STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

AVIATION OFFICE

Statewide Airfield Pavement Management Program

Craig Municipal Airport–CRG
(Regional Reliever)
Jacksonville, Florida
(District 2)

June 2012

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EXECUTIVE SUMMARY

In 2010, the Florida Department of Transportation (FDOT) Aviation Office selected a Consultant team consisting of Kimley-Horn and Associates and their Subconsultants, AMEC Environment & Infrastructure, Inc. and All About Pavements, Inc., to provide services in support of FDOT in the continuing evaluation and updating of the existing Statewide Airfield Pavement Management Program (SAPMP) to be completed over fiscal years 2011 and 2012.

The tasks required to achieve this objective at Craig Municipal Airport included:

- Obtain recent construction history from the Airport to update the Pavement Inventory CADD drawings from the previous SAPMP update,
- Perform a visual Pavement Condition Index (PCI) survey of the airfield pavements at the Airport,
- Update the MicroPAVER database to analyze the PCI field data and determine the current condition of the airfield pavements,
- Predict the future deterioration of the pavements,
- Develop a 10-year M&R plan to address the pavement needs at Craig Municipal Airport, and
- Provide the estimated costs associated with the suggested immediate and future M&R activities

During April 2012, the PCI survey was performed at Craig Municipal Airport. The results of the survey indicate that, based on a numerical scale of 0 to 100, the overall area-weighted average PCI of the airfield pavements in 2012 is 65, representing a Fair overall network condition.

Table I below summarizes the overall condition summary by network branch.

Table I: Condition Summary by Branch

Branch Name	Area Weighted PCI	PCI Range	Average Condition Rating	FDOT Minimum Service Level	MicroPAVER Minimum PCI	Action Required
FAA Apron	91	91	Good	65	65	
North Apron	37	23-39	Very Poor	65	65	X
NW Apron	35	30-53	Very Poor	65	65	X
Run-Up Apron at RW 5	81	81	Satisfactory	65	65	
Run-Up Apron at RW 14	76	76-78	Satisfactory	65	65	
South Apron	56	41-61	Fair	65	65	X
Southwest Apron	37	23-79	Very Poor	65	65	X
Runway 14-32	67	66-77	Fair	75	65	
Runway 5-23	100	100	Good	75	65	
Taxiway Alpha	78	68-80	Satisfactory	65	65	
Taxiway A-1	90	90	Good	65	65	
Taxiway A-2	73	73	Satisfactory	65	65	
Taxiway A-3	72	42-93	Satisfactory	65	65	X
Taxiway A-4	64	52-77	Fair	65	65	X
Taxiway A-5	75	42-82	Satisfactory	65	65	X
Taxiway Bravo	78	72-85	Satisfactory	65	65	
Taxiway B-2	82	82	Satisfactory	65	65	
Taxiway B4 & B5	66	50-83	Fair	65	65	X
Taxiway Charlie	45	36-81	Poor	65	65	X
Taxiway Delta	96	96	Good	65	65	
Taxiway Echo	65	65	Fair	65	65	
Taxiway Foxtrot	54	54	Poor	65	65	X
Taxiway Golf	86	77-88	Good	65	65	

Tables II and III below illustrate the area-weighted PCI computed individually for each pavement use and rank, respectively.

Table II: Condition Summary by Pavement Use

Use	Average Area-Weighted PCI	Condition Rating
Runway	83	Satisfactory
Taxiway	77	Satisfactory
Apron	48	Poor
All (Weighted)	**65**	**Fair**

Table III: Condition Summary by Pavement Rank

Rank*	Average Area-Weighted PCI	Condition Rating
Primary	58	Fair
Secondary	73	Satisfactory
Tertiary	85	Good
All (Weighted)	**65**	**Fair**

*The pavement rank for the airport pavement network is listed on Table 2-3.

The immediate M&R needs, or needs that have been programmed to be completed in the first year of the 10-year M&R plan based on an unlimited budget at Craig Municipal Airport, include: North Apron, NW Apron, South Apron, Southwest Apron, Taxiway A-3, Taxiway A-4, Taxiway A-5, Taxiway B4 & B5, Taxiway Charlie, and Taxiway Foxtrot. Asphalt pavement conditions in these areas justify either mill and overlay rehabilitation or full pavement reconstruction. Portland cement concrete pavement in the Southwest Apron would benefit from full PCC pavement reconstruction. The immediate needs are summarized in Table IV below.

Table IV: Immediate Major M&R Needs

Branch Name	Section ID	Surface Type	Section Area (ft^2)	Major M&R Costs*	PCI Before M&R	M&R Activity	PCI After M&R
North Apron	4205	AC	15,000	$245,669.99	32	Reconstruction	100
North Apron	4210	AC	269,725	$2,348,226.75	39	Reconstruction	100
North Apron	4215	AC	11,300	$209,840.99	23	Reconstruction	100
North Apron	4220	AC	27,800	$424,839.60	33	Reconstruction	100
NW Apron	4305	AC	37,500	$241,162.61	53	Mill and Overlay	100
NW Apron	4310	AC	180,611	$3,353,946.05	30	Reconstruction	100
NW Apron	4315	AC	47,434	$360,972.92	43	Mill and Overlay	100
NW Apron	4320	AC	40,800	$534,072.04	35	Reconstruction	100
South Apron	4105	AAC	146,250	$497,542.56	61	Mill and Overlay	100
South Apron	4110	AC	30,000	$228,300.11	41	Mill and Overlay	100
South Apron	4115	AC	16,000	$121,760.06	45	Mill and Overlay	100
Southwest Apron	4405	PCC	33,600	$623,951.96	23	Reconstruction	100
Southwest Apron	4410	AC	14,300	$265,550.98	22	Reconstruction	100
Southwest Apron	4411	AAC	6,125	$46,611.27	41	Mill and Overlay	100
Southwest Apron	4420	AC	12,800	$97,408.05	46	Mill and Overlay	100
Southwest Apron	4425	AC	130,050	$2,415,028.34	29	Reconstruction	100
Southwest Apron	4430	AC	3,481	$64,642.17	30	Reconstruction	100
Taxiway A-3	815	AC	20,632	$157,009.60	42	Mill and Overlay	100
Taxiway A-4	1015	AC	4,000	$27,296.01	52	Mill and Overlay	100
Taxiway A-5	205	AC	4,000	$30,440.02	42	Mill and Overlay	100
Taxiway B4 & B5	405	AAC	7,000	$53,270.03	50	Mill and Overlay	100
Taxiway B4 & B5	450	AC	8,400	$60,622.83	51	Mill and Overlay	100
Taxiway Charlie	305	AAC	18,900	$226,686.63	36	Reconstruction	100
Taxiway Foxtrot	605	AC	11,000	$66,418.03	54	Mill and Overlay	100
			Total	**$12,701,269.60**	**39**		**100**

* Costs are adjusted for inflation.

A forecast of Major M&R needs for a 10-year period, starting from 2012, was developed using an unlimited budget. The analysis identified ongoing maintenance needs and major M&R during that interval. The results of this analysis are provided in Table V below.

Table V: 10-Year M&R Costs under Unlimited Funding Scenario

Year	Preventative	Major M&R	Total Year Cost
2012	$56,861.71	$12,701,269.60	$12,758,131.31
2013	$85,280.94	$984,695.42	$1,069,976.36
2014	$116,014.34	$0.00	$116,014.34
2015	$146,780.25	$0.00	$146,780.25
2016	$182,205.39	$0.00	$182,205.39
2017	$233,767.18	$0.00	$233,767.18
2018	$292,367.82	$96,589.27	$388,957.09
2019	$329,146.34	$333,597.11	$662,743.45
2020	$390,296.09	$0.00	$390,296.09
2021	$453,062.17	$86,654.70	$539,716.87
Total	**$2,285,782.23**	**$14,202,806.10**	**$16,488,588.33**

Note: Costs are adjusted for inflation.

The implementation of the 10-Year Major M&R Plan is expected to provide an improvement in the overall condition of the airfield pavement, where the area-weighted PCI would increase from 65 in 2012 to 77 in 2021. Appendix F lists the Major M&R for the 10-Year program. Appendix G graphically depicts the program activity.

It is important to note that although preventative and some major M&R activities would have to be conducted over several years, the area-weighted PCI value for all Craig Municipal Airport pavements in 2021 may remain near 77. The airport manager should realize that what is most important is that the pavement repair work (preventative and major M&R) that has been identified for Craig Municipal Airport is conducted at some point in the 10-year plan.

1. INTRODUCTION

The State of Florida has more than 100 public airports that are vital to the Florida economy as well as the economy of the United States. There are millions of square yards of pavement for the runways, taxiways, aprons and other areas of these airports that support aircraft operations. The timely and proper maintenance and rehabilitation (M&R) of these pavements allows the airports to operate efficiently, economically and without excessive down time.

In order to support the planning, scheduling, and design of the M&R activities based on pavement evaluation and pavement management performance trends, the Florida Department of Transportation (FDOT) Aviation Office implemented the Statewide Airfield Pavement Management Program (SAPMP) in 1992.

In 2010, the FDOT Aviation Office selected a Consultant team consisting of Kimley-Horn and Associates and their Subconsultants, AMEC Environment & Infrastructure, Inc. and All About Pavements, Inc., to provide services in support of FDOT in the continuing evaluation and updating of the existing SAPMP to be completed over fiscal years 2011 and 2012.

This report discusses the work performed, a summary of the findings, results, and recommendations for M&R planning associated with the update to the SAPMP. It also describes the procedures used to ensure that the appropriate engineering and scientific standards of care, quality, budget, and schedule requirements are implemented during the performance of the SAPMP.

1.1 Purpose

This Florida Airport Pavement Evaluation Report is intended to:

- Describe, briefly, the SAPMP and the roles and responsibilities of the program's participants;
- Provide background information on pavement management principles, objectives, and benefits to this airport;
- Outline the procedures used to collect, evaluate and report pavement inspection results at this airport;
- Present the findings from the pavement inspection;
- Analyze and discuss the needs for Maintenance and Rehabilitation (M&R) activities and associated costs for this airport.

1.2 FDOT Statewide Airfield Pavement Management Program

In 1992, the FDOT implemented the SAPMP to improve the knowledge of pavement conditions at public airports in the State system, identify maintenance needs at individual airports, automate information management, and establish standards to address future needs. The 1992 SAPMP provided valuable information for establishing and performing pavement M&R.

In 1992/1993, and 1998/1999, the FDOT Aviation Office participated in the development of a proprietary software pavement management system and developed and populated a pavement management database that provided valuable information for establishing M&R policies, estimating M&R costs, and developing recommendations for performing routine pavement

maintenance. This system, AIRPAV, was implemented, and initial condition surveys were performed in 1992 and 1993. The SAPMP was updated with additional surveys in 1998 and 1999.

In 2004, the FDOT Aviation Office undertook a project to update the pavement management system software utilized for the SAPMP. This project involved a review of the AIRPAV software and other available pavement management system software. As a result of this review, MicroPAVER was selected as the software for the update project. Data from the 1998/1999 condition surveys were converted to the MicroPAVER system, and the inventory of the pavement systems and drawings of the pavements were updated to reflect maintenance, rehabilitation, and construction activities since 1998/1999. The pavements were inspected between 2006 and 2008, and an updated M&R program was developed based on the new condition of the airfield pavements. As part of the update, procedures for the inspection and collection of pavement data were developed, and a website (www.floridaairportpavement.com) was created for the input of data under secure procedures.

Currently, airports using the AIP Grant Program are required by the Federal Aviation Administration (FAA) to develop a pavement maintenance program (FAA/AC 150/5380-6B "Guidelines and Procedures for Maintenance of Airport Pavements") using trained personnel to perform a detailed inspection of airfield pavements. The inspections are required to be performed at least once a year or every 3 years if pavement inspection is characterized in the form of a Pavement Condition Index (PCI) survey (such as ASTM D 5340 "Standard Test Method for Airport Pavement Condition Index Surveys", (2004 edition)). The 2004 edition was utilized in lieu of the 2010 edition to maintain database integrity and benefit of pavement performance curves from the previous inspections.

In 2010, the FDOT Aviation Office selected a team consisting of the Consultant and their Subconsultants to provided services in support of FDOT in the continuing evaluation and updating of the existing SAPMP to be completed over fiscal years 2011 and 2012.

1.3 Organization

1.3.1 *Aviation Office Program Manager Role*

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

1.3.2 *Consultant Role*

The Consultant (Kimley-Horn and Associates, Inc.) and their Subconsultants (AMEC Environment & Infrastructure, Inc. and All About Pavements, Inc.) provide technical and administrative assistance to the AO-PM during the execution of this program, which involves the continuing evaluation of airport pavements and updating of the SAPMP based upon procedures outlined in FAA Advisory Circular 150/5380-6B "Guidelines and Procedures for Maintenance of Airport Pavements" and ASTM D 5340 "Standard Test Method for Airport Pavement Condition Index Surveys" (2004).

1.3.3 *Airport Role*

The airports are the ultimate client for each of the field inspections and reports. Individual airports will be provided final deliverables prepared by the Consultant that have been reviewed and approved by the AO-PM. The airport should provide a current Airport Layout Plan (ALP) to the Consultant and, if they participated in the previous SAPMP update, indicate any construction activity that has been performed since the previous inspections.

1.4 Pavement Types and Pavement Management

1.4.1 *Pavement basics*

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

- Flexible pavement, composed of an asphalt concrete (AC) surface, and
- Rigid pavement composed of a Portland Cement Concrete (PCC) surface.

Both pavement types use a combination of layered materials and thicknesses in order to support the traffic loads and protect the underlying natural subgrade soil. Flexible pavements (AC) dissipate the load from layer to layer until the load magnitude is small enough to be supported by the subgrade soil. In rigid pavements (PCC), the Portland Cement Concrete supports most of the load, and the base or subbase layer is mainly constructed to provide a smooth and continuous platform for the construction of the concrete surface.

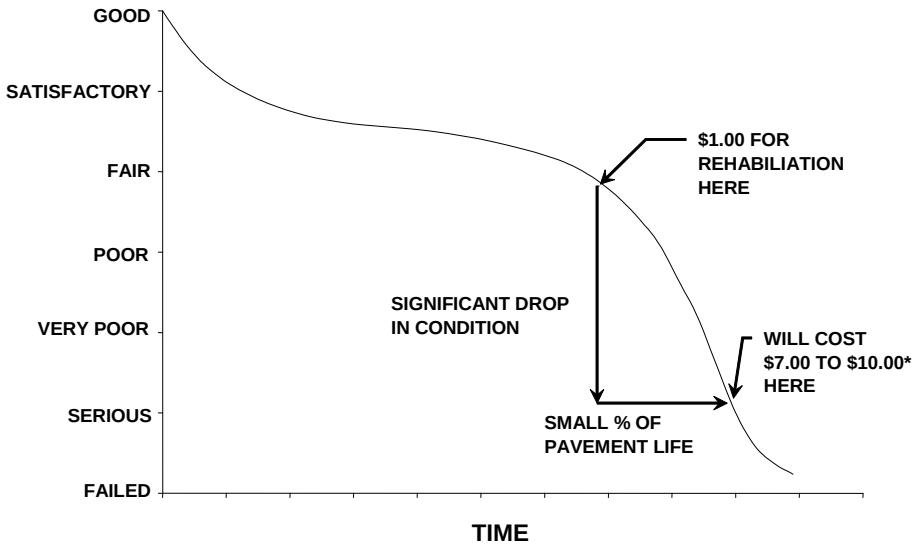
A small percentage of the airport pavements in Florida are composed of asphalt concrete surface over Portland Cement Concrete (APC). This pavement type is known as “composite” pavement.

Due to the different nature of the pavement types and their materials, flexible and rigid pavements have different distresses and failure mechanisms. Understanding the mechanics and failure modes of both pavement types will assist engineers in making adequate and long lasting repairs or rehabilitation to the pavement structures.

1.4.2 *Pavement Management System Concept*

The SAPMP utilized a Pavement Management System (PMS) to develop the M&R recommendations discussed in this report. A PMS is a tool to assist engineers, planners and managing agencies in making decisions when planning pavement M&R. The management of pavements involves scheduling pavement maintenance and rehabilitation before pavements deteriorate to a condition where reconstruction (the most expensive alternative) is the only solution. Figure 1-1 below, taken from FAA/AC 5380-7A “Airport Pavement Management Program”, illustrates how a pavement generally deteriorates and the relative cost of rehabilitation at various times throughout its life. Note that during the first 75 percent of a pavement’s life, it performs relatively well. After that, however, it begins to deteriorate rapidly. The number of years a pavement stays in “good” condition depends on how well it is maintained. As the illustration demonstrates, the cost of maintaining the pavement above a critical condition before rapid deterioration occurs is much less compared to maintaining pavements after substantial deterioration has occurred.

Figure 1-1: Pavement Life Cycle



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

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

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

1.4.3 *Pavement Inspection Methodology for the SAPMP*

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

For the Statewide Aviation Pavement Management Program update, only visual surveys were performed. Further structural and geotechnical testing should be conducted to determine the appropriate rehabilitation methods during the design process.

In preparation of the PCI surveys, the airfield pavements are divided into sample units as established in FAA AC 150/5380-6B and ASTM D 5340. Further discussion of how the airport pavements are divided and subdivided into units by construction and use can be found in Section 2 "Network Definition and Pavement Inventory" of this report.

Sample unit sizes are approximately 5000 ± 2000 square feet for AC-surfaced pavements and 20 ± 8 slabs for PCC-surfaced pavements. Prior to conducting the field inspections, the sampling plan was developed based on previous sampling and modified based on the available knowledge of Branches, Sections, use patterns, construction types and history. The sampling rate used for the FDOT Statewide Airfield Pavement Management Program is provided in Table 1-1 below.

Table 1-1: Sampling Rate for FDOT Condition Surveys

AC Pavements			PCC Pavements		
N	**n**		**N**	**n**	
	Runway	**Others**		**Runway**	**Others**
1-4	1	1	1-3	1	1
5-10	2	1	4-6	2	1
11-15	3	2	7-10	3	2
16-30	5	3	11-15	4	2
31-40	7	4	16-20	5	3
41-50	8	5	21-30	7	3
≥51	20% but ≤20	10% but ≤10	31-40	8	4
			41-50	10	5
			≥51	20% but ≤20	10% but ≤10

Where *N = total number of sample units in Section*
n = number of sample units to inspect

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

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

Figure 1-2: PCI Rating Scale

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

1.5 Definitions

Aviation Office - The Aviation Office is charged with responsibility for promoting the safe development of aviation to serve the people of the State of Florida. The Aviation Office Program Manager (AO-PM) has review and approval authority for each program task of the SAPMP.

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

Branch - A Branch designates pavements that have common usage and functionality, such as an entire runway, taxiway, or apron.

Branch ID - A short form identification for the pavement Branch. In this report, Branch includes the common designation for the item e.g. RW 18-36.

Category - The Category classifies the airport according to the type and volume of aircraft traffic, as follows:

- GA – for general aviation or community airports;
- RL – for regional relievers or small hubs;
- PR – for primary (certified under Part 139 requirements).

Critical PCI - The PCI value considered to be the threshold for M&R decisions. PCI above the Critical generate economical activities expected to preserve and prolong acceptable condition. M&R for PCI values less than Critical make sense only for reasons of safety or to maintain a pavement in operable condition. A pavement section is expected to deteriorate very quickly once it reaches the Critical PCI and the unit cost of repair increases significantly.

Distress Type - A distress type is a defined visible defect in pavement evidenced by cracking, vertical displacement or deterioration of material. In PCI technology, 16 distinct distress types for asphalt surfaced and 15 for Portland Cement Concrete surfaced pavements have been described and rated according to the impact their presence has on pavement condition.

Florida DOT (FDOT) - Florida Department of Transportation was represented in this project by the Office of Aviation.

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

Localized M&R (Maintenance and Repair) - Localized M&R is a temporizing activity performed on existing pavement to extend its serviceability and/or to improve rideability. Localized M&R can be applied either as a safety (stop-gap) measure or preventive measure. Common localized maintenance methods include crack sealing, joint sealing, and patching.

Major M&R (e.g. Rehabilitation) - Activities performed over the entire area of a pavement Section that are intended to restore and/or maintain serviceability. This includes asphalt overlays, milling and replacing asphalt pavement, reconstruction with asphalt, reconstruction with Portland Cement Concrete (PCC) pavements, and PCC overlays.

MicroPAVER - A commercially available software subsidized by FAA and agencies in the US Department of Defense developed to support engineered management of pavement assets using a condition based approach. This software has the functionality such that, if properly implemented, maintained, and operated, it meets the pavement management program requirements described by the FAA in Advisory Circular 150/5380-7A.

Minimum Condition Level - A threshold PCI value established by FDOT to represent the targeted minimum pavement condition that is desirable in the Florida Airport System. These values were established with consideration of pavement function and airport type. For instance, runways have higher minimum condition levels than aprons, and Primary airports have higher minimum condition levels than General Aviation airports.

Network Definition - A Network Definition is a Computer-Aided Drafting & Design (CADD) drawing which shows the airport pavement outline with Branch and Section boundaries. This drawing also includes the PCI sample units and is used to identify those sample units to be surveyed, i.e. the sampling plan. The Network Definition for the airport is in Appendix A along with a table of inventory data.

Pavement Condition Index (PCI) - The Pavement Condition Index is a number which represents the condition of a pavement segment at a specific point in time. It is based on visual identification and measurement of specific distress types commonly found in pavement which has been in service for a period of time. The definitions and procedures for determining the PCI are found in ASTM D 5340, published by ASTM International.

Pavement Evaluation - A systematic approach undertaken by trained and experienced personnel intended for determination of the condition, serviceability, and best corrective action for pavement. Techniques to standardize pavement evaluation include the Pavement Condition Index procedures.

Pavement Management System (PMS) - A Pavement Management System is a broad function that uses pavement evaluation and pavement performance trends as a basis for planning, programming, financing, and maintaining a pavement system.

Pavement Surface Type - The surface of pavement is identified as one of four types:

- AC – for asphalt surface pavements;
- PCC – for Portland Cement Concrete pavements;
- AAC – for asphalt surface pavements that have had an asphalt overlay at some point in their construction history;
- APC – for composite pavements, which consist of asphalt over Portland Cement Concrete pavement.
- PAC – for composite pavements, which consist of Portland Cement Concrete over asphalt pavement.

Rank - Pavement rank in MicroPAVER determines the priority to be assigned to a pavement Section when developing an M&R plan. Pavement Sections are ranked as follows according to their use:

- P – for Primary pavements, such as primary runways, primary taxiways, and primary aprons;
- S – or Secondary pavements, such as secondary runways, secondary taxiways, and secondary aprons;
- T – for Tertiary pavements such as "T" hangars and slightly used aprons.

Reconstruction - Reconstruction includes removal of existing pavement, preparation of subgrade, and construction of new pavement with new or recycled materials. Reconstruction is indicated when distress types evident at the surface indicate failure in the pavement structure or subgrade of a type, and to an extent, not correctable by less extensive construction.

Rehabilitation - Rehabilitation represents construction using existing pavement for a foundation. Rehabilitation most commonly consists of an overlay of existing pavement with a new asphalt or concrete surface. Recently, technology has expanded the options to include recycling of existing pavement and incorporating engineering fabrics or thin layers of elasticized materials to retard reflection of distress types through the new surface.

Sample Unit - Uniformly sized portions of a Section as defined in ASTM D 5340. Sample units are a means to reduce the total amount of pavement actually surveyed using statistics to select and survey enough area to provide a representative measure of Section PCI. Sample Unit sizes are 5,000 ± 2,000 square feet for AC-surfaced pavements and 20 ± 8 slabs for PCC-surfaced pavements.

Section - Sections subdivide Branches into portions of similar pavement. Sections are prescribed by pavement structure, age, condition, and use. Sections are identified on the airport Network Definition. They are the smallest unit used for determining M&R requirements based on condition.

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

Statewide Airfield Pavement Management Program (SAPMP) – The Statewide Airfield Pavement Management Program is a program implemented in 1992 by the Florida Department of Transportation to plan, schedule, and design the maintenance and rehabilitation activities

necessary for the airfield pavement on Florida's public airports to allow the airports to operate efficiently, economically, and without excessive down time.

System Inventory - A System Inventory is a Computer-Aided Drafting & Design (CADD) drawing which shows the airport pavement outline and identifies airfield construction activities since the last inspection. The System Inventory for the airport is included in Appendix A.

Use - In MicroPAVER, Use is the term for the function of the pavement area. This is either Runway, Taxiway, or Apron for purposes of the FDOT Statewide Aviation Pavement Management System.

2. NETWORK DEFINITION AND PAVEMENT INVENTORY

Craig Municipal Airport (CRG) is a mid-sized airport located eight miles east of Jacksonville, Florida. The airport is directly regulated by the Jacksonville Airport Authority (JAA) and its function within the Jacksonville system of airports is to divert general aviation traffic away from Jacksonville International Airport. Craig Municipal Airport is served by two converging runways: Runway 5-23 with a length of 4,004 ft and a width of 100 ft and Runway 14-32 with a length of 4,008 ft and a width of 100 ft. Runway 5-23 is served by parallel Taxiway Bravo and multiple taxiway connectors, while Runway 14-32 is served by parallel Taxiway Alpha and multiple taxiway connectors. Aprons are located on the west and central sides of the property. The Airport runways, taxiways and aprons are constructed of asphalt concrete pavement, with the exception of one apron section constructed of Portland cement concrete.

It is important to note that the aforementioned runway data in addition to the remaining airfield pavement facilities geometric dimensions may vary slightly from the geometry used in the condition and M & R analysis based on field measurements.

The airport was built by the military to provide a training ground for pilots during World War II. After the end of the war, the airport served as a joint civil-military airport hosting an Army Aviation Support Facility and helicopter units of the Florida Army National Guard prior to their relocation to Cecil Field following the latter facility's inactivation as a naval air station in 1999. This airport is designated as a Regional Reliever airport and is located in District 2 of the Florida Department of Transportation.

2.1 Network Definition

The pavements within the network are defined in MicroPAVER in terms of manageable units that help to organize the data into similar groups. An organizational hierarchy is used to establish these units.

2.1.1 *Branch Section Identification*

The airport pavement network is subdivided into separate Branches (runways, taxiways, or aprons) that have distinctly different uses. Branches are then further divided into Sections with similar pavement construction and performance that may share other common attributes.

Sections are manageable units used to organize the data collection and are treated individually during the rehabilitation planning stage. A pavement rank, consisting of primary, secondary, and tertiary levels, is assigned to each Section based on their level and type of use. The pavement rankings that were designated for each Section in the previous SAPMP update were again used for this update.

As discussed in Section 1.4.3 "Pavement Inspection Methodology for the SAPMP", the sections are sub-divided into sample units, which are the smallest subdivision in a pavement network, only for the purpose of conducting the pavement condition survey.

2.1.2 *System Inventory and Network Definition Update*

The System Inventory and Network Definition drawings are used to identify changes in the network since the most recent update from the 2006/2008 inspections and also to plan the field

inspection activities for the 2012 survey. Prior to the field inspection process, the System Inventory drawing was updated from the previous inspection with notes indicating recent construction projects on the various Sections of pavement throughout the airfield. This System Inventory drawing is used to update the Network Definition drawing.

The Network Definition drawing shows the airport pavement outline with Branch and Section boundaries. This drawing also includes the PCI sample units and is used to identify those sample units to be surveyed, i.e. the sampling plan. The previous airport configuration and history was compared with the current airport configuration, and the existing network branch, section and sample unit designations were revised to match the current configuration. This drawing serves not only as a primary guide for the airfield inspectors but also as an important historical record.

Due to recent and anticipate construction history; pavement area sections may have been consolidated or created which will affect the total number of sample units to be inspected based on the ASTM 5340 criteria.

The updated System Inventory and Network Definition drawings for Craig Municipal Airport are provided in Appendix A. Table 2-1 below lists the recent construction projects at the airport.

Table 2-1: Construction Since Last Inspection & Anticipated Construction Activity

Construction Year	Location	Work Type / Pavement Section
2010	Runway 5-23	Mill and overlay

2.2 Pavement Inventory

The detailed pavement inventory was updated to reflect the network definition update and field inspection results. The total number of sample units designated to be inspected at the airport is 112 sample units.

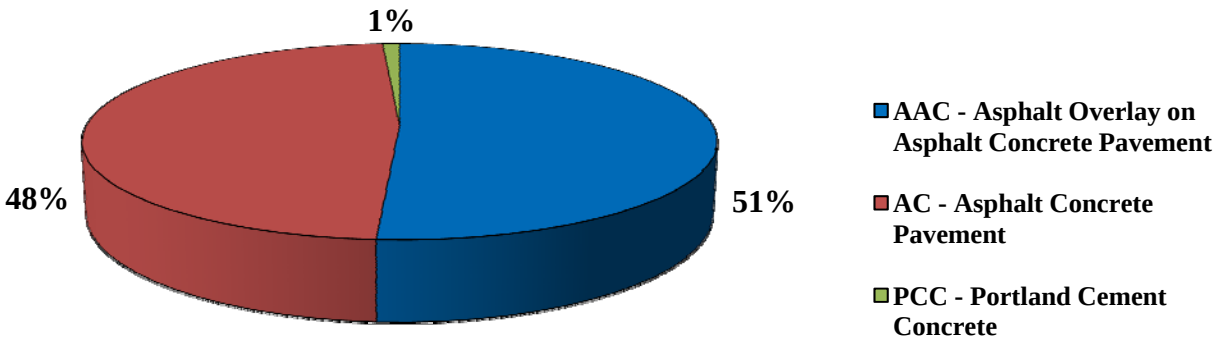
The total airfield pavement area in 2012 at Craig Municipal Airport is 2,693,657 square feet. The breakdown of pavement area for each pavement use is provided in Table 2-2.

Table 2-2: Pavement Area by Pavement Use

Use	Area (ft^2)	% of Total Area
Runway	790,000	29%
Taxiway	610,839	23%
Apron	1,292,818	48%
All (Weighted)	**2,693,657**	**100%**

Figure 2-1 presents the breakdown of the pavement area at Craig Municipal Airport by surface type.

Figure 2-1: Pavement Area by Surface Type



Details of pavement Branch and Section information including Branch name (which indicates pavement use), Branch ID, Section ID, section area, rank, surface type, last construction date, number of samples inspected, and number of samples in each Section are given in Table 2-3 below. A more detailed Pavement Inventory Table may be found in Appendix A of this report.

