rank:** P

Area: 71,712 SqFt **Length:** 1,420 Ft **Width:** 50 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1975 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/2004 **Work Type:** Complete Reconstruction - AC **Code:** CR-AC **Is Major M&R:** True

Work Date: 2/1/2016 **Work Type:** Crack Sealing - AC **Code:** CS-AC **Is Major M&R:** False

Last Insp. Date: 7/21/2022 **TotalSamples:** 14 **Surveyed:** 2

Conditions: **PCI:** 63

Inspection Comments:

Sample Number: 121 **Type:** R **Area:** 5000.00 SqFt **PCI:** 60

Sample Comments:

42	BLEEDING	N	237.00	SqFt
48	L & T CR	L	168.00	Ft
52	RAVELING	L	25.00	SqFt
57	WEATHERING	L	4477.00	SqFt
57	WEATHERING	M	498.00	SqFt

Sample Number: 125 **Type:** R **Area:** 5000.00 SqFt **PCI:** 66

Sample Comments:

42	BLEEDING	N	180.00	SqFt
48	L & T CR	L	191.00	Ft
56	SWELLING	L	15.00	SqFt
57	WEATHERING	L	4750.00	SqFt
57	WEATHERING	M	250.00	SqFt

Network: FHB **Name:** FERNANDINA BEACH MUNICIPAL AIRPORT

Branch: TW A **Name:** TAXIWAY A **Use:** TAXIWAY **Area:** 253,969 SqFt

Section: 327 of 9 **From:** - **To:** - **Last Const.:** 1/1/2004

Surface: AAC **Family:** CA653-GA-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 18,381 SqFt **Length:** 520 Ft **Width:** 35 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1944 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/2004 **Work Type:** Mill and Overlay **Code:** ML-OVL **Is Major M&R:** True

Last Insp. Date: 7/21/2022 **TotalSamples:** 5 **Surveyed:** 2

Conditions: **PCI:** 72

Inspection Comments:

Sample Number: 136 **Type:** R **Area:** 3353.00 SqFt **PCI:** 68

Sample Comments:

48	L & T CR	L	68.00	Ft
50	PATCHING	M	4.00	SqFt
56	SWELLING	L	25.00	SqFt
57	WEATHERING	L	1675.00	SqFt
57	WEATHERING	M	1674.00	SqFt

Sample Number: 139 **Type:** R **Area:** 5005.00 SqFt **PCI:** 75

Sample Comments:

48	L & T CR	L	143.00	Ft
57	WEATHERING	L	2503.00	SqFt
57	WEATHERING	M	2502.00	SqFt

Network: FHB **Name:** FERNANDINA BEACH MUNICIPAL AIRPORT

Branch: TW A **Name:** TAXIWAY A **Use:** TAXIWAY **Area:** 253,969 SqFt

Section: 330 of 9 **From:** - **To:** - **Last Const.:** 1/1/1944

Surface: AC **Family:** CA653-GA-TW-AC **Zone:** **Category:** **Rank:** P

Area: 39,508 SqFt **Length:** 1,150 Ft **Width:** 35 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1944 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 2/1/2016 **Work Type:** Crack Sealing - AC **Code:** CS-AC **Is Major M&R:** False

Last Insp. Date: 7/21/2022 **TotalSamples:** 10 **Surveyed:** 3

Conditions: **PCI:** 65

Inspection Comments:

Sample Number: 143 **Type:** R **Area:** 3500.00 SqFt **PCI:** 71

Sample Comments:

48	L & T CR	L	249.00	Ft
52	RAVELING	L	350.00	SqFt
57	WEATHERING	L	3150.00	SqFt

Sample Number: 145 **Type:** R **Area:** 3500.00 SqFt **PCI:** 61

Sample Comments:

48	L & T CR	L	549.00	Ft
52	RAVELING	L	350.00	SqFt
57	WEATHERING	L	3150.00	SqFt

Sample Number: 148 **Type:** R **Area:** 3500.00 SqFt **PCI:** 63

Sample Comments:

48	L & T CR	L	468.00	Ft
52	RAVELING	L	350.00	SqFt
57	WEATHERING	L	3150.00	SqFt

Network: FHB **Name:** FERNANDINA BEACH MUNICIPAL AIRPORT

Branch: TW A **Name:** TAXIWAY A **Use:** TAXIWAY **Area:** 253,969 SqFt

Section: 335 of 9 **From:** - **To:** - **Last Const.:** 1/1/2004

Surface: AAC **Family:** CA653-GA-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 4,219 SqFt **Length:** 102 Ft **Width:** 35 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1944 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/2004 **Work Type:** Mill and Overlay **Code:** ML-OVL **Is Major M&R:** True

Last Insp. Date: 7/21/2022 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 65

Inspection Comments:

Sample Number: 150 **Type:** R **Area:** 4219.00 SqFt **PCI:** 65

Sample Comments:

48	L & T CR	L	297.00	Ft
48	L & T CR	M	20.00	Ft
52	RAVELING	L	633.00	SqFt
56	SWELLING	L	15.00	SqFt
57	WEATHERING	L	3586.00	SqFt

Network: FHB **Name:** FERNANDINA BEACH MUNICIPAL AIRPORT

Branch: TW A **Name:** TAXIWAY A **Use:** TAXIWAY **Area:** 253,969 SqFt

Section: 350 of 9 **From:** - **To:** - **Last Const.:** 1/1/1996

Surface: AAC **Family:** CA653-GA-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 11,250 SqFt **Length:** 450 Ft **Width:** 50 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1944 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/1996 **Work Type:** OVERLAY **Code:** IMPORTED **Is Major M&R:** True

Last Insp. Date: 7/21/2022 **TotalSamples:** 3 **Surveyed:** 1

Conditions: **PCI:** 65

Inspection Comments:

Sample Number: 103 **Type:** R **Area:** 3750.00 SqFt **PCI:** 65

Sample Comments:

48	L & T CR	L	108.00	Ft
48	L & T CR	M	17.00	Ft
52	RAVELING	L	188.00	SqFt
57	WEATHERING	M	3562.00	SqFt

Network: FHB **Name:** FERNANDINA BEACH MUNICIPAL AIRPORT

Branch: TW B **Name:** TAXIWAY B **Use:** TAXIWAY **Area:** 212,490 SqFt

Section: 205 of 9 **From:** - **To:** - **Last Const.:** 1/1/2010

Surface: AAC **Family:** CA653-GA-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 11,685 SqFt **Length:** 200 Ft **Width:** 35 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1996 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/2010 **Work Type:** Mill and Overlay **Code:** ML-OVL **Is Major M&R:** True

Last Insp. Date: 7/21/2022 **TotalSamples:** 2 **Surveyed:** 1

Conditions: **PCI:** 64

Inspection Comments:

Sample Number: 101 **Type:** R **Area:** 6250.00 SqFt **PCI:** 64

Sample Comments:

45	DEPRESSION	L	32.00	SqFt
48	L & T CR	L	215.00	Ft
48	L & T CR	M	68.00	Ft
52	RAVELING	L	312.00	SqFt
56	SWELLING	L	8.00	SqFt
57	WEATHERING	L	5000.00	SqFt
57	WEATHERING	M	938.00	SqFt

Network: FHB **Name:** FERNANDINA BEACH MUNICIPAL AIRPORT

Branch: TW B **Name:** TAXIWAY B **Use:** TAXIWAY **Area:** 212,490 SqFt

Section: 210 of 9 **From:** - **To:** - **Last Const.:** 1/1/2010

Surface: AAC **Family:** CA653-GA-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 99,184 SqFt **Length:** 2,700 Ft **Width:** 35 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1944	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1996	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/2010	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True
Work Date: 1/1/2012	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 1/1/2022	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False

Last Insp. Date: 7/21/2022 **TotalSamples:** 27 **Surveyed:** 4

Conditions: **PCI:** 58

Inspection Comments:

Sample Number: 103 **Type:** R **Area:** 4677.00 SqFt **PCI:** 51

Sample Comments:

43	BLOCK CR	L	876.00	SqFt
48	L & T CR	L	697.00	Ft
52	RAVELING	L	468.00	SqFt
57	WEATHERING	L	3507.00	SqFt
57	WEATHERING	M	702.00	SqFt

Sample Number: 110 **Type:** R **Area:** 3500.00 SqFt **PCI:** 60

Sample Comments:

48	L & T CR	L	564.00	Ft
52	RAVELING	L	175.00	SqFt
57	WEATHERING	L	3325.00	SqFt

Sample Number: 117 **Type:** R **Area:** 3500.00 SqFt **PCI:** 60

Sample Comments:

48	L & T CR	L	442.00	Ft
48	L & T CR	M	25.00	Ft
57	WEATHERING	L	3325.00	SqFt
57	WEATHERING	M	175.00	SqFt

Sample Number: 124 **Type:** R **Area:** 3500.00 SqFt **PCI:** 62

Sample Comments:

48	L & T CR	L	558.00	Ft
57	WEATHERING	L	3325.00	SqFt
57	WEATHERING	M	175.00	SqFt

Network: FHB **Name:** FERNANDINA BEACH MUNICIPAL AIRPORT

Branch: TW B **Name:** TAXIWAY B **Use:** TAXIWAY **Area:** 212,490 SqFt

Section: 215 of 9 **From:** - **To:** - **Last Const.:** 1/1/2021

Surface: AAC **Family:** CA653-GA-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 7,146 SqFt **Length:** 65 Ft **Width:** 40 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1944	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 1/1/1996	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True
Work Date: 1/1/2010	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True
Work Date: 1/1/2021	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True

Last Insp. Date: 5/6/2019 **TotalSamples:** 2 **Surveyed:** 1

Conditions: **PCI:** 63 **NOTE: *** Pre-Construction PCI ***

Inspection Comments:

Sample Number: 130 **Type:** R **Area:** 3573.00 SqFt **PCI:** 63

Sample Comments:

48	L & T CR	L	130.00	Ft
48	L & T CR	M	55.00	Ft
50	PATCHING	L	172.00	SqFt
52	RAVELING	L	1195.00	SqFt
52	RAVELING	M	12.00	SqFt

Network: FHB **Name:** FERNANDINA BEACH MUNICIPAL AIRPORT

Branch: TW B **Name:** TAXIWAY B **Use:** TAXIWAY **Area:** 212,490 SqFt

Section: 220 of 9 **From:** - **To:** - **Last Const.:** 1/1/2010

Surface: AAC **Family:** CA653-GA-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 17,500 SqFt **Length:** 370 Ft **Width:** 35 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1944	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1996	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/2010	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True
Work Date: 1/1/2012	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False
Work Date: 1/1/2022	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False

Last Insp. Date: 7/21/2022 **TotalSamples:** 4 **Surveyed:** 1

Conditions: **PCI:** 60

Inspection Comments:

Sample Number: 133 **Type:** R **Area:** 3750.00 SqFt **PCI:** 60

Sample Comments:

48	L & T CR	L	337.00	Ft
52	RAVELING	L	1275.00	SqFt
56	SWELLING	L	225.00	SqFt
57	WEATHERING	L	2351.00	SqFt
57	WEATHERING	M	124.00	SqFt

Network: FHB **Name:** FERNANDINA BEACH MUNICIPAL AIRPORT

Branch: TW B **Name:** TAXIWAY B **Use:** TAXIWAY **Area:** 212,490 SqFt

Section: 225 of 9 **From:** - **To:** - **Last Const.:** 1/1/2010

Surface: AAC **Family:** CA653-GA-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 6,738 SqFt **Length:** 43 Ft **Width:** 40 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1944	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 1/1/1996	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True
Work Date: 1/1/2004	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True
Work Date: 1/1/2010	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True
Work Date: 1/1/2019	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False

Last Insp. Date: 7/21/2022 **TotalSamples:** 2 **Surveyed:** 1

Conditions: **PCI:** 68

Inspection Comments:

Sample Number: 136 **Type:** R **Area:** 3369.00 SqFt **PCI:** 68

Sample Comments:

48	L & T CR	L	123.00	Ft
52	RAVELING	L	337.00	SqFt
56	SWELLING	L	23.00	SqFt
57	WEATHERING	M	3032.00	SqFt

Network: FHB **Name:** FERNANDINA BEACH MUNICIPAL AIRPORT

Branch: TW B **Name:** TAXIWAY B **Use:** TAXIWAY **Area:** 212,490 SqFt

Section: 230 of 9 **From:** - **To:** - **Last Const.:** 1/1/2010

Surface: AAC **Family:** CA653-GA-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 29,700 SqFt **Length:** 850 Ft **Width:** 35 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1944	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1996	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/2010	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True
Work Date: 7/1/2019	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False

Last Insp. Date: 7/21/2022 **TotalSamples:** 6 **Surveyed:** 2

Conditions: **PCI:** 60

Inspection Comments:

Sample Number: 137 **Type:** R **Area:** 5000.00 SqFt **PCI:** 63

Sample Comments:

48	L & T CR	L	272.00	Ft
48	L & T CR	M	60.00	Ft
52	RAVELING	L	1000.00	SqFt
56	SWELLING	L	15.00	SqFt
57	WEATHERING	L	3600.00	SqFt
57	WEATHERING	M	400.00	SqFt

Sample Number: 141 **Type:** R **Area:** 5000.00 SqFt **PCI:** 57

Sample Comments:

45	DEPRESSION	L	6.00	SqFt
48	L & T CR	L	328.00	Ft
48	L & T CR	M	48.00	Ft
48	L & T CR	H	24.00	Ft
52	RAVELING	L	1000.00	SqFt
57	WEATHERING	L	3600.00	SqFt
57	WEATHERING	M	400.00	SqFt

Network: FHB **Name:** FERNANDINA BEACH MUNICIPAL AIRPORT

Branch: TW B **Name:** TAXIWAY B **Use:** TAXIWAY **Area:** 212,490 SqFt

Section: 233 of 9 **From:** - **To:** - **Last Const.:** 1/1/2010

Surface: AAC **Family:** CA653-GA-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 15,343 SqFt **Length:** 425 Ft **Width:** 35 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1944	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1996	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/2010	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True
Work Date: 1/1/2022	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False

Last Insp. Date: 7/21/2022 **TotalSamples:** 4 **Surveyed:** 1

Conditions: **PCI:** 68

Inspection Comments:

Sample Number: 146 **Type:** R **Area:** 3515.00 SqFt **PCI:** 68

Sample Comments:

48	L & T CR	L	136.00	Ft
48	L & T CR	M	15.00	Ft
52	RAVELING	L	176.00	SqFt
57	WEATHERING	L	2636.00	SqFt
57	WEATHERING	M	703.00	SqFt