Table 2-3: Branch and Section Inventory

Branch Name	Branch ID	Section ID	True Area (ft^2)	Section Rank	Surface Type	Last Const. Date	Total Samples Inspected	Total Samples
FAA Apron	AP FAA	5405	143,317	T	AAC	1/1/2004	4	32
North Apron	AP N	4205	15,000	P	AC	1/1/1947	1	4
North Apron	AP N	4210	269,725	P	AC	1/1/1983	5	54
North Apron	AP N	4215	11,300	S	AC	12/25/1999	1	4
North Apron	AP N	4220	27,800	S	AC	12/25/1999	3	16
NW Apron	AP NW	4305	37,500	P	AC	1/1/1991	1	7
NW Apron	AP NW	4310	180,611	P	AC	1/1/1960	4	39
NW Apron	AP NW	4315	47,434	P	AC	1/1/1970	2	11
NW Apron	AP NW	4320	40,800	P	AC	12/25/1999	3	21
Run-Up Apron at RW 5	AP RU RW 5	135	60,675	T	AC	1/1/2005	2	13
Run-Up Apron at RW 14	AP RU RW14	5305	7,500	P	AAC	7/1/2007	1	2

Table 2-3: Branch and Section Inventory (Continued)

Branch Name	Branch ID	Section ID	True Area (ft^2)	Section Rank	Surface Type	Last Const. Date	Total Samples Inspected	Total Samples
Run-Up Apron at RW 14	AP RU RW14	5310	14,600	P	AAC	7/1/2007	1	4
South Apron	AP S	4105	146,250	P	AAC	1/1/1986	3	25
South Apron	AP S	4110	30,000	P	AC	1/1/1986	2	11
South Apron	AP S	4115	16,000	P	AC	1/1/1986	1	5
Southwest Apron	AP SW	4405	33,600	S	PCC	12/25/1999	1	9
Southwest Apron	AP SW	4410	14,300	S	AC	12/25/1999	1	5
Southwest Apron	AP SW	4411	6,125	S	AAC	12/25/1999	1	3
Southwest Apron	AP SW	4415	24,000	S	AC	1/1/2005	1	8
Southwest Apron	AP SW	4420	12,800	S	AC	12/25/1999	1	3
Southwest Apron	AP SW	4425	130,050	S	AC	12/25/1999	4	33
Southwest Apron	AP SW	4430	3,481	S	AC	1/1/2006	1	2
Southwest Apron	AP SW	4435	19,950	S	AAC	1/1/2007	1	6
Runway 14-32	RW 14-32	6205	37,500	P	AAC	1/1/2004	2	9
Runway 14-32	RW 14-32	6210	362,500	P	AAC	1/1/2001	14	71
Runway 5-23	RW 5-23	6105	390,000	S	AAC	1/1/2011	16	79
Taxiway Alpha	TW A	105	76,650	T	AAC	7/1/2007	3	22
Taxiway Alpha	TW A	110	7,500	P	AAC	1/1/1991	1	2
Taxiway Alpha	TW A	115	3,262	P	AAC	1/1/1991	1	1
Taxiway A-1	TW A1	1205	12,750	S	AC	1/1/2005	1	5
Taxiway A-2	TW A2	705	8,000	P	AC	1/1/1991	1	2
Taxiway A-3	TW A3	805	8,000	P	AC	1/1/1991	1	2
Taxiway A-3	TW A3	810	16,600	P	AC	1/1/2005	1	5
Taxiway A-3	TW A3	815	20,632	P	AC	1/1/2005	1	6
Taxiway A-3	TW A3	820	28,390	P	AC	1/1/2007	1	8
Taxiway A-4	TW A4	1010	4,000	P	AAC	7/1/2007	1	1
Taxiway A-4	TW A4	1015	4,000	P	AC	1/1/1983	1	1
Taxiway A-5	TW A5	205	4,000	P	AC	1/1/1983	1	1
Taxiway A-5	TW A5	210	4,000	P	AAC	7/1/2007	1	1
Taxiway A-5	TW A5	220	18,100	P	AAC	7/1/2007	1	5
Taxiway Bravo	TW B	120	74,200	P	AC	1/1/2005	3	21
Taxiway Bravo	TW B	125	54,425	P	AAC	1/1/2007	3	16
Taxiway Bravo	TW B	130	41,075	P	AC	1/1/2007	1	2
Taxiway B-2	TW B2	1305	15,750	S	AC	1/1/2005	1	5
Taxiway B4 & B5	TW B4 & B5	405	7,000	P	AAC	1/1/1984	1	2
Taxiway B4 & B5	TW B4 & B5	410	1,900	P	AC	1/1/1984	1	1
Taxiway B4 & B5	TW B4 & B5	420	17,225	P	AAC	7/1/2007	1	5

Table 2-3: Branch and Section Inventory (Continued)

Branch Name	Branch ID	Section ID	True Area (ft^2)	Section Rank	Surface Type	Last Const. Date	Total Samples Inspected	Total Samples
Taxiway B4 & B5	TW B4 & B5	450	8,400	P	AC	1/1/1991	1	2
Taxiway Charlie	TW C	305	18,900	P	AAC	1/1/1991	1	6
Taxiway Charlie	TW C	310	2,450	P	AAC	1/1/2001	1	1
Taxiway Charlie	TW C	315	3,300	P	AAC	1/1/2001	1	2
Taxiway Delta	TW D	155	21,325	P	AAC	1/1/2007	1	3
Taxiway Delta	TW D	160	12,600	P	AAC	1/1/2007	1	4
Taxiway Echo	TW E	505	9,780	P	AC	1/1/1991	1	3
Taxiway Foxtrot	TW F	605	11,000	P	AC	1/1/1991	1	3
Taxiway Golf	TW G	165	86,875	P	AC	1/1/2005	2	18
Taxiway Golf	TW G	170	8,750	P	AC	1/1/2004	1	3

Note: If a new construction, then survey date = last construction date and PCI is set to 100 by MicroPAVER.
Sections not surveyed due to reasons such as re-sectioning, no escort, not accessible at the time of survey.

3. PAVEMENT CONDITION

Pavement conditions were inspected in accordance with the methods outlined in FAA AC 150/5380-6B and ASTM D 5340-04 "Standard Practice for Airport Pavement Condition Index Surveys." These procedures define distress type, severity and quantity for sampling areas within each section to determine the Pavement Condition Index (PCI).

3.1 Inspection Methodology

A PCI survey is performed by measuring the amount and severity of pavement distresses, which are caused by traffic load, climate, and other factors, observed within a sample unit. This data is imported into MicroPAVER, which calculates PCI values for the pavement sections. Tables 3-1 and 3-2 below list the pavement distress types and related causes for asphalt concrete (AC) and Portland Cement Concrete (PCC), respectively.

Table 3-1: Pavement Distresses for Asphalt Concrete Surfaces

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

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

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

Code	Distress	Mechanism
61	Blow-up	Climate
62	Corner Break	Load
63	Linear Cracking	Load
64	Durability Cracking	Climate
65	Joint Seal Damage	Climate
66	Small Patch	Pavement Repair
67	Large Patch/Utility Cut	Utility / Pavement Repair
68	Popout	Climate
69	Pumping	Load
70	Scaling/Crazing	Construction Quality
71	Faulting	Subgrade Quality
72	Shattered Slab	Load
73	Shrinkage Cracking	Construction Quality / Load
74	Joint Spalling	Load
75	Corner Spalling	Load
Source: U.S. Army CERL, FDOT Airfield Inspection Reference Manual		

Prior to conducting the inspections, Global Positioning System (GPS) coordinates were recorded using CADD at the centroid of each sample unit. The centroid is usually the geometric center of the area, but in cases where sample units are irregular in shape, this is the center of mass. These data are presented in a table on the updated Network Definition Map in Appendix A of this report.

Pavement condition inspections at Craig Municipal Airport were performed in April 2012. Data was recorded in the field in accordance with FAA Advisory Circular 150/5380-6B "Guidelines and Procedures for Maintenance of Airport Pavements" and ASTM D 5340 "Standard Test Method for Airport Pavement Condition Index Surveys" (2004).

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

3.2 Pavement Condition Index Results

According to the 2012 survey, the overall area-weighted PCI at Craig Municipal Airport is 65, representing a Fair overall network condition.

Overall the airport exhibited pavement distresses associated with climate, subgrade quality, loading and age distresses. Asphalt Concrete pavement distresses include block cracking, weathering and raveling, longitudinal and transverse cracking, patching, swelling and depression.

Runway 14-32 exhibited pavement condition indices ranging from 66-77. Runway 5-23 was not inspected as it was rehabilitated in 2010. The pavement on Runways 14-32 exhibited low to medium severity longitudinal and transverse cracking, low severity bleeding, low severity depressions, low to medium severity patching, low severity weathering and raveling, along with

low severity swelling. These distresses are mostly attributed to the climate and age of the pavement.

Taxiway Alpha exhibited pavement condition indices ranging from 68-80. Taxiway Bravo exhibited pavement condition indices ranging from 72-85. Taxiways Alpha and Bravo pavements exhibited low severity longitudinal and transverse cracking, low severity weathering and raveling, low severity swelling, low severity depressions, low severity block cracking, low severity bleeding and low severity patching. These are mostly climate and age related distresses. Taxiway Charlie exhibited broad pavement condition indices from 36-81. Taxiway Foxtrot exhibited a pavement condition index of 54. The other taxiways exhibited low to medium severity longitudinal and transverse cracking, low to medium severity weathering and raveling, low severity patching, low severity bleeding and low to medium severity swelling. These are primarily climate, age, and subgrade related distresses.

North Apron exhibited low pavement condition indices ranging from 23-39. NW Apron also exhibited low pavement condition indices ranging from 30-53. North and NW Aprons exhibited low to high severity longitudinal and transverse cracking, low to high severity weathering and raveling, low to high severity block cracking, low to medium severity depression, low severity swelling, low severity patching, and oil spillage. These are primarily climate, age, subgrade, and load related distresses. Southwest Apron exhibited similar distresses to North and NW Aprons, with pavement condition indices ranging from 23-79. The Portland cement concrete section in Southwest Apron exhibited low severity linear cracking, high severity joint seal damage, low and medium severity shattered slab, shrinkage cracking, and low severity joint spalling. These are primarily climate, age, subgrade, and load related distresses.

The remaining aprons and taxiways appeared to be in fair to good overall condition, with the exception to a few isolated instances of low severity swelling distresses and low severity patching. Most of the other distresses consisted of low severity weathering and raveling and, low severity longitudinal and transverse cracking.

Appendix B contains a table and a Condition Map which depicts the PCI results by Section, and Appendix C contains a table of PCI results by Branch. Appendix I includes detailed distress data generated by MicroPAVER for each inspected sample unit.

Figure 3-1 provides the PCI distribution by rating category for Craig Municipal Airport.

Figure 3-1: Network PCI Distribution by Rating Category

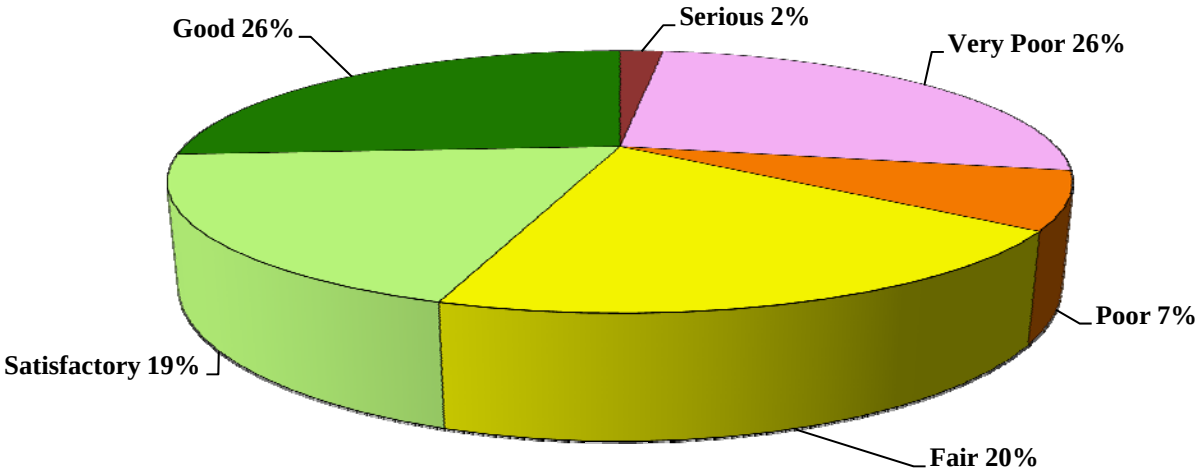


Figure 3-1a: Condition Rating Summary

Condition Rating	Total Area (ft^2)	Percent
Good	695,257	26%
Satisfactory	516,200	19%
Fair	531,742	20%
Poor	204,891	7%
Very Poor	700,667	26%
Serious	44,900	2%
Failed	0	0%

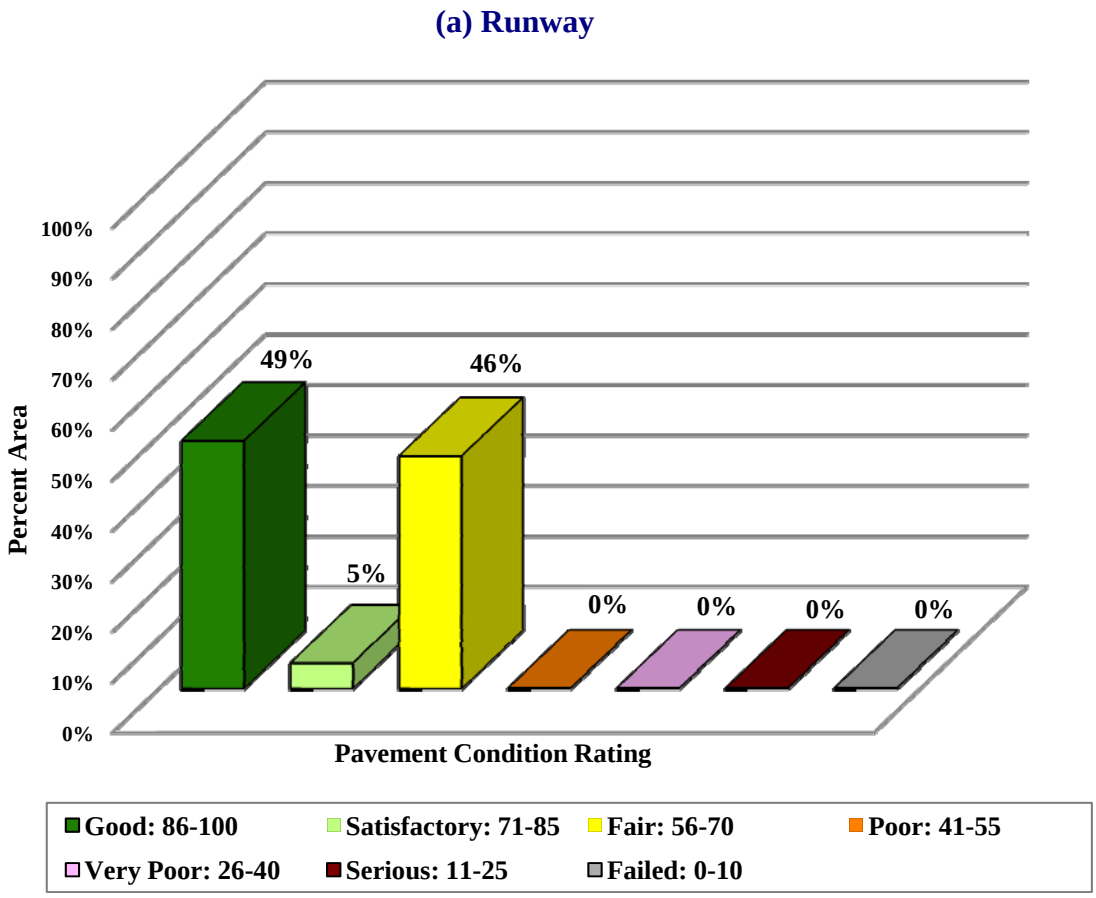
Approximately 45% of the network is in Good and Satisfactory condition while 27% of the network is in Fair and Poor condition and 28% of the network is in Very Poor and Serious condition. Table 3-3 illustrates the area-weighted PCI computed individually for each pavement use.

Table 3-3: Condition by Pavement Use

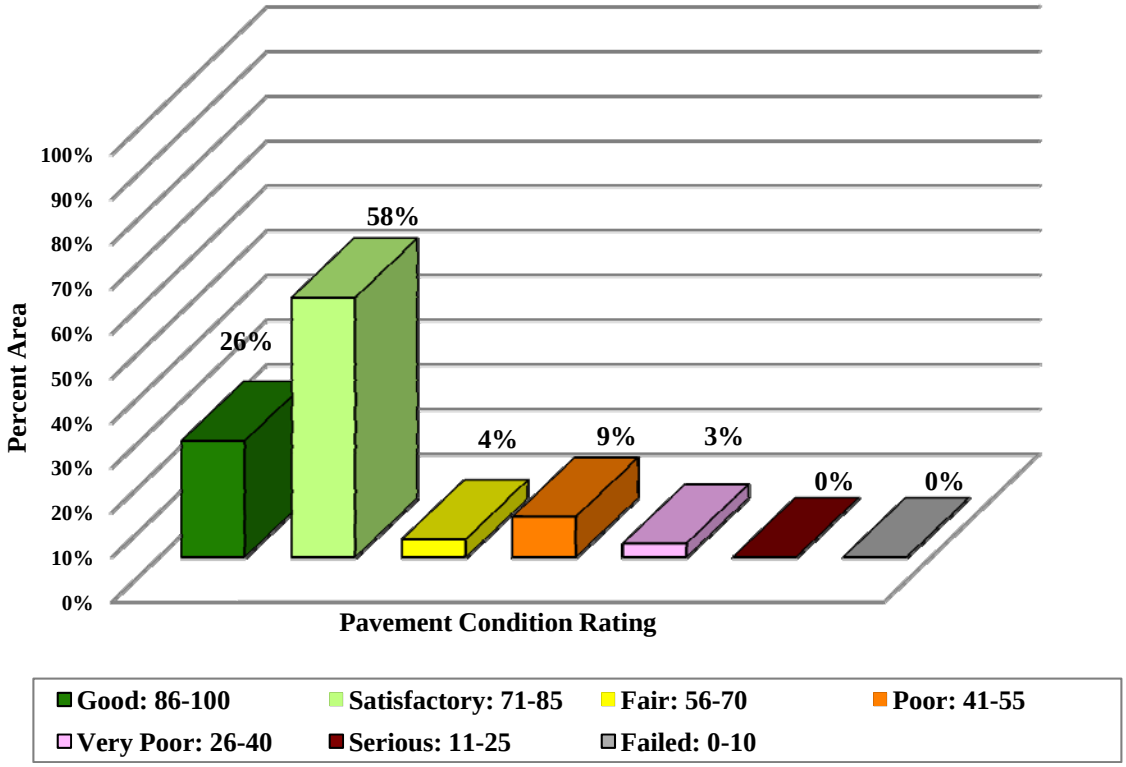
Use	Average Area-Weighted PCI	Condition Rating
Runway	83	Satisfactory
Taxiway	77	Satisfactory
Apron	48	Poor
All (Weighted)	**65**	**Fair**

Figure 3-2 presents the breakdown of PCI by range for each pavement use.

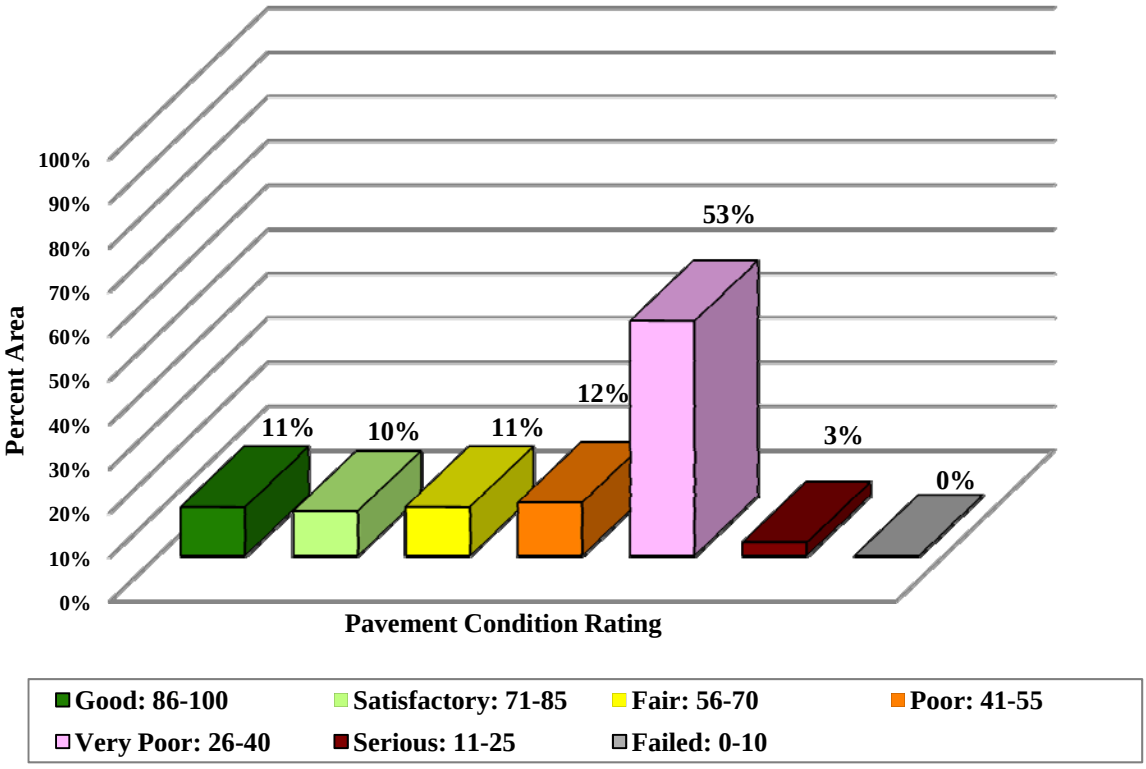
Figure 3-2: Percentage of Pavement Area within Each PCI Range by Pavement Use



(b) Taxiway



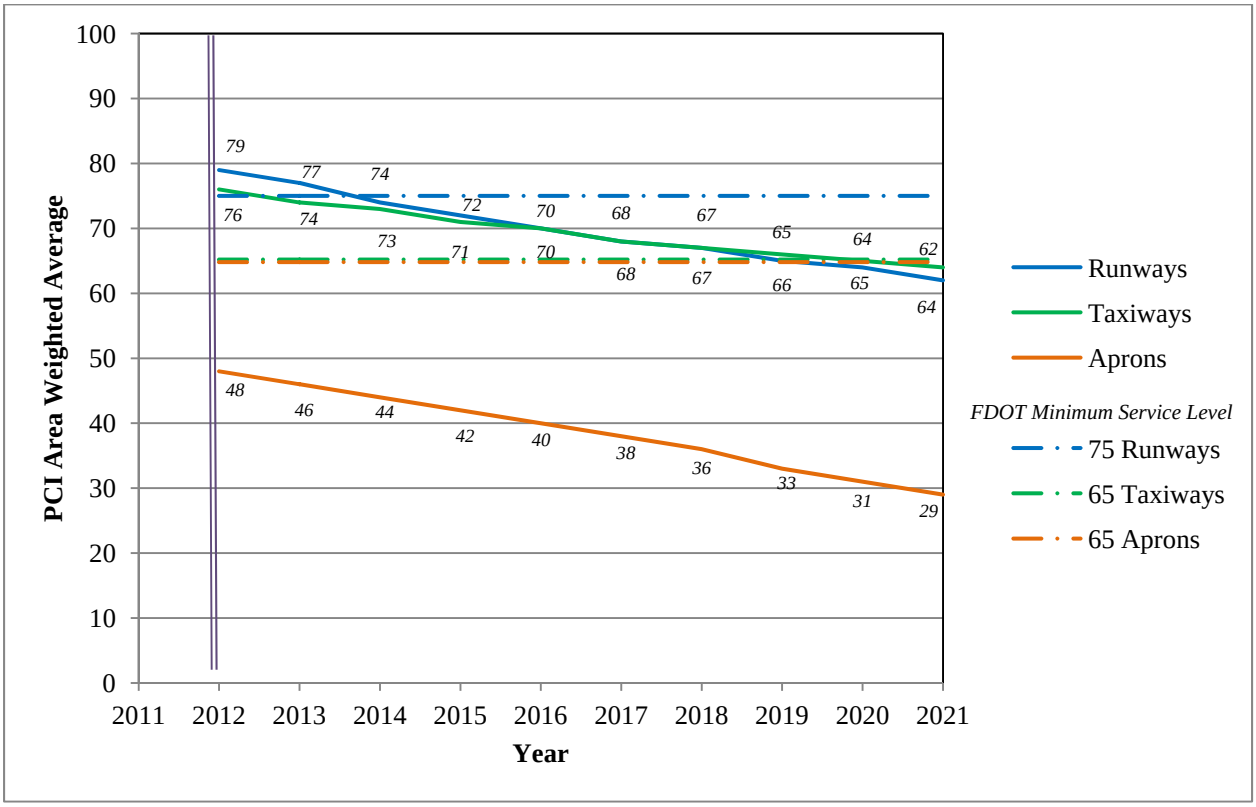
(c) Apron



4. PAVEMENT CONDITION PREDICTION

Performance prediction models or deterioration curves for PCI were used to develop a condition forecast. The performance models were developed for combinations of variables such as pavement use (runway, taxiway or apron), surface type (AC or PCC) and airport category (GA, RL, or PR). Figure 4-1 illustrates the predicted performance of pavements at Craig Municipal Airport based on current condition, age since last construction and the deterioration model appropriate for the type of pavement. The figure presents the forecast for each pavement use and displays the FDOT minimum service level for Regional Reliever (RL) airports.

Figure 4-1: Predicted PCI by Pavement Use



Appendix D presents the tabular summary of the predicted Section PCI for each year from 2012 to 2021.

5. MAINTENANCE POLICIES AND COSTS

5.1 Policies

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

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

Table 5-1 provides the list of the maintenance activities used in MicroPAVER to treat specific distress types. MicroPAVER applies repairs to these distresses and adjusts the PCI based on specific rules. These repairs are used only in the first year of an analysis.

Rehabilitation is warranted when the pavement condition decreases below a critical point such that the deterioration is extensive or the rate of deterioration is so great that routine maintenance is no longer cost-efficient. This critical point is called "Critical PCI." The critical PCI levels for different pavement and branch types established in the previous SAPMP update were used in this update for the development of the M&R plan for the airport. Sections above critical PCI levels receive routine maintenances while pavements predicted to deteriorate below their respective critical PCI level during the analysis period will be identified for Major M&R. Table 5-2 gives the critical PCI levels for Regional Reliever Airports.

The maintenance rehabilitation policy and activity costs have been updated based on the study of readily available construction cost data at the time of this study. The costs depicted in this report are intended for planning purposes.

Table 5-1: Routine Maintenance Activities for Airfield Pavements

Surface	Distress	Severity*	Work Type	Code	Work Unit
AC	Alligator Crack	M, H	Patching - AC Deep	PA-AD	SqFt
	Bleeding	N/A	No Localized M&R	NONE	N/A
	Block Crack	M, H	Crack Sealing – AC	CS-AC	SqFt
	Corrugation	L, M, H	Patching - AC Deep	PA-AD	SqFt
	Depression	M, H	Patching - AC Deep	PA-AD	SqFt
	Jet Blast	N/A	Patching - AC Deep	PA-AD	SqFt
	Joint Ref. Crack	M, H	Crack Sealing – AC	CS-AC	Ft
	L & T Crack	M, H	Crack Sealing – AC	CS-AC	Ft
	Oil Spillage	N/A	Patching - AC Shallow	PA-AS	SqFt
	Patching	M, H	Patching - AC Deep	PA-AD	SqFt
	Polished Agg.	N/A	No Localized M&R	NONE	N/A
	Raveling / Weathering	L	Surface Sealing - Rejuvenating	SS-RE	SqFt
		M	Surface Seal - Coal Tar	SS-CT	SqFt
		H	Microsurfacing	MI-AC	SqFt
	Rutting	M, H	Patching - AC Deep	PA-AD	SqFt
	Shoving	M, H	Grinding (Localized)	GR-LL	SqFt
	Slippage Crack	N/A	Patching - AC Shallow	PA-AS	SqFt
	Swelling	M, H	Patching - AC Deep	PA-AD	SqFt
PCC	Blow-Up	L, M, H	Patching - PCC Full Depth	PA-PF	SqFt
	Corner Break	M, H	Patching - PCC Full Depth	PA-PF	SqFt
	Linear Crack	M, H	Crack Sealing – PCC	CS-PC	Ft
	Durability Crack	H	Slab Replacement – PCC	SL-PC	SqFt
		M	Patching - PCC Full Depth	PA-PF	SqFt
	Jt. Seal Damage	M, H	Joint Seal (Localized)	JS-LC	Ft
	Small Patch	M, H	Patching - PCC Partial Depth	PA-PP	SqFt
	Large Patch	M, H	Patching - PCC Full Depth	PA-PF	SqFt
	Popouts	N/A	No Localized M&R	NONE	N/A
	Pumping	N/A	No Localized M&R	NONE	N/A
	Scaling	H	Slab Replacement – PCC	SL-PC	SqFt
	Faulting	M, H	Grinding (Localized)	GR-PP	Ft
	Shattered Slab	M, H	Slab Replacement – PCC	SL-PC	SqFt
	Shrinkage Crack	N/A	No Localized M&R	NONE	N/A
	Joint Spall	M, H	Patching - PCC Partial Depth	PA-PP	SqFt
	Corner Spall	M, H	Patching - PCC Partial Depth	PA-PP	SqFt

*L = Low, M = Medium, H = High

Table 5-2: Critical PCI for Regional Reliever Airports

Use	Critical PCI
Runway	65
Taxiway	65
Apron	65

It should be noted that critical PCI is not the same as Minimum PCI or Minimum Condition. The Minimum PCI is a value set by the user so pavement sections are rehabilitated before they fall below the set minimum. Table 5-3 gives the targeted, or desired, Minimum PCI values for runways, taxiways, and aprons of Regional Reliever Airports.

Table 5-3: FDOT Minimum Service Level PCI for Regional Reliever Airports

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

Typical Major M&R activities range from overlays to reconstruction. Based on the critical PCI values in Table 5-2 the PCI trigger range when the likely activity would be a mill and resurface was 40 to 79 and reconstruction at a PCI of 39 or lower. One important concept of pavement management systems is that it is cost effective to maintain pavements that are already in good condition rather than wait for them to get worse and require more expensive rehabilitation.

Crack sealing and full-depth patching are the M&R activities recommended to repair pavements with PCI values between 80 and 90. MicroPAVER considers these as preventative M&R with their primary objective being to slow the rate of pavement deterioration. While the trigger PCI for mill and overlay has been set to 55, MicroPAVER also assigns mill and overlay to sections with a PCI greater than 55 if they exhibit some structural distress. Table 5-4 summarizes the M&R activities for Regional Reliever Airports based on PCI value.

Table 5-4: M&R Activities for Regional Reliever Airports

	Activity	PCI Range
Maintenance	Crack Sealing and Full-Depth Patching	80 and 90
Rehabilitation	Mill and Overlay (AC) or Concrete Pavement Restoration (PCC)	40 to 79
	Reconstruction	39 and less

5.2 Unit Costs

FDOT cost databases for airports and highway pavement maintenance and rehabilitation were updated from the previous SAPMP study based on current construction cost trends in order to determine meaningful costs for the program. Table 5-5 presents the unit costs summary.

5.3 M&R Activities

FDOT recognizes that although Mill and Overlay work is recommended for asphalt pavements within a PCI range from 40 to 79, it is conceivable that airports may not have adequate funding to perform this type of rehabilitation. Microsurfacing treatment is a maintenance/rehabilitation measure that can be used in lieu of asphalt pavement mill and overlay; however it should be understood that this measure is intended for short term pavement life extension. While the cost of microsurfacing is significantly lower than that of pavement mill and overlay, it is not intended to be a full rehabilitative measure for long term benefit.