Network: FHB **Name:** FERNANDINA BEACH MUNICIPAL AIRPORT

Branch: TW B **Name:** TAXIWAY B **Use:** TAXIWAY **Area:** 212,490 SqFt

Section: 235 of 9 **From:** - **To:** - **Last Const.:** 1/1/2010

Surface: AAC **Family:** CA653-GA-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 20,200 SqFt **Length:** 580 Ft **Width:** 35 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1944	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1996	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/2010	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True
Work Date: 1/1/2022	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False

Last Insp. Date: 7/21/2022 **TotalSamples:** 4 **Surveyed:** 2

Conditions: **PCI:** 63

Inspection Comments:

Sample Number: 147 **Type:** R **Area:** 5950.00 SqFt **PCI:** 67

Sample Comments:

45	DEPRESSION	M	4.00	SqFt
48	L & T CR	L	220.00	Ft
48	L & T CR	M	86.00	Ft
57	WEATHERING	L	4760.00	SqFt
57	WEATHERING	M	1190.00	SqFt

Sample Number: 150 **Type:** R **Area:** 4250.00 SqFt **PCI:** 58

Sample Comments:

45	DEPRESSION	H	25.00	SqFt
48	L & T CR	L	340.00	Ft
48	L & T CR	M	25.00	Ft
57	WEATHERING	L	3612.00	SqFt
57	WEATHERING	M	638.00	SqFt

Network: FHB **Name:** FERNANDINA BEACH MUNICIPAL AIRPORT

Branch: TW B **Name:** TAXIWAY B **Use:** TAXIWAY **Area:** 212,490 SqFt

Section: 236 of 9 **From:** - **To:** - **Last Const.:** 1/1/1996

Surface: AAC **Family:** CA653-GA-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 4,994 SqFt **Length:** 620 Ft **Width:** 35 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1944	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1996	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/2022	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False

Last Insp. Date: 7/21/2022 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 65

Inspection Comments:

Sample Number: 151 **Type:** R **Area:** 4994.00 SqFt **PCI:** 65

Sample Comments:

48	L & T CR	L	144.00	Ft
48	L & T CR	M	10.00	Ft
52	RAVELING	L	250.00	SqFt
57	WEATHERING	M	4744.00	SqFt

Network: FHB **Name:** FERNANDINA BEACH MUNICIPAL AIRPORT

Branch: TW C **Name:** TAXIWAY C **Use:** TAXIWAY **Area:** 221,536 SqFt

Section: 120 of 11 **From:** - **To:** - **Last Const.:** 1/1/2010

Surface: AAC **Family:** CA653-GA-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 9,442 SqFt **Length:** 125 Ft **Width:** 40 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1944	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 1/1/1996	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True
Work Date: 1/1/2010	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True
Work Date: 1/1/2019	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False

Last Insp. Date: 7/21/2022 **TotalSamples:** 2 **Surveyed:** 1

Conditions: **PCI:** 52

Inspection Comments:

Sample Number: 116 **Type:** R **Area:** 4823.00 SqFt **PCI:** 52

Sample Comments:

43	BLOCK CR	L	1789.00	SqFt
45	DEPRESSION	L	25.00	SqFt
48	L & T CR	L	297.00	Ft
50	PATCHING	L	350.00	SqFt
57	WEATHERING	L	4249.00	SqFt
57	WEATHERING	M	224.00	SqFt

Network: FHB **Name:** FERNANDINA BEACH MUNICIPAL AIRPORT

Branch: TW C **Name:** TAXIWAY C **Use:** TAXIWAY **Area:** 221,536 SqFt

Section: 125 of 11 **From:** - **To:** - **Last Const.:** 1/1/2010

Surface: PCC **Family:** CA653-GA-RW-TW-PCC **Zone:** **Category:** **Rank:** P

Area: 9,632 SqFt **Length:** 175 Ft **Width:** 50 Ft

Slabs: 67 **Slab Length:** 12 Ft **Slab Width:** 12 Ft **Joint Length:** 1,233 Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/2004 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Work Date: 1/1/2010 **Work Type:** Complete Reconstruction - PCC **Code:** CR-PC **Is Major M&R:** True

Last Insp. Date: 7/21/2022 **TotalSamples:** 3 **Surveyed:** 1

Conditions: **PCI:** 81

Inspection Comments:

Sample Number: 99 **Type:** R **Area:** 20.00 Slabs **PCI:** 81

Sample Comments:

65	JT SEAL DMG	M	20.00	Slabs
66	SMALL PATCH	L	2.00	Slabs
74	JOINT SPALL	L	1.00	Slabs
74	JOINT SPALL	M	3.00	Slabs

Network: FHB **Name:** FERNANDINA BEACH MUNICIPAL AIRPORT

Branch: TW C **Name:** TAXIWAY C **Use:** TAXIWAY **Area:** 221,536 SqFt

Section: 130 of 11 **From:** - **To:** - **Last Const.:** 1/1/2004

Surface: PCC **Family:** CA653-GA-RW-TW-PCC **Zone:** **Category:** **Rank:** P

Area: 10,200 SqFt **Length:** 200 Ft **Width:** 50 Ft

Slabs: 71 **Slab Length:** 12 Ft **Slab Width:** 12 Ft **Joint Length:** 1,417 Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1975 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Work Date: 1/1/2004 **Work Type:** Complete Reconstruction - PCC **Code:** CR-PC **Is Major M&R:** True