Table 5-5: Maintenance Unit Costs for FDOT

Code	Name	Cost	Unit
GR-LL	Grinding (Localized for AC)	$2.10	SqFt
PA-AL	Patching – AC Leveling	$2.30	SqFt
PA-AS	Patching – AC Shallow	$2.90	SqFt
PA-PF	Patching – PCC Full Depth	$38.11	SqFt
PA-PP	Patching – PCC Partial Depth	$19.06	SqFt
SL-PC	Slab Replacement – PCC	$39.11	SqFt
CS-PC	Crack Sealing – PCC	$4.24	Ft
UN-PC	Undersealing – PCC	$3.40	Ft
CS-AC	Crack Sealing – AC	$2.25	Ft
GR-PP	Grinding (Localized for PCC)	$22.51	Ft
JS-LC	Joint Seal (Localized)	$2.00	Ft
SH-LE	Shoulder Leveling	$2.81	Ft
JS-SI	Joint Seal – Silicon	$2.81	Ft
PA-AD	Patching – AC Deep	$4.90	SqFt
OL-AT	Overlay – AC Thin	$2.80	SqFt
SS-CT	Surface Seal – Coal Tar	$0.40	SqFt
SS-FS	Surface Seal – Fog Seal	$0.40	SqFt
SS-RE	Surface Seal – Rejuvenating	$0.40	SqFt
ST-SB	Surface Treatment – Single Bitum.	$0.30	SqFt
ST-SS	Surface Treatment – Slurry Seal	$0.55	SqFt
ST-ST	Surface Treatment – Sand Tar	$0.28	SqFt
MI-AC	Microsurfacing - AC	$0.65	SqFt

The improvement in condition due to maintenance actions applied to specific distresses is only performed when an inspection was performed recently and only in the first year of the M&R analysis. In subsequent years, MicroPAVER calculates M&R costs based on expected unit costs for pavements in a range of PCIs. That is, for low PCI, it is expected that the repair would be significant (e.g. reconstruction) and therefore very costly.

Using available unit cost data, the Major M&R Cost by Condition table was set up as shown in Table 5-6. The cost assigned to each range of PCI is based on a Transportation Cost Report provided by Office of Planning Policy of FDOT where the unit costs of reconstruction and resurfacing of airfield pavements were included. These costs were then assigned to the appropriate PCI range to arrive at a cost per square foot necessary to restore pavements at that PCI level to new condition, i.e. a PCI of 100.

Table 5-6: M&R Activities and Unit Costs by Condition for Regional Reliever Airports

	Activity	PCI Trigger	Cost/SqFt
Maintenance	Crack Sealing and Full-Depth Patching	90	$0.10
		80	$0.40
Rehabilitation	Mill and Overlay (AC) or Concrete Pavement Restoration (PCC)	70	$0.90
		60	$3.68
		50	$7.61
		40	$18.57
	Reconstruction	30	$18.57
		20	$18.57

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

6. PAVEMENT REHABILITATION NEEDS ANALYSIS

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

The objective of the M&R analysis is to observe the effect of different fiscal scenarios on the network condition, over a period of ten years, starting from 2012. The analysis was conducted using an unlimited budget. An unlimited budget allows all M&R needs to be identified along with the associated cost regardless of priority.

Table 6-1 presents the M&R list of immediate needs for Major M&R, i.e. Year 1 of the forecast. The importance of this listing is that it points out the major activities triggered by the current condition of the pavements.

Table 6-1: Summary of Immediate Major M&R Needs Option No. 1

Branch Name	Section ID	Surface Type	Section Area (ft^2)	Major M&R Costs*	PCI Before M&R	M&R Activity	PCI After M&R
North Apron	4205	AC	15,000	$245,669.99	32	Reconstruction	100
North Apron	4210	AC	269,725	$2,348,226.75	39	Reconstruction	100
North Apron	4215	AC	11,300	$209,840.99	23	Reconstruction	100
North Apron	4220	AC	27,800	$424,839.60	33	Reconstruction	100
NW Apron	4305	AC	37,500	$241,162.61	53	Mill and Overlay	100
NW Apron	4310	AC	180,611	$3,353,946.05	30	Reconstruction	100
NW Apron	4315	AC	47,434	$360,972.92	43	Mill and Overlay	100
NW Apron	4320	AC	40,800	$534,072.04	35	Reconstruction	100
South Apron	4105	AAC	146,250	$497,542.56	61	Mill and Overlay	100
South Apron	4110	AC	30,000	$228,300.11	41	Mill and Overlay	100
South Apron	4115	AC	16,000	$121,760.06	45	Mill and Overlay	100
Southwest Apron	4405	PCC	33,600	$623,951.96	23	Reconstruction	100
Southwest Apron	4410	AC	14,300	$265,550.98	22	Reconstruction	100
Southwest Apron	4411	AAC	6,125	$46,611.27	41	Mill and Overlay	100
Southwest Apron	4420	AC	12,800	$97,408.05	46	Mill and Overlay	100
Southwest Apron	4425	AC	130,050	$2,415,028.34	29	Reconstruction	100
Southwest Apron	4430	AC	3,481	$64,642.17	30	Reconstruction	100
Taxiway A-3	815	AC	20,632	$157,009.60	42	Mill and Overlay	100
Taxiway A-4	1015	AC	4,000	$27,296.01	52	Mill and Overlay	100
Taxiway A-5	205	AC	4,000	$30,440.02	42	Mill and Overlay	100
Taxiway B4 & B5	405	AAC	7,000	$53,270.03	50	Mill and Overlay	100
Taxiway B4 & B5	450	AC	8,400	$60,622.83	51	Mill and Overlay	100
Taxiway Charlie	305	AAC	18,900	$226,686.63	36	Reconstruction	100
Taxiway Foxtrot	605	AC	11,000	$66,418.03	54	Mill and Overlay	100
			Total	**$12,701,269.60**	**39**		**100**

* Costs are adjusted for inflation.

FDOT recognizes that the costs attributed to the aforementioned 'Major Activity' of performing a pavement 'Mill and Overlay' may conflict with budgetary constraints. Table 6-2 presents an alternative minor rehabilitative activity to the mid-range performing pavements. The alternative activity is performing a 'Microsurfacing/Slurry Seal' to the pavement to retard the degradation of the facility until funding is available for a 'Mill and Overlay' activity.

Table 6-2: Summary of Immediate Major M&R Needs Option No. 2

Branch Name	Section ID	Surface Type	Section Area (ft^2)	Major M&R Costs*	PCI Before M&R	M&R Activity	PCI After M&R
North Apron	4205	AC	15,000	$245,669.99	32	Reconstruction	100
North Apron	4210	AC	269,725	$2,348,226.75	39	Reconstruction	100
North Apron	4215	AC	11,300	$209,840.99	23	Reconstruction	100
North Apron	4220	AC	27,800	$424,839.60	33	Reconstruction	100
NW Apron	4305	AC	37,500	$24,375.00	53	Microsurfacing	100
NW Apron	4310	AC	180,611	$3,353,946.05	30	Reconstruction	100
NW Apron	4315	AC	47,434	$30,832.10	43	Microsurfacing	100
NW Apron	4320	AC	40,800	$534,072.04	35	Reconstruction	100
South Apron	4105	AAC	146,250	$95,062.50	61	Microsurfacing	100
South Apron	4110	AC	30,000	$19,500.00	41	Microsurfacing	100
South Apron	4115	AC	16,000	$10,400.00	45	Microsurfacing	100
Southwest Apron	4405	PCC	33,600	$623,951.96	23	Reconstruction	100
Southwest Apron	4410	AC	14,300	$265,550.98	22	Reconstruction	100
Southwest Apron	4411	AAC	6,125	$3,981.25	41	Microsurfacing	100
Southwest Apron	4420	AC	12,800	$8,320.00	46	Microsurfacing	100
Southwest Apron	4425	AC	130,050	$2,415,028.34	29	Reconstruction	100
Southwest Apron	4430	AC	3,481	$64,642.17	30	Reconstruction	100
Taxiway A-3	815	AC	20,632	$13,410.80	42	Microsurfacing	100
Taxiway A-4	1015	AC	4,000	$2,600.00	52	Microsurfacing	100
Taxiway A-5	205	AC	4,000	$2,600.00	42	Microsurfacing	100
Taxiway B4 & B5	405	AAC	7,000	$4,550.00	50	Microsurfacing	100
Taxiway B4 & B5	450	AC	8,400	$5,460.00	51	Microsurfacing	100
Taxiway Charlie	305	AAC	18,900	$226,686.63	36	Reconstruction	100
Taxiway Foxtrot	605	AC	11,000	$7,150.00	54	Microsurfacing	100
			Total	**$10,940,697.15**	**39**		**100**

* Costs are adjusted for inflation.

In addition to the immediate Major M&R needs, maintenance activities for pavement areas above critical PCI have been recommended by MicroPAVER for Year 1 and are shown in Table 6-3 below. The costs provided in Table 5-5 were used to calculate the costs associated with this work, which is intended to treat specific distress types. A more detailed table is provided in Appendix E.

Table 6-3: Summary of Year 1 Maintenance Activities

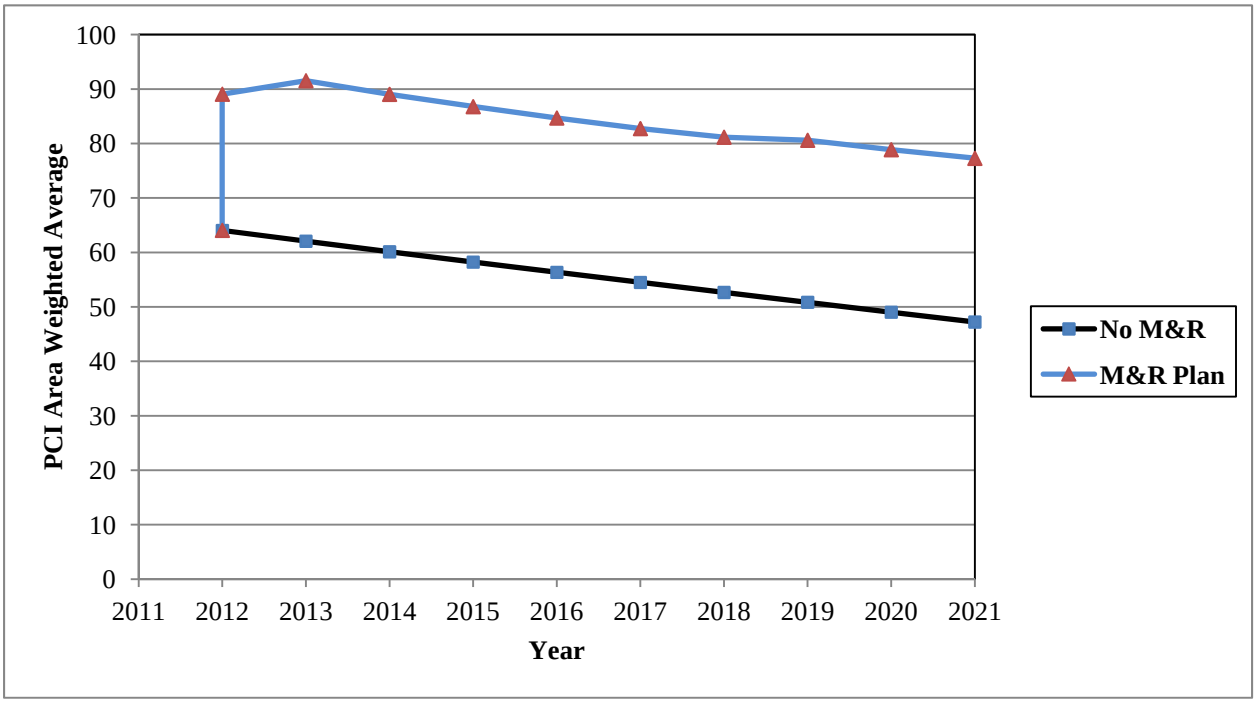
Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
FAA Apron	AP FAA	5405	WEATH/RAVEL	L	Surface Seal - Rejuvenating	10,589.60	SqFt	$0.40	$4,235.87
Run-Up Apron at RW 5	AP RU RW 5	135	WEATH/RAVEL	L	Surface Seal - Rejuvenating	16,947.80	SqFt	$0.40	$6,779.19
Run-Up Apron at RW 14	AP RU RW14	5305	WEATH/RAVEL	L	Surface Seal - Rejuvenating	584.20	SqFt	$0.40	$233.70
Run-Up Apron at RW 14	AP RU RW14	5310	WEATH/RAVEL	L	Surface Seal - Rejuvenating	838.00	SqFt	$0.40	$335.21
Southwest Apron	AP SW	4415	WEATH/RAVEL	L	Surface Seal - Rejuvenating	2,241.70	SqFt	$0.40	$896.67
Southwest Apron	AP SW	4415	WEATH/RAVEL	M	Surface Seal - Coat Tar	52.10	SqFt	$0.40	$20.85
Southwest Apron	AP SW	4435	WEATH/RAVEL	L	Surface Seal - Rejuvenating	4,002.70	SqFt	$0.40	$1,601.10
Runway 14-32	RW 14-32	6205	L & T CR	M	Crack Sealing - AC	22.10	Ft	$2.25	$49.70
Runway 14-32	RW 14-32	6205	PATCHING	M	Patching - AC Deep	7.80	SqFt	$4.90	$38.05
Runway 14-32	RW 14-32	6205	WEATH/RAVEL	L	Surface Seal - Rejuvenating	1,546.10	SqFt	$0.40	$618.45
Runway 14-32	RW 14-32	6210	L & T CR	M	Crack Sealing - AC	563.40	Ft	$2.25	$1,267.61
Runway 14-32	RW 14-32	6210	WEATH/RAVEL	L	Surface Seal - Rejuvenating	27,898.20	SqFt	$0.40	$11,159.39
Taxiway Alpha	TW A	105	WEATH/RAVEL	L	Surface Seal - Rejuvenating	2,824.80	SqFt	$0.40	$1,129.91
Taxiway Alpha	TW A	110	WEATH/RAVEL	L	Surface Seal - Rejuvenating	2,489.90	SqFt	$0.40	$995.95
Taxiway Alpha	TW A	115	WEATH/RAVEL	L	Surface Seal - Rejuvenating	253.20	SqFt	$0.40	$101.28
Taxiway A-1	TW A1	1205	WEATH/RAVEL	L	Surface Seal - Rejuvenating	917.50	SqFt	$0.40	$367.02
Taxiway A-2	TW A2	705	WEATH/RAVEL	L	Surface Seal - Rejuvenating	2,899.80	SqFt	$0.40	$1,159.95
Taxiway A-3	TW A3	805	WEATH/RAVEL	L	Surface Seal - Rejuvenating	2,991.90	SqFt	$0.40	$1,196.77
Taxiway A-3	TW A3	810	WEATH/RAVEL	L	Surface Seal - Rejuvenating	14,562.70	SqFt	$0.40	$5,825.13
Taxiway A-3	TW A3	820	WEATH/RAVEL	L	Surface Seal - Rejuvenating	617.20	SqFt	$0.40	$246.90
Taxiway A-4	TW A4	1010	WEATH/RAVEL	L	Surface Seal - Rejuvenating	241.70	SqFt	$0.40	$96.68
Taxiway A-4	TW A4	1010	L & T CR	M	Crack Sealing - AC	14.60	Ft	$2.25	$32.96
Taxiway A-5	TW A5	210	WEATH/RAVEL	L	Surface Seal - Rejuvenating	197.00	SqFt	$0.40	$78.80
Taxiway A-5	TW A5	220	WEATH/RAVEL	L	Surface Seal - Rejuvenating	805.10	SqFt	$0.40	$322.06
Taxiway Bravo	TW B	120	WEATH/RAVEL	L	Surface Seal - Rejuvenating	11,961.80	SqFt	$0.40	$4,784.75

Table 6-3: Summary of Year 1 Maintenance Activities (Continued)

Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
Taxiway Bravo	TW B	125	WEATH/RAVEL	L	Surface Seal - Rejuvenating	5,024.40	SqFt	$0.40	$2,009.76
Taxiway Bravo	TW B	130	WEATH/RAVEL	L	Surface Seal - Rejuvenating	5,903.20	SqFt	$0.40	$2,361.29
Taxiway B-2	TW B2	1305	WEATH/RAVEL	L	Surface Seal - Rejuvenating	3,429.60	SqFt	$0.40	$1,371.87
Taxiway B4 & B5	TW B4 & B5	410	WEATH/RAVEL	L	Surface Seal - Rejuvenating	161.20	SqFt	$0.40	$64.49
Taxiway B4 & B5	TW B4 & B5	420	WEATH/RAVEL	L	Surface Seal - Rejuvenating	2,641.70	SqFt	$0.40	$1,056.71
Taxiway Charlie	TW C	310	WEATH/RAVEL	L	Surface Seal - Rejuvenating	134.20	SqFt	$0.40	$53.66
Taxiway Charlie	TW C	315	WEATH/RAVEL	L	Surface Seal - Rejuvenating	77.10	SqFt	$0.40	$30.85
Taxiway Echo	TW E	505	WEATH/RAVEL	L	Surface Seal - Rejuvenating	4,067.30	SqFt	$0.40	$1,626.92
Taxiway Echo	TW E	505	WEATH/RAVEL	M	Surface Seal - Coat Tar	1,220.20	SqFt	$0.40	$488.08
Taxiway Golf	TW G	165	WEATH/RAVEL	L	Surface Seal - Rejuvenating	7,732.20	SqFt	$0.40	$3,092.89
Taxiway Golf	TW G	170	WEATH/RAVEL	L	Surface Seal - Rejuvenating	2,828.10	SqFt	$0.40	$1,131.27
								Total =	$56,861.74

The 10 year forecast results are shown in Figure 6-1, illustrating the effect on pavement condition (PCI) of doing no maintenance versus having unlimited funds and performing all M&R actions based on the policies.

Figure 6-1: Budget Scenario Analysis



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

- The PCI will deteriorate from an average of 65 in 2012 to an average of 47 in ten years if no M&R activities are performed. Specific pavement sections may be closer to critical condition as identified by the immediate needs in Table IV. Estimated PCI ratings are presented in Appendix D.
- The PCI will remain at or above an average of 77 through the 10-year analysis period under the unlimited budget scenario. A 2021 PCI average of 77 with this scenario is 30 PCI points higher than a "No M&R" scenario. The total cost for Major M&R over this 10-year period is about $14.2 million.

7. MAINTENANCE AND REHABILITATION PLAN

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

Table 7-1 provides the summary results under the critical PCI unlimited funding scenario.

Table 7-1: M&R Costs under Unlimited Funding Scenario

Year	Preventative	Major M&R	Total Year Cost
2012	$56,861.71	$12,701,269.60	$12,758,131.31
2013	$85,280.94	$984,695.42	$1,069,976.36
2014	$116,014.34	$0.00	$116,014.34
2015	$146,780.25	$0.00	$146,780.25
2016	$182,205.39	$0.00	$182,205.39
2017	$233,767.18	$0.00	$233,767.18
2018	$292,367.82	$96,589.27	$388,957.09
2019	$329,146.34	$333,597.11	$662,743.45
2020	$390,296.09	$0.00	$390,296.09
2021	$453,062.17	$86,654.70	$539,716.87
Total	**$2,285,782.23**	**$14,202,806.10**	**$16,488,588.33**

Note: Costs are adjusted for inflation.

Approximately 89% of the total Major M&R cost is required in the first year (2012). According to the 2012 inspections, the following pavement sections were in immediate need of Major M&R Activity:

- **North Apron** – Asphalt pavement reconstruction.
- **NW Apron** – Asphalt pavement mill and overlay and reconstruction.
- **South Apron** – Asphalt pavement mill and overlay.
- **Southwest Apron** – Asphalt pavement mill and overlay and reconstruction along with PCC pavement reconstruction.
- **Taxiway A-3** – Asphalt pavement mill and overlay.
- **Taxiway A-4** – Asphalt pavement mill and overlay.
- **Taxiway A-5** – Asphalt pavement mill and overlay.
- **Taxiways B4 & B5** – Asphalt pavement mill and overlay.

- **Taxiway Charlie** – Asphalt pavement reconstruction.
- **Taxiway Foxtrot** – Asphalt pavement mill and overlay.

The unlimited budget scenario provides the basis for estimating the total repair cost.

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

8. VISUAL AIDS

8.1 System Inventory and Network Definition Drawings

The System Inventory and Network Definition CADD drawings, which show the airport pavement outline with Branch and Section boundaries and identify changes in the network pavement since the last inspection and the sampling plan, respectively, are included in Appendix A of this report.

8.2 Condition Map

A Condition Map that has been prepared based on data linked to the airport's shape file is included in Appendix B. The Condition Map graphically show the inventory and condition of the airport via color coding shown on the shape file. The coding provides a visual representation that illustrates the PCIs for each pavement section.

8.3 10-Year M&R Map

A 10-Year M&R Map that shows the summary of the M&R plan is attached in Appendix G.

8.4 Photographs

Selected digital photographs taken during the pavement inspection are provided in Appendix H to provide visual support to special pavement conditions or distress observed during the inspection of the airport.

9. RECOMMENDATIONS

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

The following recommendations were made based on the 2012 condition inspection and M&R analysis results:

- **North Apron** – Asphalt pavement reconstruction.
- **NW Apron** – Asphalt pavement mill and overlay and reconstruction.
- **South Apron** – Asphalt pavement mill and overlay.
- **Southwest Apron** – Asphalt pavement mill and overlay and reconstruction along with PCC pavement reconstruction.
- **Taxiway A-3** – Asphalt pavement mill and overlay.
- **Taxiway A-4** – Asphalt pavement mill and overlay.
- **Taxiway A-5** – Asphalt pavement mill and overlay.
- **Taxiways B4 & B5** – Asphalt pavement mill and overlay.
- **Taxiway Charlie** – Asphalt pavement reconstruction.
- **Taxiway Foxtrot** – Asphalt pavement mill and overlay.

Further evaluation of these features is necessary in order to develop repair plans and timing for future budgets since these needs cannot be addressed with typical annual expenditures.

APPENDIX A

NETWORK DEFINITION MAP

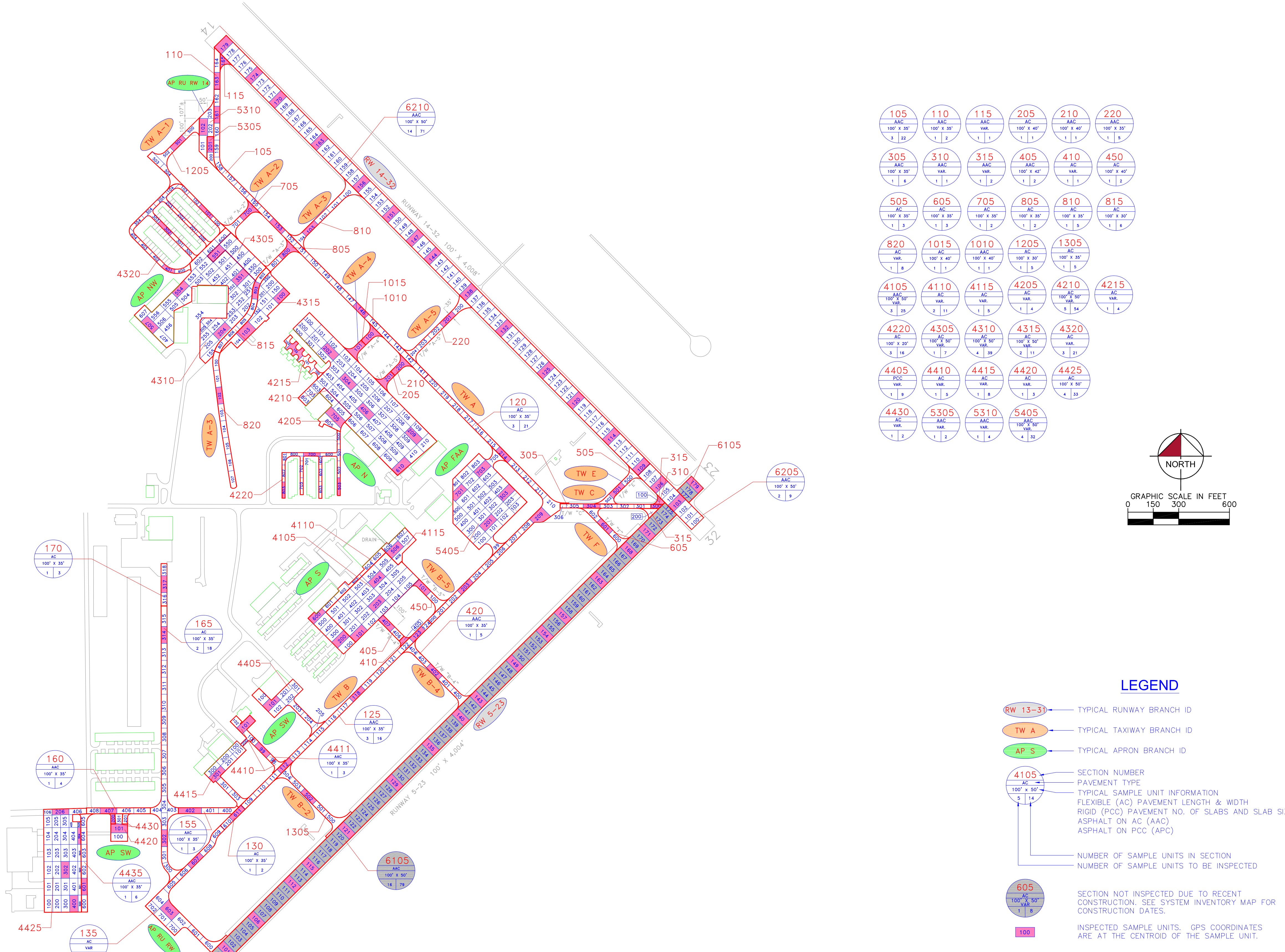
SYSTEM INVENTORY MAP

PAVEMENT INVENTORY TABLE

WORK HISTORY REPORT

GPS COORDINATES - CRAIG MUNICIPAL AIRPORT				
LOCATION	SECTION	SAMPLE	LATITUDE	LONGITUDE
AP FAA	5405	201	30.336000	-81.513900
AP FAA	5405	303	30.336500	-81.513600
AP FAA	5405	701	30.336500	-81.514400
AP FAA	5405	703	30.336900	-81.514000
AP N	4205	705	30.337700	-81.516800
AP N	4210	202	30.338800	-81.516900
AP N	4210	209	30.337400	-81.515300
AP N	4210	304	30.338300	-81.516500
AP N	4210	406	30.337800	-81.516200
AP N	4210	610	30.336900	-81.515500
AP N	4215	102	30.338800	-81.517500
AP N	4220	503	30.336600	-81.516700
AP N	4220	700	30.337100	-81.517200
AP N	4220	803	30.336500	-81.517700
AP NW	4305	300	30.340100	-81.518200
AP NW	4305	551	30.340300	-81.519000
AP NW	4310	204	30.339100	-81.518900
AP NW	4310	351	30.340000	-81.518600
AP NW	4310	507	30.339200	-81.520300
AP NW	4310	554	30.339800	-81.519700
AP NW	4315	100	30.339700	-81.517800
AP NW	4320	101	30.341000	-81.519200
AP NW	4320	302	30.340700	-81.520000
AP NW	4320	401	30.340100	-81.519900
AP RU RW 14	5305	201	30.342100	-81.519100
AP RU RW 14	5310	102	30.342400	-81.519300
AP S	4105	101	30.334200	-81.516300
AP S	4105	203	30.334700	-81.516000
AP S	4105	404	30.335100	-81.516000
AP S	4110	600	30.334500	-81.517100
AP S	4115	506	30.335500	-81.515600
AP SW	155	402	30.331300	-81.519500
AP SW	160	407	30.331300	-81.521000
AP SW	165	302	30.330800	-81.519900
AP SW	165	314	30.334100	-81.520000
AP SW	170	317	30.335000	-81.520000
AP SW	4405	101	30.333000	-81.517900
AP SW	4410	101	30.332700	-81.518400
AP SW	4411	99	30.332300	-81.518100
AP SW	4415	301	30.331900	-81.519000
AP SW	4420	101	30.331000	-81.520800
AP SW	4425	302	30.330300	-81.521800
AP SW	4425	400	30.329800	-81.521600
AP SW	4425	504	30.330900	-81.521500
AP SW	4430	200	30.331200	-81.520900
AP SW	4435	601	30.330000	-81.521400
RW 14-32	6205	103	30.336300	-81.510400
RW 14-32	6205	106	30.336600	-81.510700
RW 14-32	6210	108	30.336800	-81.510900
RW 14-32	6210	114	30.337400	-81.511600
RW 14-32	6210	120	30.338000	-81.512300
RW 14-32	6210	125	30.338500	-81.512800
RW 14-32	6210	132	30.339200	-81.513600
RW 14-32	6210	138	30.339700	-81.514300
RW 14-32	6210	144	30.340300	-81.515000
RW 14-32	6210	147	30.340600	-81.515300
RW 14-32	6210	151	30.341000	-81.515800
RW 14-32	6210	156	30.341500	-81.516300
RW 14-32	6210	163	30.342200	-81.517100
RW 14-32	6210	170	30.342800	-81.517900
RW 14-32	6210	174	30.343200	-81.518300
RW 14-32	6210	179	30.343700	-81.518900
RW 5-23	6105	101	30.329000	-81.518800
RW 5-23	6105	106	30.329500	-81.518200
RW 5-23	6105	112	30.330100	-81.517500
RW 5-23	6105	115	30.330400	-81.517200
RW 5-23	6105	121	30.331000	-81.516500
RW 5-23	6105	129	30.331800	-81.515600
RW 5-23	6105	135	30.332300	-81.515000
RW 5-23	6105	140	30.332800	-81.514400
RW 5-23	6105	143	30.333100	-81.514100
RW 5-23	6105	154	30.334200	-81.512800
RW 5-23	6105	157	30.334500	-81.512500
RW 5-23	6105	163	30.335100	-81.511800
RW 5-23	6105	168	30.335600	-81.511300
RW 5-23	6105	171	30.335800	-81.510900
RW 5-23	6105	179	30.336600	-81.510000
TW A	105	146	30.339400	-81.516300
TW A	110	163	30.343100	-81.519000
TW A	115	165	30.343400	-81.518800
TW A	120	203	30.334900	-81.514300
TW A	120	209	30.336100	-81.512900
TW A	120	214	30.337100	-81.513600
TW A	125	112	30.332000	-81.517700
TW A	125	118	30.333200	-81.516300
TW A	125	123	30.334200	-81.515200
TW A	135	603	30.329700	-81.519800
TW A	135	607	30.330500	-81.519400
TW B	205	201	30.338300	-81.515900
TW B	210	200	30.338600	-81.515500
TW B	220	201	30.339300	-81.514700
TW B	220	203	30.338900	-81.515100
TW C	305	304	30.336300	-81.512000
TW C	310	300	30.336300	-81.510700
TW C	315	100	30.336400	-81.510700
TW D	405	407	30.334300	-81.515800
TW D	410	405	30.334000	-81.515400
TW D	420	401	30.333400	-81.514700
TW D	420	402	30.333600	-81.514900
TW E	505	501	30.336500	-81.511500
TW F	605	601	30.335900	-81.511700
TW G	705	700	30.341100	-81.518400
TW H	805	800	30.340400	-81.517600
TW H	810	103	30.340800	-81.517300
TW H	815	803	30.339700	-81.518300
TW H	820	102	30.338000	-81.518900
TW J	1010	100	30.339100	-81.516100
TW J	1015	101	30.338800	-81.516400
TW K	450	101	30.334900	-81.515200
TW NW	1205	501	30.342100	-81.519700
TW SW	1305	502	30.331500	-81.517200

NOTE: GEODETICS REPRESENT DECIMAL DEGREES WGS84 (DERIVED FROM NAD 83 FLORIDA STATE PLANES, EAST ZONE, US FOOT). ALL GPS COORDINATES ARE AT THE CENTROID OF THE SAMPLE UNITS.