Last Insp. Date: 7/21/2022 **TotalSamples:** 3 **Surveyed:** 1

Conditions: **PCI:** 88

Inspection Comments:

Sample Number: 100 **Type:** R **Area:** 20.00 Slabs **PCI:** 88

Sample Comments:

65	JT SEAL DMG	M	20.00	Slabs
73	SHRINKAGE CR	N	2.00	Slabs
74	JOINT SPALL	L	2.00	Slabs

Network: FHB **Name:** FERNANDINA BEACH MUNICIPAL AIRPORT

Branch: TW C **Name:** TAXIWAY C **Use:** TAXIWAY **Area:** 221,536 SqFt

Section: 140 of 11 **From:** - **To:** - **Last Const.:** 1/1/2004

Surface: PCC **Family:** CA653-GA-RW-TW-PCC **Zone:** **Category:** **Rank:** P

Area: 14,381 SqFt **Length:** 300 Ft **Width:** 50 Ft

Slabs: 100 **Slab Length:** 12 Ft **Slab Width:** 12 Ft **Joint Length:** 2,150 Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1975 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Work Date: 1/1/2004 **Work Type:** Complete Reconstruction - PCC **Code:** CR-PC **Is Major M&R:** True

Last Insp. Date: 7/21/2022 **TotalSamples:** 4 **Surveyed:** 1

Conditions: **PCI:** 93

Inspection Comments:

Sample Number: 137 **Type:** R **Area:** 24.00 Slabs **PCI:** 93

Sample Comments:

65	JT SEAL DMG	L	24.00	Slabs
74	JOINT SPALL	L	1.00	Slabs
75	CORNER SPALL	L	2.00	Slabs

Network: FHB **Name:** FERNANDINA BEACH MUNICIPAL AIRPORT

Branch: TW C **Name:** TAXIWAY C **Use:** TAXIWAY **Area:** 221,536 SqFt

Section: 145 of 11 **From:** - **To:** - **Last Const.:** 1/1/2004

Surface: AC **Family:** CA653-GA-TW-AC **Zone:** **Category:** **Rank:** P

Area: 11,198 SqFt **Length:** 125 Ft **Width:** 50 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/2004 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Work Date: 2/1/2016 **Work Type:** Crack Sealing - AC **Code:** CS-AC **Is Major M&R:** False

Last Insp. Date: 7/21/2022 **TotalSamples:** 2 **Surveyed:** 1

Conditions: **PCI:** 36

Inspection Comments:

Sample Number: 138 **Type:** R **Area:** 5000.00 SqFt **PCI:** 36

Sample Comments:

42	BLEEDING	N	525.00	SqFt
48	L & T CR	L	215.00	Ft
48	L & T CR	M	60.00	Ft
50	PATCHING	L	725.00	SqFt
52	RAVELING	L	214.00	SqFt
56	SWELLING	L	10.00	SqFt
57	WEATHERING	L	4061.00	SqFt

Network: FHB **Name:** FERNANDINA BEACH MUNICIPAL AIRPORT

Branch: TW C **Name:** TAXIWAY C **Use:** TAXIWAY **Area:** 221,536 SqFt

Section: 150 of 11 **From:** - **To:** - **Last Const.:** 1/1/2021

Surface: AC **Family:** CA653-GA-TW-AC **Zone:** **Category:** **Rank:** P

Area: 1,968 SqFt **Length:** 100 Ft **Width:** 20 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1975	**Work Type:** New Construction - Initial	**Code:** NU-IN	**Is Major M&R:** True
Work Date: 1/1/2010	**Work Type:** Complete Reconstruction - AC	**Code:** CR-AC	**Is Major M&R:** True
Work Date: 1/1/2021	**Work Type:** Complete Reconstruction - AC	**Code:** CR-AC	**Is Major M&R:** True

Last Insp. Date: 5/6/2019 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 67 **NOTE: *** Pre-Construction PCI *****

Inspection Comments:

Sample Number: 089 **Type:** R **Area:** 1968.00 SqFt **PCI:** 67

Sample Comments:

45	DEPRESSION	L	9.00	SqFt
48	L & T CR	L	131.00	Ft
50	PATCHING	L	45.00	SqFt
56	SWELLING	L	10.00	SqFt
57	WEATHERING	L	1923.00	SqFt