TOTAL SAMPLES INSPECTED = 115

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

PLOTTED: June 7, 2012 – 2:55 PM, BY: Burton, George A

NUMBER	DATE	REVISIONS

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

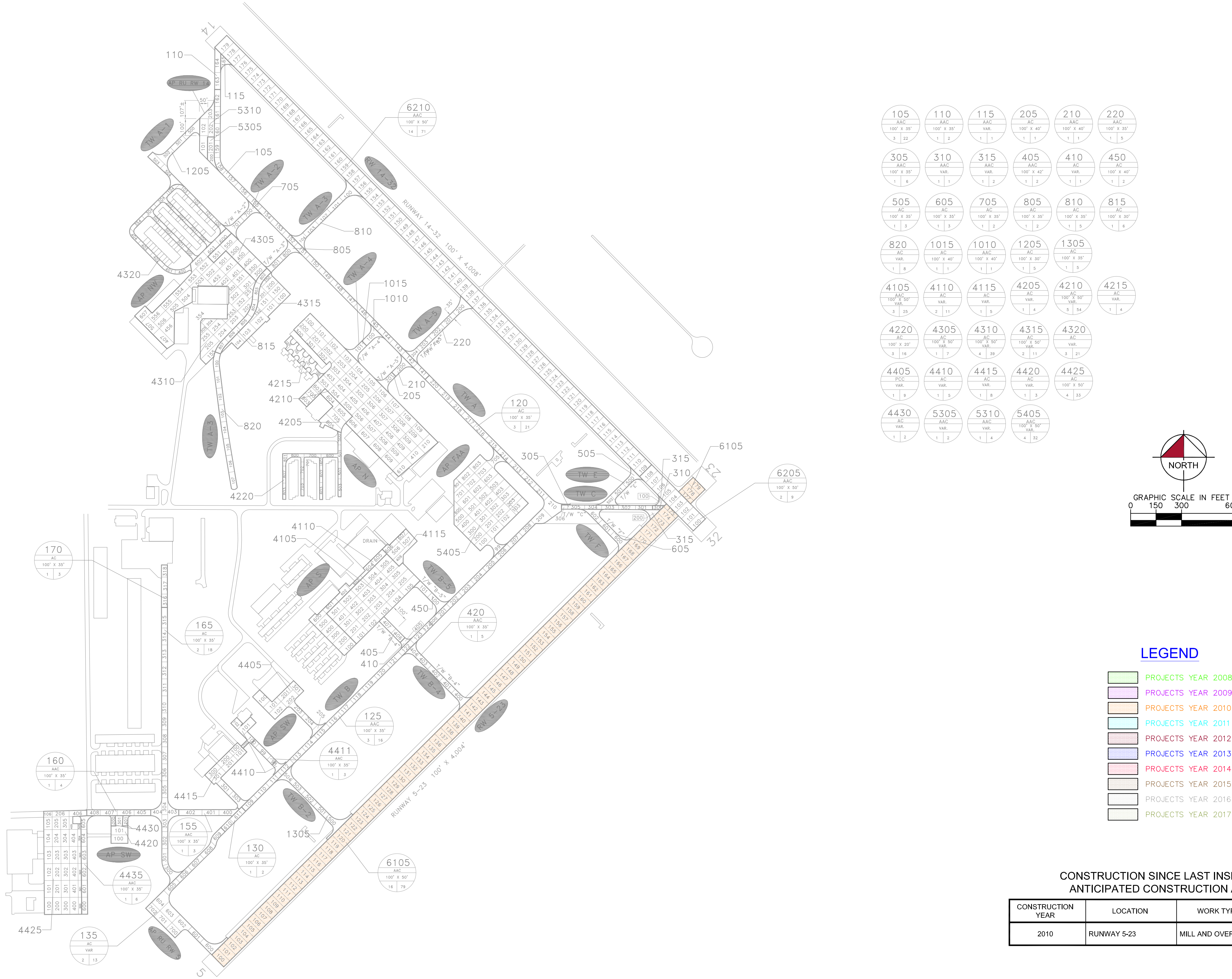
NETWORK DEFINITION MAP

CRAIG MUNICIPAL AIRPORT
DUVAL COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION OFFICE

IDENTIFIER: **CRG**

FDOT DISTRICT: **2**



LEGEND

- PROJECTS YEAR 2008
- PROJECTS YEAR 2009
- PROJECTS YEAR 2010
- PROJECTS YEAR 2011
- PROJECTS YEAR 2012
- PROJECTS YEAR 2013
- PROJECTS YEAR 2014
- PROJECTS YEAR 2015
- PROJECTS YEAR 2016
- PROJECTS YEAR 2017

CONSTRUCTION SINCE LAST INSPECTION & ANTICIPATED CONSTRUCTION ACTIVITY

CONSTRUCTION YEAR	LOCATION	WORK TYPE / PAVEMENT SECTION
2010	RUNWAY 5-23	MILL AND OVERLAY

PLOTTED: June 7, 2012 - 3:01 PM, BY: Burton, George A.

NUMBER	DATE	REVISIONS

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

SYSTEM INVENTORY MAP

CRAIG MUNICIPAL AIRPORT
DUVAL COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION OFFICE

IDENTIFIER **CRG**

FDOT DISTRICT **2**

Table A-1: Pavement Inventory

Branch Name	Branch ID	Branch Use	Section ID	Length (ft)	Width (ft)	True Area (ft^2)	Section Rank	Surface Type	Last Const. Date	Last Insp. Date	Total Samples
FAA Apron	AP FAA	APRON	5405	400	370	143,317	T	AAC	1/1/2004	4/18/2012	32
North Apron	AP N	APRON	4205	75	200	15,000	P	AC	1/1/1947	4/18/2012	4
North Apron	AP N	APRON	4210	750	300	269,725	P	AC	1/1/1983	4/18/2012	54
North Apron	AP N	APRON	4215	325	20	11,300	S	AC	12/25/1999	4/18/2012	4
North Apron	AP N	APRON	4220	1,390	20	27,800	S	AC	12/25/1999	4/18/2012	16
NW Apron	AP NW	APRON	4305	200	188	37,500	P	AC	1/1/1991	4/18/2012	7
NW Apron	AP NW	APRON	4310	900	200	180,611	P	AC	1/1/1960	4/18/2012	39
NW Apron	AP NW	APRON	4315	450	100	47,434	P	AC	1/1/1970	4/18/2012	11
NW Apron	AP NW	APRON	4320	2,040	20	40,800	P	AC	12/25/1999	4/18/2012	21
Run-Up Apron at RW 5	AP RU RW 5	APRON	135	809	75	60,675	T	AC	1/1/2005	4/17/2012	13
Run-Up Apron at RW 14	AP RU RW14	APRON	5305	37	200	7,500	P	AAC	7/1/2007	4/18/2012	2
Run-Up Apron at RW 14	AP RU RW14	APRON	5310	73	200	14,600	P	AAC	7/1/2007	4/18/2012	4
South Apron	AP S	APRON	4105	580	250	146,250	P	AAC	1/1/1986	4/18/2012	25
South Apron	AP S	APRON	4110	600	50	30,000	P	AC	1/1/1986	4/18/2012	11
South Apron	AP S	APRON	4115	100	160	16,000	P	AC	1/1/1986	4/18/2012	5
Southwest Apron	AP SW	APRON	4405	250	100	33,600	S	PCC	12/25/1999	4/18/2012	9
Southwest Apron	AP SW	APRON	4410	400	35	14,300	S	AC	12/25/1999	5/7/2007	5
Southwest Apron	AP SW	APRON	4411	175	35	6,125	S	AAC	12/25/1999	4/17/2012	3
Southwest Apron	AP SW	APRON	4415	300	40	24,000	S	AC	1/1/2005	4/17/2012	8
Southwest Apron	AP SW	APRON	4420	100	100	12,800	S	AC	12/25/1999	4/17/2012	3
Southwest Apron	AP SW	APRON	4425	600	215	130,050	S	AC	12/25/1999	4/17/2012	33
Southwest Apron	AP SW	APRON	4430	59	59	3,481	S	AC	1/1/2006	4/17/2012	2
Southwest Apron	AP SW	APRON	4435	570	35	19,950	S	AAC	1/1/2007	4/17/2012	6
Runway 14-32	RW 14-32	RUNWAY	6205	375	100	37,500	P	AAC	1/1/2004	4/18/2012	9

Table A-1: Pavement Inventory (Continued)

Branch Name	Branch ID	Branch Use	Section ID	Length (ft)	Width (ft)	True Area (ft^2)	Section Rank	Surface Type	Last Const. Date	Last Insp. Date	Total Samples
Runway 14-32	RW 14-32	RUNWAY	6210	3,625	100	362,500	P	AAC	1/1/2001	4/18/2012	71
Runway 5-23	RW 5-23	RUNWAY	6105	3,900	100	390,000	S	AAC	1/1/2011	1/1/2011	79
Taxiway Alpha	TW A	TAXIWAY	105	2,190	35	76,650	T	AAC	7/1/2007	4/18/2012	22
Taxiway Alpha	TW A	TAXIWAY	110	210	35	7,500	P	AAC	1/1/1991	4/18/2012	2
Taxiway Alpha	TW A	TAXIWAY	115	70	45	3,262	P	AAC	1/1/1991	4/18/2012	1
Taxiway A-1	TW A1	TAXIWAY	1205	425	30	12,750	S	AC	1/1/2005	4/18/2012	5
Taxiway A-2	TW A2	TAXIWAY	705	210	35	8,000	P	AC	1/1/1991	4/18/2012	2
Taxiway A-3	TW A3	TAXIWAY	805	210	35	8,000	P	AC	1/1/1991	4/18/2012	2
Taxiway A-3	TW A3	TAXIWAY	810	460	35	16,600	P	AC	1/1/2005	4/18/2012	5
Taxiway A-3	TW A3	TAXIWAY	815	590	35	20,632	P	AC	1/1/2005	4/18/2012	6
Taxiway A-3	TW A3	TAXIWAY	820	811	35	28,390	P	AC	1/1/2007	4/18/2012	8
Taxiway A-4	TW A4	TAXIWAY	1010	100	40	4,000	P	AAC	7/1/2007	4/18/2012	1
Taxiway A-4	TW A4	TAXIWAY	1015	100	40	4,000	P	AC	1/1/1983	4/18/2012	1
Taxiway A-5	TW A5	TAXIWAY	205	100	40	4,000	P	AC	1/1/1983	4/18/2012	1
Taxiway A-5	TW A5	TAXIWAY	210	100	40	4,000	P	AAC	7/1/2007	4/18/2012	1
Taxiway A-5	TW A5	TAXIWAY	220	460	35	18,100	P	AAC	7/1/2007	4/18/2012	5
Taxiway Bravo	TW B	TAXIWAY	120	2,120	35	74,200	P	AC	1/1/2005	4/17/2012	21
Taxiway Bravo	TW B	TAXIWAY	125	1,555	35	54,425	P	AAC	1/1/2007	4/17/2012	16
Taxiway Bravo	TW B	TAXIWAY	130	1,145	35	41,075	P	AC	1/1/2007	4/17/2012	2
Taxiway B-2	TW B2	TAXIWAY	1305	450	35	15,750	S	AC	1/1/2005	4/17/2012	5
Taxiway B4 & B5	TW B4 & B5	TAXIWAY	405	175	40	7,000	P	AAC	1/1/1984	4/17/2012	2
Taxiway B4 & B5	TW B4 & B5	TAXIWAY	410	35	40	1,900	P	AC	1/1/1984	4/17/2012	1
Taxiway B4 & B5	TW B4 & B5	TAXIWAY	420	450	35	17,225	P	AAC	7/1/2007	4/17/2012	5
Taxiway B4 & B5	TW B4 & B5	TAXIWAY	450	210	40	8,400	P	AC	1/1/1991	4/17/2012	2

Table A-1: Pavement Inventory (Continued)

Branch Name	Branch ID	Branch Use	Section ID	Length (ft)	Width (ft)	True Area (ft^2)	Section Rank	Surface Type	Last Const. Date	Last Insp. Date	Total Samples
Taxiway Charlie	TW C	TAXIWAY	305	540	35	18,900	P	AAC	1/1/1991	4/17/2012	6
Taxiway Charlie	TW C	TAXIWAY	310	70	35	2,450	P	AAC	1/1/2001	4/18/2012	1
Taxiway Charlie	TW C	TAXIWAY	315	50	40	3,300	P	AAC	1/1/2001	4/18/2012	2
Taxiway Delta	TW D	TAXIWAY	155	495	35	21,325	P	AAC	1/1/2007	4/17/2012	3
Taxiway Delta	TW D	TAXIWAY	160	360	35	12,600	P	AAC	1/1/2007	4/17/2012	4
Taxiway Echo	TW E	TAXIWAY	505	250	35	9,780	P	AC	1/1/1991	4/18/2012	3
Taxiway Foxtrot	TW F	TAXIWAY	605	310	35	11,000	P	AC	1/1/1991	4/17/2012	3
Taxiway Golf	TW G	TAXIWAY	165	1,885	35	86,875	P	AC	1/1/2005	4/17/2012	18
Taxiway Golf	TW G	TAXIWAY	170	250	35	8,750	P	AC	1/1/2004	4/17/2012	3

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

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

Network: CRG **Branch:** AP FAA (FAA APRON) **Section:** 5405 **Surface:** AAC
L.C.D.: 01/01/2004 **Use:** APRON **Rank:** T **Length:** 400.00 Ft **Width:** 370.00 Ft **True Area:** 143,317.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2004	OL-AS	Overlay - AC Structural	$0	0.00	True	
01/01/1983	IMPORTED	BUILT			True	1983 BIT OL SECTION UNKNOWN

Network: CRG **Branch:** AP N (NORTH APRON) **Section:** 4205 **Surface:** AC
L.C.D.: 01/01/1947 **Use:** APRON **Rank:** P **Length:** 75.00 Ft **Width:** 200.00 Ft **True Area:** 15,000.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1947	IMPORTED	BUILT			True	EST 1947 BIT SECTION UNKNOWN

Network: CRG **Branch:** AP N (NORTH APRON) **Section:** 4210 **Surface:** AC
L.C.D.: 01/01/1983 **Use:** APRON **Rank:** P **Length:** 750.00 Ft **Width:** 300.00 Ft **True Area:** 269,725.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1983	IMPORTED	OVERLAY			True	EMULSION SEAL
01/01/1983	IMPORTED	BUILT		2.00	True	1983 2" P-401 6" P-211 4" P-154

Network: CRG **Branch:** AP N (NORTH APRON) **Section:** 4215 **Surface:** AC
L.C.D.: 12/25/1999 **Use:** APRON **Rank:** S **Length:** 325.00 Ft **Width:** 20.00 Ft **True Area:** 11,300.00 SqF

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

Network: CRG **Branch:** AP N (NORTH APRON) **Section:** 4220 **Surface:** AC
L.C.D.: 12/25/1999 **Use:** APRON **Rank:** S **Length:** 1,390.00 Ft **Width:** 20.00 Ft **True Area:** 27,800.00 SqF

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

Network: CRG **Branch:** AP NW (NW APRON) **Section:** 4305 **Surface:** AC
L.C.D.: 01/01/1991 **Use:** APRON **Rank:** P **Length:** 200.00 Ft **Width:** 187.50 Ft **True Area:** 37,500.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1991	IMPORTED	BUILT		4.00	True	1991 4" BIT 6" LIMEROCK

Network: CRG **Branch:** AP NW (NW APRON) **Section:** 4310 **Surface:** AC
L.C.D.: 01/01/1960 **Use:** APRON **Rank:** P **Length:** 900.00 Ft **Width:** 200.00 Ft **True Area:** 180,611.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1960	IMPORTED	BUILT			True	EST 1960 BIT SECTION UNKNOWN

Network: CRG **Branch:** AP NW (NW APRON) **Section:** 4315 **Surface:** AC
L.C.D.: 01/01/1970 **Use:** APRON **Rank:** P **Length:** 450.00 Ft **Width:** 100.00 Ft **True Area:** 47,434.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1970	IMPORTED	BUILT			True	EST 1970 BIT SECTION UNKNOWN

Network: CRG **Branch:** AP NW (NW APRON) **Section:** 4320 **Surface:** AC
L.C.D.: 12/25/1999 **Use:** APRON **Rank:** P **Length:** 2,040.00 Ft **Width:** 20.00 Ft **True Area:** 40,800.00 SqF

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

Network: CRG **Branch:** AP RU RW 5 (RUN-UP APRON AT RW 5) **Section:** 135 **Surface:** AC
L.C.D.: 01/01/2005 **Use:** APRON **Rank:** T **Length:** 809.00 Ft **Width:** 75.00 Ft **True Area:** 60,675.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2005	NC-AC	New Construction - AC	$0	0.00	True	
01/01/1991	IMPORTED	BUILT			True	1991 P-401 OL ON EXISTING SECTION

Network: CRG **Branch:** AP RU RW14 (RUN-UP APRON AT RW 14) **Section:** 5305 **Surface:** AAC
L.C.D.: 07/01/2007 **Use:** APRON **Rank:** P **Length:** 37.50 Ft **Width:** 200.00 Ft **True Area:** 7,500.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
07/01/2007	ML-OV	Mill and Overlay	$0	0.00	True	
01/01/1991	IMPORTED	BUILT			True	1991 P-401 OL ON EXISTING SECTION

Network: CRG **Branch:** AP RU RW14 (RUN-UP APRON AT RW 14) **Section:** 5310 **Surface:** AAC
L.C.D.: 07/01/2007 **Use:** APRON **Rank:** P **Length:** 73.00 Ft **Width:** 200.00 Ft **True Area:** 14,600.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
07/01/2007	ML-OV	Mill and Overlay	$0	0.00	True	
01/01/1991	IMPORTED	BUILT		6.00	True	1991 P-401 6" P-211 6" P-154

Network: CRG **Branch:** AP S (SOUTH APRON) **Section:** 4105 **Surface:** AAC
L.C.D.: 01/01/1986 **Use:** APRON **Rank:** P **Length:** 580.00 Ft **Width:** 250.00 Ft **True Area:** 146,250.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1986	IMPORTED	BUILT		1.50	True	1986 1.5" P-401 P-403 LEVELING ON EXISTING BIT
01/01/1986	IMPORTED	OVERLAY			True	EMULSION SEAL

Network: CRG **Branch:** AP S (SOUTH APRON) **Section:** 4110 **Surface:** AC
L.C.D.: 01/01/1986 **Use:** APRON **Rank:** P **Length:** 600.00 Ft **Width:** 50.00 Ft **True Area:** 30,000.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1986	IMPORTED	BUILT		2.00	True	1986 2" P-401 6" P-211 4" P-168

Network: CRG **Branch:** AP S (SOUTH APRON) **Section:** 4115 **Surface:** AC
L.C.D.: 01/01/1986 **Use:** APRON **Rank:** P **Length:** 100.00 Ft **Width:** 160.00 Ft **True Area:** 16,000.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1986	IMPORTED	BUILT			True	EMULSION SEAL EST 1986 BIT SECTION UNKNOWN

Network: CRG **Branch:** AP SW (SOUTHWEST APRON) **Section:** 4405 **Surface:** PCC
L.C.D.: 12/25/1999 **Use:** APRON **Rank:** S **Length:** 250.00 Ft **Width:** 100.00 Ft **True Area:** 33,600.00 SqF

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

Network: CRG **Branch:** AP SW (SOUTHWEST APRON) **Section:** 4410 **Surface:** AC
L.C.D.: 12/25/1999 **Use:** APRON **Rank:** S **Length:** 400.00 Ft **Width:** 35.00 Ft **True Area:** 14,300.00 SqF

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

Network: CRG **Branch:** AP SW (SOUTHWEST APRON) **Section:** 4411 **Surface:** AAC
L.C.D.: 12/25/1999 **Use:** APRON **Rank:** S **Length:** 175.00 Ft **Width:** 35.00 Ft **True Area:** 6,125.00 SqF

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

Network: CRG **Branch:** AP SW (SOUTHWEST APRON) **Section:** 4415 **Surface:** AC
L.C.D.: 01/01/2005 **Use:** APRON **Rank:** S **Length:** 300.00 Ft **Width:** 40.00 Ft **True Area:** 24,000.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2005	INITIAL	Initial Construction	$0	0.00	True	

Network: CRG **Branch:** AP SW (SOUTHWEST APRON) **Section:** 4420 **Surface:** AC
L.C.D.: 12/25/1999 **Use:** APRON **Rank:** S **Length:** 100.00 Ft **Width:** 100.00 Ft **True Area:** 12,800.00 SqF

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

Network: CRG **Branch:** AP SW (SOUTHWEST APRON) **Section:** 4425 **Surface:** AC
L.C.D.: 12/25/1999 **Use:** APRON **Rank:** S **Length:** 600.00 Ft **Width:** 215.00 Ft **True Area:** 130,050.00 SqF

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

Network: CRG **Branch:** AP SW (SOUTHWEST APRON) **Section:** 4430 **Surface:** AC
L.C.D.: 01/01/2006 **Use:** APRON **Rank:** S **Length:** 59.00 Ft **Width:** 59.00 Ft **True Area:** 3,481.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2006	INITIAL	Initial Construction	$0	0.00	True	

Network: CRG **Branch:** AP SW (SOUTHWEST APRON) **Section:** 4435 **Surface:** AAC
L.C.D.: 01/01/2007 **Use:** APRON **Rank:** S **Length:** 570.00 Ft **Width:** 35.00 Ft **True Area:** 19,950.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2007	OL-AS	Overlay - AC Structural	$0	0.00	True	
12/25/1999	INITIAL	Initial Construction	$0	0.00	True	

Network: CRG **Branch:** RW 14-32 (RUNWAY 14-32) **Section:** 6205 **Surface:** AAC
L.C.D.: 01/01/2004 **Use:** RUNWAY **Rank:** P **Length:** 375.00 Ft **Width:** 100.00 Ft **True Area:** 37,500.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2004	ML-OV	Mill and Overlay	$0	0.00	True	
01/01/2001	MI&OV	Mill & Overlay	$0	2.00	True	1/2"Mill & 2"Ovly
01/01/1991	IMPORTED	OVERLAY		2.00	True	1991 2" P-401 OL
01/01/1971	IMPORTED	OVERLAY		1.50	True	1971 1.5" P-401 2" P-401 LEVELING
01/01/1942	IMPORTED	BUILT		5.00	True	1942 5" BIT 6" STAB BASE

Network: CRG **Branch:** RW 14-32 (RUNWAY 14-32) **Section:** 6210 **Surface:** AAC
L.C.D.: 01/01/2001 **Use:** RUNWAY **Rank:** P **Length:** 3,625.00 Ft **Width:** 100.00 Ft **True Area:** 362,500.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2001	MI&OV	Mill & Overlay	$0	2.00	True	1/2"Mill & 2"Ovly
01/01/1991	IMPORTED	OVERLAY		2.00	True	1991 2" P-401
01/01/1971	IMPORTED	OVERLAY		1.50	True	1971 1.5" P-401 2" P-401 LEVELING
01/01/1942	IMPORTED	BUILT		5.00	True	1942 5" BIT 6" STAB BASE

Network: CRG **Branch:** RW 5-23 (RUNWAY 5-23) **Section:** 6105 **Surface:** AAC
L.C.D.: 01/01/2011 **Use:** RUNWAY **Rank:** S **Length:** 3,900.00 Ft **Width:** 100.00 Ft **True Area:** 390,000.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2011	ML-OV	Mill and Overlay	$0	0.00	True	
01/01/1991	IMPORTED	OVERLAY		2.00	True	1991 2" P-401 OL
01/01/1971	IMPORTED	OVERLAY		1.50	True	1971 1.5" P-401 OL 2" P-401 LEVELING
01/01/1942	IMPORTED	BUILT		5.00	True	1942 5" BIT 6" STAB BASE

Network: CRG **Branch:** TW A (TAXIWAY A) **Section:** 105 **Surface:** AC
L.C.D.: 07/01/2007 **Use:** TAXIWAY **Rank:** T **Length:** 2,190.00 Ft **Width:** 35.00 Ft **True Area:** 76,650.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
07/01/2007	ML-OV	Mill and Overlay	$0	0.00	True	
01/01/1991	IMPORTED	OVERLAY		5.00	True	5" EXISTING BIT
01/01/1991	IMPORTED	OVERLAY		2.00	True	1991 2"+ P-401 OL
01/01/1971	IMPORTED	BUILT		3.50	True	1971 3.5" P-401 OL

Network: CRG **Branch:** TW A (TAXIWAY A) **Section:** 110 **Surface:** AAC
L.C.D.: 01/01/1991 **Use:** TAXIWAY **Rank:** P **Length:** 210.00 Ft **Width:** 35.00 Ft **True Area:** 7,500.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1991	IMPORTED	OVERLAY		5.00	True	5" EXISTING BIT
01/01/1991	IMPORTED	OVERLAY		2.00	True	1991 2" P-401 OL
01/01/1971	IMPORTED	BUILT		3.50	True	1971 3.5" P-401 OL

Network: CRG **Branch:** TW A (TAXIWAY A) **Section:** 115 **Surface:** AAC
L.C.D.: 01/01/1991 **Use:** TAXIWAY **Rank:** P **Length:** 70.00 Ft **Width:** 45.00 Ft **True Area:** 3,262.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1991	IMPORTED	OVERLAY		2.00	True	1991 2" P-401 OL
01/01/1991	IMPORTED	OVERLAY		5.00	True	5" EXISTING BIT
01/01/1971	IMPORTED	BUILT		3.50	True	1971 3.5" P-401 OL

Network: CRG **Branch:** TW A1 (TAXIWAY A1) **Section:** 1205 **Surface:** AC
L.C.D.: 01/01/2005 **Use:** TAXIWAY **Rank:** S **Length:** 425.00 Ft **Width:** 30.00 Ft **True Area:** 12,750.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2005	INITIAL	Initial Construction	$0	0.00	True	

Network: CRG **Branch:** TW A2 (TAXIWAY A2) **Section:** 705 **Surface:** AC
L.C.D.: 01/01/1991 **Use:** TAXIWAY **Rank:** P **Length:** 210.00 Ft **Width:** 35.00 Ft **True Area:** 8,000.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1991	IMPORTED	BUILT		4.00	True	1991 4" P-401 6" P-211 6" P-154

Network: CRG **Branch:** TW A3 (TAXIWAY A3) **Section:** 805 **Surface:** AC
L.C.D.: 01/01/1991 **Use:** TAXIWAY **Rank:** P **Length:** 210.00 Ft **Width:** 35.00 Ft **True Area:** 8,000.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1991	IMPORTED	BUILT			True	EST 1991 BIT SECTION UNKNOWN

Network: CRG **Branch:** TW A3 (TAXIWAY A3) **Section:** 810 **Surface:** AC
L.C.D.: 01/01/2005 **Use:** TAXIWAY **Rank:** P **Length:** 460.00 Ft **Width:** 35.00 Ft **True Area:** 16,600.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2005	INITIAL	Initial Construction	$0	0.00	True	

Network: CRG **Branch:** TW A3 (TAXIWAY A3) **Section:** 815 **Surface:** AC
L.C.D.: 01/01/2005 **Use:** TAXIWAY **Rank:** P **Length:** 590.00 Ft **Width:** 35.00 Ft **True Area:** 20,632.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2005	INITIAL	Initial Construction	$0	0.00	True	

Network: CRG **Branch:** TW A3 (TAXIWAY A3) **Section:** 820 **Surface:** AC
L.C.D.: 01/01/2007 **Use:** TAXIWAY **Rank:** P **Length:** 811.00 Ft **Width:** 35.00 Ft **True Area:** 28,390.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2007	INITIAL	Initial Construction	$0	0.00	True	

Network: CRG **Branch:** TW A4 (TAXIWAY A4) **Section:** 1010 **Surface:** AAC
L.C.D.: 07/01/2007 **Use:** TAXIWAY **Rank:** P **Length:** 100.00 Ft **Width:** 40.00 Ft **True Area:** 4,000.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
07/01/2007	ML-OV	Mill and Overlay	$0	0.00	True	
01/01/1991	IMPORTED	OVERLAY		5.00	True	5" EXISTING BIT
01/01/1991	IMPORTED	OVERLAY		2.00	True	1991 2" P-401 OL
01/01/1971	IMPORTED	BUILT		3.50	True	1971 3.5" P-401 OL

Network: CRG **Branch:** TW A4 (TAXIWAY A4) **Section:** 1015 **Surface:** AC
L.C.D.: 01/01/1983 **Use:** TAXIWAY **Rank:** P **Length:** 100.00 Ft **Width:** 40.00 Ft **True Area:** 4,000.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1983	IMPORTED	BUILT		2.00	True	1983 2" P-401 6" P-211 4" P-154

Network: CRG **Branch:** TW A5 (TAXIWAY A5) **Section:** 205 **Surface:** AC
L.C.D.: 01/01/1983 **Use:** TAXIWAY **Rank:** P **Length:** 100.00 Ft **Width:** 40.00 Ft **True Area:** 4,000.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1983	IMPORTED	BUILT		2.00	True	1983 2" P-401 6" P-211 4" P-154

Network: CRG **Branch:** TW A5 (TAXIWAY A5) **Section:** 210 **Surface:** AAC
L.C.D.: 07/01/2007 **Use:** TAXIWAY **Rank:** P **Length:** 100.00 Ft **Width:** 40.00 Ft **True Area:** 4,000.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
07/01/2007	ML-OV	Mill and Overlay	$0	0.00	True	
01/01/1991	IMPORTED	OVERLAY		2.00	True	1991 2" P-401 OL
01/01/1991	IMPORTED	OVERLAY		5.00	True	5" EXISTING BIT
01/01/1971	IMPORTED	BUILT		3.50	True	1971 3.5" P-401 OL

Network: CRG **Branch:** TW A5 (TAXIWAY A5) **Section:** 220 **Surface:** AAC
L.C.D.: 07/01/2007 **Use:** TAXIWAY **Rank:** P **Length:** 460.00 Ft **Width:** 35.00 Ft **True Area:** 18,100.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
07/01/2007	ML-OV	Mill and Overlay	$0	0.00	True	
01/01/1991	IMPORTED	OVERLAY			True	EXISTING BIT LIMEROCK BASE
01/01/1991	IMPORTED	OVERLAY		2.00	True	1991 2" P-401 OL
01/01/1971	IMPORTED	BUILT		1.50	True	1971 1.5" P-401 OL

Network: CRG **Branch:** TW B (TAXIWAY B) **Section:** 120 **Surface:** AC
L.C.D.: 01/01/2005 **Use:** TAXIWAY **Rank:** P **Length:** 2,120.00 Ft **Width:** 35.00 Ft **True Area:** 74,200.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2005	INITIAL	Initial Construction	$0	0.00	True	

Network: CRG **Branch:** TW B (TAXIWAY B) **Section:** 125 **Surface:** AAC
L.C.D.: 01/01/2007 **Use:** TAXIWAY **Rank:** P **Length:** 1,555.00 Ft **Width:** 35.00 Ft **True Area:** 54,425.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2007	OL-AS	Overlay - AC Structural	$0	0.00	True	
01/01/1991	INITIAL	Initial Construction	$0	0.00	True	

Network: CRG **Branch:** TW B (TAXIWAY B) **Section:** 130 **Surface:** AC
L.C.D.: 01/01/2007 **Use:** TAXIWAY **Rank:** P **Length:** 1,145.00 Ft **Width:** 35.00 Ft **True Area:** 41,075.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2007	INITIAL	Initial Construction	$0	0.00	True	

Network: CRG **Branch:** TW B2 (TAXIWAY B2) **Section:** 1305 **Surface:** AC
L.C.D.: 01/01/2005 **Use:** TAXIWAY **Rank:** S **Length:** 450.00 Ft **Width:** 35.00 Ft **True Area:** 15,750.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2005	INITIAL	Initial Construction	$0	0.00	True	

Network: CRG **Branch:** TW B4 & B5 (TAXIWAY B4 & B5) **Section:** 405 **Surface:** AAC
L.C.D.: 01/01/1984 **Use:** TAXIWAY **Rank:** P **Length:** 175.00 Ft **Width:** 40.00 Ft **True Area:** 7,000.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1984	IMPORTED	OVERLAY			True	EXISTING BIT
01/01/1984	IMPORTED	BUILT		1.50	True	1984 1.5" P-401 2" P-403 LEVELING

Network: CRG **Branch:** TW B4 & B5 (TAXIWAY B4 & B5) **Section:** 410 **Surface:** AC
L.C.D.: 01/01/1984 **Use:** TAXIWAY **Rank:** P **Length:** 35.00 Ft **Width:** 40.00 Ft **True Area:** 1,900.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1984	IMPORTED	BUILT			True	1984 P-401 AND P-211 SECTION UNKNOWN

Network: CRG **Branch:** TW B4 & B5 (TAXIWAY B4 & B5) **Section:** 420 **Surface:** AAC
L.C.D.: 07/01/2007 **Use:** TAXIWAY **Rank:** P **Length:** 450.00 Ft **Width:** 35.00 Ft **True Area:** 17,225.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
07/01/2007	ML-OV	Mill and Overlay	$0	0.00	True	
01/01/1991	IMPORTED	BUILT		0.75	True	.75" BIT 6" BASE
01/01/1991	IMPORTED	OVERLAY		2.00	True	1991 2" BIT OL
01/01/1971	IMPORTED	OVERLAY		1.50	True	1971 1.5" P-401 OL

Network: CRG **Branch:** TW B4 & B5 (TAXIWAY B4 & B5) **Section:** 450 **Surface:** AC
L.C.D.: 01/01/1991 **Use:** TAXIWAY **Rank:** P **Length:** 210.00 Ft **Width:** 40.00 Ft **True Area:** 8,400.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1991	IMPORTED	BUILT			True	EST 1991 BIT SECTION UNKNOWN

Network: CRG **Branch:** TW C (TAXIWAY C) **Section:** 305 **Surface:** AAC
L.C.D.: 01/01/1991 **Use:** TAXIWAY **Rank:** P **Length:** 540.00 Ft **Width:** 35.00 Ft **True Area:** 18,900.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1991	IMPORTED	OVERLAY		2.00	True	1991 2" P-401 OL
01/01/1971	IMPORTED	OVERLAY		3.50	True	1971 3.5" P-401 OL
01/01/1942	IMPORTED	BUILT		1.50	True	1942 1.5" BIT 6" LIMEROCK

Network: CRG **Branch:** TW C (TAXIWAY C) **Section:** 310 **Surface:** AAC
L.C.D.: 01/01/2001 **Use:** TAXIWAY **Rank:** P **Length:** 70.00 Ft **Width:** 35.00 Ft **True Area:** 2,450.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2001	OL-AS	Overlay - AC Structural	$0	0.00	True	
01/01/1991	IMPORTED	OVERLAY		2.00	True	1991 2" P-401 OL
01/01/1971	IMPORTED	OVERLAY		3.50	True	1971 3.5" P-401 OL
01/01/1942	IMPORTED	BUILT		1.50	True	1942 1.5" BIT 6" LIMEROCK

Network: CRG **Branch:** TW C (TAXIWAY C) **Section:** 315 **Surface:** AAC
L.C.D.: 01/01/2001 **Use:** TAXIWAY **Rank:** P **Length:** 50.00 Ft **Width:** 40.00 Ft **True Area:** 3.300.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2001	OL-AS	Overlay - AC Structural	$0	0.00	True	
01/01/1991	IMPORTED	OVERLAY		2.00	True	1991 2" P-401 OL
01/01/1971	IMPORTED	OVERLAY		3.50	True	1971 3.5" P-401 OL
01/01/1942	IMPORTED	BUILT		1.50	True	1942 1.5" BIT 6" BASE

Network: CRG **Branch:** TW D (TAXIWAY D) **Section:** 155 **Surface:** AAC
L.C.D.: 01/01/2007 **Use:** TAXIWAY **Rank:** P **Length:** 495.00 Ft **Width:** 35.00 Ft **True Area:** 21.325.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2007	OL-AS	Overlay - AC Structural	$0	0.00	True	
01/01/2003	NC-AC	New Construction - AC	$0	0.00	True	

Network: CRG **Branch:** TW D (TAXIWAY D) **Section:** 160 **Surface:** AAC
L.C.D.: 01/01/2007 **Use:** TAXIWAY **Rank:** P **Length:** 360.00 Ft **Width:** 35.00 Ft **True Area:** 12.600.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2007	OL-AS	Overlay - AC Structural	$0	0.00	True	
01/01/2003	NC-AC	New Construction - AC	$0	0.00	True	

Network: CRG **Branch:** TW E (TAXIWAY E) **Section:** 505 **Surface:** AC
L.C.D.: 01/01/1991 **Use:** TAXIWAY **Rank:** P **Length:** 250.00 Ft **Width:** 35.00 Ft **True Area:** 9.780.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1991	IMPORTED	BUILT		4.00	True	1991 4" P-401 6" P-211 6" P-154

Network: CRG **Branch:** TW F (TAXIWAY F) **Section:** 605 **Surface:** AC
L.C.D.: 01/01/1991 **Use:** TAXIWAY **Rank:** P **Length:** 310.00 Ft **Width:** 35.00 Ft **True Area:** 11.000.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1991	IMPORTED	BUILT		4.00	True	1991 4" P-401 6" P-211 6" P-154

Network: CRG **Branch:** TW G (TAXIWAY G) **Section:** 165 **Surface:** AC
L.C.D.: 01/01/2005 **Use:** TAXIWAY **Rank:** P **Length:** 1.885.00 Ft **Width:** 35.00 Ft **True Area:** 86.875.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2005	NC-AC	New Construction - AC	$0	0.00	True	

Network: CRG **Branch:** TW G (TAXIWAY G) **Section:** 170 **Surface:** AC
L.C.D.: 01/01/2004 **Use:** TAXIWAY **Rank:** P **Length:** 250.00 Ft **Width:** 35.00 Ft **True Area:** 8.750.00 SqF

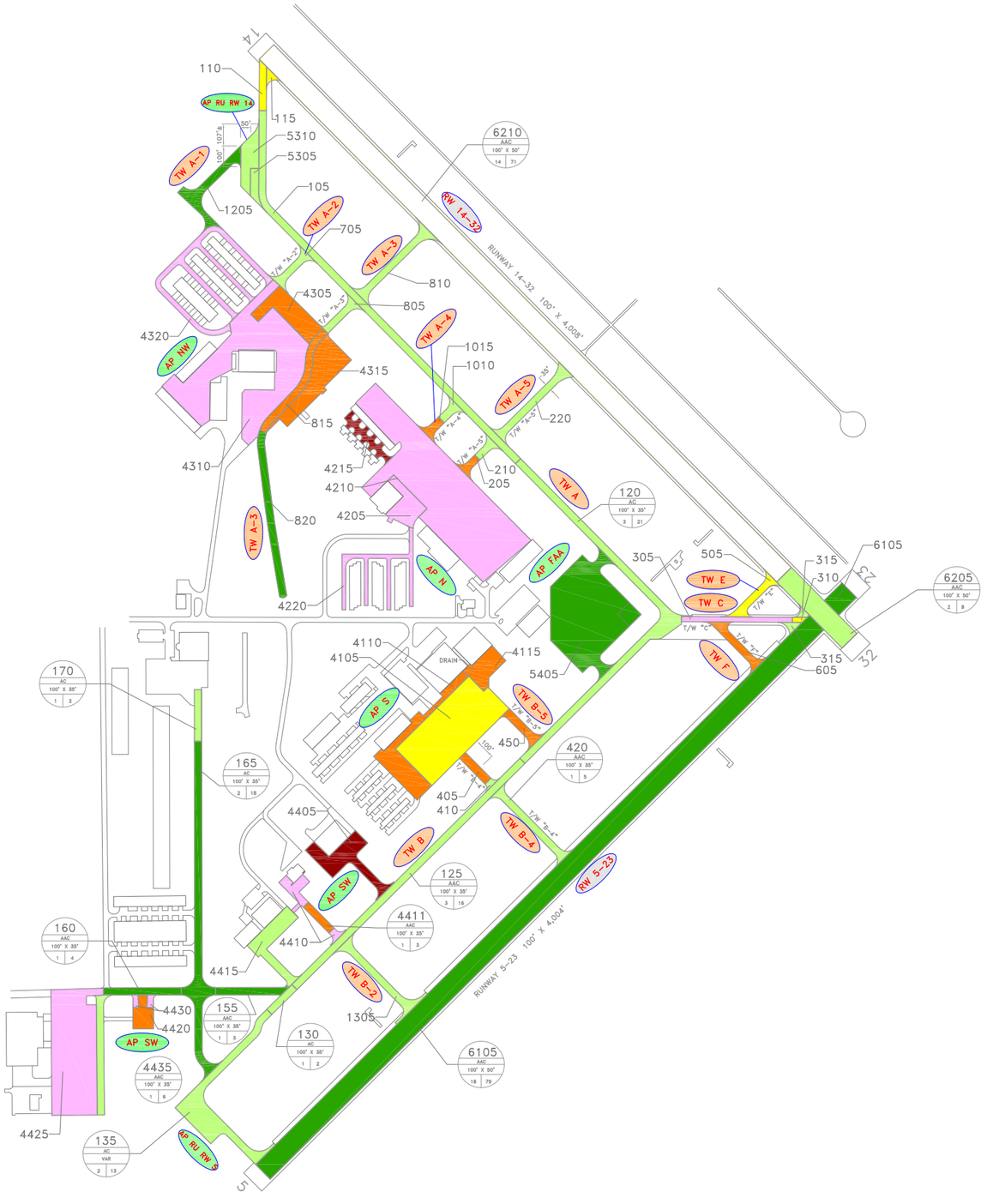
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2004	HI-AG	New Construction	$0	0.00	True	2004 4" P-401 RECON

Summary:

Work Description	Section Count	Area Total (SqFt)	Thickness Avg (in)	Thickness STD (in)
BUILT	34	1,976,079.00	3.01	1.46
Initial Construction	19	588,028.00	.00	.00
Mill & Overlay	2	400,000.00	2.00	.00
Mill and Overlay	9	569,575.00	.00	.00
New Construction	1	8,750.00	.00	
New Construction - AC	4	181,475.00	.00	.00
OVERLAY	29	2,313,749.00	2.70	1.30
Overlay - AC Structural	7	257,367.00	.00	.00

APPENDIX B

2012 CONDITION MAP
PAVEMENT CONDITION INDEX TABLE



LEGEND

RW 13-31 TYPICAL RUNWAY BRANCH ID

TW A TYPICAL TAXIWAY BRANCH ID

AP S TYPICAL APRON BRANCH ID

🟩	PCI 86–100 GOOD
🟩	PCI 71–85 SATISFACTORY
🟨	PCI 56–70 FAIR
🟧	PCI 41–55 POOR
🟪	PCI 26–40 VERY POOR
🟥	PCI 11–25 SERIOUS
⬜	PCI 0–10 FAILED

PLOTTED: June 7, 2012 – 3:02 PM, BY: Burton, George A

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

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2012 CONDITION MAP

CRAIG MUNICIPAL AIRPORT
DUVAL COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION OFFICE

IDENTIFIER
CRG
FDOT DISTRICT
2

Table B-1: Pavement Condition Index

Branch Name	Branch ID	Branch Use	Section ID	True Area (ft^2)	Section Rank	Surface Type	Total Samples Inspected	Total Samples	PCI	PCI Category
FAA Apron	AP FAA	APRON	5405	143,317	T	AAC	4	32	91	Good
North Apron	AP N	APRON	4205	15,000	P	AC	1	4	32	Very Poor
North Apron	AP N	APRON	4210	269,725	P	AC	5	54	39	Very Poor
North Apron	AP N	APRON	4215	11,300	S	AC	1	4	23	Serious
North Apron	AP N	APRON	4220	27,800	S	AC	3	16	33	Very Poor
NW Apron	AP NW	APRON	4305	37,500	P	AC	1	7	53	Poor
NW Apron	AP NW	APRON	4310	180,611	P	AC	4	39	30	Very Poor
NW Apron	AP NW	APRON	4315	47,434	P	AC	2	11	43	Poor
NW Apron	AP NW	APRON	4320	40,800	P	AC	3	21	35	Very Poor
Run-Up Apron at RW 5	AP RU RW 5	APRON	135	60,675	T	AC	2	13	81	Satisfactory
Run-Up Apron at RW 14	AP RU RW14	APRON	5305	7,500	P	AAC	1	2	78	Satisfactory
Run-Up Apron at RW 14	AP RU RW14	APRON	5310	14,600	P	AAC	1	4	76	Satisfactory
South Apron	AP S	APRON	4105	146,250	P	AAC	3	25	61	Fair
South Apron	AP S	APRON	4110	30,000	P	AC	2	11	41	Poor
South Apron	AP S	APRON	4115	16,000	P	AC	1	5	45	Poor
Southwest Apron	AP SW	APRON	4405	33,600	S	PCC	1	9	23	Serious
Southwest Apron	AP SW	APRON	4410	14,300	S	AC	1	5	33	Very Poor
Southwest Apron	AP SW	APRON	4411	6,125	S	AAC	1	3	42	Poor
Southwest Apron	AP SW	APRON	4415	24,000	S	AC	1	8	71	Satisfactory
Southwest Apron	AP SW	APRON	4420	12,800	S	AC	1	3	46	Poor
Southwest Apron	AP SW	APRON	4425	130,050	S	AC	4	33	29	Very Poor
Southwest Apron	AP SW	APRON	4430	3,481	S	AC	1	2	30	Very Poor
Southwest Apron	AP SW	APRON	4435	19,950	S	AAC	1	6	79	Satisfactory
Runway 14-32	RW 14-32	RUNWAY	6205	37,500	P	AAC	2	9	77	Satisfactory

Table B-1: Pavement Condition Index (Continued)

Branch Name	Branch ID	Branch Use	Section ID	True Area (ft^2)	Section Rank	Surface Type	Total Samples Inspected	Total Samples	PCI	PCI Category
Runway 14-32	RW 14-32	RUNWAY	6210	362,500	P	AAC	14	71	66	Fair
Runway 5-23	RW 5-23	RUNWAY	6105	390,000	S	AAC	16	79	100	Good
Taxiway Alpha	TW A	TAXIWAY	105	76,650	T	AAC	3	22	80	Satisfactory
Taxiway Alpha	TW A	TAXIWAY	110	7,500	P	AAC	1	2	68	Fair
Taxiway Alpha	TW A	TAXIWAY	115	3,262	P	AAC	1	1	70	Fair
Taxiway A-1	TW A1	TAXIWAY	1205	12,750	S	AC	1	5	90	Good
Taxiway A-2	TW A2	TAXIWAY	705	8,000	P	AC	1	2	73	Satisfactory
Taxiway A-3	TW A3	TAXIWAY	805	8,000	P	AC	1	2	75	Satisfactory
Taxiway A-3	TW A3	TAXIWAY	810	16,600	P	AC	1	5	73	Satisfactory
Taxiway A-3	TW A3	TAXIWAY	815	20,632	P	AC	1	6	42	Poor
Taxiway A-3	TW A3	TAXIWAY	820	28,390	P	AC	1	8	93	Good
Taxiway A-4	TW A4	TAXIWAY	1010	4,000	P	AAC	1	1	77	Satisfactory
Taxiway A-4	TW A4	TAXIWAY	1015	4,000	P	AC	1	1	52	Poor
Taxiway A-5	TW A5	TAXIWAY	205	4,000	P	AC	1	1	42	Poor
Taxiway A-5	TW A5	TAXIWAY	210	4,000	P	AAC	1	1	82	Satisfactory
Taxiway A-5	TW A5	TAXIWAY	220	18,100	P	AAC	1	5	82	Satisfactory
Taxiway Bravo	TW B	TAXIWAY	120	74,200	P	AC	3	21	85	Satisfactory
Taxiway Bravo	TW B	TAXIWAY	125	54,425	P	AAC	3	16	73	Satisfactory
Taxiway Bravo	TW B	TAXIWAY	130	41,075	P	AC	1	2	72	Satisfactory
Taxiway B-2	TW B2	TAXIWAY	1305	15,750	S	AC	1	5	82	Satisfactory
Taxiway B4 & B5	TW B4 & B5	TAXIWAY	405	7,000	P	AAC	1	2	50	Poor
Taxiway B4 & B5	TW B4 & B5	TAXIWAY	410	1,900	P	AC	1	1	83	Satisfactory
Taxiway B4 & B5	TW B4 & B5	TAXIWAY	420	17,225	P	AAC	1	5	79	Satisfactory
Taxiway B4 & B5	TW B4 & B5	TAXIWAY	450	8,400	P	AC	1	2	51	Poor

Table B-1: Pavement Condition Index (Continued)

Branch Name	Branch ID	Branch Use	Section ID	True Area (ft^2)	Section Rank	Surface Type	Total Samples Inspected	Total Samples	PCI	PCI Category
Taxiway Charlie	TW C	TAXIWAY	305	18,900	P	AAC	1	6	36	Very Poor
Taxiway Charlie	TW C	TAXIWAY	310	2,450	P	AAC	1	1	69	Fair
Taxiway Charlie	TW C	TAXIWAY	315	3,300	P	AAC	1	2	81	Satisfactory
Taxiway Delta	TW D	TAXIWAY	155	21,325	P	AAC	1	3	96	Good
Taxiway Delta	TW D	TAXIWAY	160	12,600	P	AAC	1	4	96	Good
Taxiway Echo	TW E	TAXIWAY	505	9,780	P	AC	1	3	65	Fair
Taxiway Foxtrot	TW F	TAXIWAY	605	11,000	P	AC	1	3	54	Poor
Taxiway Golf	TW G	TAXIWAY	165	86,875	P	AC	2	18	88	Good
Taxiway Golf	TW G	TAXIWAY	170	8,750	P	AC	1	3	77	Satisfactory

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

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

APPENDIX C

BRANCH CONDITION REPORT
SECTION CONDITION REPORT

Branch Condition Report

Pavement Database: NetworkID: CRG

Branch ID	Number of Sections	Sum Section Length (Ft)	Avg Section Width (Ft)	True Area (SqFt)	Use	Average PCI	PCI Standard Deviation	Weighted Average PCI
AP FAA (FAA APRON)	1	400.00	370.00	143,317.00	APRON	91.00	0.00	91.00
AP N (NORTH APRON)	4	2,540.00	135.00	323,825.00	APRON	31.75	5.72	37.60
AP NW (NW APRON)	4	3,590.00	126.87	306,345.00	APRON	40.25	8.70	35.49
AP RU RW 5 (RUN-UP APRON AT RW 5)	1	809.00	75.00	60,675.00	APRON	81.00	0.00	81.00
AP RU RW14 (RUN-UP APRON AT RW 14)	2	110.50	200.00	22,100.00	APRON	77.00	1.00	76.68
AP S (SOUTH APRON)	3	1,280.00	153.33	192,250.00	APRON	49.00	8.64	56.55
AP SW (SOUTHWEST APRON)	8	2,454.00	77.37	244,306.00	APRON	44.13	19.19	37.85
RW 14-32 (RUNWAY 14-32)	2	4,000.00	100.00	400,000.00	RUNWAY	71.50	5.50	67.03
RW 5-23 (RUNWAY 5-23)	1	3,900.00	100.00	390,000.00	RUNWAY	100.00	0.00	100.00
TW A (TAXIWAY A)	3	2,470.00	38.33	87,412.00	TAXIWAY	72.67	5.25	78.60
TW A1 (TAXIWAY A1)	1	425.00	30.00	12,750.00	TAXIWAY	90.00	0.00	90.00
TW A2 (TAXIWAY A2)	1	210.00	35.00	8,000.00	TAXIWAY	73.00	0.00	73.00
TW A3 (TAXIWAY A3)	4	2,071.00	35.00	73,622.00	TAXIWAY	70.75	18.34	72.24
TW A4 (TAXIWAY A4)	2	200.00	40.00	8,000.00	TAXIWAY	64.50	12.50	64.50
TW A5 (TAXIWAY B)	3	660.00	38.33	26,100.00	TAXIWAY	68.67	18.86	75.87
TW B (TAWIWAY B)	3	4,820.00	35.00	169,700.00	TAXIWAY	76.67	5.91	78.00

Branch Condition Report

Pavement Database: NetworkID: CRG

Branch ID	Number of Sections	Sum Section Length (Ft)	Avg Section Width (Ft)	True Area (SqFt)	Use	Average PCI	PCI Standard Deviation	Weighted Average PCI
TW B2 (TAXIWAY B2)	1	450.00	35.00	15,750.00	TAXIWAY	82.00	0.00	82.00
TW B4 & B5 (TAXIWAY B4 & B5)	4	870.00	38.75	34,525.00	TAXIWAY	65.75	15.32	66.53
TW C (TAXIWAY C)	3	660.00	36.67	24,650.00	TAXIWAY	62.00	19.03	45.30
TW D (TAXIWAY D)	2	855.00	35.00	33,925.00	TAXIWAY	96.00	0.00	96.00
TW E (TAXIWAY E)	1	250.00	35.00	9,780.00	TAXIWAY	65.00	0.00	65.00
TW F (TAXIWAY F)	1	310.00	35.00	11,000.00	TAXIWAY	54.00	0.00	54.00
TW G (TAXIWAY G)	2	2,135.00	35.00	95,625.00	TAXIWAY	82.50	5.50	86.99

Branch Condition Report

Pavement Database:

Use Category	Number of Sections	Total Area (SqFt)	Arithmetic Average PCI	Average PCI STD.	Weighted Average PCI
APRON	23	1,292,818.00	48.43	20.47	48.59
RUNWAY	3	790,000.00	81.00	14.17	83.31
TAXIWAY	31	610,839.00	72.13	15.90	77.21
All	57	2,693,657.00	63.04	21.57	65.26

Date: 5 /21/2012

Section Condition Report

Pavement Database: *NetworkID: CRG*

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
AP FAA (FAA APRON)	5405	01/01/2004	AAC	APRON	T	0	143,317.00	04/18/2012	8	91.00
AP N (NORTH APRON)	4205	01/01/1947	AC	APRON	P	0	15,000.00	04/18/2012	65	32.00
AP N (NORTH APRON)	4210	01/01/1983	AC	APRON	P	0	269,725.00	04/18/2012	29	39.00
AP N (NORTH APRON)	4215	12/25/1999	AC	APRON	S	0	11,300.00	04/18/2012	13	23.00
AP N (NORTH APRON)	4220	12/25/1999	AC	APRON	S	0	27,800.00	04/18/2012	13	33.00
AP NW (NW APRON)	4305	01/01/1991	AC	APRON	P	0	37,500.00	04/18/2012	21	53.00
AP NW (NW APRON)	4310	01/01/1960	AC	APRON	P	0	180,611.00	04/18/2012	52	30.00
AP NW (NW APRON)	4315	01/01/1970	AC	APRON	P	0	47,434.00	04/18/2012	42	43.00
AP NW (NW APRON)	4320	12/25/1999	AC	APRON	P	0	40,800.00	04/18/2012	13	35.00
AP RU RW 5 (RUN-UP APRON AT RW 5)	135	01/01/2005	AC	APRON	T	0	60,675.00	04/17/2012	7	81.00
AP RU RW14 (RUN-UP APRON AT RW 14)	5305	07/01/2007	AAC	APRON	P	0	7,500.00	04/18/2012	5	78.00
AP RU RW14 (RUN-UP APRON AT RW 14)	5310	07/01/2007	AAC	APRON	P	0	14,600.00	04/18/2012	5	76.00
AP S (SOUTH APRON)	4105	01/01/1986	AAC	APRON	P	0	146,250.00	04/18/2012	26	61.00
AP S (SOUTH APRON)	4110	01/01/1986	AC	APRON	P	0	30,000.00	04/18/2012	26	41.00
AP S (SOUTH APRON)	4115	01/01/1986	AC	APRON	P	0	16,000.00	04/18/2012	26	45.00
AP SW (SOUTHWEST APRON)	4405	12/25/1999	PCC	APRON	S	0	33,600.00	04/18/2012	13	23.00
AP SW (SOUTHWEST APRON)	4410	12/25/1999	AC	APRON	S	0	14,300.00	05/07/2007	8	33.00
AP SW (SOUTHWEST APRON)	4411	12/25/1999	AAC	APRON	S	0	6,125.00	04/17/2012	13	42.00
AP SW (SOUTHWEST APRON)	4415	01/01/2005	AC	APRON	S	0	24,000.00	04/17/2012	7	71.00
AP SW (SOUTHWEST APRON)	4420	12/25/1999	AC	APRON	S	0	12,800.00	04/17/2012	13	46.00
AP SW (SOUTHWEST APRON)	4425	12/25/1999	AC	APRON	S	0	130,050.00	04/17/2012	13	29.00
AP SW (SOUTHWEST APRON)	4430	01/01/2006	AC	APRON	S	0	3,481.00	04/17/2012	6	30.00
AP SW (SOUTHWEST APRON)	4435	01/01/2007	AAC	APRON	S	0	19,950.00	04/17/2012	5	79.00
RW 14-32 (RUNWAY 14-32)	6205	01/01/2004	AAC	RUNWAY	P	0	37,500.00	04/18/2012	8	77.00
RW 14-32 (RUNWAY 14-32)	6210	01/01/2001	AAC	RUNWAY	P	0	362,500.00	04/18/2012	11	66.00
RW 5-23 (RUNWAY 5-23)	6105	01/01/2011	AAC	RUNWAY	S	0	390,000.00	01/01/2011	0	100.00

Section Condition Report

Pavement Database: *NetworkID: CRG*

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
TW A (TAXIWAY A)	105	07/01/2007	AAC	TAXIWAY	T	0	76,650.00	04/18/2012	5	80.00
TW A (TAXIWAY A)	110	01/01/1991	AAC	TAXIWAY	P	0	7,500.00	04/18/2012	21	68.00
TW A (TAXIWAY A)	115	01/01/1991	AAC	TAXIWAY	P	0	3,262.00	04/18/2012	21	70.00
TW A1 (TAXIWAY A1)	1205	01/01/2005	AC	TAXIWAY	S	0	12,750.00	04/18/2012	7	90.00
TW A2 (TAXIWAY A2)	705	01/01/1991	AC	TAXIWAY	P	0	8,000.00	04/18/2012	21	73.00
TW A3 (TAXIWAY A3)	805	01/01/1991	AC	TAXIWAY	P	0	8,000.00	04/18/2012	21	75.00
TW A3 (TAXIWAY A3)	810	01/01/2005	AC	TAXIWAY	P	0	16,600.00	04/18/2012	7	73.00
TW A3 (TAXIWAY A3)	815	01/01/2005	AC	TAXIWAY	P	0	20,632.00	04/18/2012	7	42.00
TW A3 (TAXIWAY A3)	820	01/01/2007	AC	TAXIWAY	P	0	28,390.00	04/18/2012	5	93.00
TW A4 (TAXIWAY A4)	1010	07/01/2007	AAC	TAXIWAY	P	0	4,000.00	04/18/2012	5	77.00
TW A4 (TAXIWAY A4)	1015	01/01/1983	AC	TAXIWAY	P	0	4,000.00	04/18/2012	29	52.00
TW A5 (TAXIWAY B)	205	01/01/1983	AC	TAXIWAY	P	0	4,000.00	04/18/2012	29	42.00
TW A5 (TAXIWAY B)	210	07/01/2007	AAC	TAXIWAY	P	0	4,000.00	04/18/2012	5	82.00
TW A5 (TAXIWAY B)	220	07/01/2007	AAC	TAXIWAY	P	0	18,100.00	04/18/2012	5	82.00
TW B (TAWIWAY B)	120	01/01/2005	AC	TAXIWAY	P	0	74,200.00	04/17/2012	7	85.00
TW B (TAWIWAY B)	125	01/01/2007	AAC	TAXIWAY	P	0	54,425.00	04/17/2012	5	73.00
TW B (TAWIWAY B)	130	01/01/2007	AC	TAXIWAY	P	0	41,075.00	04/17/2012	5	72.00
TW B2 (TAXIWAY B2)	1305	01/01/2005	AC	TAXIWAY	S	0	15,750.00	04/17/2012	7	82.00
TW B4 & B5 (TAXIWAY B4 & B5)	405	01/01/1984	AAC	TAXIWAY	P	0	7,000.00	04/17/2012	28	50.00
TW B4 & B5 (TAXIWAY B4 & B5)	410	01/01/1984	AC	TAXIWAY	P	0	1,900.00	04/17/2012	28	83.00
TW B4 & B5 (TAXIWAY B4 & B5)	420	07/01/2007	AAC	TAXIWAY	P	0	17,225.00	04/17/2012	5	79.00
TW B4 & B5 (TAXIWAY B4 & B5)	450	01/01/1991	AC	TAXIWAY	P	0	8,400.00	04/17/2012	21	51.00
TW C (TAXIWAY C)	305	01/01/1991	AAC	TAXIWAY	P	0	18,900.00	04/17/2012	21	36.00
TW C (TAXIWAY C)	310	01/01/2001	AAC	TAXIWAY	P	0	2,450.00	04/18/2012	11	69.00
TW C (TAXIWAY C)	315	01/01/2001	AAC	TAXIWAY	P	0	3,300.00	04/18/2012	11	81.00
TW D (TAXIWAY D)	155	01/01/2007	AAC	TAXIWAY	P	0	21,325.00	04/17/2012	5	96.00
TW D (TAXIWAY D)	160	01/01/2007	AAC	TAXIWAY	P	0	12,600.00	04/17/2012	5	96.00

Section Condition Report

Pavement Database: *NetworkID: CRG*

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
TW E (TAXIWAY E)	505	01/01/1991	AC	TAXIWAY	P	0	9,780.00	04/18/2012	21	65.00
TW F (TAXIWAY F)	605	01/01/1991	AC	TAXIWAY	P	0	11,000.00	04/17/2012	21	54.00
TW G (TAXIWAY G)	165	01/01/2005	AC	TAXIWAY	P	0	86,875.00	04/17/2012	7	88.00
TW G (TAXIWAY G)	170	01/01/2004	AC	TAXIWAY	P	0	8,750.00	04/17/2012	8	77.00

Section Condition Report

Pavement Database:

Age Category	Average Age At Inspection	Total Area (SqFt)	Number of Sections	Arithmetic Average PCI	PCI Standard Deviation	Weighted Average PCI
0-02	0.00	390,000.00	1	100.00	0.00	100.00
03-05	5.00	319,840.00	13	81.77	7.81	80.39
06-10	7.23	518,830.00	13	70.77	20.58	81.47
11-15	12.40	630,725.00	10	44.70	19.47	51.30
21-25	21.00	112,342.00	9	60.56	12.12	55.62
26-30	27.63	478,875.00	8	51.63	13.62	46.51
over 40	53.00	243,045.00	3	35.00	5.72	32.66
All	14.95	2,693,657.00	57	63.04	21.57	65.26