Network: FHB **Name:** FERNANDINA BEACH MUNICIPAL AIRPORT

Branch: TW C **Name:** TAXIWAY C **Use:** TAXIWAY **Area:** 221,536 SqFt

Section: 155 of 11 **From:** - **To:** - **Last Const.:** 1/1/2010

Surface: PCC **Family:** CA653-GA-RW-TW-PCC **Zone:** **Category:** **Rank:** P

Area: 6,151 SqFt **Length:** 175 Ft **Width:** 50 Ft

Slabs: 43 **Slab Length:** 12 Ft **Slab Width:** 12 Ft **Joint Length:** 1,233 Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/2004 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Work Date: 1/1/2010 **Work Type:** Complete Reconstruction - PCC **Code:** CR-PC **Is Major M&R:** True

Last Insp. Date: 7/21/2022 **TotalSamples:** 2 **Surveyed:** 2

Conditions: **PCI:** 77

Inspection Comments:

Sample Number: 90 **Type:** R **Area:** 22.00 Slabs **PCI:** 79

Sample Comments:

63	LINEAR CR	L	1.00	Slabs
65	JT SEAL DMG	M	22.00	Slabs
73	SHRINKAGE CR	N	7.00	Slabs
75	CORNER SPALL	L	1.00	Slabs
75	CORNER SPALL	M	1.00	Slabs

Sample Number: 91 **Type:** R **Area:** 24.00 Slabs **PCI:** 75

Sample Comments:

62	CORNER BREAK	L	1.00	Slabs
65	JT SEAL DMG	M	24.00	Slabs
73	SHRINKAGE CR	N	18.00	Slabs
75	CORNER SPALL	M	2.00	Slabs

Network: FHB **Name:** FERNANDINA BEACH MUNICIPAL AIRPORT

Branch: TW D **Name:** TAXIWAY D **Use:** TAXIWAY **Area:** 134,693 SqFt

Section: 405 of 8 **From:** - **To:** - **Last Const.:** 1/1/2004

Surface: AC **Family:** CA653-GA-TW-AC **Zone:** **Category:** **Rank:** P

Area: 6,163 SqFt **Length:** 200 Ft **Width:** 50 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1944	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/2004	**Work Type:** Complete Reconstruction - AC	**Code:** CR-AC	**Is Major M&R:** True
Work Date: 1/1/2022	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False

Last Insp. Date: 7/21/2022 **TotalSamples:** 2 **Surveyed:** 1

Conditions: **PCI:** 75

Inspection Comments:

Sample Number: 102 **Type:** R **Area:** 3188.00 SqFt **PCI:** 75

Sample Comments:

48	L & T CR	L	120.00	Ft
57	WEATHERING	L	1594.00	SqFt
57	WEATHERING	M	1594.00	SqFt

Network: FHB **Name:** FERNANDINA BEACH MUNICIPAL AIRPORT

Branch: TW D **Name:** TAXIWAY D **Use:** TAXIWAY **Area:** 134,693 SqFt

Section: 410 of 8 **From:** - **To:** - **Last Const.:** 1/1/2004

Surface: AC **Family:** CA653-GA-TW-AC **Zone:** **Category:** **Rank:** P

Area: 24,188 SqFt **Length:** 600 Ft **Width:** 50 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1944	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/2004	**Work Type:** Complete Reconstruction - AC	**Code:** CR-AC	**Is Major M&R:** True
Work Date: 1/1/2022	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False

Last Insp. Date: 7/21/2022 **TotalSamples:** 7 **Surveyed:** 3

Conditions: **PCI:** 69

Inspection Comments:

Sample Number: 100 **Type:** R **Area:** 3188.00 SqFt **PCI:** 70

Sample Comments:

48	L & T CR	L	149.00	Ft
52	RAVELING	L	159.00	SqFt
57	WEATHERING	M	3029.00	SqFt

Sample Number: 103 **Type:** R **Area:** 3619.00 SqFt **PCI:** 67

Sample Comments:

48	L & T CR	L	177.00	Ft
52	RAVELING	L	181.00	SqFt
54	SHOVING	L	11.00	SqFt
57	WEATHERING	M	3438.00	SqFt

Sample Number: 107 **Type:** R **Area:** 3150.00 SqFt **PCI:** 70

Sample Comments:

48	L & T CR	L	167.00	Ft
52	RAVELING	L	158.00	SqFt
57	WEATHERING	M	2992.00	SqFt

Network: FHB **Name:** FERNANDINA BEACH MUNICIPAL AIRPORT

Branch: TW D **Name:** TAXIWAY D **Use:** TAXIWAY **Area:** 134,693 SqFt

Section: 412 of 8 **From:** - **To:** - **Last Const.:** 1/1/1996

Surface: AAC **Family:** CA653-GA-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 8,092 SqFt **Length:** 170 Ft **Width:** 50 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1944	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1996	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/2022	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False

Last Insp. Date: 7/21/2022 **TotalSamples:** 2 **Surveyed:** 1

Conditions: **PCI:** 63

Inspection Comments:

Sample Number: 109 **Type:** R **Area:** 4919.00 SqFt **PCI:** 63

Sample Comments:

48	L & T CR	L	137.00	Ft
48	L & T CR	M	10.00	Ft
52	RAVELING	L	246.00	SqFt
56	SWELLING	L	22.00	SqFt
57	WEATHERING	M	4673.00	SqFt

Network: FHB **Name:** FERNANDINA BEACH MUNICIPAL AIRPORT

Branch: TW D **Name:** TAXIWAY D **Use:** TAXIWAY **Area:** 134,693 SqFt

Section: 415 of 8 **From:** - **To:** - **Last Const.:** 1/1/2004

Surface: AC **Family:** CA653-GA-TW-AC **Zone:** **Category:** **Rank:** P

Area: 8,400 SqFt **Length:** 230 Ft **Width:** 50 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1944	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/2004	**Work Type:** Complete Reconstruction - AC	**Code:** CR-AC	**Is Major M&R:** True
Work Date: 1/1/2022	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False

Last Insp. Date: 7/21/2022 **TotalSamples:** 2 **Surveyed:** 1

Conditions: **PCI:** 70

Inspection Comments:

Sample Number: 110 **Type:** R **Area:** 3500.00 SqFt **PCI:** 70

Sample Comments:

48	L & T CR	L	128.00	Ft
52	RAVELING	L	175.00	SqFt
57	WEATHERING	M	3325.00	SqFt

Network: FHB **Name:** FERNANDINA BEACH MUNICIPAL AIRPORT

Branch: TW D **Name:** TAXIWAY D **Use:** TAXIWAY **Area:** 134,693 SqFt

Section: 417 of 8 **From:** - **To:** - **Last Const.:** 1/1/1996

Surface: AAC **Family:** CA653-GA-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 17,493 SqFt **Length:** 236 Ft **Width:** 50 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1944	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1996	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 2/1/2016	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False

Last Insp. Date: 7/21/2022 **TotalSamples:** 4 **Surveyed:** 1

Conditions: **PCI:** 68

Inspection Comments:

Sample Number: 112 **Type:** R **Area:** 4048.00 SqFt **PCI:** 68

Sample Comments:

48	L & T CR	L	128.00	Ft
50	PATCHING	L	35.00	SqFt
52	RAVELING	L	1003.00	SqFt
57	WEATHERING	M	3010.00	SqFt

Network: FHB **Name:** FERNANDINA BEACH MUNICIPAL AIRPORT

Branch: TW D **Name:** TAXIWAY D **Use:** TAXIWAY **Area:** 134,693 SqFt

Section: 420 of 8 **From:** - **To:** - **Last Const.:** 1/1/2004

Surface: AC **Family:** CA653-GA-TW-AC **Zone:** **Category:** **Rank:** P

Area: 42,000 SqFt **Length:** 1,194 Ft **Width:** 50 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1944	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/2004	**Work Type:** Complete Reconstruction - AC	**Code:** CR-AC	**Is Major M&R:** True
Work Date: 2/1/2016	**Work Type:** Crack Sealing - AC	**Code:** CS-AC	**Is Major M&R:** False

Last Insp. Date: 7/21/2022 **TotalSamples:** 12 **Surveyed:** 3

Conditions: **PCI:** 70

Inspection Comments:

Sample Number: 119 **Type:** R **Area:** 3500.00 SqFt **PCI:** 70

Sample Comments:

48	L & T CR	L	200.00	Ft
52	RAVELING	L	175.00	SqFt
57	WEATHERING	M	3325.00	SqFt

Sample Number: 124 **Type:** R **Area:** 3500.00 SqFt **PCI:** 70

Sample Comments:

48	L & T CR	L	211.00	Ft
52	RAVELING	L	350.00	SqFt
57	WEATHERING	M	3150.00	SqFt

Sample Number: 128 **Type:** R **Area:** 3500.00 SqFt **PCI:** 70

Sample Comments:

48	L & T CR	L	189.00	Ft
52	RAVELING	L	350.00	SqFt
57	WEATHERING	M	3150.00	SqFt

Network: FHB **Name:** FERNANDINA BEACH MUNICIPAL AIRPORT

Branch: TW D **Name:** TAXIWAY D **Use:** TAXIWAY **Area:** 134,693 SqFt

Section: 425 of 8 **From:** - **To:** - **Last Const.:** 1/1/2004

Surface: AAC **Family:** CA653-GA-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 9,694 SqFt **Length:** 92 Ft **Width:** 50 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1944	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1975	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/2004	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True

Last Insp. Date: 7/21/2022 **TotalSamples:** 2 **Surveyed:** 1

Conditions: **PCI:** 64

Inspection Comments:

Sample Number: 130 **Type:** R **Area:** 3995.00 SqFt **PCI:** 64

Sample Comments:

42	BLEEDING	N	9.00	SqFt
48	L & T CR	L	184.00	Ft
48	L & T CR	M	25.00	Ft
52	RAVELING	L	400.00	SqFt
57	WEATHERING	M	3595.00	SqFt

Network: FHB **Name:** FERNANDINA BEACH MUNICIPAL AIRPORT

Branch: TW D **Name:** TAXIWAY D **Use:** TAXIWAY **Area:** 134,693 SqFt

Section: 430 of 8 **From:** - **To:** - **Last Const.:** 1/1/2004

Surface: AC **Family:** CA653-GA-TW-AC **Zone:** **Category:** **Rank:** P

Area: 18,663 SqFt **Length:** 500 Ft **Width:** 35 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1944 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/2004 **Work Type:** Complete Reconstruction - AC **Code:** CR-AC **Is Major M&R:** True

Last Insp. Date: 7/21/2022 **TotalSamples:** 5 **Surveyed:** 2

Conditions: **PCI:** 67

Inspection Comments:

Sample Number: 133 **Type:** R **Area:** 3500.00 SqFt **PCI:** 70

Sample Comments:

48	L & T CR	L	13.00	Ft
48	L & T CR	M	100.00	Ft
52	RAVELING	L	350.00	SqFt
57	WEATHERING	M	3150.00	SqFt

Sample Number: 137 **Type:** R **Area:** 4663.00 SqFt **PCI:** 65

Sample Comments:

48	L & T CR	L	131.00	Ft
48	L & T CR	M	100.00	Ft
52	RAVELING	L	466.00	SqFt
57	WEATHERING	M	4197.00	SqFt

Network: FHB **Name:** FERNANDINA BEACH MUNICIPAL AIRPORT

Branch: TW E **Name:** TAXIWAY E **Use:** TAXIWAY **Area:** 61,180 SqFt

Section: 510 of 1 **From:** - **To:** - **Last Const.:** 1/1/2011

Surface: AC **Family:** CA653-GA-TW-AC **Zone:** **Category:** **Rank:** P

Area: 61,180 SqFt **Length:** 1,600 Ft **Width:** 35 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/2011 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/21/2022 **TotalSamples:** 16 **Surveyed:** 3

Conditions: **PCI:** 89

Inspection Comments:

Sample Number: 103 **Type:** R **Area:** 3500.00 SqFt **PCI:** 90

Sample Comments:

48	L & T CR	L	4.00	Ft
57	WEATHERING	L	3450.00	SqFt
57	WEATHERING	M	50.00	SqFt

Sample Number: 110 **Type:** R **Area:** 3500.00 SqFt **PCI:** 88

Sample Comments:

48	L & T CR	L	3.00	Ft
57	WEATHERING	L	3325.00	SqFt
57	WEATHERING	M	175.00	SqFt

Sample Number: 113 **Type:** R **Area:** 3500.00 SqFt **PCI:** 91

Sample Comments:

57	WEATHERING	L	3325.00	SqFt
57	WEATHERING	M	175.00	SqFt

Network: FHB **Name:** FERNANDINA BEACH MUNICIPAL AIRPORT

Branch: TW NW AP **Name:** NORTHWEST APRON TAXIWAY **Use:** TAXIWAY **Area:** 6,445 SqFt

Section: 505 of 2 **From:** - **To:** - **Last Const.:** 1/1/1987

Surface: AC **Family:** CA653-GA-TW-AC **Zone:** **Category:** **Rank:** P

Area: 2,976 SqFt **Length:** 140 Ft **Width:** 35 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1987 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Last Insp. Date: 7/21/2022 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 31

Inspection Comments:

Sample Number: 101 **Type:** R **Area:** 2976.00 SqFt **PCI:** 31

Sample Comments:

45	DEPRESSION	L	170.00	SqFt
45	DEPRESSION	M	180.00	SqFt
48	L & T CR	L	170.00	Ft
48	L & T CR	M	306.00	Ft
50	PATCHING	L	150.00	SqFt
52	RAVELING	L	141.00	SqFt
57	WEATHERING	M	2685.00	SqFt

Network: FHB **Name:** FERNANDINA BEACH MUNICIPAL AIRPORT

Branch: TW NW AP **Name:** NORTHWEST APRON TAXIWAY **Use:** TAXIWAY **Area:** 6,445 SqFt

Section: 507 of 2 **From:** - **To:** - **Last Const.:** 1/1/2004

Surface: AAC **Family:** CA653-GA-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 3,469 SqFt **Length:** 650 Ft **Width:** 50 Ft

Slabs: **Slab Length:** Ft **Slab Width:** Ft **Joint Length:** Ft

Shoulder: **Street Type:** **Grade:** 0 **Lanes:** 0

Section Comments:

Work Date: 1/1/1944 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/2004 **Work Type:** Mill and Overlay **Code:** ML-OVL **Is Major M&R:** True

Last Insp. Date: 7/21/2022 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 69

Inspection Comments:

Sample Number: 100 **Type:** R **Area:** 3469.00 SqFt **PCI:** 69

Sample Comments:

42	BLEEDING	N	2.00	SqFt
48	L & T CR	L	160.00	Ft
48	L & T CR	M	45.00	Ft
56	SWELLING	L	23.00	SqFt
57	WEATHERING	L	2775.00	SqFt
57	WEATHERING	M	694.00	SqFt

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