APPENDIX D

PAVEMENT CONDITION PREDICTION TABLE
PREDICTED PCI BY PAVEMENT USE GRAPH

Table D-1: Pavement Condition Prediction

Branch Name	Branch ID	Section ID	Current PCI	PCI Forecast									
				2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
FAA Apron	AP FAA	5405	91	91	89	87	85	84	82	81	79	78	77
North Apron	AP N	4205	32	32	30	27	25	23	20	18	15	12	9
North Apron	AP N	4210	39	39	37	35	33	31	29	27	25	22	20
North Apron	AP N	4215	23	23	20	17	15	12	9	6	2	0	0
North Apron	AP N	4220	33	33	31	28	26	24	21	19	16	13	10
NW Apron	AP NW	4305	53	53	52	50	49	48	46	45	44	42	40
NW Apron	AP NW	4310	30	30	27	25	23	20	18	15	12	9	6
NW Apron	AP NW	4315	43	43	41	39	38	36	34	32	30	28	26
NW Apron	AP NW	4320	35	35	33	31	29	26	24	22	19	16	14
Run-Up Apron at RW 5	AP RU RW 5	135	81	81	79	77	76	74	73	72	70	69	68
Run-Up Apron at RW 14	AP RU RW14	5305	78	78	77	75	74	73	72	71	69	68	67
Run-Up Apron at RW 14	AP RU RW14	5310	76	76	75	73	72	71	70	69	67	66	64
South Apron	AP S	4105	61	61	59	57	55	52	50	47	44	41	38
South Apron	AP S	4110	41	41	39	37	35	34	32	30	27	25	23
South Apron	AP S	4115	45	45	43	42	40	38	37	35	33	31	29
Southwest Apron	AP SW	4405	23	23	22	21	20	19	18	17	16	15	14
Southwest Apron	AP SW	4410	33	22	19	16	14	11	8	4	1	0	0
Southwest Apron	AP SW	4411	42	41	38	35	31	27	22	18	14	10	5
Southwest Apron	AP SW	4415	71	71	69	68	67	66	65	64	63	62	60
Southwest Apron	AP SW	4420	46	46	44	43	41	40	38	36	34	32	30
Southwest Apron	AP SW	4425	29	29	26	24	22	19	16	14	11	8	4
Southwest Apron	AP SW	4430	30	30	27	25	23	20	18	15	12	9	6
Southwest Apron	AP SW	4435	79	79	77	76	75	74	73	72	70	69	68
Runway 14-32	RW 14-32	6205	77	77	74	72	70	69	67	66	64	63	62
Runway 14-32	RW 14-32	6210	66	66	64	63	62	61	60	59	58	57	56

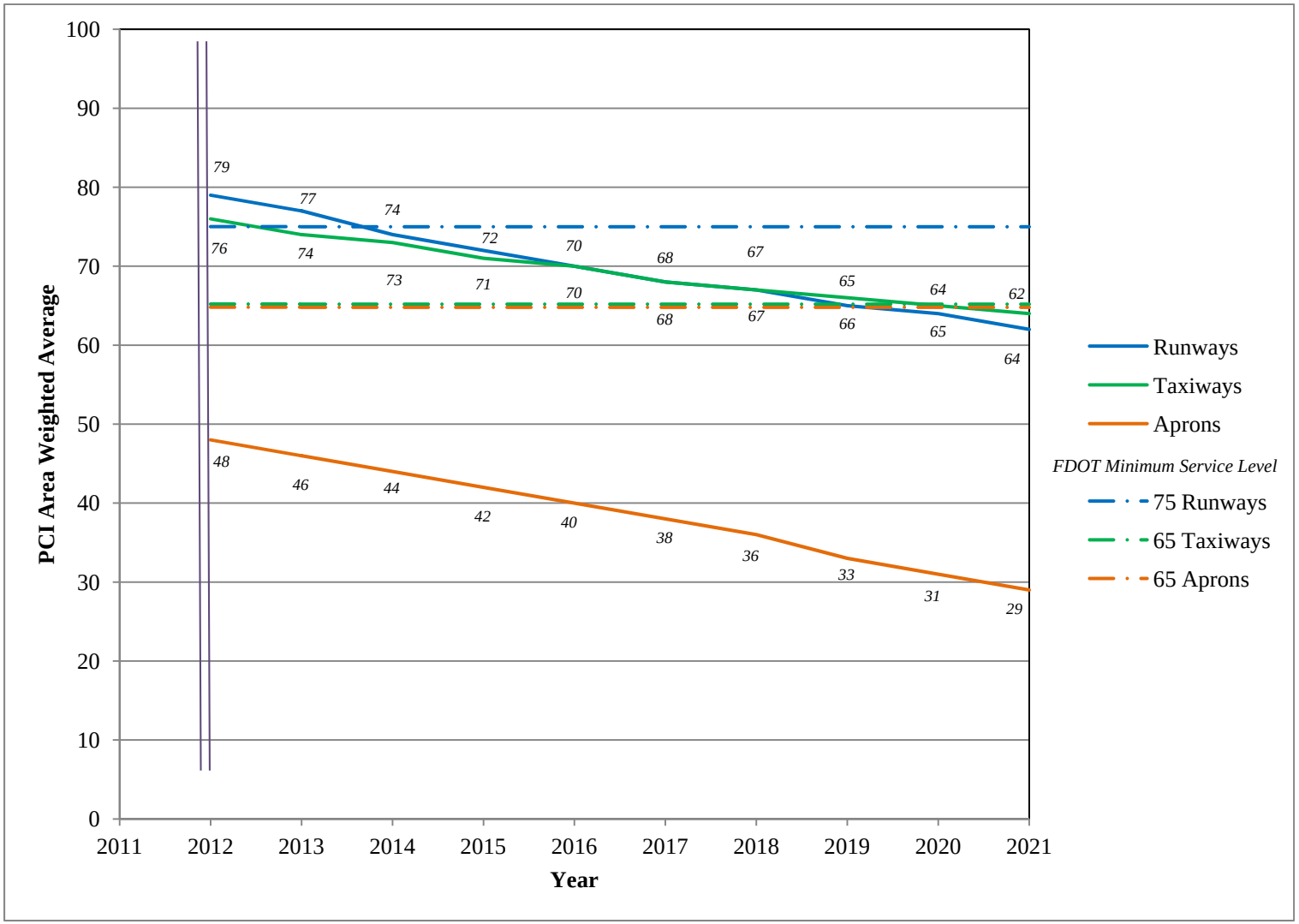
Table D-1: Pavement Condition Prediction (Continued)

Branch Name	Branch ID	Section ID	Current PCI	PCI Forecast									
				2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Runway 5-23	RW 5-23	6105	100	94	91	87	84	81	79	76	74	72	70
Taxiway Alpha	TW A	105	80	80	78	76	75	73	72	71	70	69	69
Taxiway Alpha	TW A	110	68	68	67	67	66	65	65	64	64	63	62
Taxiway Alpha	TW A	115	70	70	69	68	68	67	66	66	65	65	64
Taxiway A-1	TW A1	1205	90	90	88	86	84	83	81	79	78	76	75
Taxiway A-2	TW A2	705	73	73	71	70	69	68	67	65	64	63	62
Taxiway A-3	TW A3	805	75	75	73	72	71	70	68	67	66	65	64
Taxiway A-3	TW A3	810	73	73	71	70	69	68	67	65	64	63	62
Taxiway A-3	TW A3	815	42	42	40	39	38	36	35	34	32	31	29
Taxiway A-3	TW A3	820	93	93	91	89	87	85	83	82	80	79	77
Taxiway A-4	TW A4	1010	77	77	75	74	73	71	70	70	69	68	67
Taxiway A-4	TW A4	1015	52	52	51	50	49	48	46	45	44	43	42
Taxiway A-5	TW A5	205	42	42	40	39	38	36	35	34	32	31	29
Taxiway A-5	TW A5	210	82	82	80	78	76	75	73	72	71	70	69
Taxiway A-5	TW A5	220	82	82	80	78	76	75	73	72	71	70	69
Taxiway Bravo	TW B	120	85	85	83	81	80	78	77	75	74	73	71
Taxiway Bravo	TW B	125	73	73	72	71	70	69	68	67	67	66	66
Taxiway Bravo	TW B	130	72	72	70	69	68	67	66	65	64	62	61
Taxiway B-2	TW B2	1305	82	82	80	79	77	76	74	73	72	70	69
Taxiway B4 & B5	TW B4 & B5	405	50	50	48	46	44	43	41	39	37	36	34
Taxiway B4 & B5	TW B4 & B5	410	83	83	81	79	78	76	75	74	72	71	70
Taxiway B4 & B5	TW B4 & B5	420	79	79	77	75	74	73	72	71	70	69	68
Taxiway B4 & B5	TW B4 & B5	450	51	51	50	49	48	46	45	44	43	42	41
Taxiway Charlie	TW C	305	36	36	34	32	30	29	27	25	23	22	20
Taxiway Charlie	TW C	310	69	69	68	67	67	66	66	65	64	64	63

Table D-1: Pavement Condition Prediction (Continued)

Branch Name	Branch ID	Section ID	Current PCI	PCI Forecast									
				2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Taxiway Charlie	TW C	315	81	81	79	77	75	74	73	72	71	70	69
Taxiway Delta	TW D	155	96	95	92	89	86	84	82	80	78	76	75
Taxiway Delta	TW D	160	96	95	92	89	86	84	82	80	78	76	75
Taxiway Echo	TW E	505	65	65	64	63	62	61	59	58	57	56	55
Taxiway Foxtrot	TW F	605	54	54	53	52	51	50	49	48	46	45	44
Taxiway Golf	TW G	165	88	88	86	84	82	81	79	78	76	75	73
Taxiway Golf	TW G	170	77	77	75	74	73	71	70	69	68	66	65

Figure D-1: Predicted PCI by Pavement Use



APPENDIX E

YEAR 1 MAINTENANCE ACTIVITIES TABLE

Table E-1: Year 1 Maintenance Activities

Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
FAA Apron	AP FAA	5405	WEATH/RAVEL	L	Surface Seal - Rejuvenating	10,589.60	SqFt	$0.40	$4,235.87
Run-Up Apron at RW 5	AP RU RW 5	135	WEATH/RAVEL	L	Surface Seal - Rejuvenating	16,947.80	SqFt	$0.40	$6,779.19
Run-Up Apron at RW 14	AP RU RW14	5305	WEATH/RAVEL	L	Surface Seal - Rejuvenating	584.20	SqFt	$0.40	$233.70
Run-Up Apron at RW 14	AP RU RW14	5310	WEATH/RAVEL	L	Surface Seal - Rejuvenating	838.00	SqFt	$0.40	$335.21
Southwest Apron	AP SW	4415	WEATH/RAVEL	L	Surface Seal - Rejuvenating	2,241.70	SqFt	$0.40	$896.67
Southwest Apron	AP SW	4415	WEATH/RAVEL	M	Surface Seal - Coat Tar	52.10	SqFt	$0.40	$20.85
Southwest Apron	AP SW	4435	WEATH/RAVEL	L	Surface Seal - Rejuvenating	4,002.70	SqFt	$0.40	$1,601.10
Runway 14-32	RW 14-32	6205	L & T CR	M	Crack Sealing - AC	22.10	Ft	$2.25	$49.70
Runway 14-32	RW 14-32	6205	PATCHING	M	Patching - AC Deep	7.80	SqFt	$4.90	$38.05
Runway 14-32	RW 14-32	6205	WEATH/RAVEL	L	Surface Seal - Rejuvenating	1,546.10	SqFt	$0.40	$618.45
Runway 14-32	RW 14-32	6210	L & T CR	M	Crack Sealing - AC	563.40	Ft	$2.25	$1,267.61
Runway 14-32	RW 14-32	6210	WEATH/RAVEL	L	Surface Seal - Rejuvenating	27,898.20	SqFt	$0.40	$11,159.39
Taxiway Alpha	TW A	105	WEATH/RAVEL	L	Surface Seal - Rejuvenating	2,824.80	SqFt	$0.40	$1,129.91
Taxiway Alpha	TW A	110	WEATH/RAVEL	L	Surface Seal - Rejuvenating	2,489.90	SqFt	$0.40	$995.95
Taxiway Alpha	TW A	115	WEATH/RAVEL	L	Surface Seal - Rejuvenating	253.20	SqFt	$0.40	$101.28
Taxiway A-1	TW A1	1205	WEATH/RAVEL	L	Surface Seal - Rejuvenating	917.50	SqFt	$0.40	$367.02
Taxiway A-2	TW A2	705	WEATH/RAVEL	L	Surface Seal - Rejuvenating	2,899.80	SqFt	$0.40	$1,159.95
Taxiway A-3	TW A3	805	WEATH/RAVEL	L	Surface Seal - Rejuvenating	2,991.90	SqFt	$0.40	$1,196.77
Taxiway A-3	TW A3	810	WEATH/RAVEL	L	Surface Seal - Rejuvenating	14,562.70	SqFt	$0.40	$5,825.13
Taxiway A-3	TW A3	820	WEATH/RAVEL	L	Surface Seal - Rejuvenating	617.20	SqFt	$0.40	$246.90
Taxiway A-4	TW A4	1010	WEATH/RAVEL	L	Surface Seal - Rejuvenating	241.70	SqFt	$0.40	$96.68
Taxiway A-4	TW A4	1010	L & T CR	M	Crack Sealing - AC	14.60	Ft	$2.25	$32.96
Taxiway A-5	TW A5	210	WEATH/RAVEL	L	Surface Seal - Rejuvenating	197.00	SqFt	$0.40	$78.80
Taxiway A-5	TW A5	220	WEATH/RAVEL	L	Surface Seal - Rejuvenating	805.10	SqFt	$0.40	$322.06
Taxiway Bravo	TW B	120	WEATH/RAVEL	L	Surface Seal - Rejuvenating	11,961.80	SqFt	$0.40	$4,784.75

Table E-1: Year 1 Maintenance Activities (Continued)

Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
Taxiway Bravo	TW B	125	WEATH/RAVEL	L	Surface Seal - Rejuvenating	5,024.40	SqFt	$0.40	$2,009.76
Taxiway Bravo	TW B	130	WEATH/RAVEL	L	Surface Seal - Rejuvenating	5,903.20	SqFt	$0.40	$2,361.29
Taxiway B-2	TW B2	1305	WEATH/RAVEL	L	Surface Seal - Rejuvenating	3,429.60	SqFt	$0.40	$1,371.87
Taxiway B4 & B5	TW B4 & B5	410	WEATH/RAVEL	L	Surface Seal - Rejuvenating	161.20	SqFt	$0.40	$64.49
Taxiway B4 & B5	TW B4 & B5	420	WEATH/RAVEL	L	Surface Seal - Rejuvenating	2,641.70	SqFt	$0.40	$1,056.71
Taxiway Charlie	TW C	310	WEATH/RAVEL	L	Surface Seal - Rejuvenating	134.20	SqFt	$0.40	$53.66
Taxiway Charlie	TW C	315	WEATH/RAVEL	L	Surface Seal - Rejuvenating	77.10	SqFt	$0.40	$30.85
Taxiway Echo	TW E	505	WEATH/RAVEL	L	Surface Seal - Rejuvenating	4,067.30	SqFt	$0.40	$1,626.92
Taxiway Echo	TW E	505	WEATH/RAVEL	M	Surface Seal - Coat Tar	1,220.20	SqFt	$0.40	$488.08
Taxiway Golf	TW G	165	WEATH/RAVEL	L	Surface Seal - Rejuvenating	7,732.20	SqFt	$0.40	$3,092.89
Taxiway Golf	TW G	170	WEATH/RAVEL	L	Surface Seal - Rejuvenating	2,828.10	SqFt	$0.40	$1,131.27
								Total =	$56,861.74

APPENDIX F

MAJOR M&R PLAN BY YEAR UNDER UNLIMITED FUNDING SCENARIO TABLE

Table F-1: Major M&R Plan by Year under Unlimited Funding Scenario

Year	Branch Name	Section ID	Surface Type	Section Area (ft^2)	Major M&R Costs*	PCI Before M&R	M&R Activity	PCI After M&R
2012	North Apron	4205	AC	15,000	$245,669.99	32	Reconstruction	100
2012	North Apron	4210	AC	269,725	$2,348,226.75	39	Reconstruction	100
2012	North Apron	4215	AC	11,300	$209,840.99	23	Reconstruction	100
2012	North Apron	4220	AC	27,800	$424,839.60	33	Reconstruction	100
2012	NW Apron	4305	AC	37,500	$241,162.61	53	Mill and Overlay	100
2012	NW Apron	4310	AC	180,611	$3,353,946.05	30	Reconstruction	100
2012	NW Apron	4315	AC	47,434	$360,972.92	43	Mill and Overlay	100
2012	NW Apron	4320	AC	40,800	$534,072.04	35	Reconstruction	100
2012	South Apron	4105	AAC	146,250	$497,542.56	61	Mill and Overlay	100
2012	South Apron	4110	AC	30,000	$228,300.11	41	Mill and Overlay	100
2012	South Apron	4115	AC	16,000	$121,760.06	45	Mill and Overlay	100
2012	Southwest Apron	4405	PCC	33,600	$623,951.96	23	Reconstruction	100
2012	Southwest Apron	4410	AC	14,300	$265,550.98	22	Reconstruction	100
2012	Southwest Apron	4411	AAC	6,125	$46,611.27	41	Mill and Overlay	100
2012	Southwest Apron	4420	AC	12,800	$97,408.05	46	Mill and Overlay	100
2012	Southwest Apron	4425	AC	130,050	$2,415,028.34	29	Reconstruction	100
2012	Southwest Apron	4430	AC	3,481	$64,642.17	30	Reconstruction	100
2012	Taxiway A-3	815	AC	20,632	$157,009.60	42	Mill and Overlay	100
2012	Taxiway A-4	1015	AC	4,000	$27,296.01	52	Mill and Overlay	100
2012	Taxiway A-5	205	AC	4,000	$30,440.02	42	Mill and Overlay	100
2012	Taxiway B4 & B5	405	AAC	7,000	$53,270.03	50	Mill and Overlay	100
2012	Taxiway B4 & B5	450	AC	8,400	$60,622.83	51	Mill and Overlay	100
2012	Taxiway Charlie	305	AAC	18,900	$226,686.63	36	Reconstruction	100
2012	Taxiway Foxtrot	605	AC	11,000	$66,418.03	54	Mill and Overlay	100
2013	Runway 14-32	6210	AAC	362,500	$958,826.93	64	Mill and Overlay	100

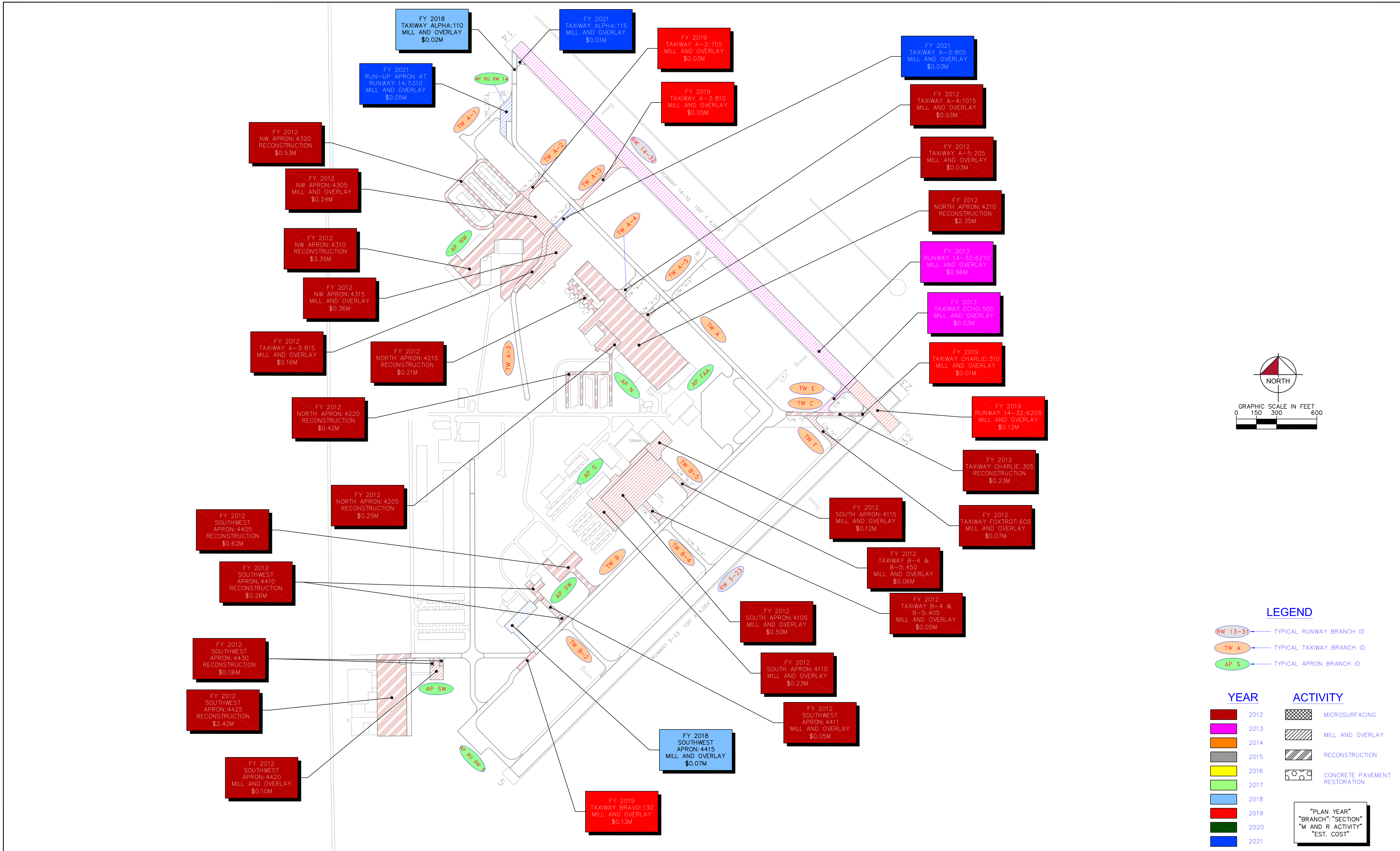
Table F-1: Major M&R Plan by Year under Unlimited Funding Scenario

Year	Branch Name	Section ID	Surface Type	Section Area (ft^2)	Major M&R Costs*	PCI Before M&R	M&R Activity	PCI After M&R
2013	Taxiway Echo	505	AC	9,780	$25,868.49	64	Mill and Overlay	100
2018	Southwest Apron	4415	AC	24,000	$73,591.83	64	Mill and Overlay	100
2018	Taxiway Alpha	110	AAC	7,500	$22,997.45	64	Mill and Overlay	100
2019	Runway 14-32	6205	AAC	37,500	$118,436.84	64	Mill and Overlay	100
2019	Taxiway A-2	705	AC	8,000	$25,266.53	64	Mill and Overlay	100
2019	Taxiway A-3	810	AC	16,600	$52,428.04	64	Mill and Overlay	100
2019	Taxiway Bravo	130	AC	41,075	$129,727.82	64	Mill and Overlay	100
2019	Taxiway Charlie	310	AAC	2,450	$7,737.87	64	Mill and Overlay	100
2021	Run-Up Apron at RW 14	5310	AAC	14,600	$48,919.60	64	Mill and Overlay	100
2021	Taxiway Alpha	115	AAC	3,262	$10,929.84	64	Mill and Overlay	100
2021	Taxiway A-3	805	AC	8,000	$26,805.26	64	Mill and Overlay	100
				Total	**$14,202,806.10**	**47**		**100**

* Costs are adjusted for inflation.

APPENDIX G

10-YEAR M&R MAP



PLOTTED: June 7, 2012 - 3:08 PM, BY: Burton, George A

NUMBER	DATE	REVISIONS

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

10-YEAR M&R MAP

CRAIG MUNICIPAL AIRPORT
DUVAL COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION OFFICE

IDENTIFIER: CRG

FDOT DISTRICT: 2

APPENDIX H

PHOTOGRAPHS

Taxiway Golf, Section 165, Sample Unit 314 – Low severity (50) Patching and low severity (52) Weathering and Raveling.

Southwest Apron, Section 4430, Sample Unit 200 – Low severity (45) Depression and low to medium severity (52) Weathering and Raveling.

Southwest Apron, Section 4411, Sample Unit 99 – Low severity (43) Block Cracking and low severity (52) Weathering and Raveling.

Runway 14-32, Section 6210, Sample Unit 151 – (42) Bleeding and low severity (48) Longitudinal and Transverse Cracking.

Northwest Apron, Section 4310, Sample Unit 204 – Low to high severity (43) Block Cracking, low severity (50) Patching, and low to medium severity (52) Weathering and Raveling.

Southwest Apron, Section 4405, Sample Unit 101 – Low severity (63) Linear Cracking, high severity (65) Joint Seal Damage.

Taxiway B-4, Section 405, Sample Unit 407 – Low severity (43) Block Cracking, low severity (52) Weathering and Raveling.

Runway 14-32, Section 6210, Sample Unit 125 – Low severity (48) Longitudinal / Transverse Cracking.

APPENDIX I

PCI RE-INSPECTION REPORT

Re-inspection Report

FDOT_COMB
Report Generated Date: 6/7/2012
Site Name:

Network: CRG Name: CRAIG MUNICIPAL AIRPORT

Branch: AP FAA Name: FAA APRON Use: APRON Area: 143,317.00SqFt

Section: 5405 of 1 From: - To: - Last Const.: 1/1/2004
Surface: AAC Family: FDOT-RL-AP-AAC Zone: Category: Rank: T
Area: 143,317.00SqFt Length: 400.00Ft Width: 370.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments: This apron was reconstructed on

Last Insp. Date4/18/2012 Total Samples: 32 Surveyed: 4
Conditions: PCI:91.00 |
Inspection Comments:

Sample Number: 201 Type: R Area: 5,000.05SqFt PCI = 96
Sample Comments:

52 WEATH/RAVEL	L	95.00 SqFt	Comments:

Sample Number: 303 Type: R Area: 5,000.00SqFt PCI = 91
Sample Comments:

52 WEATH/RAVEL	L	430.00 SqFt	Comments:

Sample Number: 701 Type: R Area: 4,578.00SqFt PCI = 86
Sample Comments:

49 OIL SPILLAGE	L	10.00 SqFt	Comments:
50 PATCHING	L	0.25 SqFt	Comments:
52 WEATH/RAVEL	L	380.00 SqFt	Comments:

Sample Number: 703 Type: R Area: 4,970.02SqFt PCI = 88
Sample Comments:

50 PATCHING	L	0.25 SqFt	Comments:
52 WEATH/RAVEL	L	490.00 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 6/7/2012
Site Name:

Network: CRG Name: CRAIG MUNICIPAL AIRPORT

Branch: AP N Name: NORTH APRON Use: APRON Area: 323,825.00SqFt

Section: 4205 of 4 From: - To: - Last Const.: 1/1/1947
Surface: AC Family: FDOT-RL-AP-AC Zone: Category: Rank: P
Area: 15,000.00SqFt Length: 75.00Ft Width: 200.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date4/18/2012 Total Samples: 4 Surveyed: 1
Conditions: PCI:32.00 |
Inspection Comments:

Sample Number: 705 Type: R Area: 6,269.44SqFt PCI = 32
Sample Comments:

43 BLOCK CR	L	2,900.00 SqFt	Comments:
43 BLOCK CR	M	1,100.00 SqFt	Comments:
45 DEPRESSION	M	85.00 SqFt	Comments:
50 PATCHING	L	2,000.00 SqFt	Comments:
52 WEATH/RAVEL	H	85.00 SqFt	Comments:
52 WEATH/RAVEL	L	3,915.00 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 6/7/2012
Site Name:

Network: CRG Name: CRAIG MUNICIPAL AIRPORT

Branch: AP N Name: NORTH APRON Use: APRON Area: 323,825.00SqFt

Section: 4210 of 4 From: - To: - Last Const.: 1/1/1983
Surface: AC Family: FDOT-RL-AP-AC Zone: Category: Rank: P
Area: 269,725.00SqFt Length: 750.00Ft Width: 300.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date4/18/2012 Total Samples: 54 Surveyed: 5
Conditions: PCI:39.00 |
Inspection Comments:

Sample Number: 202 Type: R Area: 5,000.05SqFt PCI = 43
Sample Comments:

48 L & T CR	H	12.00	Ft	Comments:
48 L & T CR	L	457.00	Ft	Comments:
48 L & T CR	M	248.00	Ft	Comments:
52 WEATH/RAVEL	L	4,125.00	SqFt	Comments:
52 WEATH/RAVEL	M	875.00	SqFt	Comments:

Sample Number: 209 Type: R Area: 5,000.05SqFt PCI = 40
Sample Comments:

48 L & T CR	L	762.00	Ft	Comments:
48 L & T CR	M	55.00	Ft	Comments:
52 WEATH/RAVEL	L	4,110.00	SqFt	Comments:
52 WEATH/RAVEL	M	890.00	SqFt	Comments:
56 SWELLING	L	930.00	SqFt	Comments:

Sample Number: 304 Type: R Area: 5,000.05SqFt PCI = 40
Sample Comments:

43 BLOCK CR	L	380.00	SqFt	Comments:
48 L & T CR	L	345.00	Ft	Comments:
48 L & T CR	M	233.00	Ft	Comments:
52 WEATH/RAVEL	L	3,760.00	SqFt	Comments:
52 WEATH/RAVEL	M	1,240.00	SqFt	Comments:
56 SWELLING	L	45.00	SqFt	Comments:

Sample Number: 406 Type: R Area: 5,000.05SqFt PCI = 32
Sample Comments:

48 L & T CR	H	44.00	Ft	Comments:
48 L & T CR	L	390.00	Ft	Comments:
48 L & T CR	M	277.00	Ft	Comments:
52 WEATH/RAVEL	L	3,220.00	SqFt	Comments:
52 WEATH/RAVEL	M	1,780.00	SqFt	Comments:
56 SWELLING	L	485.00	SqFt	Comments:

Sample Number: 610 Type: R Area: 5,805.30SqFt PCI = 38
Sample Comments:

45 DEPRESSION	L	30.00	SqFt	Comments:
48 L & T CR	L	584.00	Ft	Comments:
48 L & T CR	M	324.00	Ft	Comments:
52 WEATH/RAVEL	L	3,260.00	SqFt	Comments:
52 WEATH/RAVEL	M	1,740.00	SqFt	Comments:
56 SWELLING	L	375.00	SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 6/7/2012
Site Name:

Network: CRG Name: CRAIG MUNICIPAL AIRPORT

Branch: AP N Name: NORTH APRON Use: APRON Area: 323,825.00SqFt

Section: 4215 of 4 From: - To: - Last Const.: 12/25/199
Surface: AC Family: FDOT-RL-AP-AC Zone: Category: Rank: S
Area: 11,300.00SqFt Length: 325.00Ft Width: 20.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date4/18/2012 Total Samples: 4 Surveyed: 1
Conditions: PCI:23.00 |
Inspection Comments:

Sample Number: 102 Type: R Area: 4,619.66SqFt PCI = 23
Sample Comments:

43 BLOCK CR	L	450.00	SqFt	Comments:
47 JT REF. CR	M	35.00	Ft	Comments:
48 L & T CR	H	32.00	Ft	Comments:
48 L & T CR	L	123.00	Ft	Comments:
48 L & T CR	M	167.00	Ft	Comments:
52 WEATH/RAVEL	L	130.00	SqFt	Comments:
52 WEATH/RAVEL	M	4,470.00	SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 6/7/2012
Site Name:

Network: CRG Name: CRAIG MUNICIPAL AIRPORT

Branch: AP N Name: NORTH APRON Use: APRON Area: 323,825.00SqFt

Section: 4220 of 4 From: - To: - Last Const.: 12/25/199
Surface: AC Family: FDOT-RL-AP-AC Zone: Category: Rank: S
Area: 27,800.00SqFt Length: 1,390.00Ft Width: 20.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date4/18/2012 Total Samples: 16 Surveyed: 3
Conditions: PCI:33.00 |
Inspection Comments:

Sample Number: 503 Type: R Area: 1,899.08SqFt PCI = 28
Sample Comments:

41 ALLIGATOR CR	L	54.00	SqFt	Comments:
43 BLOCK CR	M	1,050.00	SqFt	Comments:
48 L & T CR	L	62.00	Ft	Comments:
52 WEATH/RAVEL	L	1,500.00	SqFt	Comments:
52 WEATH/RAVEL	M	400.00	SqFt	Comments:
56 SWELLING	L	30.00	SqFt	Comments:

Sample Number: 700 Type: R Area: 2,000.04SqFt PCI = 38
Sample Comments:

48 L & T CR	L	85.00	Ft	Comments:
52 WEATH/RAVEL	M	2,000.00	SqFt	Comments:

Sample Number: 803 Type: R Area: 1,731.70SqFt PCI = 33
Sample Comments:

48 L & T CR	L	253.00	Ft	Comments:
50 PATCHING	L	0.50	SqFt	Comments:
52 WEATH/RAVEL	M	1,730.00	SqFt	Comments:
56 SWELLING	L	17.00	SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 6/7/2012
Site Name:

Network: CRG Name: CRAIG MUNICIPAL AIRPORT

Branch: AP NW Name: NW APRON Use: APRON Area: 306,345.00SqFt

Section: 4305 of 4 From: - To: - Last Const.: 1/1/1991
Surface: AC Family: FDOT-RL-AP-AC Zone: Category: Rank: P
Area: 37,500.00SqFt Length: 200.00Ft Width: 187.50Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date4/18/2012 Total Samples: 7 Surveyed: 2
Conditions: PCI:53.00 |
Inspection Comments:

Sample Number: 300 Type: R Area: 4,526.65SqFt PCI = 40
Sample Comments:

48 L & T CR	L	777.00	Ft	Comments:
48 L & T CR	M	145.00	Ft	Comments:
49 OIL SPILLAGE	M	30.00	SqFt	Comments:
52 WEATH/RAVEL	L	4,770.00	SqFt	Comments:
52 WEATH/RAVEL	M	230.00	SqFt	Comments:
43 BLOCK CR	L	700.00	SqFt	Comments:

Sample Number: 551 Type: R Area: 5,000.05SqFt PCI = 64
Sample Comments:

48 L & T CR	L	401.00	Ft	Comments:
50 PATCHING	L	0.50	SqFt	Comments:
52 WEATH/RAVEL	L	4,050.00	SqFt	Comments:
56 SWELLING	L	80.00	SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 6/7/2012
Site Name:

Network: CRG Name: CRAIG MUNICIPAL AIRPORT

Branch: AP NW Name: NW APRON Use: APRON Area: 306,345.00SqFt

Section: 4310 of 4 From: - To: - Last Const.: 1/1/1960
Surface: AC Family: FDOT-RL-AP-AC Zone: Category: Rank: P
Area: 180,611.00SqFt Length: 900.00Ft Width: 200.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date4/18/2012 Total Samples: 39 Surveyed: 4
Conditions: PCI:30.00 |
Inspection Comments:

Sample Number: 204 Type: R Area: 6,000.66SqFt PCI = 23
Sample Comments:

43 BLOCK CR	H	720.00	SqFt	Comments:
43 BLOCK CR	L	1,500.00	SqFt	Comments:
43 BLOCK CR	M	1,050.00	SqFt	Comments:
48 L & T CR	L	315.00	Ft	Comments:
50 PATCHING	L	272.00	SqFt	Comments:
52 WEATH/RAVEL	L	3,728.00	SqFt	Comments:
52 WEATH/RAVEL	M	2,000.00	SqFt	Comments:

Sample Number: 351 Type: R Area: 5,000.05SqFt PCI = 47
Sample Comments:

43 BLOCK CR	L	1,480.00	SqFt	Comments:
48 L & T CR	L	174.00	Ft	Comments:
48 L & T CR	M	118.00	Ft	Comments:
49 OIL SPILLAGE	L	45.00	SqFt	Comments:
49 OIL SPILLAGE	M	30.00	SqFt	Comments:
52 WEATH/RAVEL	L	4,700.00	SqFt	Comments:
52 WEATH/RAVEL	M	300.00	SqFt	Comments:

Sample Number: 507 Type: R Area: 5,211.56SqFt PCI = 25
Sample Comments:

43 BLOCK CR	L	1,400.00	SqFt	Comments:
43 BLOCK CR	M	1,950.00	SqFt	Comments:
45 DEPRESSION	L	65.00	SqFt	Comments:
45 DEPRESSION	M	20.00	SqFt	Comments:
48 L & T CR	L	82.00	Ft	Comments:
52 WEATH/RAVEL	H	30.00	SqFt	Comments:
52 WEATH/RAVEL	L	1,170.00	SqFt	Comments:
52 WEATH/RAVEL	M	3,800.00	SqFt	Comments:

Sample Number: 554 Type: R Area: 4,473.80SqFt PCI = 27
Sample Comments:

43 BLOCK CR	L	290.00	SqFt	Comments:
45 DEPRESSION	L	40.00	SqFt	Comments:
45 DEPRESSION	M	28.00	SqFt	Comments:
48 L & T CR	L	177.00	Ft	Comments:
52 WEATH/RAVEL	L	1,700.00	SqFt	Comments:
52 WEATH/RAVEL	M	3,000.00	SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 6/7/2012
Site Name:

Network: CRG Name: CRAIG MUNICIPAL AIRPORT

Branch: AP NW Name: NW APRON Use: APRON Area: 306,345.00SqFt

Section: 4315 of 4 From: - To: - Last Const.: 1/1/1970
Surface: AC Family: FDOT-RL-AP-AC Zone: Category: Rank: P
Area: 47,434.00SqFt Length: 450.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date4/18/2012 Total Samples: 11 Surveyed: 1
Conditions: PCI:43.00 |
Inspection Comments:

Sample Number: 100 Type: R Area: 4,521.27SqFt PCI = 43
Sample Comments:

48 L & T CR	L	117.00	Ft	Comments:
52 WEATH/RAVEL	L	2,250.00	SqFt	Comments:
52 WEATH/RAVEL	M	2,250.00	SqFt	Comments:
56 SWELLING	L	300.00	SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 6/7/2012
Site Name:

Network: CRG Name: CRAIG MUNICIPAL AIRPORT

Branch: AP NW Name: NW APRON Use: APRON Area: 306,345.00SqFt

Section: 4320 of 4 From: - To: - Last Const.: 12/25/199
Surface: AC Family: FDOT-RL-AP-AC Zone: Category: Rank: P
Area: 40,800.00SqFt Length: 2,040.00Ft Width: 20.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date4/18/2012 Total Samples: 21 Surveyed: 3
Conditions: PCI:35.00 |
Inspection Comments:

Sample Number: 101 Type: R Area: 2,518.54SqFt PCI = 40
Sample Comments:

48 L & T CR	L	388.00	Ft	Comments:
50 PATCHING	L	155.00	SqFt	Comments:
52 WEATH/RAVEL	L	1,400.00	SqFt	Comments:
52 WEATH/RAVEL	M	1,100.00	SqFt	Comments:

Sample Number: 302 Type: R Area: 2,500.03SqFt PCI = 40
Sample Comments:

43 BLOCK CR	L	1,250.00	SqFt	Comments:
48 L & T CR	L	89.00	Ft	Comments:
52 WEATH/RAVEL	L	1,200.00	SqFt	Comments:
52 WEATH/RAVEL	M	1,300.00	SqFt	Comments:

Sample Number: 401 Type: R Area: 1,977.98SqFt PCI = 23
Sample Comments:

45 DEPRESSION	M	80.00	SqFt	Comments:
48 L & T CR	H	25.00	Ft	Comments:
48 L & T CR	L	131.00	Ft	Comments:
48 L & T CR	M	49.00	Ft	Comments:
50 PATCHING	M	28.00	SqFt	Comments:
52 WEATH/RAVEL	H	25.00	SqFt	Comments:
52 WEATH/RAVEL	L	25.00	SqFt	Comments:
52 WEATH/RAVEL	M	1,950.00	SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 6/7/2012
Site Name:

Network: CRG Name: CRAIG MUNICIPAL AIRPORT

Branch: AP RU RW 5 Name: RUN-UP APRON AT RW 5 Use: APRON Area: 60,675.00SqFt

Section: 135 of 1 From: - To: - Last Const.: 1/1/2005
Surface: AC Family: FDOT-RL-AP-AC Zone: Category: Rank: T
Area: 60,675.00SqFt Length: 809.00Ft Width: 75.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments: This apron was removed and reloc

Last Insp. Date4/17/2012 Total Samples: 13 Surveyed: 2
Conditions: PCI:81.00 |
Inspection Comments:

Sample Number: 603 Type: R Area: 6,963.50SqFt PCI = 82
Sample Comments:

48 L & T CR	L	7.00 Ft	Comments:
50 PATCHING	L	0.75 SqFt	Comments:
52 WEATH/RAVEL	L	1,400.00 SqFt	Comments:

Sample Number: 607 Type: R Area: 3,500.00SqFt PCI = 79
Sample Comments:

50 PATCHING	L	0.25 SqFt	Comments:
52 WEATHERING/RAVELING	L	1,499.99 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 6/7/2012
Site Name:

Network: CRG Name: CRAIG MUNICIPAL AIRPORT

Branch: AP RU RW14 Name: RUN-UP APRON AT RW 14 Use: APRON Area: 22,100.00SqFt

Section: 5305 of 2 From: - To: - Last Const.: 7/1/2007
Surface: AAC Family: FDOT-RL-AP-AAC Zone: Category: Rank: P
Area: 7,500.00SqFt Length: 37.50Ft Width: 200.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date4/18/2012 Total Samples: 2 Surveyed: 1
Conditions: PCI:78.00 |
Inspection Comments:

Sample Number: 201 Type: R Area: 3,708.71SqFt PCI = 78
Sample Comments:

48 L & T CR	L	142.00 Ft	Comments:
52 WEATH/RAVEL	L	300.00 SqFt	Comments:
56 SWELLING	L	125.00 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 6/7/2012
Site Name:

Network: CRG Name: CRAIG MUNICIPAL AIRPORT

Branch: AP RU RW14 Name: RUN-UP APRON AT RW 14 Use: APRON Area: 22,100.00SqFt

Section: 5310 of 2 From: - To: - Last Const.: 7/1/2007
Surface: AAC Family: FDOT-RL-AP-AAC Zone: Category: Rank: P
Area: 14,600.00SqFt Length: 73.00Ft Width: 200.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date4/18/2012 Total Samples: 4 Surveyed: 1
Conditions: PCI:76.00 |
Inspection Comments:

Sample Number: 102 Type: R Area: 4,998.87SqFt PCI = 76
Sample Comments:

48 L & T CR	L	187.00 Ft	Comments:
50 PATCHING	L	1.50 SqFt	Comments:
52 WEATH/RAVEL	L	290.00 SqFt	Comments:
56 SWELLING	L	90.00 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 6/7/2012
Site Name:

Network: CRG Name: CRAIG MUNICIPAL AIRPORT

Branch: AP S Name: SOUTH APRON Use: APRON Area: 192,250.00SqFt

Section: 4105 of 3 From: - To: - Last Const.: 1/1/1986
Surface: AAC Family: FDOT-RL-AP-AAC Zone: Category: Rank: P
Area: 146,250.00SqFt Length: 580.00Ft Width: 250.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date4/18/2012 Total Samples: 25 Surveyed: 3
Conditions: PCI:61.00 |
Inspection Comments:

Sample Number: 101 Type: R Area: 5,000.05SqFt PCI = 59
Sample Comments:

43 BLOCK CR	L	5,000.00 SqFt	Comments:
52 WEATH/RAVEL	L	5,000.00 SqFt	Comments:

Sample Number: 203 Type: R Area: 5,000.05SqFt PCI = 64
Sample Comments:

43 BLOCK CR	L	5,000.00 SqFt	Comments:

Sample Number: 404 Type: R Area: 5,000.05SqFt PCI = 59
Sample Comments: recently painted black no weather

43 BLOCK CR	L	5,000.00 SqFt	Comments:
50 PATCHING	L	132.00 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 6/7/2012
Site Name:

Network: CRG Name: CRAIG MUNICIPAL AIRPORT

Branch: AP S Name: SOUTH APRON Use: APRON Area: 192,250.00SqFt

Section: 4110 of 3 From: - To: - Last Const.: 1/1/1986
Surface: AC Family: FDOT-RL-AP-AC Zone: Category: Rank: P
Area: 30,000.00SqFt Length: 600.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date4/18/2012 Total Samples: 11 Surveyed: 1
Conditions: PCI:41.00 |
Inspection Comments:

Sample Number: 600 Type: R Area: 4,111.17SqFt PCI = 41
Sample Comments:

43 BLOCK CR	L	2,900.00	SqFt	Comments:
48 L & T CR	L	58.00	Ft	Comments:
48 L & T CR	M	111.00	Ft	Comments:
49 OIL SPILLAGE	L	30.00	SqFt	Comments:
52 WEATH/RAVEL	L	3,520.00	SqFt	Comments:
52 WEATH/RAVEL	M	580.00	SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 6/7/2012
Site Name:

Network: CRG Name: CRAIG MUNICIPAL AIRPORT

Branch: AP S Name: SOUTH APRON Use: APRON Area: 192,250.00SqFt

Section: 4115 of 3 From: - To: - Last Const.: 1/1/1986
Surface: AC Family: FDOT-RL-AP-AC Zone: Category: Rank: P
Area: 16,000.00SqFt Length: 100.00Ft Width: 160.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date4/18/2012 Total Samples: 5 Surveyed: 1
Conditions: PCI:45.00 |
Inspection Comments:

Sample Number: 506 Type: R Area: 5,000.05SqFt PCI = 45
Sample Comments:

43 BLOCK CR	L	1,975.00	SqFt	Comments:
45 DEPRESSION	L	25.00	SqFt	Comments:
45 DEPRESSION	M	9.00	SqFt	Comments:
48 L & T CR	L	348.00	Ft	Comments:
52 WEATH/RAVEL	L	2,180.00	SqFt	Comments:
52 WEATH/RAVEL	M	120.00	SqFt	Comments:
56 SWELLING	L	90.00	SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 6/7/2012
Site Name:

Network: CRG Name: CRAIG MUNICIPAL AIRPORT

Branch: AP SW Name: SOUTHWEST APRON Use: APRON Area: 244,306.00SqFt

Section: 4405 of 8 From: - To: - Last Const.: 12/25/199
Surface: PCC Family: FDOT-RL-PCC Zone: Category: Rank: S
Area: 33,600.00SqFt Length: 250.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date4/18/2012 Total Samples: 9 Surveyed: 1
Conditions: PCI:23.00 |
Inspection Comments:

Sample Number: 101 Type: R Area: 6.00Slabs PCI = 23
Sample Comments:

63 LINEAR CRACKING	L	1.00 Slabs	Comments:	
65 JOINT SEAL DAMAGE	H	6.00 Slabs	Comments:	
72 SHATTERED SLAB	L	2.00 Slabs	Comments:	
72 SHATTERED SLAB	M	1.00 Slabs	Comments:	
73 SHRINKAGE CRACKING	N	2.00 Slabs	Comments:	
74 JOINT SPALLING	L	3.00 Slabs	Comments:	

Re-inspection Report

FDOT_COMB
Report Generated Date: 6/7/2012
Site Name:

Network: CRG Name: CRAIG MUNICIPAL AIRPORT

Branch: AP SW Name: SOUTHWEST APRON Use: APRON Area: 244,306.00SqFt

Section: 4410 of 8 From: - To: - Last Const.: 12/25/199
Surface: AC Family: FDOT-RL-AP-AC Zone: Category: Rank: S
Area: 14,300.00SqFt Length: 400.00Ft Width: 35.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date5/7/2007 Total Samples: 5 Surveyed: 1
Conditions: PCI:33.00 |
Inspection Comments:

Sample Number: 101 Type: R Area: 5,500.00SqFt PCI = 33
Sample Comments:

45 DEPRESSION	L	165.00 SqFt	Comments:
48 L & T CR	L	52.00 Ft	Comments:
52 WEATH/RAVEL	M	5,500.00 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 6/7/2012
Site Name:

Network: CRG Name: CRAIG MUNICIPAL AIRPORT

Branch: AP SW Name: SOUTHWEST APRON Use: APRON Area: 244,306.00SqFt

Section: 4411 of 8 From: - To: - Last Const.: 12/25/199
Surface: AAC Family: FDOT-RL-AP-AAC Zone: Category: Rank: S
Area: 6,125.00SqFt Length: 175.00Ft Width: 35.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date4/17/2012 Total Samples: 3 Surveyed: 1
Conditions: PCI:42.00 |
Inspection Comments:

Sample Number: 99 Type: R Area: 3,500.00SqFt PCI = 42
Sample Comments:

43	BLOCK CRACKING	L	2,099.98 SqFt	Comments:
45	DEPRESSION	L	55.00 SqFt	Comments:
52	WEATHERING/RAVELING	L	1,799.99 SqFt	Comments:
53	RUTTING	L	50.00 SqFt	Comments:
56	SWELLING	L	1,199.99 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 6/7/2012
Site Name:

Network: CRG Name: CRAIG MUNICIPAL AIRPORT

Branch: AP SW Name: SOUTHWEST APRON Use: APRON Area: 244,306.00SqFt

Section: 4415 of 8 From: - To: - Last Const.: 1/1/2005
Surface: AC Family: FDOT-RL-AP-AC Zone: Category: Rank: S
Area: 24,000.00SqFt Length: 300.00Ft Width: 40.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date4/17/2012 Total Samples: 8 Surveyed: 1
Conditions: PCI:71.00 |
Inspection Comments:

Sample Number: 301 Type: R Area: 4,509.43SqFt PCI = 71
Sample Comments:

48 L & T CR	L	3.00 Ft	Comments:
50 PATCHING	L	550.00 SqFt	Comments:
52 WEATH/RAVEL	L	860.00 SqFt	Comments:
52 WEATH/RAVEL	M	20.00 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 6/7/2012
Site Name:

Network: CRG Name: CRAIG MUNICIPAL AIRPORT

Branch: AP SW Name: SOUTHWEST APRON Use: APRON Area: 244,306.00SqFt

Section: 4420 of 8 From: - To: - Last Const.: 12/25/199
Surface: AC Family: FDOT-RL-AP-AC Zone: Category: Rank: S
Area: 12,800.00SqFt Length: 100.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date4/17/2012 Total Samples: 3 Surveyed: 1
Conditions: PCI:46.00 |
Inspection Comments:

Sample Number: 101 Type: R Area: 5,000.00SqFt PCI = 46
Sample Comments:

43	BLOCK CR	L	0.00 SqFt	Comments:
47	JT REF. CR	M	56.00 Ft	Comments:
48	L & T CR	L	88.00 Ft	Comments:
49	OIL SPILLAGE	L	0.00 SqFt	Comments:
50	PATCHING	L	10.00 SqFt	Comments:
52	WEATH/RAVEL	L	4,025.00 SqFt	Comments:
52	WEATH/RAVEL	M	975.00 SqFt	Comments:
56	SWELLING	L	55.00 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 6/7/2012
Site Name:

Network: CRG Name: CRAIG MUNICIPAL AIRPORT

Branch: AP SW Name: SOUTHWEST APRON Use: APRON Area: 244,306.00SqFt

Section: 4425 of 8 From: - To: - Last Const.: 12/25/199
Surface: AC Family: FDOT-RL-AP-AC Zone: Category: Rank: S
Area: 130,050.00SqFt Length: 600.00Ft Width: 215.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date4/17/2012 Total Samples: 33 Surveyed: 3
Conditions: PCI:29.00 |
Inspection Comments:

Sample Number: 302 Type: R Area: 5,000.05SqFt PCI = 24
Sample Comments:

43 BLOCK CR	L	800.00	SqFt	Comments:
43 BLOCK CR	M	2,310.00	SqFt	Comments:
48 L & T CR	L	222.00	Ft	Comments:
48 L & T CR	M	45.00	Ft	Comments:
50 PATCHING	L	725.00	SqFt	Comments:
52 WEATH/RAVEL	M	4,300.00	SqFt	Comments:
56 SWELLING	L	220.00	SqFt	Comments:

Sample Number: 400 Type: R Area: 5,000.05SqFt PCI = 39
Sample Comments:

43 BLOCK CR	L	1,100.00	SqFt	Comments:
43 BLOCK CR	M	3,900.00	SqFt	Comments:
52 WEATH/RAVEL	L	5,000.00	SqFt	Comments:

Sample Number: 504 Type: R Area: 1,948.16SqFt PCI = 14
Sample Comments:

43 BLOCK CR	H	100.00	SqFt	Comments:
43 BLOCK CR	L	1,000.00	SqFt	Comments:
43 BLOCK CR	M	850.00	SqFt	Comments:
50 PATCHING	L	290.00	SqFt	Comments:
52 WEATH/RAVEL	H	100.00	SqFt	Comments:
52 WEATH/RAVEL	L	1,100.00	SqFt	Comments:
52 WEATH/RAVEL	M	750.00	SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 6/7/2012
Site Name:

Network: CRG Name: CRAIG MUNICIPAL AIRPORT

Branch: AP SW Name: SOUTHWEST APRON Use: APRON Area: 244,306.00SqFt

Section: 4430 of 8 From: - To: - Last Const.: 1/1/2006
Surface: AC Family: FDOT-RL-AP-AC Zone: Category: Rank: S
Area: 3,481.00SqFt Length: 59.00Ft Width: 59.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date4/17/2012 Total Samples: 2 Surveyed: 1
Conditions: PCI:30.00 |
Inspection Comments:

Sample Number: 200 Type: R Area: 1,644.73SqFt PCI = 30
Sample Comments:

45 DEPRESSION	L	750.00 SqFt	Comments:
48 L & T CR	L	28.00 Ft	Comments:
52 WEATH/RAVEL	L	1,000.00 SqFt	Comments:
52 WEATH/RAVEL	M	650.00 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 6/7/2012
Site Name:

Network: CRG Name: CRAIG MUNICIPAL AIRPORT

Branch: AP SW Name: SOUTHWEST APRON Use: APRON Area: 244,306.00SqFt

Section: 4435 of 8 From: - To: - Last Const.: 1/1/2007
Surface: AAC Family: FDOT-RL-AP-AAC Zone: Category: Rank: S
Area: 19,950.00SqFt Length: 570.00Ft Width: 35.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date4/17/2012 Total Samples: 6 Surveyed: 1
Conditions: PCI:79.00 |
Inspection Comments:

Sample Number: 601 Type: R Area: 3,499.99SqFt PCI = 79
Sample Comments:

48 L & T CR	L	39.00 Ft	Comments:
50 PATCHING	L	0.00 SqFt	Comments:
52 WEATH/RAVEL	L	680.00 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 6/7/2012
Site Name:

Network: CRG Name: CRAIG MUNICIPAL AIRPORT

Branch: RW 14-32 Name: RUNWAY 14-32 Use: RUNWAY Area: 400,000.00SqFt

Section: 6205 of 2 From: - To: - Last Const.: 1/1/2004
Surface: AAC Family: FDOT-RL-RW-AAC Zone: Category: Rank: P
Area: 37,500.00SqFt Length: 375.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date4/18/2012 Total Samples: 9 Surveyed: 3
Conditions: PCI:77.00 |
Inspection Comments:

Sample Number: 103 Type: R Area: 5,000.05SqFt PCI = 69
Sample Comments:

48 L & T CR	L	293.00	Ft	Comments:
48 L & T CR	M	9.00	Ft	Comments:
50 PATCHING	L	0.20	SqFt	Comments:
50 PATCHING	M	0.25	SqFt	Comments:
52 WEATH/RAVEL	L	60.00	SqFt	Comments:

Sample Number: 106 Type: R Area: 5,000.05SqFt PCI = 85
Sample Comments:

48 L & T CR	L	58.00	Ft	Comments:
50 PATCHING	L	0.50	SqFt	Comments:
52 WEATH/RAVEL	L	250.00	SqFt	Comments:
56 SWELLING	L	8.00	SqFt	Comments:

Sample Number: 108 Type: R Area: 5,000.00SqFt PCI = 76
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	253.06	Ft	Comments:
50 PATCHING	L	0.25	SqFt	Comments:
52 WEATHERING/RAVELING	L	320.00	SqFt	Comments:
56 SWELLING	L	20.00	SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 6/7/2012
Site Name:

Network: CRG Name: CRAIG MUNICIPAL AIRPORT

Branch: RW 14-32 Name: RUNWAY 14-32 Use: RUNWAY Area: 400,000.00SqFt

Section: 6210 of 2 From: - To: - Last Const.: 1/1/2001
Surface: AAC Family: FDOT-RL-RW-AAC Zone: Category: Rank: P
Area: 362,500.00SqFt Length: 3,625.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date4/18/2012 Total Samples: 71 Surveyed: 13
Conditions: PCI:66.00 |
Inspection Comments:

Sample Number: 114 Type: R Area: 5,000.05SqFt PCI = 67
Sample Comments:

48 L & T CR	L	422.00 Ft	Comments:
50 PATCHING	L	0.25 SqFt	Comments:
52 WEATH/RAVEL	L	390.00 SqFt	Comments:
56 SWELLING	L	275.00 SqFt	Comments:

Sample Number: 120 Type: R Area: 5,000.05SqFt PCI = 67
Sample Comments:

48 L & T CR	L	474.00 Ft	Comments:
52 WEATH/RAVEL	L	660.00 SqFt	Comments:
56 SWELLING	L	480.00 SqFt	Comments:

Sample Number: 125 Type: R Area: 5,000.05SqFt PCI = 69
Sample Comments:

48 L & T CR	L	414.00 Ft	Comments:
52 WEATH/RAVEL	L	320.00 SqFt	Comments:
56 SWELLING	L	230.00 SqFt	Comments:

Sample Number: 132 Type: R Area: 5,000.05SqFt PCI = 66
Sample Comments:

48 L & T CR	L	403.00 Ft	Comments:
48 L & T CR	M	19.00 Ft	Comments:
52 WEATH/RAVEL	L	325.00 SqFt	Comments:
56 SWELLING	L	55.00 SqFt	Comments:

Sample Number: 138 Type: R Area: 4,999.84SqFt PCI = 75
Sample Comments:

48 L & T CR	L	254.00 Ft	Comments:
48 L & T CR	M	13.00 Ft	Comments:
52 WEATH/RAVEL	L	225.00 SqFt	Comments:

Sample Number: 144 Type: R Area: 5,000.05SqFt PCI = 62
Sample Comments:

42 BLEEDING	L	7.00 SqFt	Comments:
48 L & T CR	L	592.00 Ft	Comments:
50 PATCHING	L	0.25 SqFt	Comments:
52 WEATH/RAVEL	L	425.00 SqFt	Comments:
56 SWELLING	L	340.00 SqFt	Comments:

Sample Number: 147 Type: R Area: 5,000.05SqFt PCI = 63
Sample Comments:

42 BLEEDING	L	9.00 SqFt	Comments:
45 DEPRESSION	L	1.00 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 6/7/2012
Site Name:

48 L & T CR	L	597.00	Ft	Comments:
52 WEATH/RAVEL	L	430.00	SqFt	Comments:
56 SWELLING	L	285.00	SqFt	Comments:

Sample Number: 151 Type: R Area: 5,000.05SqFt PCI = 64
Sample Comments:

42 BLEEDING	L	5.00	SqFt	Comments:
48 L & T CR	L	611.00	Ft	Comments:
52 WEATH/RAVEL	L	450.00	SqFt	Comments:
56 SWELLING	L	325.00	SqFt	Comments:

Sample Number: 156 Type: R Area: 5,000.05SqFt PCI = 74
Sample Comments:

48 L & T CR	L	305.00	Ft	Comments:
52 WEATH/RAVEL	L	375.00	SqFt	Comments:
56 SWELLING	L	70.00	SqFt	Comments:

Sample Number: 163 Type: R Area: 5,000.05SqFt PCI = 67
Sample Comments:

48 L & T CR	L	279.00	Ft	Comments:
48 L & T CR	M	50.00	Ft	Comments:
50 PATCHING	L	0.25	SqFt	Comments:
52 WEATH/RAVEL	L	400.00	SqFt	Comments:
56 SWELLING	L	200.00	SqFt	Comments:

Sample Number: 170 Type: R Area: 5,000.05SqFt PCI = 62
Sample Comments:

48 L & T CR	L	430.00	Ft	Comments:
48 L & T CR	M	22.00	Ft	Comments:
50 PATCHING	L	0.75	SqFt	Comments:
52 WEATH/RAVEL	L	375.00	SqFt	Comments:
56 SWELLING	L	350.00	SqFt	Comments:

Sample Number: 174 Type: R Area: 5,000.05SqFt PCI = 60
Sample Comments:

42 BLEEDING	L	11.00	SqFt	Comments:
48 L & T CR	L	657.00	Ft	Comments:
50 PATCHING	L	1.00	SqFt	Comments:
52 WEATH/RAVEL	L	395.00	SqFt	Comments:
56 SWELLING	L	270.00	SqFt	Comments:

Sample Number: 179 Type: R Area: 5,869.02SqFt PCI = 65
Sample Comments:

42 BLEEDING	L	2.00	SqFt	Comments:
48 L & T CR	L	591.00	Ft	Comments:
50 PATCHING	L	0.50	SqFt	Comments:
52 WEATH/RAVEL	L	380.00	SqFt	Comments:
56 SWELLING	L	130.00	SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 6/7/2012
Site Name:

Network: CRG Name: CRAIG MUNICIPAL AIRPORT

Branch: RW 5-23 Name: RUNWAY 5-23 Use: RUNWAY Area: 390,000.00SqFt

Section: 6105 of 1 From: - To: - Last Const.: 1/1/2011
Surface: AAC Family: FDOT-RL-RW-AAC Zone: Category: Rank: S
Area: 390,000.00SqFt Length: 3,900.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

NOTE: * Pre-Construction PCI *****
Last Insp. Date5/7/2007 Total Samples: 98 Surveyed: 15
Conditions: PCI:50.00 |
Inspection Comments:

Sample Number: 101 Type: R Area: 5,000.00SqFt PCI = 38
Sample Comments:

48 L & T CR	L	165.00 Ft	Comments:
48 L & T CR	M	40.00 Ft	Comments:
52 WEATH/RAVEL	L	1,825.00 SqFt	Comments:
52 WEATH/RAVEL	M	3,175.00 SqFt	Comments:

Sample Number: 106 Type: R Area: 5,000.00SqFt PCI = 53
Sample Comments:

41 ALLIGATOR CR	L	30.00 SqFt	Comments:
48 L & T CR	L	550.00 Ft	Comments:
48 L & T CR	M	50.00 Ft	Comments:
52 WEATH/RAVEL	L	4,700.00 SqFt	Comments:
52 WEATH/RAVEL	M	30.00 SqFt	Comments:

Sample Number: 112 Type: R Area: 5,000.00SqFt PCI = 55
Sample Comments:

41 ALLIGATOR CR	L	4.00 SqFt	Comments:
48 L & T CR	L	530.00 Ft	Comments:
48 L & T CR	M	80.00 Ft	Comments:
52 WEATH/RAVEL	L	4,440.00 SqFt	Comments:
52 WEATH/RAVEL	M	60.00 SqFt	Comments:

Sample Number: 115 Type: R Area: 5,000.00SqFt PCI = 58
Sample Comments:

41 ALLIGATOR CR	L	4.00 SqFt	Comments:
48 L & T CR	L	420.00 Ft	Comments:
50 PATCHING	L	0.10 SqFt	Comments:
52 WEATH/RAVEL	L	4,400.00 SqFt	Comments:
52 WEATH/RAVEL	M	80.00 SqFt	Comments:

Sample Number: 121 Type: R Area: 5,000.00SqFt PCI = 43
Sample Comments:

41 ALLIGATOR CR	L	4.00 SqFt	Comments:
48 L & T CR	L	430.00 Ft	Comments:
48 L & T CR	M	150.00 Ft	Comments:
50 PATCHING	L	0.40 SqFt	Comments:
52 WEATH/RAVEL	L	3,500.00 SqFt	Comments:
52 WEATH/RAVEL	M	1,500.00 SqFt	Comments:

Sample Number: 129 Type: R Area: 5,000.00SqFt PCI = 48
Sample Comments:

41 ALLIGATOR CR	L	90.00 SqFt	Comments:

Re-inspection Report

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Report Generated Date: 6/7/2012
Site Name:

48 L & T CR	L	600.00	Ft	Comments:
48 L & T CR	M	150.00	Ft	Comments:
52 WEATH/RAVEL	L	5,000.00	SqFt	Comments:

Sample Number: 135 Type: R Area: 5,000.00SqFt PCI = 55
Sample Comments:

41 ALLIGATOR CR	L	36.00	SqFt	Comments:
48 L & T CR	L	512.00	Ft	Comments:
48 L & T CR	M	100.00	Ft	Comments:
52 WEATH/RAVEL	L	5,000.00	SqFt	Comments:

Sample Number: 140 Type: R Area: 5,000.00SqFt PCI = 53
Sample Comments:

41 ALLIGATOR CR	L	30.00	SqFt	Comments:
48 L & T CR	L	400.00	Ft	Comments:
48 L & T CR	M	200.00	Ft	Comments:
50 PATCHING	L	0.10	SqFt	Comments:
52 WEATH/RAVEL	L	4,700.00	SqFt	Comments:

Sample Number: 143 Type: R Area: 5,000.00SqFt PCI = 52
Sample Comments:

41 ALLIGATOR CR	L	51.00	SqFt	Comments:
48 L & T CR	L	380.00	Ft	Comments:
48 L & T CR	M	250.00	Ft	Comments:
52 WEATH/RAVEL	L	5,000.00	SqFt	Comments:

Sample Number: 149 Type: R Area: 5,000.00SqFt PCI = 54
Sample Comments:

41 ALLIGATOR CR	L	40.00	SqFt	Comments:
48 L & T CR	L	450.00	Ft	Comments:
48 L & T CR	M	180.00	Ft	Comments:
52 WEATH/RAVEL	L	4,600.00	SqFt	Comments:

Sample Number: 154 Type: R Area: 5,000.00SqFt PCI = 56
Sample Comments:

48 L & T CR	L	739.00	Ft	Comments:
48 L & T CR	M	100.00	Ft	Comments:
52 WEATH/RAVEL	L	5,000.00	SqFt	Comments:

Sample Number: 157 Type: R Area: 5,000.00SqFt PCI = 46
Sample Comments:

41 ALLIGATOR CR	L	140.00	SqFt	Comments:
48 L & T CR	L	500.00	Ft	Comments:
48 L & T CR	M	180.00	Ft	Comments:
52 WEATH/RAVEL	L	5,000.00	SqFt	Comments:

Sample Number: 163 Type: R Area: 5,000.00SqFt PCI = 50
Sample Comments:

41 ALLIGATOR CR	L	86.00	SqFt	Comments:
48 L & T CR	L	500.00	Ft	Comments:
48 L & T CR	M	96.00	Ft	Comments:
52 WEATH/RAVEL	L	5,000.00	SqFt	Comments:

Sample Number: 168 Type: R Area: 5,000.00SqFt PCI = 45
Sample Comments:

41 ALLIGATOR CR	L	300.00	SqFt	Comments:
48 L & T CR	L	300.00	Ft	Comments:
48 L & T CR	M	50.00	Ft	Comments:
52 WEATH/RAVEL	L	5,000.00	SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 6/7/2012
Site Name:

Sample Number: 171 Type: R Area: 4,500.00SqFt PCI = 37
Sample Comments:

41 ALLIGATOR CR	L	45.00	SqFt	Comments:
48 L & T CR	H	45.00	Ft	Comments:
48 L & T CR	L	299.00	Ft	Comments:
48 L & T CR	M	135.00	Ft	Comments:
52 WEATH/RAVEL	L	3,820.00	SqFt	Comments:
52 WEATH/RAVEL	M	680.00	SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 6/7/2012
Site Name:

Network: CRG Name: CRAIG MUNICIPAL AIRPORT

Branch: TW A Name: TAXIWAY A Use: TAXIWAY Area: 87,412.00SqFt

Section: 105 of 3 From: - To: - Last Const.: 7/1/2007
Surface: AAC Family: FDOT-RL-TW-AAC Zone: Category: Rank: T
Area: 76,650.00SqFt Length: 2,190.00Ft Width: 35.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date4/18/2012 Total Samples: 22 Surveyed: 1
Conditions: PCI:80.00 |
Inspection Comments:

Sample Number: 146 Type: R Area: 3,499.99SqFt PCI = 80
Sample Comments:

48 L & T CR	L	140.00 Ft	Comments:
52 WEATH/RAVEL	L	125.00 SqFt	Comments:
56 SWELLING	L	20.00 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 6/7/2012
Site Name:

Network: CRG Name: CRAIG MUNICIPAL AIRPORT

Branch: TW A Name: TAXIWAY A Use: TAXIWAY Area: 87,412.00SqFt

Section: 110 of 3 From: - To: - Last Const.: 1/1/1991
Surface: AAC Family: FDOT-RL-TW-AAC Zone: Category: Rank: P
Area: 7,500.00SqFt Length: 210.00Ft Width: 35.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date4/18/2012 Total Samples: 2 Surveyed: 1
Conditions: PCI:68.00 |
Inspection Comments:

Sample Number: 163 Type: R Area: 3,499.99SqFt PCI = 68
Sample Comments:

48 L & T CR	L	307.00 Ft	Comments:
52 WEATH/RAVEL	L	1,150.00 SqFt	Comments:
56 SWELLING	L	110.00 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 6/7/2012
Site Name:

Network: CRG Name: CRAIG MUNICIPAL AIRPORT

Branch: TW A Name: TAXIWAY A Use: TAXIWAY Area: 87,412.00SqFt

Section: 115 of 3 From: - To: - Last Const.: 1/1/1991
Surface: AAC Family: FDOT-RL-TW-AAC Zone: Category: Rank: P
Area: 3,262.00SqFt Length: 70.00Ft Width: 45.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date4/18/2012 Total Samples: 1 Surveyed: 1
Conditions: PCI:70.00 |
Inspection Comments:

Sample Number: 165 Type: R Area: 2,499.60SqFt PCI = 70
Sample Comments:

48 L & T CR	L	193.00 Ft	Comments:
52 WEATH/RAVEL	L	200.00 SqFt	Comments:
56 SWELLING	L	45.00 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 6/7/2012
Site Name:

Network: CRG Name: CRAIG MUNICIPAL AIRPORT

Branch: TW A1 Name: TAXIWAY A1 Use: TAXIWAY Area: 12,750.00SqFt

Section: 1205 of 1 From: - To: - Last Const.: 1/1/2005
Surface: AC Family: FDOT-RL-TW-AC Zone: Category: Rank: S
Area: 12,750.00SqFt Length: 425.00Ft Width: 30.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date4/18/2012 Total Samples: 5 Surveyed: 1
Conditions: PCI:90.00 |
Inspection Comments:

Sample Number: 501 Type: R Area: 3,499.99SqFt PCI = 90
Sample Comments:

50 PATCHING	L	0.50 SqFt	Comments:
52 WEATH/RAVEL	L	255.00 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 6/7/2012
Site Name:

Network: CRG Name: CRAIG MUNICIPAL AIRPORT

Branch: TW A2 Name: TAXIWAY A2 Use: TAXIWAY Area: 8,000.00SqFt

Section: 705 of 1 From: - To: - Last Const.: 1/1/1991
Surface: AC Family: FDOT-RL-TW-AC Zone: Category: Rank: P
Area: 8,000.00SqFt Length: 210.00Ft Width: 35.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date4/18/2012 Total Samples: 2 Surveyed: 1
Conditions: PCI:73.00 |
Inspection Comments:

Sample Number: 700 Type: R Area: 4,573.05SqFt PCI = 73
Sample Comments:

48	L & T CR	L	220.00 Ft	Comments:
50	PATCHING	L	0.25 SqFt	Comments:
52	WEATH/RAVEL	L	1,750.00 SqFt	Comments:
56	SWELLING	L	28.00 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 6/7/2012
Site Name:

Network: CRG Name: CRAIG MUNICIPAL AIRPORT

Branch: TW A3 Name: TAXIWAY A3 Use: TAXIWAY Area: 73,622.00SqFt

Section: 805 of 4 From: - To: - Last Const.: 1/1/1991
Surface: AC Family: FDOT-RL-TW-AC Zone: Category: Rank: P
Area: 8,000.00SqFt Length: 210.00Ft Width: 35.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date4/18/2012 Total Samples: 2 Surveyed: 1
Conditions: PCI:75.00 |
Inspection Comments:

Sample Number: 800 Type: R Area: 4,685.64SqFt PCI = 75
Sample Comments:

48	L & T CR	L	184.00 Ft	Comments:
50	PATCHING	L	0.20 SqFt	Comments:
52	WEATH/RAVEL	L	1,850.00 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 6/7/2012
Site Name:

Network: CRG Name: CRAIG MUNICIPAL AIRPORT

Branch: TW A3 Name: TAXIWAY A3 Use: TAXIWAY Area: 73,622.00SqFt

Section: 810 of 4 From: - To: - Last Const.: 1/1/2005
Surface: AC Family: FDOT-RL-TW-AC Zone: Category: Rank: P
Area: 16,600.00SqFt Length: 460.00Ft Width: 35.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date4/18/2012 Total Samples: 5 Surveyed: 1
Conditions: PCI:73.00 |
Inspection Comments:

Sample Number: 103 Type: R Area: 3,500.21SqFt PCI = 73
Sample Comments:

50 PATCHING	L	0.50 SqFt	Comments:
52 WEATH/RAVEL	L	3,075.00 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 6/7/2012
Site Name:

Network: CRG Name: CRAIG MUNICIPAL AIRPORT

Branch: TW A3 Name: TAXIWAY A3 Use: TAXIWAY Area: 73,622.00SqFt

Section: 815 of 4 From: - To: - Last Const.: 1/1/2005
Surface: AC Family: FDOT-RL-TW-AC Zone: Category: Rank: P
Area: 20,632.00SqFt Length: 590.00Ft Width: 35.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date4/18/2012 Total Samples: 6 Surveyed: 1
Conditions: PCI:42.00 |
Inspection Comments:

Sample Number: 803 Type: R Area: 3,499.78SqFt PCI = 42
Sample Comments:

48 L & T CR	L	397.00 Ft	Comments:
48 L & T CR	M	133.00 Ft	Comments:
52 WEATH/RAVEL	L	2,030.00 SqFt	Comments:
52 WEATH/RAVEL	M	1,470.00 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 6/7/2012
Site Name:

Network: CRG Name: CRAIG MUNICIPAL AIRPORT

Branch: TW A3 Name: TAXIWAY A3 Use: TAXIWAY Area: 73,622.00SqFt

Section: 820 of 4 From: - To: - Last Const.: 1/1/2007
Surface: AC Family: FDOT-RL-TW-AC Zone: Category: Rank: P
Area: 28,390.00SqFt Length: 811.00Ft Width: 35.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date4/18/2012 Total Samples: 8 Surveyed: 1
Conditions: PCI:93.00 |
Inspection Comments:

Sample Number: 102 Type: R Area: 3,499.99SqFt PCI = 93
Sample Comments:

50 PATCHING	L	0.25 SqFt	Comments:
52 WEATH/RAVEL	L	100.00 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 6/7/2012
Site Name:

Network: CRG Name: CRAIG MUNICIPAL AIRPORT

Branch: TW A4 Name: TAXIWAY A4 Use: TAXIWAY Area: 8,000.00SqFt

Section: 1010 of 2 From: - To: - Last Const.: 7/1/2007
Surface: AAC Family: FDOT-RL-TW-AAC Zone: Category: Rank: P
Area: 4,000.00SqFt Length: 100.00Ft Width: 40.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date4/18/2012 Total Samples: 1 Surveyed: 1
Conditions: PCI:77.00 |
Inspection Comments:

Sample Number: 100 Type: R Area: 5,290.78SqFt PCI = 77
Sample Comments:

48 L & T CR	L	187.00 Ft	Comments:
48 L & T CR	M	20.00 Ft	Comments:
50 PATCHING	L	0.50 SqFt	Comments:
52 WEATH/RAVEL	L	330.00 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 6/7/2012
Site Name:

Network: CRG Name: CRAIG MUNICIPAL AIRPORT

Branch: TW A4 Name: TAXIWAY A4 Use: TAXIWAY Area: 8,000.00SqFt

Section: 1015 of 2 From: - To: - Last Const.: 1/1/1983
Surface: AC Family: FDOT-RL-TW-AC Zone: Category: Rank: P
Area: 4,000.00SqFt Length: 100.00Ft Width: 40.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date4/18/2012 Total Samples: 1 Surveyed: 1
Conditions: PCI:52.00 |
Inspection Comments:

Sample Number: 101 Type: R Area: 5,128.03SqFt PCI = 52
Sample Comments:

48 L & T CR	H	13.00 Ft	Comments:
48 L & T CR	L	396.00 Ft	Comments:
48 L & T CR	M	139.00 Ft	Comments:
52 WEATH/RAVEL	L	4,800.00 SqFt	Comments:
52 WEATH/RAVEL	M	300.00 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 6/7/2012
Site Name:

Network: CRG Name: CRAIG MUNICIPAL AIRPORT

Branch: TW A5 Name: TAXIWAY A5 Use: TAXIWAY Area: 26,100.00SqFt

Section: 205 of 3 From: - To: - Last Const.: 1/1/1983
Surface: AC Family: FDOT-RL-TW-AC Zone: Category: Rank: P
Area: 4,000.00SqFt Length: 100.00Ft Width: 40.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date4/18/2012 Total Samples: 1 Surveyed: 1
Conditions: PCI:42.00 |
Inspection Comments:

Sample Number: 201 Type: R Area: 4,466.92SqFt PCI = 42
Sample Comments:

48 L & T CR	L	287.00 Ft	Comments:
48 L & T CR	M	119.00 Ft	Comments:
52 WEATH/RAVEL	H	15.00 SqFt	Comments:
52 WEATH/RAVEL	L	2,685.00 SqFt	Comments:
52 WEATH/RAVEL	M	1,750.00 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 6/7/2012
Site Name:

Network: CRG Name: CRAIG MUNICIPAL AIRPORT

Branch: TW A5 Name: TAXIWAY A5 Use: TAXIWAY Area: 26,100.00SqFt

Section: 210 of 3 From: - To: - Last Const.: 7/1/2007
Surface: AAC Family: FDOT-RL-TW-AAC Zone: Category: Rank: P
Area: 4,000.00SqFt Length: 100.00Ft Width: 40.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date4/18/2012 Total Samples: 1 Surveyed: 1
Conditions: PCI:82.00 |
Inspection Comments:

Sample Number: 200 Type: R Area: 4,917.82SqFt PCI = 82
Sample Comments:

42 BLEEDING	L	2.00 SqFt	Comments:
48 L & T CR	L	201.00 Ft	Comments:
52 WEATH/RAVEL	L	250.00 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 6/7/2012
Site Name:

Network: CRG Name: CRAIG MUNICIPAL AIRPORT

Branch: TW A5 Name: TAXIWAY A5 Use: TAXIWAY Area: 26,100.00SqFt

Section: 220 of 3 From: - To: - Last Const.: 7/1/2007
Surface: AAC Family: FDOT-RL-TW-AAC Zone: Category: Rank: P
Area: 18,100.00SqFt Length: 460.00Ft Width: 35.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date4/18/2012 Total Samples: 5 Surveyed: 2
Conditions: PCI:82.00 |
Inspection Comments:

Sample Number: 201 Type: R Area: 3,499.99SqFt PCI = 89
Sample Comments:

48 L & T CR	L	16.00 Ft	Comments:
50 PATCHING	L	0.25 SqFt	Comments:
52 WEATH/RAVEL	L	100.00 SqFt	Comments:

Sample Number: 203 Type: R Area: 3,499.99SqFt PCI = 74
Sample Comments:

48 L & T CR	L	249.00 Ft	Comments:
50 PATCHING	L	0.25 SqFt	Comments:
52 WEATH/RAVEL	L	240.00 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 6/7/2012
Site Name:

Network: CRG Name: CRAIG MUNICIPAL AIRPORT

Branch: TW B Name: TAXIWAY B Use: TAXIWAY Area: 169,700.00SqFt

Section: 120 of 3 From: - To: - Last Const.: 1/1/2005
Surface: AC Family: FDOT-RL-TW-AC Zone: Category: Rank: P
Area: 74,200.00SqFt Length: 2,120.00Ft Width: 35.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date4/17/2012 Total Samples: 21 Surveyed: 3
Conditions: PCI:85.00 |
Inspection Comments:

Sample Number: 203 Type: R Area: 3,499.99SqFt PCI = 83
Sample Comments:

42 BLEEDING	L	3.00 SqFt	Comments:
50 PATCHING	L	0.25 SqFt	Comments:
52 WEATH/RAVEL	L	900.00 SqFt	Comments:

Sample Number: 209 Type: R Area: 6,364.27SqFt PCI = 86
Sample Comments:

45 DEPRESSION	L	0.00 SqFt	Comments:
48 L & T CR	L	2.00 Ft	Comments:
50 PATCHING	L	0.25 SqFt	Comments:
52 WEATH/RAVEL	L	590.00 SqFt	Comments:

Sample Number: 214 Type: R Area: 3,500.00SqFt PCI = 85
Sample Comments:

50 PATCHING	L	0.25 SqFt	Comments:
52 WEATHERING/RAVELING	L	600.00 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 6/7/2012
Site Name:

Network: CRG Name: CRAIG MUNICIPAL AIRPORT

Branch: TW B Name: TAXIWAY B Use: TAXIWAY Area: 169,700.00SqFt

Section: 125 of 3 From: - To: - Last Const.: 1/1/2007
Surface: AAC Family: FDOT-RL-TW-AAC Zone: Category: Rank: P
Area: 54,425.00SqFt Length: 1,555.00Ft Width: 35.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date4/17/2012 Total Samples: 16 Surveyed: 3
Conditions: PCI:73.00 |
Inspection Comments:

Sample Number: 112 Type: R Area: 3,499.99SqFt PCI = 70
Sample Comments:

48 L & T CR	L	197.00 Ft	Comments:
50 PATCHING	L	49.75 SqFt	Comments:
52 WEATH/RAVEL	L	200.00 SqFt	Comments:
56 SWELLING	L	54.00 SqFt	Comments:

Sample Number: 118 Type: R Area: 3,499.99SqFt PCI = 74
Sample Comments:

48 L & T CR	L	261.00 Ft	Comments:
52 WEATH/RAVEL	L	400.00 SqFt	Comments:
56 SWELLING	L	16.00 SqFt	Comments:

Sample Number: 123 Type: R Area: 3,499.99SqFt PCI = 74
Sample Comments:

48 L & T CR	L	297.00 Ft	Comments:
52 WEATH/RAVEL	L	340.00 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 6/7/2012
Site Name:

Network: CRG Name: CRAIG MUNICIPAL AIRPORT

Branch: TW B Name: TAXIWAY B Use: TAXIWAY Area: 169,700.00SqFt

Section: 130 of 3 From: - To: - Last Const.: 1/1/2007
Surface: AC Family: FDOT-RL-TW-AC Zone: Category: Rank: P
Area: 41,075.00SqFt Length: 1,145.00Ft Width: 35.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date4/17/2012 Total Samples: 2 Surveyed: 1
Conditions: PCI:72.00 |
Inspection Comments:

Sample Number: 611 Type: R Area: 3,500.00SqFt PCI = 72
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	195.05 Ft	Comments:
50	PATCHING	L	0.25 SqFt	Comments:
52	WEATHERING/RAVELING	L	500.00 SqFt	Comments:
56	SWELLING	L	180.00 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 6/7/2012
Site Name:

Network: CRG Name: CRAIG MUNICIPAL AIRPORT

Branch: TW B2 Name: TAXIWAY B2 Use: TAXIWAY Area: 15,750.00SqFt

Section: 1305 of 1 From: - To: - Last Const.: 1/1/2005
Surface: AC Family: FDOT-RL-TW-AC Zone: Category: Rank: S
Area: 15,750.00SqFt Length: 450.00Ft Width: 35.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date4/17/2012 Total Samples: 5 Surveyed: 1
Conditions: PCI:82.00 |
Inspection Comments:

Sample Number: 502 Type: R Area: 3,499.99SqFt PCI = 82
Sample Comments:

48 L & T CR	L	22.00 Ft	Comments:
52 WEATH/RAVEL	L	740.00 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 6/7/2012
Site Name:

Network: CRG Name: CRAIG MUNICIPAL AIRPORT

Branch: TW B4 & B5 Name: TAXIWAY B4 & B5 Use: TAXIWAY Area: 34,525.00SqFt

Section: 405 of 4 From: - To: - Last Const.: 1/1/1984
Surface: AAC Family: FDOT-RL-TW-AAC Zone: Category: Rank: P
Area: 7,000.00SqFt Length: 175.00Ft Width: 40.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date4/17/2012 Total Samples: 2 Surveyed: 1
Conditions: PCI:50.00 |
Inspection Comments:

Sample Number: 407 Type: R Area: 3,999.98SqFt PCI = 50
Sample Comments:

43 BLOCK CR	L	3,100.00 SqFt	Comments:
48 L & T CR	L	226.00 Ft	Comments:
52 WEATH/RAVEL	L	4,000.00 SqFt	Comments:
56 SWELLING	L	70.00 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 6/7/2012
Site Name:

Network: CRG Name: CRAIG MUNICIPAL AIRPORT

Branch: TW B4 & B5 Name: TAXIWAY B4 & B5 Use: TAXIWAY Area: 34,525.00SqFt

Section: 410 of 4 From: - To: - Last Const.: 1/1/1984
Surface: AC Family: FDOT-RL-TW-AC Zone: Category: Rank: P
Area: 1,900.00SqFt Length: 35.00Ft Width: 40.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date4/17/2012 Total Samples: 1 Surveyed: 1
Conditions: PCI:83.00 |
Inspection Comments:

Sample Number: 405 Type: R Area: 1,586.28SqFt PCI = 83
Sample Comments:

42 BLEEDING	L	4.00 SqFt	Comments:
48 L & T CR	L	29.00 Ft	Comments:
52 WEATH/RAVEL	L	180.00 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 6/7/2012
Site Name:

Network: CRG Name: CRAIG MUNICIPAL AIRPORT

Branch: TW B4 & B5 Name: TAXIWAY B4 & B5 Use: TAXIWAY Area: 34,525.00SqFt

Section: 420 of 4 From: - To: - Last Const.: 7/1/2007
Surface: AAC Family: FDOT-RL-TW-AAC Zone: Category: Rank: P
Area: 17,225.00SqFt Length: 450.00Ft Width: 35.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date4/17/2012 Total Samples: 5 Surveyed: 2
Conditions: PCI:79.00 |
Inspection Comments:

Sample Number: 401 Type: R Area: 3,499.99SqFt PCI = 78
Sample Comments:

48 L & T CR	L	149.00 Ft	Comments:
50 PATCHING	L	0.25 SqFt	Comments:
52 WEATH/RAVEL	L	460.00 SqFt	Comments:
56 SWELLING	L	21.00 SqFt	Comments:

Sample Number: 402 Type: R Area: 3,499.99SqFt PCI = 80
Sample Comments:

48 L & T CR	L	76.00 Ft	Comments:
52 WEATH/RAVEL	L	680.00 SqFt	Comments:
56 SWELLING	L	11.00 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 6/7/2012
Site Name:

Network: CRG Name: CRAIG MUNICIPAL AIRPORT

Branch: TW B4 & B5 Name: TAXIWAY B4 & B5 Use: TAXIWAY Area: 34,525.00SqFt

Section: 450 of 4 From: - To: - Last Const.: 1/1/1991
Surface: AC Family: FDOT-RL-TW-AC Zone: Category: Rank: P
Area: 8,400.00SqFt Length: 210.00Ft Width: 40.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date4/17/2012 Total Samples: 2 Surveyed: 1
Conditions: PCI:51.00 |
Inspection Comments:

Sample Number: 101 Type: R Area: 4,134.10SqFt PCI = 51
Sample Comments:

48 L & T CR	L	403.00	Ft	Comments:
48 L & T CR	M	3.00	Ft	Comments:
50 PATCHING	L	0.00	SqFt	Comments:
50 PATCHING	M	0.25	SqFt	Comments:
52 WEATH/RAVEL	L	1,800.00	SqFt	Comments:
52 WEATH/RAVEL	M	18.00	SqFt	Comments:
56 SWELLING	L	260.00	SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 6/7/2012
Site Name:

Network: CRG Name: CRAIG MUNICIPAL AIRPORT

Branch: TW C Name: TAXIWAY C Use: TAXIWAY Area: 24,650.00SqFt

Section: 305 of 3 From: - To: - Last Const.: 1/1/1991
Surface: AAC Family: FDOT-RL-TW-AAC Zone: Category: Rank: P
Area: 18,900.00SqFt Length: 540.00Ft Width: 35.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments: Part of this section was removed

Last Insp. Date4/17/2012 Total Samples: 6 Surveyed: 1
Conditions: PCI:36.00 |
Inspection Comments:

Sample Number: 304 Type: R Area: 2,500.03SqFt PCI = 36
Sample Comments:

48 L & T CR	L	437.00	Ft	Comments:
48 L & T CR	M	164.00	Ft	Comments:
52 WEATH/RAVEL	L	2,500.00	SqFt	Comments:
52 WEATH/RAVEL	M	90.00	SqFt	Comments:
56 SWELLING	L	245.00	SqFt	Comments:
56 SWELLING	M	10.00	SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 6/7/2012
Site Name:

Network: CRG Name: CRAIG MUNICIPAL AIRPORT

Branch: TW C Name: TAXIWAY C Use: TAXIWAY Area: 24,650.00SqFt

Section: 310 of 3 From: - To: - Last Const.: 1/1/2001
Surface: AAC Family: FDOT-RL-TW-AAC Zone: Category: Rank: P
Area: 2,450.00SqFt Length: 70.00Ft Width: 35.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date4/18/2012 Total Samples: 1 Surveyed: 1
Conditions: PCI:69.00 |
Inspection Comments:

Sample Number: 300 Type: R Area: 1,482.73SqFt PCI = 69
Sample Comments:

42 BLEEDING	L	1.00	SqFt	Comments:
48 L & T CR	L	176.00	Ft	Comments:
52 WEATH/RAVEL	L	80.00	SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 6/7/2012
Site Name:

Network: CRG Name: CRAIG MUNICIPAL AIRPORT

Branch: TW C Name: TAXIWAY C Use: TAXIWAY Area: 24,650.00SqFt

Section: 315 of 3 From: - To: - Last Const.: 1/1/2001
Surface: AAC Family: FDOT-RL-TW-AAC Zone: Category: Rank: P
Area: 3,300.00SqFt Length: 50.00Ft Width: 40.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date4/18/2012 Total Samples: 2 Surveyed: 1
Conditions: PCI:81.00 |
Inspection Comments:

Sample Number: 100 Type: R Area: 1,633.10SqFt PCI = 81
Sample Comments:

48 L & T CR	L	78.00 Ft	Comments:
52 WEATH/RAVEL	L	65.00 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 6/7/2012
Site Name:

Network: CRG Name: CRAIG MUNICIPAL AIRPORT

Branch: TW D Name: TAXIWAY D Use: TAXIWAY Area: 33,925.00SqFt

Section: 155 of 2 From: - To: - Last Const.: 1/1/2007
Surface: AAC Family: FDOT-RL-TW-AAC Zone: Category: Rank: P
Area: 21,325.00SqFt Length: 495.00Ft Width: 35.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date4/17/2012 Total Samples: 3 Surveyed: 1
Conditions: PCI:96.00 |
Inspection Comments:

Sample Number: 402 Type: R Area: 4,793.38SqFt PCI = 96
Sample Comments:

48 L & T CR	L	16.00 Ft	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 6/7/2012
Site Name:

Network: CRG Name: CRAIG MUNICIPAL AIRPORT

Branch: TW D Name: TAXIWAY D Use: TAXIWAY Area: 33,925.00SqFt

Section: 160 of 2 From: - To: - Last Const.: 1/1/2007
Surface: AAC Family: FDOT-RL-TW-AAC Zone: Category: Rank: P
Area: 12,600.00SqFt Length: 360.00Ft Width: 35.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date4/17/2012 Total Samples: 4 Surveyed: 1
Conditions: PCI:96.00 |
Inspection Comments:

Sample Number: 407 Type: R Area: 3,499.99SqFt PCI = 96
Sample Comments:

48 L & T CR	L	19.00 Ft	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 6/7/2012
Site Name:

Network: CRG Name: CRAIG MUNICIPAL AIRPORT

Branch: TW E Name: TAXIWAY E Use: TAXIWAY Area: 9,780.00SqFt

Section: 505 of 1 From: - To: - Last Const.: 1/1/1991
Surface: AC Family: FDOT-RL-TW-AC Zone: Category: Rank: P
Area: 9,780.00SqFt Length: 250.00Ft Width: 35.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date4/18/2012 Total Samples: 3 Surveyed: 1
Conditions: PCI:65.00 |
Inspection Comments:

Sample Number: 501 Type: R Area: 3,539.93SqFt PCI = 65
Sample Comments:

48 L & T CR	L	189.00 Ft	Comments:
52 WEATH/RAVEL	L	1,600.00 SqFt	Comments:
52 WEATH/RAVEL	M	480.00 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 6/7/2012
Site Name:

Network: CRG Name: CRAIG MUNICIPAL AIRPORT

Branch: TW F Name: TAXIWAY F Use: TAXIWAY Area: 11,000.00SqFt

Section: 605 of 1 From: - To: - Last Const.: 1/1/1991
Surface: AC Family: FDOT-RL-TW-AC Zone: Category: Rank: P
Area: 11,000.00SqFt Length: 310.00Ft Width: 35.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date4/17/2012 Total Samples: 3 Surveyed: 1
Conditions: PCI:54.00 |
Inspection Comments:

Sample Number: 601 Type: R Area: 3,499.99SqFt PCI = 54
Sample Comments:

48 L & T CR	L	194.00 Ft	Comments:
48 L & T CR	M	44.00 Ft	Comments:
52 WEATH/RAVEL	L	2,708.00 SqFt	Comments:
52 WEATH/RAVEL	M	792.00 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 6/7/2012
Site Name:

Network: CRG Name: CRAIG MUNICIPAL AIRPORT

Branch: TW G Name: TAXIWAY G Use: TAXIWAY Area: 95,625.00SqFt

Section: 165 of 2 From: - To: - Last Const.: 1/1/2005
Surface: AC Family: FDOT-RL-TW-AC Zone: Category: Rank: P
Area: 86,875.00SqFt Length: 1,885.00Ft Width: 35.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date4/17/2012 Total Samples: 18 Surveyed: 2
Conditions: PCI:88.00 |
Inspection Comments:

Sample Number: 302 Type: R Area: 3,499.99SqFt PCI = 86
Sample Comments:

50 PATCHING	L	0.50 SqFt	Comments:
52 WEATH/RAVEL	L	525.00 SqFt	Comments:

Sample Number: 314 Type: R Area: 3,499.99SqFt PCI = 89
Sample Comments:

50 PATCHING	L	0.50 SqFt	Comments:
52 WEATH/RAVEL	L	270.00 SqFt	Comments:

Re-inspection Report

FDOT_COMB
Report Generated Date: 6/7/2012
Site Name:

Network: CRG Name: CRAIG MUNICIPAL AIRPORT

Branch: TW G Name: TAXIWAY G Use: TAXIWAY Area: 95,625.00SqFt

Section: 170 of 2 From: - To: - Last Const.: 1/1/2004
Surface: AC Family: FDOT-RL-TW-AC Zone: Category: Rank: P
Area: 8,750.00SqFt Length: 250.00Ft Width: 35.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments: This section was removed on 2005

Last Insp. Date4/17/2012 Total Samples: 3 Surveyed: 1
Conditions: PCI:77.00 |
Inspection Comments:

Sample Number: 317 Type: R Area: 3,499.99SqFt PCI = 77
Sample Comments:

52 WEATH/RAVEL	L	1,100.00 SqFt	Comments:
48 L & T CR	L	26.00 Ft	Comments:
50 PATCHING	L	0.25 SqFt	Comments: