FLORIDA DEPARTMENT OF TRANSPORTATION
AVIATION AND SPACEPORT OFFICE

JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT (CRG)

DISTRICT 2

REGIONAL RELIEVER AIRPORT

JUNE 2015

STATEWIDE Airfield Pavement Management PROGRAM

FDOT

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

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EXECUTIVE SUMMARY

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

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

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

In February 2015, a PCI survey inspection was performed at Jacksonville Executive at Craig Airport. The results of the inspection indicate that, based on ASTM D 5340-12, the airport's airfield pavement facilities had an overall area-weighted average PCI of 60, representing a Fair overall network condition. Table I summarizes the overall condition summary by network level branch in comparison to the FDOT recommended minimum service level and action recommendations for either major rehabilitation or maintenance level activities.

Table I: Condition Summary by Branch

Branch Name	Area Weighted PCI	PCI Range	Average Condition Rating	FDOT Minimum Service Level	MicroPAVER Minimum PCI	Action Required
FAA APRON	83	82 - 84	SATISFACTORY	65	65	
NORTH APRON	46	19 - 51	POOR	65	65	X
NW APRON	39	23 - 66	VERY POOR	65	65	X
RUN-UP APRON AT RW 5	79	79	SATISFACTORY	65	65	
RUN-UP APRON AT RW 14	77	77	SATISFACTORY	65	65	
RUN-UP APRON AT RW 23	74	74	SATISFACTORY	65	65	
SOUTH APRON	52	30 - 54	POOR	65	65	X
SOUTHWEST APRON	49	25 - 83	POOR	65	65	X
RUNWAY 14-32	56	55 - 66	FAIR	75	65	X
RUNWAY 5-23	79	60 - 81	SATISFACTORY	75	65	X
TAXIWAY ALPHA	68	65 - 76	FAIR	65	65	X
TAXIWAY A1	88	88	GOOD	65	65	
TAXIWAY A2	60	60	FAIR	65	65	X
TAXIWAY A3	72	62 - 80	SATISFACTORY	65	65	X
TAXIWAY A4	55	36 -74	POOR	65	65	X
TAXIWAY A5	76	41 - 89	SATISFACTORY	65	65	X
TAXIWAY BRAVO	69	64 - 78	FAIR	65	65	X
TAXIWAY B2	70	70	FAIR	65	65	
TAXIWAY B4	64	45 - 74	FAIR	65	65	X
TAXIWAY B5	72	57 - 85	SATISFACTORY	65	65	X
TAXIWAY CHARLIE	52	42 - 60	POOR	65	65	X
TAXIWAY DELTA	86	86 - 89	GOOD	65	65	
TAXIWAY ECHO	60	60	FAIR	65	65	X
TAXIWAY FOXTROT	61	61	FAIR	65	65	X
TAXIWAY GOLF	77	77 - 78	SATISFACTORY	65	65	

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

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

Table II: Condition Summary by Pavement Facility Use

Use	Average Area-Weighted PCI	Condition Rating
Runway	67	FAIR
Taxiway	71	SATISFACTORY
Apron	53	POOR

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

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

- Runway 14-32 – Section 6210
  - Mill and Overlay attributed to climate and age of pavement.
- Runway 5-23 – Section 6110
  - Mill and Overlay attributed to climate and age of pavement.
- Southwest Apron – Sections 4410, 4411, 4425, and 4430
  - Reconstruction and Mill and Overlay attributed to load, climate, and age of pavement.
- Southwest Apron – Section 4405
  - PCC Restoration attributed to climate and age of pavement.
- Northwest Apron – Sections 4310, 4315, and 4320
  - Reconstruction attributed to load, climate, and age of pavement.

- North Apron – Sections 4205, 4210, 4215, and 4220
  - Reconstruction and Mill and Overlay attributed to load, climate, and age of pavement.
- South Apron – Sections 4105 and 4115
  - Reconstruction and Mill and Overlay attributed to load, climate, and age of pavement.
- Taxiway F – Section 605
  - Mill and Overlay attributed to climate and age of pavement.
- Taxiway E – Section 505
  - Mill and Overlay attributed to climate and age of pavement.
- Taxiway C – Sections 305, 310, and 320
  - Mill and Overlay attributed to climate and age of pavement.
- Taxiway B5 – Section 255
  - Mill and Overlay attributed to climate and age of pavement.
- Taxiway B4 – Section 245
  - Mill and Overlay attributed to climate and age of pavement.
- Taxiway B – Section 225
  - Mill and Overlay attributed to climate and age of pavement.
- Taxiway A5 – Section 170
  - Mill and Overlay attributed to climate and age of pavement.
- Taxiway A4 – Section 165
  - Reconstruction attributed to load, climate, and age of pavement.
- Taxiway A3 – Section 140
  - Mill and Overlay attributed to climate and age of pavement.
- Taxiway A2 – Section 135
  - Mill and Overlay attributed to climate and age of pavement.
- Taxiway A – Section 105
  - Mill and Overlay attributed to climate and age of pavement.

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

Table III: Year-1 Major Rehabilitation Needs for Jacksonville Executive at Craig Airport

Branch ID	Section ID	Major Rehabilitation Costs	PCI Before M&R	Rehabilitation Activity	PCI After M&R
RW 14-32	6210	$ 5,337,001.00	54	Mill and Overlay	100
RW 5-23	6110	$ 363,000.00	59	Mill and Overlay	100
AP SW	4430	$ 81,480.00	25	Reconstruction	100
AP SW	4425	$ 2,515,060.00	34	Reconstruction	100
AP SW	4411	$ 148,869.00	42	Mill and Overlay	100
AP SW	4410	$ 217,987.00	42	Mill and Overlay	100
AP SW	4405	$ 253,335.00	54	PCC Restoration	100
AP NW	4320	$ 1,157,940.00	34	Reconstruction	100
AP NW	4315	$ 566,620.00	23	Reconstruction	100
AP NW	4310	$ 3,840,020.00	36	Reconstruction	100
AP N	4220	$ 569,340.00	31	Reconstruction	100
AP N	4215	$ 126,920.00	35	Reconstruction	100
AP N	4210	$ 3,984,751.00	51	Mill and Overlay	100
AP N	4205	$ 466,020.00	19	Reconstruction	100
AP S	4115	$ 316,260.00	30	Reconstruction	100
AP S	4105	$ 2,778,976.00	53	Mill and Overlay	100
TW F	605	$ 177,675.00	61	Mill and Overlay	100
TW E	505	$ 162,345.00	60	Mill and Overlay	100
TW C	320	$ 275,085.00	60	Mill and Overlay	100
TW C	310	$ 83,400.00	56	Mill and Overlay	100
TW C	305	$ 270,367.00	42	Mill and Overlay	100
TW B5	255	$ 66,495.00	57	Mill and Overlay	100
TW B4	245	$ 160,608.00	45	Mill and Overlay	100
TW B	225	$ 892,500.00	64	Mill and Overlay	100
TW A5	170	$ 98,617.00	41	Mill and Overlay	100
TW A4	165	$ 101,820.00	36	Reconstruction	100
TW A3	140	$ 147,855.00	62	Mill and Overlay	100
TW A2	135	$ 137,655.00	60	Mill and Overlay	100
TW A	105	$ 1,308,585.00	65	Mill and Overlay	100
	Total =	$26,606,586.00			

The SAPMP uses historic pavement condition data from the previous inspections to develop pavement performance models. These pavement performance

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

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

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

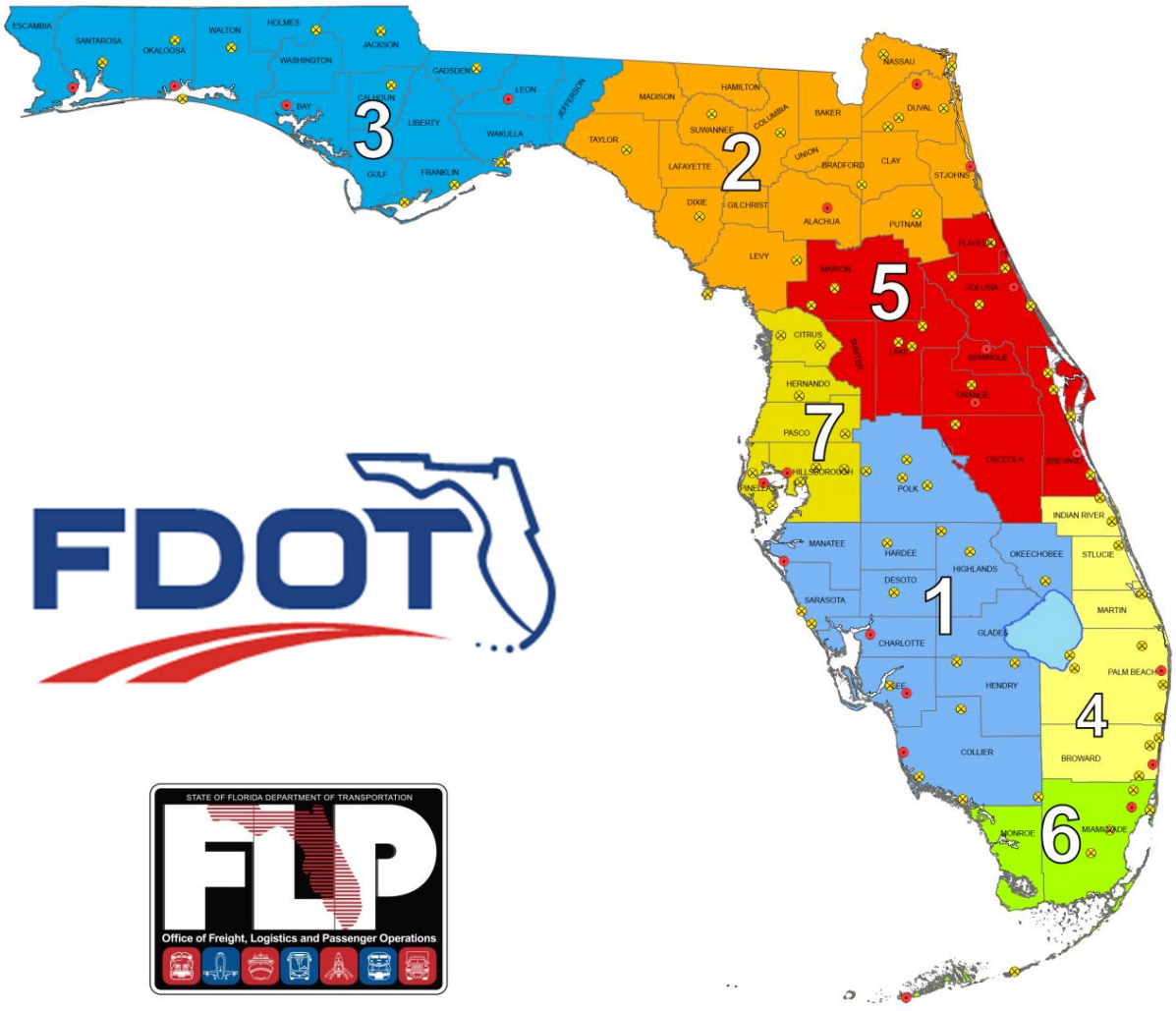
Table IV: 10-Year Preventative Maintenance and Major Rehabilitation

Year	Preventative	Major M&R	Total Year Cost
2015	$ 285,817.79	$ 26,606,586.28	$ 26,892,404.07
2016	$ 278,277.24	$ 1,625,015.93	$ 1,903,293.17
2017	$ 302,469.91	$ 281,127.96	$ 583,597.87
2018	$ 305,891.89	$ 935,117.74	$ 1,241,009.63
2019	$ 310,722.43	$ 857,604.15	$ 1,168,326.59
2020	$ 334,463.88	$ 315,299.44	$ 649,763.31
2021	$ 420,657.98	$ 426,061.84	$ 846,719.83
2022	$ 516,510.57	$ 679,111.91	$ 1,195,622.49
2023	$ 639,335.19	$ -	$ 639,335.19
2024	$ 739,782.50	$ 1,171,301.69	$ 1,911,084.19
Total	$ 4,133,929.38	$ 32,897,226.94	$ 37,031,156.34

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

1. INTRODUCTION

The State of Florida has more than 100 public airports that are vital to the Florida economy as well as the economy of the United States. The aviation system in Florida allows the State to capitalize on an increasingly global marketplace. Florida's system of commercial service and general aviation airports are important to businesses throughout the entire State. Air travel is essential to tourism, Florida's number one industry.



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

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

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

1.1 Purpose of Pavement Evaluation Report

The purpose of this Airfield Pavement Evaluation Report is to:

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

1.2 FDOT Statewide Airfield Pavement Management Program

In 1992, the FDOT implemented the SAPMP to improve the knowledge of pavement conditions at public airports in the Florida Airports System, identify maintenance and rehabilitation needs at each airport, automate pavement infrastructure information management, and establish standards to address future needs. The 1992 SAPMP implementation provided the FDOT and the participating airports valuable information for establishing and performing timely and appropriate pavement rehabilitation.

During the 1992-1993 implementation and again during the 1998-1999 updates; the SAPMP performed the development with proprietary software for pavement

management system analysis. This development allowed for the creation of pavement management database file system populated with airport attributes and condition data. The pavement management database was used to establish maintenance, repair, and rehabilitation (M&R) policies, M&R budget costs, and the development of recommendations for performing routine pavement preservation maintenance. This system, known as AIRPAV, was initially developed during the 1992-1993 SAPMP implementation for the analysis of distress data. The AIRPAV system was used again in the 1998-1999 SAPMP update.

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

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

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

Currently, airports participating in the Airport Improvement Program (AIP) Grant Program are required by the Federal Aviation Administration (FAA) to develop and implement a pavement maintenance program to be eligible for funding (FAA Advisory Circular 150/5380-6C *Guidelines and Procedures for Maintenance of Airport Pavements*). This program requires detailed inspection of airfield pavement conditions by trained personnel. The inspections are required to be performed at least once a year or every three years, if the pavement is inspected in accordance to the PCI survey procedure (such as ASTM International D 5340 *Standard Test Method for Airport Pavement Condition Index Surveys*). The previous 2010-2012 SAPMP update utilized the ASTM D 5340-04 released in 2004, in lieu of the 2010/2011 edition, in order to maintain consistent database integrity and benefit of pavement performance models from previous inspections.

1.3 Organization

FDOT Central Aviation Office Program Manager

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

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

Consultant

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

Airport Role

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

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

FDOT District Offices

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

1.4 Introduction to Pavement Types and Pavement Management

Pavement Basics

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

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

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

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

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

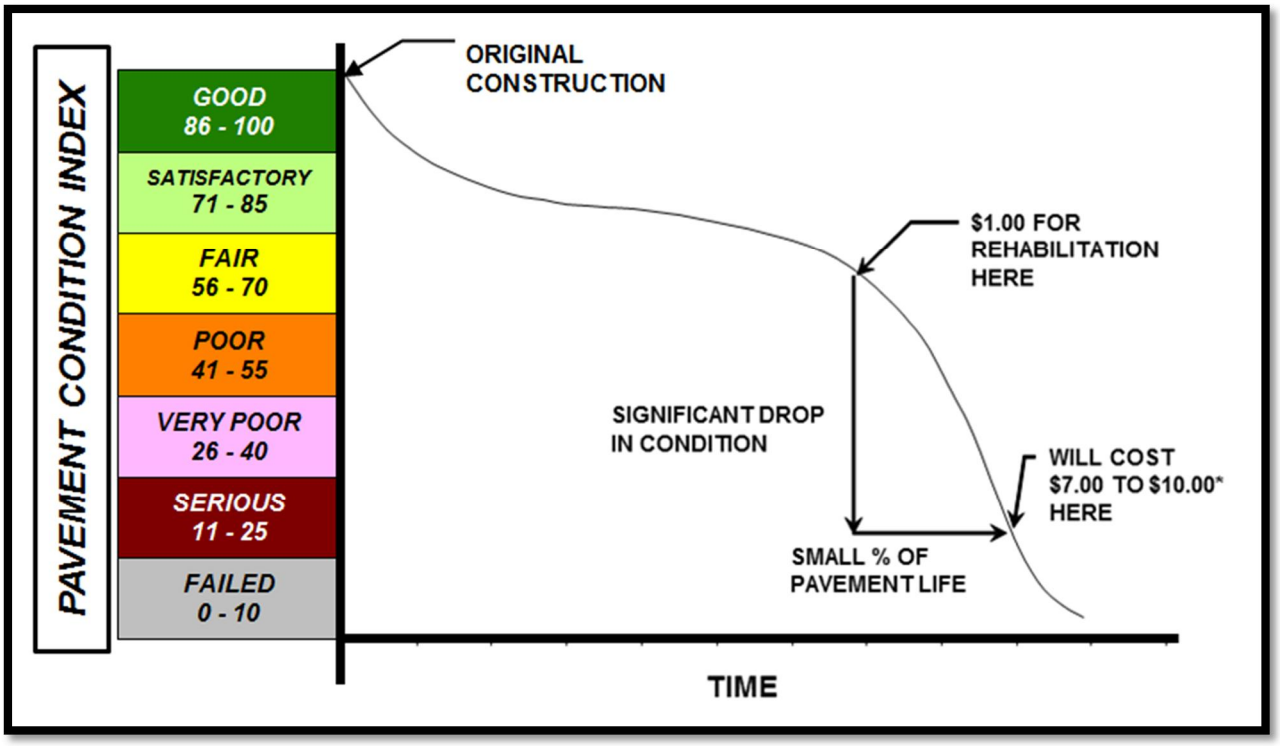
fatigue. This results in varying deterioration and distress development. Understanding the mechanics and modes of failure of the pavement types assists the engineers in making timely, adequate and consistent observations, and in recommending economical maintenance repairs and major rehabilitation to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

The Concept of an Airfield Pavement Management System

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

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

Figure 1-1: Pavement Life Cycle



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

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

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

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

Airfield Pavement Inspection Methodology for the SAPMP

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

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

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

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

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

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

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

Flexible Pavements Asphalt Concrete		
Number of Sample Units in Section	Number of Sample Units to Inspect	
	Runway	*Taxiways, Aprons, Others*
1 - 4	1	1
5 - 10	2	1
11 - 15	3	2
16 - 30	5	3
31 - 40	7	4
41 - 50	8	5
≥ 51	20% but ≤ 20	10% but ≤ 10

Rigid Pavements Portland Cement Concrete		
Number of Sample Units in Section	Number of Sample Units to Inspect	
	Runway	*Taxiways, Aprons, Others*
1 - 3	1	1
4 - 6	2	1
7 - 10	3	2
11 - 15	4	2
16 - 20	5	3
21 - 30	7	3
31 - 40	8	4
41 - 50	10	5
≥ 51	20% but ≤ 20	10% but ≤ 10

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

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

Figure 1-2: Flexible Pavement, Asphalt Concrete

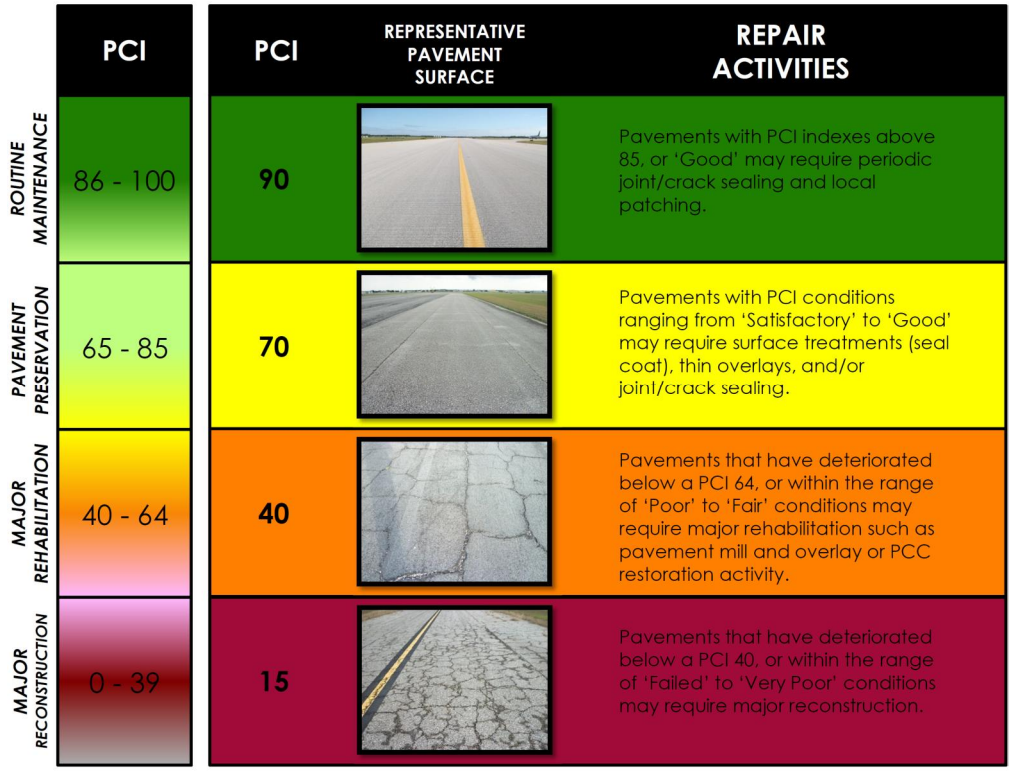
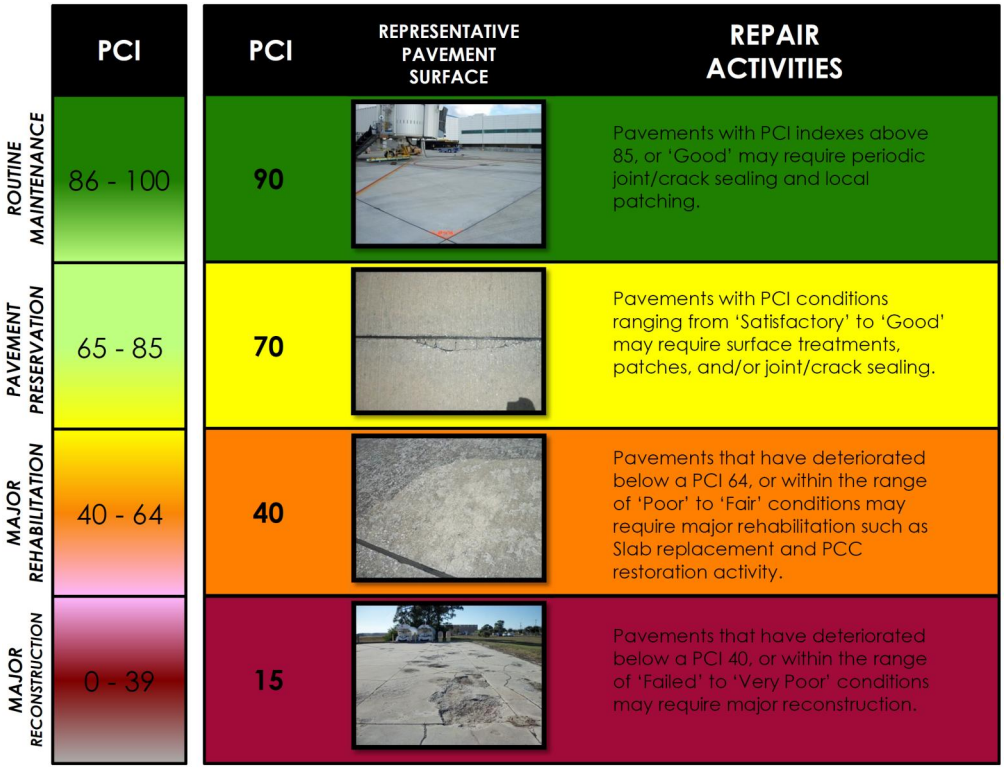


Figure 1-3: Rigid Pavement, Portland Cement Concrete



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

2. AIRFIELD PAVEMENT NETWORK DEFINITION AND PAVEMENT INVENTORY

Jacksonville Executive at Craig Airport (CRG) is a mid-sized airport located eight miles east of Jacksonville, Florida. The airport is directly regulated by the Jacksonville Aviation Authority (JAA) and its function within the Jacksonville system of airports is to divert general aviation traffic away from Jacksonville International Airport. Jacksonville Executive at Craig 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 two apron sections constructed of Portland cement concrete.

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

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

Branch and Section Identification

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

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

Airfield Pavement System Inventory and Network Definition Update

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

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

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

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

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

Construction Year	Section Location	Work Type/Pavement Section
2011	RUNWAY 5-23	MILL & OVERLAY

Airfield Pavement Network Definition & Geographic Information System (GIS)

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

2.2 Pavement Inventory

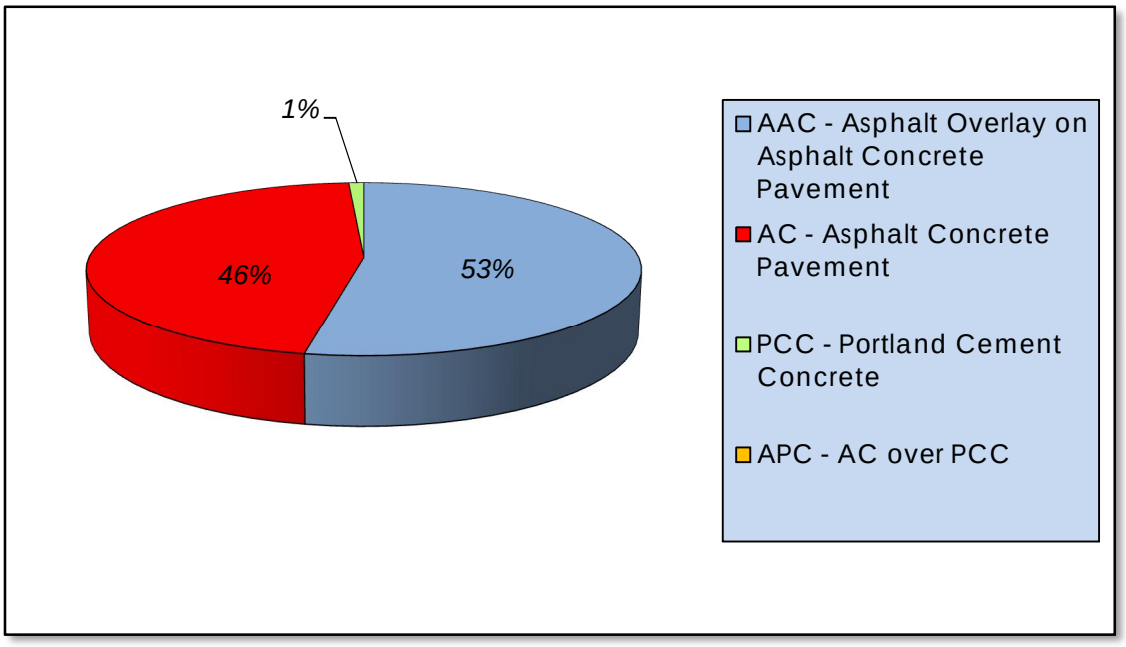
The detailed pavement inventory database was updated to reflect the updates to the Airfield Pavement Network Definition Exhibit, in Appendix A, and field inspection results. Table 2-2 and Figure 2-1 provides a summary of the pavement

inventory attributes at Jacksonville Executive at Craig Airport for this SAPMP update.

Table 2-2: Pavement Inventory Summary

Airfield Pavement Network Definition		
Number of Branches	25	
Number of Sections	57	
Sample Units	122	
Airfield Pavement Use		
Use	Area (SF)	Relative Area (%)
Runway	790,400	29%
Taxiway	477,976	18%
Apron	1,459,601	54%
Total =	2,727,977	100%
Airfield Pavement Type		
Type	Area (SF)	Relative Area (%)
Asphalt Concrete (AC)	1,245,579	46%
Asphalt Overlay (AAC)	1,459,109	53%
Portland Cement Concrete (PCC)	23,289	1%
AC over PCC (APC)	0	0%

Figure 2-1: Airfield Pavement Type



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

Table 2-3: Airfield Pavement Inventory Details

Branch Name	Branch ID	Section ID	True Area (SF)	Section Rank	Surface Type	Last Const. Date	Total Samples Inspected	Total Samples
RUNWAY 14-32	RW 14-32	6210	355,800	P	AAC	1/1/2001	15	71
RUNWAY 14-32	RW 14-32	6205	45,000	P	AAC	1/1/2004	2	9
RUNWAY 5-23	RW 5-23	6110	24,200	P	AAC	1/1/2004	1	4
RUNWAY 5-23	RW 5-23	6105	365,400	S	AAC	1/1/2011	15	73
RUN-UP APRON AT RW 14	AP RU RW14	5310	24,645	P	AAC	7/1/2007	2	6
RUN-UP APRON AT RW 5	AP RU RW 5	5205	22,135	T	AC	1/1/2005	1	5
RUN-UP APRON AT RW 23	AP RU RW23	5105	18,132	P	AC	1/1/2005	1	4
FAA APRON	AP FAA	4510	6,400	P	PCC	1/1/2004	1	3
FAA APRON	AP FAA	4505	147,449	T	AAC	1/1/2004	5	31
SOUTHWEST APRON	AP SW	4435	20,729	S	AAC	1/1/2007	1	6

Branch Name	Branch ID	Section ID	True Area (SF)	Section Rank	Surface Type	Last Const. Date	Total Samples Inspected	Total Samples
SOUTHWEST APRON	AP SW	4430	4,074	S	AC	1/1/2006	1	2
SOUTHWEST APRON	AP SW	4425	125,753	S	AC	12/25/1999	3	27
SOUTHWEST APRON	AP SW	4420	12,167	S	AC	12/25/1999	1	3
SOUTHWEST APRON	AP SW	4415	30,321	S	AC	1/1/2005	1	8
SOUTHWEST APRON	AP SW	4411	7,927	S	AAC	12/25/1999	1	2
SOUTHWEST APRON	AP SW	4410	11,324	S	AC	12/25/1999	1	3
SOUTHWEST APRON	AP SW	4407	17,666	P	AC	12/25/1999	1	4
SOUTHWEST APRON	AP SW	4405	16,889	S	PCC	12/25/1999	1	3
NW APRON	AP NW	4320	57,897	P	AC	12/25/1999	3	12
NW APRON	AP NW	4315	28,331	P	AC	1/1/1970	2	5
NW APRON	AP NW	4310	192,001	P	AC	1/1/1960	5	41
NW APRON	AP NW	4305	55,110	P	AC	1/1/1991	1	10
NORTH APRON	AP N	4220	28,467	S	AC	12/25/1999	2	7
NORTH APRON	AP N	4215	6,346	S	AC	12/25/1999	1	2
NORTH APRON	AP N	4210	265,650	P	AC	1/1/1983	6	54
NORTH APRON	AP N	4205	23,301	P	AC	1/1/1947	1	4
SOUTH APRON	AP S	4115	15,813	P	AC	1/1/1986	1	4
SOUTH APRON	AP S	4105	185,265	P	AAC	1/1/1986	5	37
TAXIWAY G	TW G	770	9,691	P	AC	1/1/2004	1	3
TAXIWAY G	TW G	765	65,079	P	AC	1/1/2005	3	18
TAXIWAY F	TW F	605	11,845	P	AC	1/1/1991	1	3
TAXIWAY E	TW E	505	10,823	P	AC	1/1/1991	1	3
TAXIWAY D	TW D	460	29,215	P	AAC	1/1/2007	2	8
TAXIWAY D	TW D	455	12,087	P	AAC	1/1/2007	1	3

Branch Name	Branch ID	Section ID	True Area (SF)	Section Rank	Surface Type	Last Const. Date	Total Samples Inspected	Total Samples
TAXIWAY C	TW C	320	18,339	P	AAC	12/25/2010	1	4
TAXIWAY C	TW C	310	5,560	P	AAC	1/1/2001	1	1
TAXIWAY C	TW C	305	14,056	P	AAC	1/1/1991	1	4
TAXIWAY B5	TW B5	260	5,545	P	AC	1/1/2005	1	1
TAXIWAY B5	TW B5	255	4,433	P	AC	1/1/1991	1	1
TAXIWAY B4	TW B4	250	18,595	P	AAC	7/1/2007	1	5
TAXIWAY B4	TW B4	245	9,056	P	AAC	1/1/1984	1	2
TAXIWAY B2	TW B2	240	20,477	S	AC	1/1/2005	1	5
TAXIWAY B	TW B	235	36,493	T	AC	1/1/2005	2	10
TAXIWAY B	TW B	225	59,500	P	AAC	1/1/2007	4	16
TAXIWAY B	TW B	215	29,838	P	AC	1/1/2005	1	8
TAXIWAY A5	TW A5	180	18,785	P	AAC	7/1/2007	1	5
TAXIWAY A5	TW A5	175	5,069	P	AAC	7/1/2007	1	1
TAXIWAY A5	TW A5	170	5,011	P	AC	1/1/1983	1	1
TAXIWAY A4	TW A4	165	5,091	P	AC	1/1/1983	1	1
TAXIWAY A4	TW A4	160	5,193	P	AAC	7/1/2007	1	1
TAXIWAY A3	TW A3	155	28,376	P	AC	1/1/2007	1	8
TAXIWAY A3	TW A3	145	20,558	P	AC	1/1/2005	1	5
TAXIWAY A3	TW A3	140	9,857	P	AC	1/1/1991	1	2
TAXIWAY A2	TW A2	135	9,177	P	AC	1/1/1991	1	2
TAXIWAY A1	TW A1	130	21,085	S	AC	1/1/2005	1	5
TAXIWAY A	TW A	120	37,712	P	AC	1/1/2005	3	11
TAXIWAY A	TW A	105	87,239	P	AAC	7/1/2007	4	24

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

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

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3. AIRFIELD PAVEMENT CONDITION

Airfield pavement distresses and condition were surveyed in accordance with the methods outlined in FAA Advisory Circular 150/5380-6C and ASTM D 5340-12. These procedures define distress type, severity, and quantity for sampling areas within each defined pavement section area to analyze and determine the PCI value and condition rating.

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

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

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

b) Rigid Portland Cement Concrete Pavement distresses for airfield pavements: The previous methodology defined "(70) Scaling" as a distress that consisted of surface deterioration caused by construction defects, material defects, and environmental factors. The distress included *Alkali-Silica Reaction*, also known as ASR. The current methodology has separated Alkali-Silica Reaction as a distress identified as "(76) Alkali-Silica Reaction / ASR". As a result the previous "(70) Scaling" numerical deduction

contribution to the PCI has been reduced. Previous inspections that recorded "(70) Scaling", and currently do not exhibit "(76) Alkali-Silica Reactivity / ASR" may potentially see an increase in PCI. Additionally, (73) Shrinkage Cracks has been redefined as (73) Shrinkage Cracking. Shrinkage Cracking is characterized in two forms; drying shrinkage and plastic shrinkage. Drying shrinkage occurs over time as moisture leaves the pavement, it develops when hardened pavement continues to shrink as excess water not needed for cement hydration evaporates. It forms when subsurface resistance to the shrinkage is present and may extend through the entire depth of the slab. Plastic shrinkage develops when there is rapid loss of water in the surface of recently placed pavement or can form from over finishing/overworking of the pavement during construction. These shrinkage cracks appear as a series of inter-connected hairline cracks, or pattern cracking, and are often observed throughout the majority of the slab surface. This condition is also referred to as map cracking or crazing.

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

3.1 Inspection Methodology

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

Table 3-1: Airfield Pavement Distresses for Asphalt Concrete

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

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

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

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

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

3.2 Airfield Pavement Condition Index Rating Results

From the condition survey inspection performed in 2015 at Jacksonville Executive at Craig Airport, the overall weighted average PCI value is 60 representing a condition rating of Fair.

Overall the airport exhibited pavement distresses associated with climate, subgrade quality, loading, and age distresses. The predominant AC and AAC pavement distresses observed include: block cracking, weathering, raveling, longitudinal/transverse cracking, patching, swelling, and depression. The predominate PCC pavement distresses observed include: joint spalling, corner spalling, shrinkage cracking, patching, linear cracking, and join seal damage.

Runway 14-32 was in Poor to Fair condition with PCI values ranging from 55-65. The pavement on Runway 14-32 exhibited low to medium severity longitudinal/transverse cracking, bleeding, low severity weathering, low severity raveling, and low severity swelling. These distresses are mostly attributed to climate, subgrade quality, and age of pavement. Bleeding is caused by excessive amounts of asphalt cement or tars in the mix and/or low air-void content. It occurs when asphalt fills the voids of the mix during hot weather and then expands onto the surface of the pavement. Since the bleeding process is not reversible during cold weather, asphalt or tar will accumulate on the surface.

Runway 5-23 was in Fair to Satisfactory condition with PCI values ranging from 60-81. Pavements distresses observed were similar to Runway 14-32 and include low severity longitudinal/transverse cracking, bleeding, low severity weathering, low severity raveling, and low severity swelling.

Taxiway Alpha exhibited PCI values ranging from 65-76. Taxiway Bravo exhibited pavement condition indices ranging from 64-78. Taxiways Alpha and Bravo pavements exhibited low and medium severity longitudinal/ transverse cracking, low severity weathering, low severity raveling, low severity swelling, and bleeding. These are mostly climate, subgrade quality, and age related distresses. Isolated areas of low severity depression and patching were also observed.

Taxiway Charlie exhibited PCI values ranging from 42-60 indicating Poor to Fair condition. Pavements on Taxiway Charlie exhibited low and medium severity longitudinal/transverse cracking, low severity raveling, low severity weathering, low severity swelling, and low severity patching. The other taxiways exhibited similar distresses with the addition of block cracking and isolated areas of depressions. These are primarily climate, age, and subgrade related distresses.

North Apron exhibited low PCI values ranging from 19-51. Northwest Apron also exhibited low PCI values ranging from 23-66. North and Northwest Aprons exhibited low to medium severity longitudinal/transverse cracking, low to medium severity weathering, low to medium severity raveling, low to medium severity block cracking, low to high severity depression, low severity swelling, low to high severity patching, and low to high severity alligator cracking. These are primarily climate, age, subgrade, and load related distresses. Alligator or fatigue cracking is a series of interconnecting cracks caused by fatigue failure of the asphalt concrete surface under repeated traffic loading.

The South and Southwest Apron AC pavements exhibited similar distresses to North and Northwest Aprons, with PCI values ranging from 25-83. Isolated instances of rutting were also observed which is considered to be a significant structural related distress due to repeated traffic loading. The PCC section in Southwest Apron exhibited low severity linear cracking, high severity joint seal damage, low severity shattered slab, low severity scaling/crazing, shrinkage cracking, and low severity patching. These are primarily climate, age, subgrade, and load related distresses.

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

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

Figure 3-1: Airfield Pavement Condition Index Rating Summary

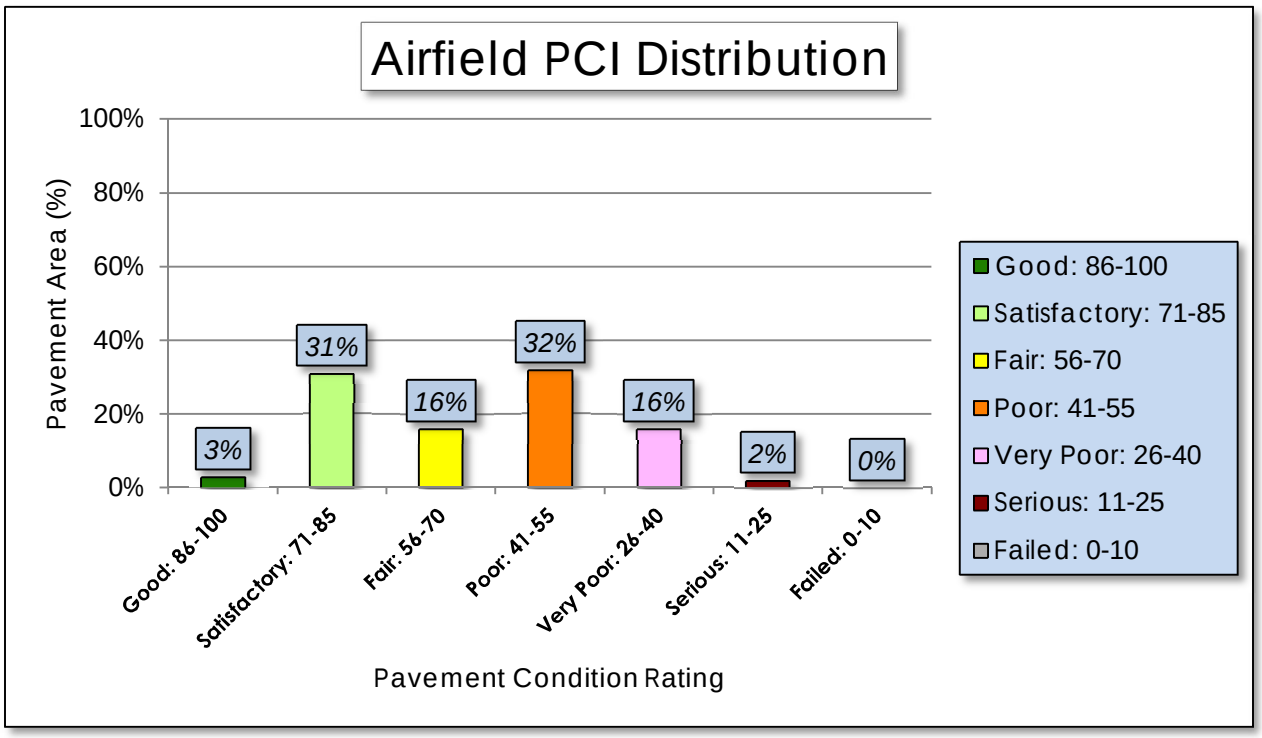


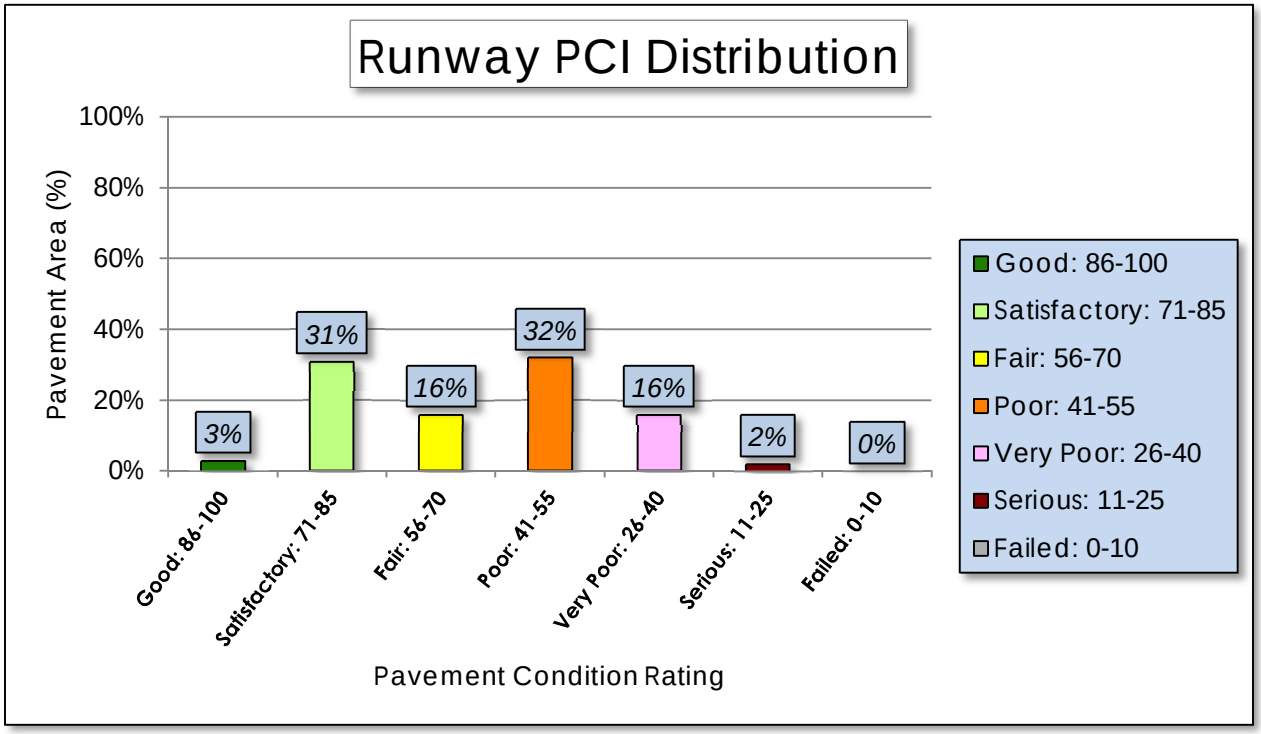
Table 3-3: Pavement Condition Index Rating Summary

Airfield Pavement Use		
Use	Average Area-Weighted PCI	Condition Rating
Runway	67	FAIR
Taxiway	71	SATISFACTORY
Apron	53	POOR
Condition Area		
Condition Rating	Area (SF)	Relative Area (%)
Good	81,172	3%
Satisfactory	847,407	31%
Fair	441,346	16%
Poor	870,978	32%
Very Poor	431,368	16%
Serious	55,706	2%
Failed	-	0%

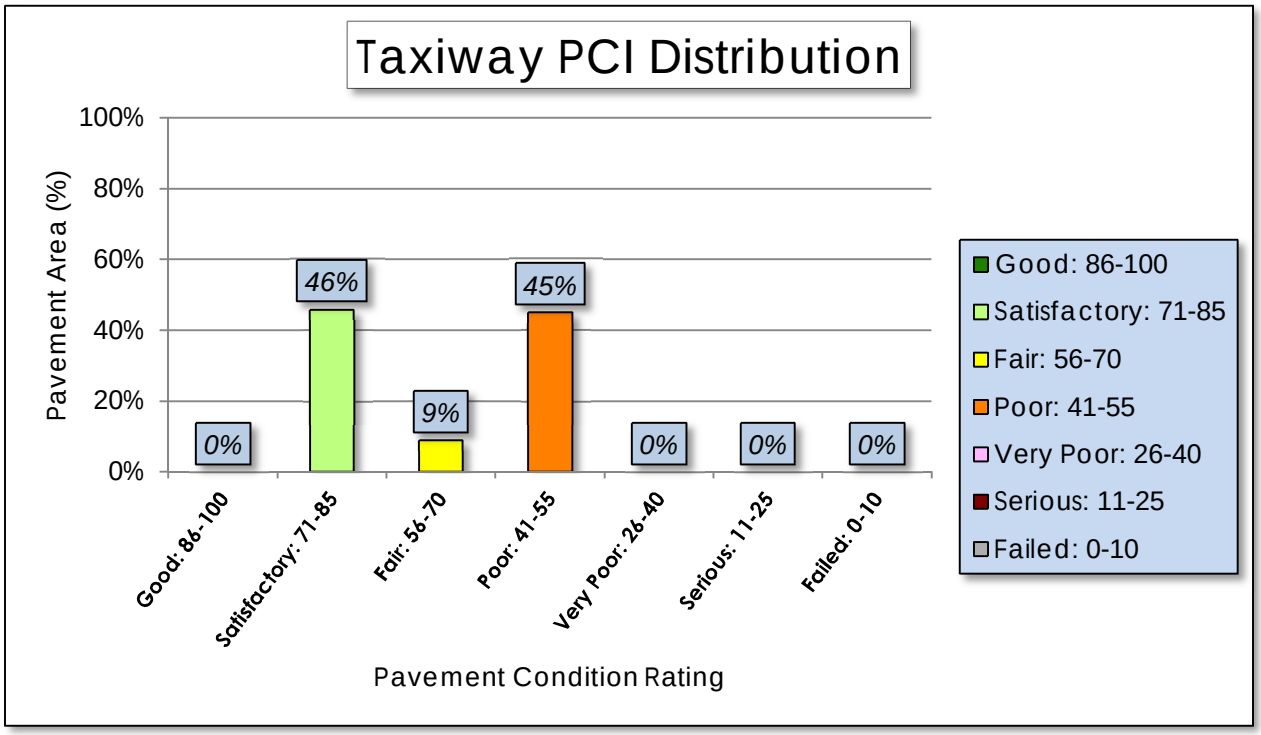
Approximately 34% of the airfield network is in Good and Satisfactory condition, while 50% of the network is in a Poor to Failed condition. Table 3-3 provides a breakdown of total area for each pavement by condition rating. Figures 3.2 a, b, c depict the condition rating of the airfield pavement by Branch Use. Photographs taken during the condition survey inspection are included in Appendix G. The photographs included are intended to be representative of the distress observed.

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

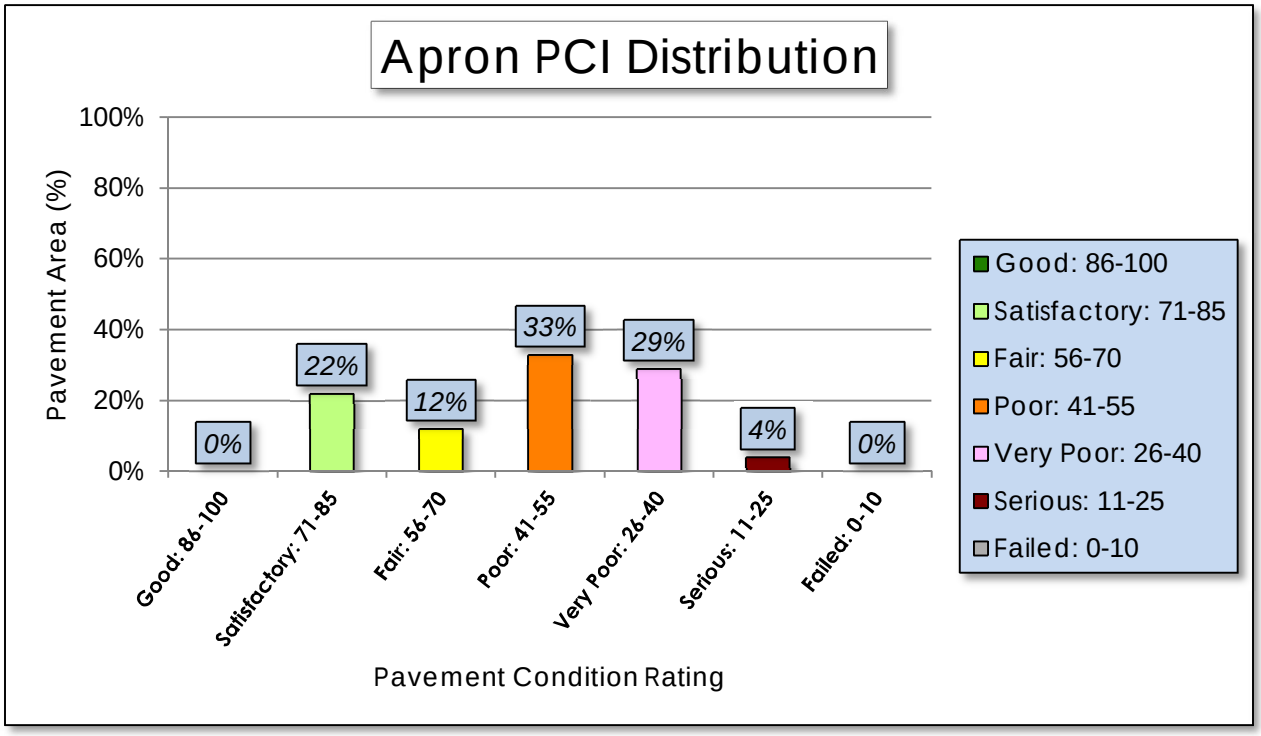
(a) Runway



(b) Taxiway



(c) Apron


Apron PCI Distribution
100%
80%
60%
40%
20%
0%
Pavement Area (%)
0%
22%
12%
33%
29%
4%
0%
Good: 86-100
Satisfactory: 71-85
Fair: 56-70
Poor: 41-55
Very Poor: 26-40
Serious: 11-25
Failed: 0-10
Pavement Condition Rating

4. PAVEMENT PERFORMANCE

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

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

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

>FACILITY USE (Runway, Taxiway, or Apron)

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

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

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

Figure 4-1: Runway Pavement Performance Prediction Summary

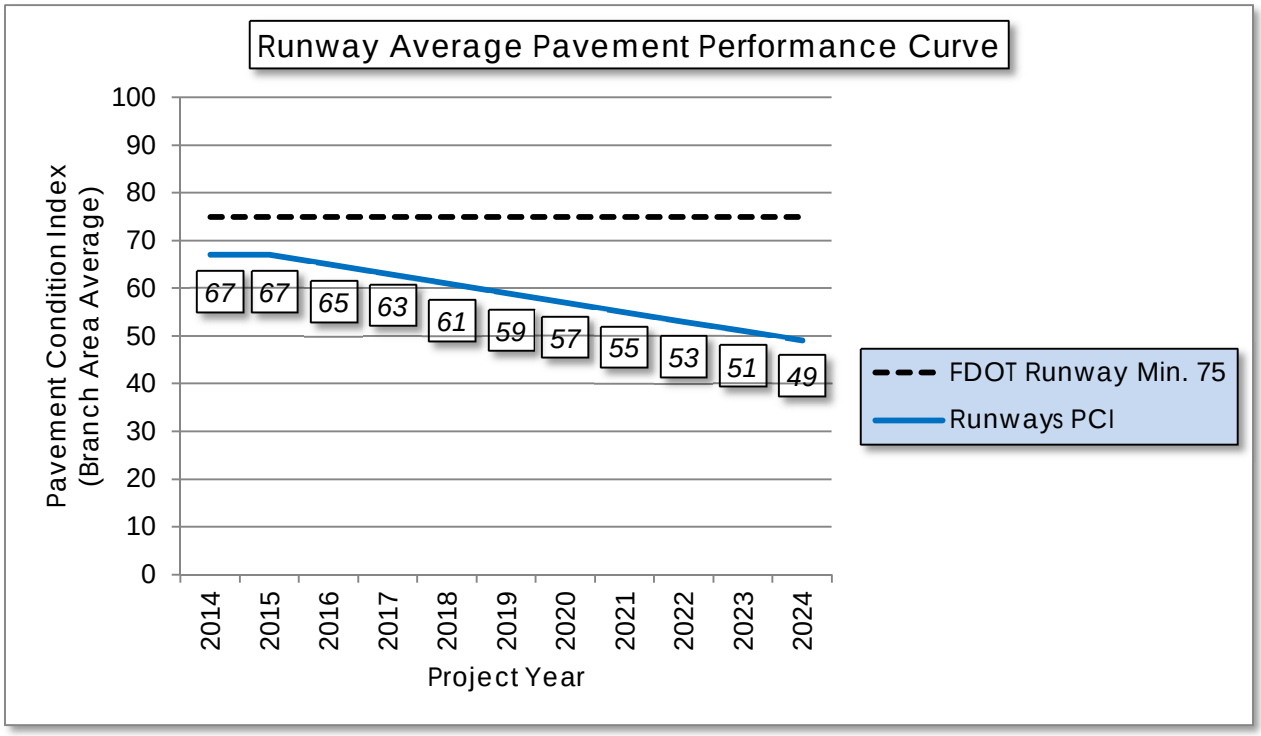


Figure 4-2: Taxiway Pavement Performance Prediction Summary

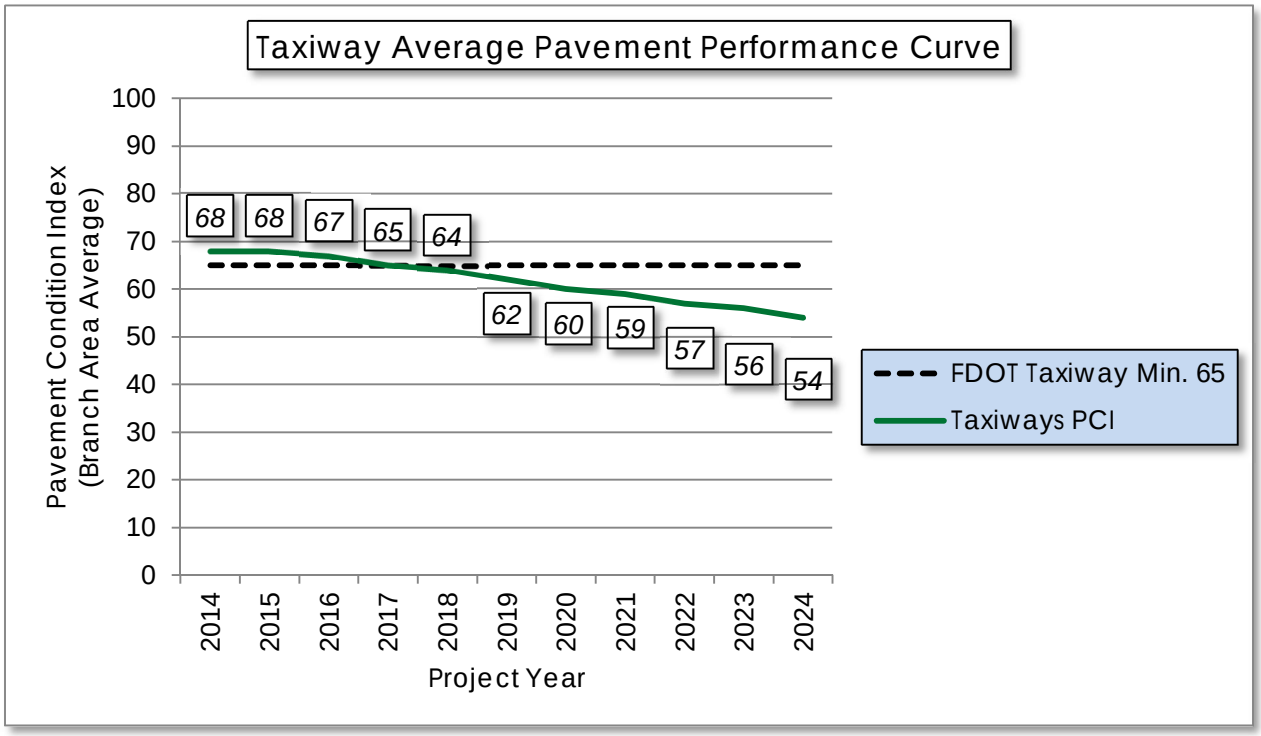
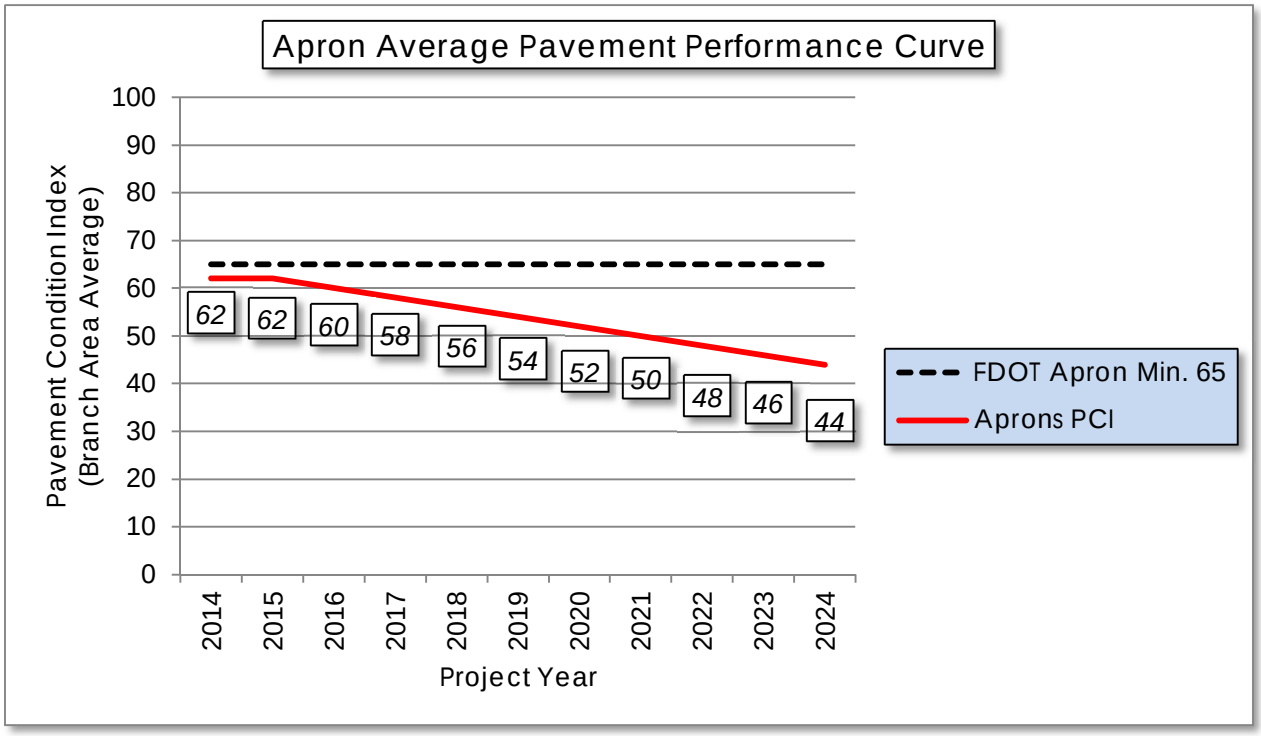


Figure 4-3: Apron Pavement Performance Prediction Summary



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

5. AIRFIELD PAVEMENT MAINTENANCE POLICIES AND COSTS

5.1 Policies

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

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

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

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

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

Table 5-2: Recommended PCC Maintenance and Repair Policy

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

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

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

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

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

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

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

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

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

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

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

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

5.2 Unit Costs

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

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

5.3 Maintenance, Repair, and Major Rehabilitation

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

Table 5-5: AC Maintenance Unit Costs

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

Table 5-6: PCC Maintenance Unit Costs

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

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

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

Table 5-7: Rehabilitation Activities and Unit Costs by Condition for Regional Reliever Airports

Category	Activity	PCI Range	Cost/SqFt
Rehabilitation	▪ Mill and Overlay (AC)	40 - 74	$10.00
	▪ Concrete Pavement Restoration (PCC)		$15.00
	▪ Full Depth Pavement Reconstruction	0 - 39	$20.00

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

6. MAJOR PAVEMENT REHABILITATION NEEDS

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

The objective of the major pavement rehabilitation needs analysis is to provide planning level projects within an airport's airfield pavement network. Major rehabilitation activities are recommended when a pavement section has deteriorated below the Critical PCI value from a functionality perspective. In addition, major rehabilitation is also recommended when the Section PCI is above the Critical PCI but the Section has load-related PCI distresses. However, most major rehabilitation work is recommended when the Section PCI is below the Critical PCI, which is when maintenance and repair level activities are not considered to be cost effective.

Major rehabilitation is identified within the SAPMP as major construction activity that would result in an improvement or "resetting" of the pavement section's PCI to a value of 100. Such activities could include; mill and hot-mix asphalt overlay and re-construction. This analysis was conducted with no constraints to budgets as a means to identify all pavement projects based on Critical PCI for a 10-year duration. It is recommended that the airport use this as a planning tool for future project development and prioritization. Table 6-1 depicts the major rehabilitation work identified on the pavement section level based on current and predicted pavement PCI.

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

Table 6-1: Summary of Major Rehabilitation

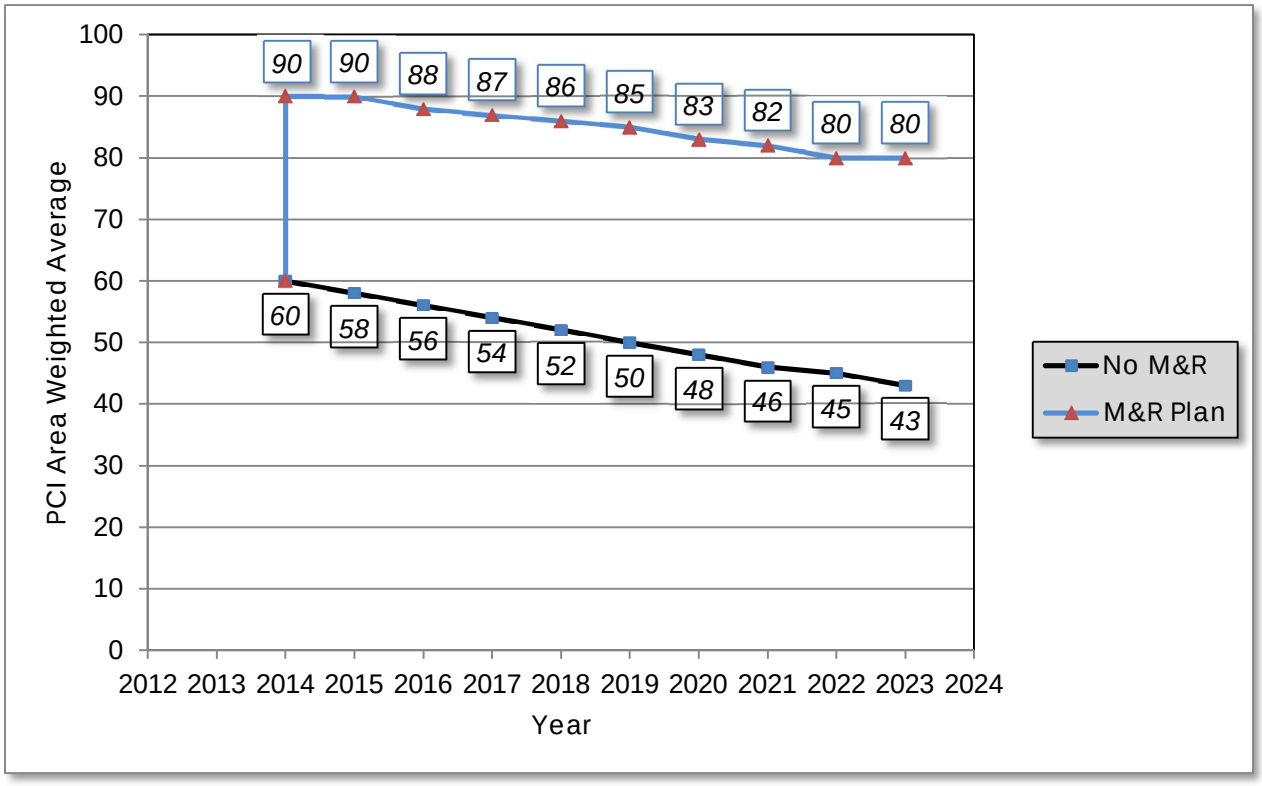
Year	Branch ID	Section ID	Major M&R Costs*	PCI Before M&R	M&R Activity	PCI After M&R
2015	AP N	4205	$ 466,020.00	19	Reconstruction	100
2015	AP N	4210	$ 3,984,751.00	51	Mill and Overlay	100
2015	AP N	4215	$ 126,920.00	35	Reconstruction	100
2015	AP N	4220	$ 569,340.00	31	Reconstruction	100
2015	AP NW	4310	$ 3,840,020.00	36	Reconstruction	100
2015	AP NW	4315	$ 566,620.00	23	Reconstruction	100
2015	AP NW	4320	$ 1,157,940.00	34	Reconstruction	100
2015	AP S	4105	$ 2,778,976.00	53	Mill and Overlay	100
2015	AP S	4115	$ 316,260.00	30	Reconstruction	100
2015	AP SW	4405	$ 253,335.00	54	PCC Restoration	100
2015	AP SW	4410	$ 217,987.00	42	Mill and Overlay	100
2015	AP SW	4411	$ 148,869.00	42	Mill and Overlay	100
2015	AP SW	4425	$ 2,515,060.00	34	Reconstruction	100
2015	AP SW	4430	$ 81,480.00	25	Reconstruction	100
2015	RW 14-32	6210	$ 5,337,001.00	54	Mill and Overlay	100
2015	RW 5-23	6110	$ 363,000.00	59	Mill and Overlay	100
2015	TW A	105	$ 1,308,585.00	65	Mill and Overlay	100
2015	TW A2	135	$ 137,655.00	60	Mill and Overlay	100
2015	TW A3	140	$ 147,855.00	62	Mill and Overlay	100
2015	TW A4	165	$ 101,820.00	36	Reconstruction	100
2015	TW A5	170	$ 98,617.00	41	Mill and Overlay	100
2015	TW B	225	$ 892,500.00	64	Mill and Overlay	100
2015	TW B4	245	$ 160,608.00	45	Mill and Overlay	100
2015	TW B5	255	$ 66,495.00	57	Mill and Overlay	100
2015	TW C	305	$ 270,367.00	42	Mill and Overlay	100
2015	TW C	310	$ 83,400.00	56	Mill and Overlay	100
2015	TW C	320	$ 275,085.00	60	Mill and Overlay	100
2015	TW E	505	$ 162,345.00	60	Mill and Overlay	100
2015	TW F	605	$ 177,675.00	61	Mill and Overlay	100
2016	AP NW	4305	$ 851,450.00	64	Mill and Overlay	100
2016	RW 14-32	6205	$ 695,250.00	64	Mill and Overlay	100
2016	TW A5	175	$ 78,316.00	65	Mill and Overlay	100
2017	AP SW	4407	$ 281,128.00	64	Mill and Overlay	100
2018	TW A3	145	$ 336,964.00	64	Mill and Overlay	100
2018	TW B	235	$ 598,153.00	65	Mill and Overlay	100
2019	AP SW	4415	$ 511,898.00	64	Mill and Overlay	100

Year	Branch ID	Section ID	Major M&R Costs*	PCI Before M&R	M&R Activity	PCI After M&R
2019	TW B2	240	$ 345,706.00	65	Mill and Overlay	100
2020	AP RU RW23	5105	$ 315,299.00	65	Mill and Overlay	100
2021	TW A4	160	$ 93,011.00	64	Mill and Overlay	100
2021	TW B4	250	$ 333,051.00	64	Mill and Overlay	100
2022	AP RU RW14	5310	$ 454,654.00	64	Mill and Overlay	100
2022	AP SW	4420	$ 224,458.00	65	Mill and Overlay	100
2024	AP RU RW 5	5205	$ 433,217.00	63	Mill and Overlay	100
2024	TW A	120	$ 738,084.00	65	Mill and Overlay	100
		Total =	$32,897,225.00			

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

The 10-year major rehabilitation program addresses those pavement sections that have a current or project PCI that is below the Critical PCI of 65 during the 10-year analysis period. The unconstrained or "unlimited budget" Major Rehabilitation Program is compared to a "No Major Rehabilitation Program" scenario in Figure 6-1. As shown, if no major rehabilitation work is completed in the next 10 years at your airport, the average PCI may be 37 points less than a plan that provides timely repairs to the airfield pavements.

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



7. PREVENTATIVE AND MAJOR REHABILITATION PLANNING

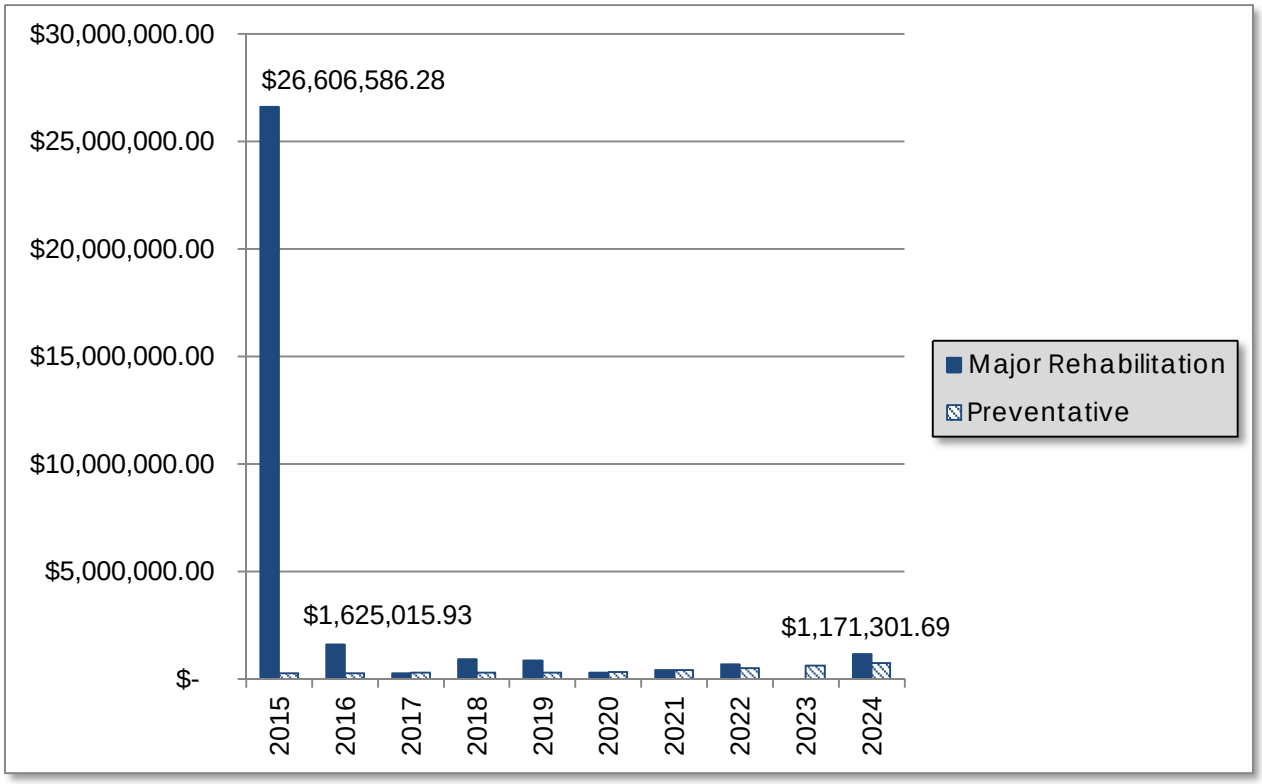
The preventative and major rehabilitation results include activities that are based on distresses observed and unconstrained by budget limits. FDOT recognizes that the projects identified as Year-1 needs in 2015, based on condition, may exceed a typical annual budget level. It is recommended that each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

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

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

Program Year	Preventative	Major Rehabilitation	Total Year Costs
2015	$ 285,817.79	$ 26,606,586.28	$ 26,892,404.07
2016	$ 278,277.24	$ 1,625,015.93	$ 1,903,293.17
2017	$ 302,469.91	$ 281,127.96	$ 583,597.87
2018	$ 305,891.89	$ 935,117.74	$ 1,241,009.63
2019	$ 310,722.43	$ 857,604.15	$ 1,168,326.59
2020	$ 334,463.88	$ 315,299.44	$ 649,763.31
2021	$ 420,657.98	$ 426,061.84	$ 846,719.83
2022	$ 516,510.57	$ 679,111.91	$ 1,195,622.49
2023	$ 639,335.19	$ -	$ 639,335.19
2024	$ 739,782.50	$ 1,171,301.69	$ 1,911,084.19
		Total =	$ 37,031,156.34

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



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

- Runway 14-32 – Section 6210
  - Mill and Overlay attributed to climate and age of pavement.
- Runway 5-23 – Section 6110
  - Mill and Overlay attributed to climate and age of pavement.
- Southwest Apron – Sections 4410, 4411, 4425, and 4430
  - Reconstruction and Mill and Overlay attributed to load, climate, and age of pavement.
- Southwest Apron – Section 4405
  - PCC Restoration attributed to climate and age of pavement.
- Northwest Apron – Sections 4310, 4315, and 4320
  - Reconstruction attributed to load, climate, and age of pavement.
- North Apron – Sections 4205, 4210, 4215, and 4220
  - Reconstruction and Mill and Overlay attributed to load, climate, and age of pavement.
- South Apron – Sections 4105 and 4115
  - Reconstruction and Mill and Overlay attributed to load, climate, and age of pavement.

- Taxiway F – Section 605
  - Mill and Overlay attributed to climate and age of pavement.
- Taxiway E – Section 505
  - Mill and Overlay attributed to climate and age of pavement.
- Taxiway C – Sections 305, 310, and 320
  - Mill and Overlay attributed to climate and age of pavement.
- Taxiway B5 – Section 255
  - Mill and Overlay attributed to climate and age of pavement.
- Taxiway B4 – Section 245
  - Mill and Overlay attributed to climate and age of pavement.
- Taxiway B – Section 225
  - Mill and Overlay attributed to climate and age of pavement.
- Taxiway A5 – Section 170
  - Mill and Overlay attributed to climate and age of pavement.
- Taxiway A4 – Section 165
  - Reconstruction attributed to load, climate, and age of pavement.
- Taxiway A3 – Section 140
  - Mill and Overlay attributed to climate and age of pavement.
- Taxiway A2 – Section 135
  - Mill and Overlay attributed to climate and age of pavement.
- Taxiway A – Section 105
  - Mill and Overlay attributed to climate and age of pavement.

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

8. VISUAL AID EXHIBITS

8.1 Airfield Pavement Network Definition Exhibit

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

8.2 Airfield Pavement System Inventory Exhibit

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

8.3 Airfield Pavement Condition Index Rating Exhibit

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

8.4 Airfield Pavement Major Rehabilitation Exhibit

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

8.5 Airfield Pavement Condition Survey Inspection Photographs

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

9. RECOMMENDATIONS

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

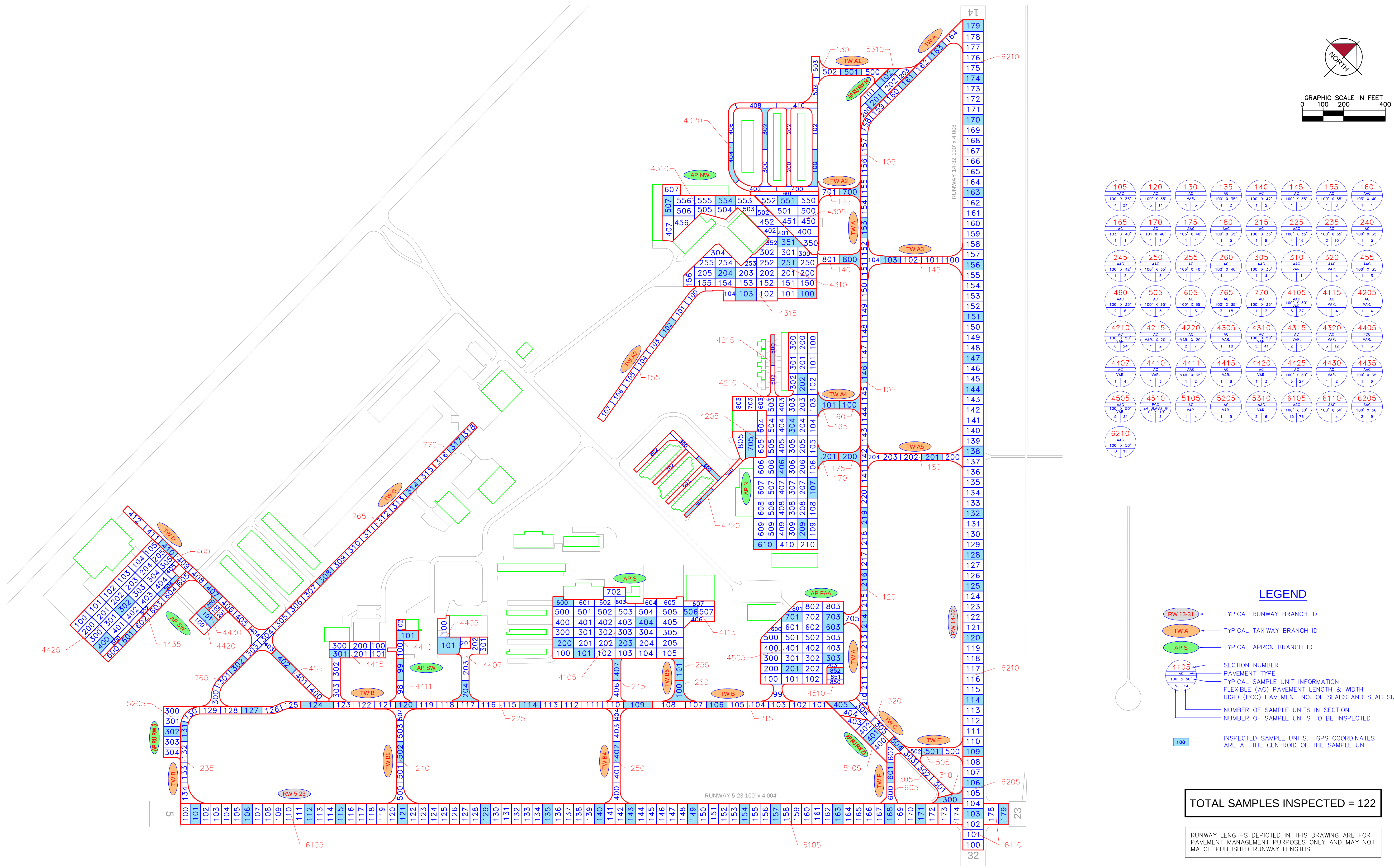
The following recommendations were made based on the 2015 condition survey inspection, condition analysis, and maintenance/rehabilitation analysis results:

- Runway 14-32 – Sections 6205 and 6210
  - Mill and Overlay attributed to climate and age of pavement.
- Runway 5-23 – Section 6110
  - Mill and Overlay attributed to climate and age of pavement.
- Southwest Apron – Sections 4407, 4410, 4411,4415, 4420, 4425, and 4430
  - Reconstruction and Mill and Overlay attributed to load, climate, and age of pavement.
- Southwest Apron – Section 4405
  - PCC Restoration attributed to climate and age of pavement.
- Northwest Apron – Sections 4310, 4315, and 4320
  - Reconstruction attributed to load, climate, and age of pavement.
- North Apron – Sections 4205, 4210, 4215, and 4220
  - Reconstruction and Mill and Overlay attributed to load, climate, and age of pavement.
- South Apron – Sections 4105 and 4115
  - Reconstruction and Mill and Overlay attributed to load, climate, and age of pavement.
- Taxiway F – Section 605
  - Mill and Overlay attributed to climate and age of pavement.
- Taxiway E – Section 505
  - Mill and Overlay attributed to climate and age of pavement.
- Taxiway C – Sections 305, 310, and 320
  - Mill and Overlay attributed to climate and age of pavement.
- Taxiway B5 – Section 255
  - Mill and Overlay attributed to climate and age of pavement.
- Taxiway B4 – Sections 245 and 250
  - Mill and Overlay attributed to climate and age of pavement.
- Taxiway B – Sections 225 and 235
  - Mill and Overlay attributed to climate and age of pavement.

- Taxiway A5 – Sections 170 and 175
  - Mill and Overlay attributed to climate and age of pavement.
- Taxiway A4 – Sections 160 and 165
  - Reconstruction and Mill and Overlay attributed to load, climate, and age of pavement.
- Taxiway A3 – Sections 140 and 145
  - Mill and Overlay attributed to climate and age of pavement.
- Taxiway A2 – Section 135
  - Mill and Overlay attributed to climate and age of pavement.
- Taxiway A – Sections 105 and 120
  - Mill and Overlay attributed to climate and age of pavement.
- Northwest Apron – Section 4305
  - Mill and Overlay attributed to climate and age of pavement.
- Taxiway B2 – Section 240
  - Mill and Overlay attributed to climate and age of pavement.
- Run Up Apron RW 23 – Section 5105
  - Mill and Overlay attributed to climate and age of pavement.
- Run Up Apron RW 14 – Section 5310
  - Mill and Overlay attributed to climate and age of pavement.
- Run Up Apron RW 5 – Section 5205
  - Mill and Overlay attributed to climate and age of pavement.

APPENDIX A

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



LEGEND

- RW 13-31 — TYPICAL RUNWAY BRANCH ID
- TW A — TYPICAL TAXIWAY BRANCH ID
- AP S — TYPICAL APRON BRANCH ID
- 4105 — SECTION NUMBER
- AC — PAVEMENT TYPE
- 100' x 50' — TYPICAL SAMPLE UNIT INFORMATION: FLEXIBLE (AC) PAVEMENT LENGTH & WIDTH; RIGID (PCC) PAVEMENT NO. OF SLABS AND SLAB SIZE
- 5 — NUMBER OF SAMPLE UNITS IN SECTION
- 14 — NUMBER OF SAMPLE UNITS TO BE INSPECTED
- 100 — INSPECTED SAMPLE UNITS. GPS COORDINATES ARE AT THE CENTROID OF THE SAMPLE UNIT.

TOTAL SAMPLES INSPECTED = 122

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

NUMBER	DATE	REVISIONS

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

OFFICE OF FREIGHT, LOGISTICS & PASSENGER OPERATIONS

FDOT

AIRFIELD PAVEMENT NETWORK DEFINITION EXHIBIT

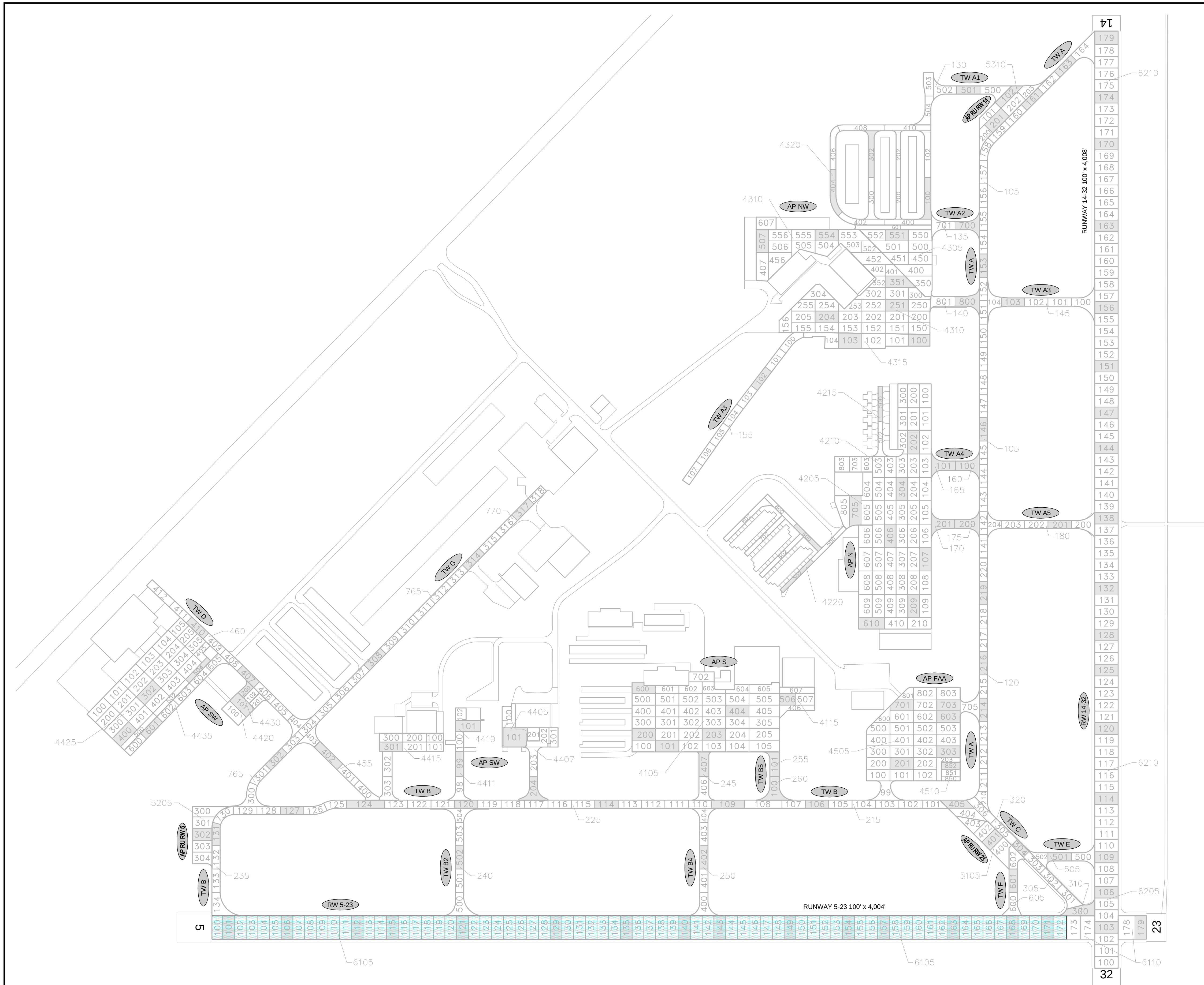
JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT

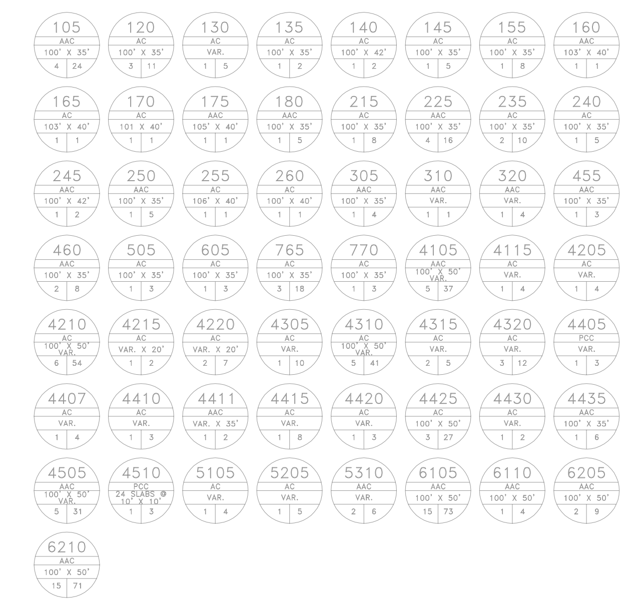
DUVAL COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION AND SPACEPORT OFFICE

IDENTIFIER: **CRG**

FDOT DISTRICT: 2





CONSTRUCTION SINCE LAST INSPECTION
& ANTICIPATED CONSTRUCTION ACTIVITY

CONSTRUCTION YEAR	LOCATION	WORK TYPE / PAVEMENT SECTION
2011	RUNWAY 5-23	MILL & OVERLAY

LEGEND

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

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

NUMBER	DATE	REVISIONS

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

OFFICE OF FREIGHT, LOGISTICS & PASSENGER OPERATIONS

FDOT

AIRFIELD PAVEMENT SYSTEM INVENTORY EXHIBIT
JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT
DUVAL COUNTY, FLORIDA
FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION AND SPACEPORT OFFICE

IDENTIFIER **CRG**
FDOT DISTRICT 2

Table A-1: Pavement Geometry Inventory

Branch Name	Branch ID	Branch Use	Section ID	Length (FT)	Width (FT)	True Area (FT^2)	Section Rank	Surface Type	Last Const. Date	Last Insp. Date	Total Samples
RUNWAY 14-32	RW 14-32	RUNWAY	6210	3,625	100	355,800	P	AAC	1/1/2001	2/26/2015	71
RUNWAY 14-32	RW 14-32	RUNWAY	6205	375	100	45,000	P	AAC	1/1/2004	2/26/2015	9
RUNWAY 5-23	RW 5-23	RUNWAY	6110	375	100	24,200	P	AAC	1/1/2004	2/26/2015	4
RUNWAY 5-23	RW 5-23	RUNWAY	6105	3,900	100	365,400	S	AAC	1/1/2011	2/26/2015	73
RUN-UP APRON AT RW 14	AP RU RW14	APRON	5310	73	200	24,645	P	AAC	7/1/2007	2/26/2015	6
RUN-UP APRON AT RW 5	AP RU RW 5	APRON	5205	809	75	22,135	T	AC	1/1/2005	2/26/2015	5
RUN-UP APRON AT RW 23	AP RU RW23	APRON	5105	200	90	18,132	P	AC	1/1/2005	2/26/2015	4
FAA APRON	AP FAA	APRON	4510	125	50	6,400	P	PCC	1/1/2004	2/26/2015	3
FAA APRON	AP FAA	APRON	4505	400	370	147,449	T	AAC	1/1/2004	2/26/2015	31
SOUTHWEST APRON	AP SW	APRON	4435	570	35	20,729	S	AAC	1/1/2007	2/26/2015	6
SOUTHWEST APRON	AP SW	APRON	4430	59	59	4,074	S	AC	1/1/2006	2/26/2015	2
SOUTHWEST APRON	AP SW	APRON	4425	600	215	125,753	S	AC	12/25/1999	2/26/2015	27
SOUTHWEST APRON	AP SW	APRON	4420	100	100	12,167	S	AC	12/25/1999	2/26/2015	3
SOUTHWEST APRON	AP SW	APRON	4415	300	40	30,321	S	AC	1/1/2005	2/26/2015	8
SOUTHWEST APRON	AP SW	APRON	4411	175	35	7,927	S	AAC	12/25/1999	2/26/2015	2
SOUTHWEST APRON	AP SW	APRON	4410	400	35	11,324	S	AC	12/25/1999	2/26/2015	3
SOUTHWEST APRON	AP SW	APRON	4407	300	60	17,666	P	AC	12/25/1999	2/26/2015	4

Branch Name	Branch ID	Branch Use	Section ID	Length (FT)	Width (FT)	True Area (FT^2)	Section Rank	Surface Type	Last Const. Date	Last Insp. Date	Total Samples
SOUTHWEST APRON	AP SW	APRON	4405	250	100	16,889	S	PCC	12/25/1999	2/26/2015	3
NW APRON	AP NW	APRON	4320	2,040	20	57,897	P	AC	12/25/1999	2/26/2015	12
NW APRON	AP NW	APRON	4315	450	100	28,331	P	AC	1/1/1970	2/26/2015	5
NW APRON	AP NW	APRON	4310	900	200	192,001	P	AC	1/1/1960	2/26/2015	41
NW APRON	AP NW	APRON	4305	200	188	55,110	P	AC	1/1/1991	2/26/2015	10
NORTH APRON	AP N	APRON	4220	1,390	20	28,467	S	AC	12/25/1999	2/26/2015	7
NORTH APRON	AP N	APRON	4215	325	20	6,346	S	AC	12/25/1999	2/26/2015	2
NORTH APRON	AP N	APRON	4210	750	300	265,650	P	AC	1/1/1983	2/26/2015	54
NORTH APRON	AP N	APRON	4205	75	200	23,301	P	AC	1/1/1947	2/26/2015	4
SOUTH APRON	AP S	APRON	4115	100	160	15,813	P	AC	1/1/1986	2/26/2015	4
SOUTH APRON	AP S	APRON	4105	580	250	185,265	P	AAC	1/1/1986	2/26/2015	37
TAXIWAY G	TW G	TAXIWAY	770	250	35	9,691	P	AC	1/1/2004	2/26/2015	3
TAXIWAY G	TW G	TAXIWAY	765	1,885	35	65,079	P	AC	1/1/2005	2/26/2015	18
TAXIWAY F	TW F	TAXIWAY	605	310	35	11,845	P	AC	1/1/1991	2/26/2015	3
TAXIWAY E	TW E	TAXIWAY	505	250	35	10,823	P	AC	1/1/1991	2/26/2015	3
TAXIWAY D	TW D	TAXIWAY	460	360	35	29,215	P	AAC	1/1/2007	2/26/2015	8
TAXIWAY D	TW D	TAXIWAY	455	495	35	12,087	P	AAC	1/1/2007	2/26/2015	3
TAXIWAY C	TW C	TAXIWAY	320	540	35	18,339	P	AAC	12/25/2010	2/26/2015	4
TAXIWAY C	TW C	TAXIWAY	310	70	35	5,560	P	AAC	1/1/2001	2/26/2015	1
TAXIWAY C	TW C	TAXIWAY	305	540	35	14,056	P	AAC	1/1/1991	2/26/2015	4
TAXIWAY B5	TW B5	APRON	260	2,120	35	5,545	P	AC	1/1/2005	2/26/2015	1
TAXIWAY B5	TW B5	APRON	255	210	40	4,433	P	AC	1/1/1991	2/26/2015	1
TAXIWAY B4	TW B4	TAXIWAY	250	450	35	18,595	P	AAC	7/1/2007	2/26/2015	5
TAXIWAY B4	TW B4	TAXIWAY	245	175	40	9,056	P	AAC	1/1/1984	2/26/2015	2
TAXIWAY B2	TW B2	TAXIWAY	240	450	35	20,477	S	AC	1/1/2005	2/26/2015	5

Branch Name	Branch ID	Branch Use	Section ID	Length (FT)	Width (FT)	True Area (FT^2)	Section Rank	Surface Type	Last Const. Date	Last Insp. Date	Total Samples
TAXIWAY B	TW B	APRON	235	809	75	36,493	T	AC	1/1/2005	2/26/2015	10
TAXIWAY B	TW B	APRON	225	1,555	35	59,500	P	AAC	1/1/2007	2/26/2015	16
TAXIWAY B	TW B	APRON	215	2,120	35	29,838	P	AC	1/1/2005	2/26/2015	8
TAXIWAY A5	TW A5	TAXIWAY	180	460	35	18,785	P	AAC	7/1/2007	2/26/2015	5
TAXIWAY A5	TW A5	TAXIWAY	175	100	40	5,069	P	AAC	7/1/2007	2/26/2015	1
TAXIWAY A5	TW A5	TAXIWAY	170	100	40	5,011	P	AC	1/1/1983	2/26/2015	1
TAXIWAY A4	TW A4	TAXIWAY	165	100	40	5,091	P	AC	1/1/1983	2/26/2015	1
TAXIWAY A4	TW A4	TAXIWAY	160	100	40	5,193	P	AAC	7/1/2007	2/26/2015	1
TAXIWAY A3	TW A3	TAXIWAY	155	811	35	28,376	P	AC	1/1/2007	2/26/2015	8
TAXIWAY A3	TW A3	TAXIWAY	145	460	35	20,558	P	AC	1/1/2005	2/26/2015	5
TAXIWAY A3	TW A3	TAXIWAY	140	210	35	9,857	P	AC	1/1/1991	2/26/2015	2
TAXIWAY A2	TW A2	TAXIWAY	135	210	35	9,177	P	AC	1/1/1991	2/26/2015	2
TAXIWAY A1	TW A1	TAXIWAY	130	425	30	21,085	S	AC	1/1/2005	2/26/2015	5
TAXIWAY A	TW A	TAXIWAY	120	2,120	35	37,712	P	AC	1/1/2005	2/26/2015	11
TAXIWAY A	TW A	TAXIWAY	105	2,190	35	87,239	P	AAC	7/1/2007	2/26/2015	24

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

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

Network: CRG **Branch:** AP FAA (FAA APRON) **Section:** 4505 **Surface:** AAC
L.C.D.: 01/01/2004 **Use:** APRON **Rank** T **Length:** 400.00 Ft **Width:** 370.00 Ft **True Area:** 147,449.00 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 FAA (FAA APRON) **Section:** 4510 **Surface:** PCC
L.C.D.: 01/01/2004 **Use:** APRON **Rank** P **Length:** 125.00 Ft **Width:** 50.00 Ft **True Area:** 6,400.00 SqF

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

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:** 23,301.00 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:** 265,650.00 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
01/01/1983	IMPORTED	OVERLAY			True	EMULSION SEAL

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:** 6,346.00 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:** 28,467.00 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:** 55,110.00 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:** 192,001.00 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:** 28,331.00 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:** 57,897.00 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:** 5205 **Surface:** AC
L.C.D.: 01/01/2005 **Use:** APRON **Rank** T **Length:** 809.00 Ft **Width:** 75.00 Ft **True Area:** 22,135.00 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:** 5310 **Surface:** AAC
L.C.D.: 07/01/2007 **Use:** APRON **Rank** P **Length:** 73.00 Ft **Width:** 200.00 Ft **True Area:** 24,645.00 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 RU RW23 (RUN-UP APRON AT RW 23) **Section:** 5105 **Surface:** AC
L.C.D.: 01/01/2005 **Use:** APRON **Rank** P **Length:** 200.00 Ft **Width:** 90.00 Ft **True Area:** 18,132.00 SqF

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

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:** 185,265.00 SqF

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

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:** 15,813.00 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:** 16,889.00 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:** 4407 **Surface:** AC
L.C.D.: 12/25/1999 **Use:** APRON **Rank** P **Length:** 300.00 Ft **Width:** 60.00 Ft **True Area:** 17,666.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
12/25/1999	NU-IN	New Construction - Initial	$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:** 11,324.00 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:** 7,927.00 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:** 30,321.00 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:** 12,167.00 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:** 125,753.00 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:** 4,074.00 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:** 20,729.00 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:** 45,000.00 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:** 355,800.00 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:** 365,400.00 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**: RW 5-23 (RUNWAY 5-23) **Section:** 6110 **Surface:** AAC
L.C.D.: 01/01/2004 **Use:** RUNWAY **Rank** P **Length:** 375.00 Ft **Width:** 100.00 Ft **True Area:** 24,200.00 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	$0	2.00	True	1991 2" P-401 OL
01/01/1971	IMPORTED	OVERLAY	$0	1.50	True	1971 1.5" P-401 2" P-401 LEVELING
01/01/1942	IMPORTED	BUILT	$0	5.00	True	1942 5" BIT 6" STAB BASE

Network: CRG **Branch**: TW A (TAXIWAY A) **Section:** 105 **Surface:** AAC
L.C.D.: 07/01/2007 **Use:** TAXIWAY **Rank** P **Length:** 2,190.00 Ft **Width:** 35.00 Ft **True Area:** 87,239.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2008	ML-OV	Mill and Overlay	$0	0.00	True	
07/01/2007	Unknown	Unknown Major - construction	$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:** 120 **Surface:** AC
L.C.D.: 01/01/2005 **Use:** TAXIWAY **Rank** P **Length:** 2,120.00 Ft **Width:** 35.00 Ft **True Area:** 37,712.00 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 A1 (TAXIWAY A1) **Section:** 130 **Surface:** AC
L.C.D.: 01/01/2005 **Use:** TAXIWAY **Rank** S **Length:** 425.00 Ft **Width:** 30.00 Ft **True Area:** 21,085.00 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:** 135 **Surface:** AC
L.C.D.: 01/01/1991 **Use:** TAXIWAY **Rank** P **Length:** 210.00 Ft **Width:** 35.00 Ft **True Area:** 9,177.00 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:** 140 **Surface:** AC
L.C.D.: 01/01/1991 **Use:** TAXIWAY **Rank** P **Length:** 210.00 Ft **Width:** 35.00 Ft **True Area:** 9,857.00 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:** 145 **Surface:** AC
L.C.D.: 01/01/2005 **Use:** TAXIWAY **Rank** P **Length:** 460.00 Ft **Width:** 35.00 Ft **True Area:** 20,558.00 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:** 155 **Surface:** AC
L.C.D.: 01/01/2007 **Use:** TAXIWAY **Rank** P **Length:** 811.00 Ft **Width:** 35.00 Ft **True Area:** 28,376.00 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:** 160 **Surface:** AAC
L.C.D.: 07/01/2007 **Use:** TAXIWAY **Rank** P **Length:** 100.00 Ft **Width:** 40.00 Ft **True Area:** 5,193.00 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 A4 (TAXIWAY A4) **Section:** 165 **Surface:** AC
L.C.D.: 01/01/1983 **Use:** TAXIWAY **Rank** P **Length:** 100.00 Ft **Width:** 40.00 Ft **True Area:** 5,091.00 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:** 170 **Surface:** AC
L.C.D.: 01/01/1983 **Use:** TAXIWAY **Rank** P **Length:** 100.00 Ft **Width:** 40.00 Ft **True Area:** 5,011.00 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:** 175 **Surface:** AAC
L.C.D.: 07/01/2007 **Use:** TAXIWAY **Rank** P **Length:** 100.00 Ft **Width:** 40.00 Ft **True Area:** 5,069.00 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:** 180 **Surface:** AAC
L.C.D.: 07/01/2007 **Use:** TAXIWAY **Rank** P **Length:** 460.00 Ft **Width:** 35.00 Ft **True Area:** 18,785.00 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			True	EXISTING BIT LIMEROCK BASE
01/01/1971	IMPORTED	BUILT		1.50	True	1971 1.5" P-401 OL

Network: CRG **Branch**: TW B (TAXIWAY B) **Section:** 215 **Surface:** AC
L.C.D.: 01/01/2005 **Use:** APRON **Rank** P **Length:** 2,120.00 Ft **Width:** 35.00 Ft **True Area:** 29,838.00 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:** 225 **Surface:** AAC
L.C.D.: 01/01/2007 **Use:** APRON **Rank** P **Length:** 1,555.00 Ft **Width:** 35.00 Ft **True Area:** 59,500.00 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:** 235 **Surface:** AC
L.C.D.: 01/01/2005 **Use:** APRON **Rank** T **Length:** 809.00 Ft **Width:** 75.00 Ft **True Area:** 36,493.00 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	$0	0.00	True	1991 P-401 OL ON EXISTING SECTION

Network: CRG **Branch**: TW B2 (TAXIWAY B2) **Section:** 240 **Surface:** AC
L.C.D.: 01/01/2005 **Use:** TAXIWAY **Rank** S **Length:** 450.00 Ft **Width:** 35.00 Ft **True Area:** 20,477.00 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 (TAXIWAY B4) **Section:** 245 **Surface:** AAC
L.C.D.: 01/01/1984 **Use:** TAXIWAY **Rank** P **Length:** 175.00 Ft **Width:** 40.00 Ft **True Area:** 9,056.00 SqF

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

Network: CRG **Branch**: TW B4 (TAXIWAY B4) **Section:** 250 **Surface:** AAC
L.C.D.: 07/01/2007 **Use:** TAXIWAY **Rank** P **Length:** 450.00 Ft **Width:** 35.00 Ft **True Area:** 18,595.00 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" BIT OL
01/01/1991	IMPORTED	BUILT		0.75	True	.75" BIT 6" BASE
01/01/1971	IMPORTED	OVERLAY		1.50	True	1971 1.5" P-401 OL

Network: CRG **Branch**: TW B5 (TAXIWAY B5) **Section:** 255 **Surface:** AC
L.C.D.: 01/01/1991 **Use:** APRON **Rank** P **Length:** 210.00 Ft **Width:** 40.00 Ft **True Area:** 4,433.00 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 B5 (TAXIWAY B5) **Section:** 260 **Surface:** AC
L.C.D.: 01/01/2005 **Use:** APRON **Rank** P **Length:** 2,120.00 Ft **Width:** 35.00 Ft **True Area:** 5,545.00 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 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:** 14,056.00 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:** 5,560.00 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:** 320 **Surface:** AAC
L.C.D.: 12/25/2010 **Use:** TAXIWAY **Rank** P **Length:** 540.00 Ft **Width:** 35.00 Ft **True Area:** 18,339.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
12/25/2010	ML-OV	MILL and OVERLAY	$0	0.00	True	
01/01/1991	IMPORTED	OVERLAY	$0	2.00	True	1991 2" P-401 OL
01/01/1971	IMPORTED	OVERLAY	$0	3.50	True	1971 3.5" P-401 OL
01/01/1942	IMPORTED	BUILT	$0	1.50	True	1942 1.5" BIT 6" LIMEROCK

Network: CRG **Branch**: TW D (TAXIWAY D) **Section:** 455 **Surface:** AAC
L.C.D.: 01/01/2007 **Use:** TAXIWAY **Rank** P **Length:** 495.00 Ft **Width:** 35.00 Ft **True Area:** 12,087.00 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	
01/01/1991	IMPORTED	OVERLAY		2.00	True	1991 2" P-401 OL
01/01/1970	IMPORTED	BUILT			True	1970
01/01/1970	IMPORTED	OVERLAY		1.50	True	1970 1.5" TYPE 2 BIT 6" LIMEROCK 6" STAB BASE

Network: CRG **Branch**: TW D (TAXIWAY D) **Section:** 460 **Surface:** AAC
L.C.D.: 01/01/2007 **Use:** TAXIWAY **Rank** P **Length:** 360.00 Ft **Width:** 35.00 Ft **True Area:** 29,215.00 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	
12/25/1999	INITIAL	Initial Construction	$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:** 10,823.00 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:** 11,845.00 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:** 765 **Surface:** AC
L.C.D.: 01/01/2005 **Use:** TAXIWAY **Rank** P **Length:** 1,885.00 Ft **Width:** 35.00 Ft **True Area:** 65,079.00 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 G (TAXIWAY G) **Section:** 770 **Surface:** AC
L.C.D.: 01/01/2004 **Use:** TAXIWAY **Rank** P **Length:** 250.00 Ft **Width:** 35.00 Ft **True Area:** 9,691.00 SqF

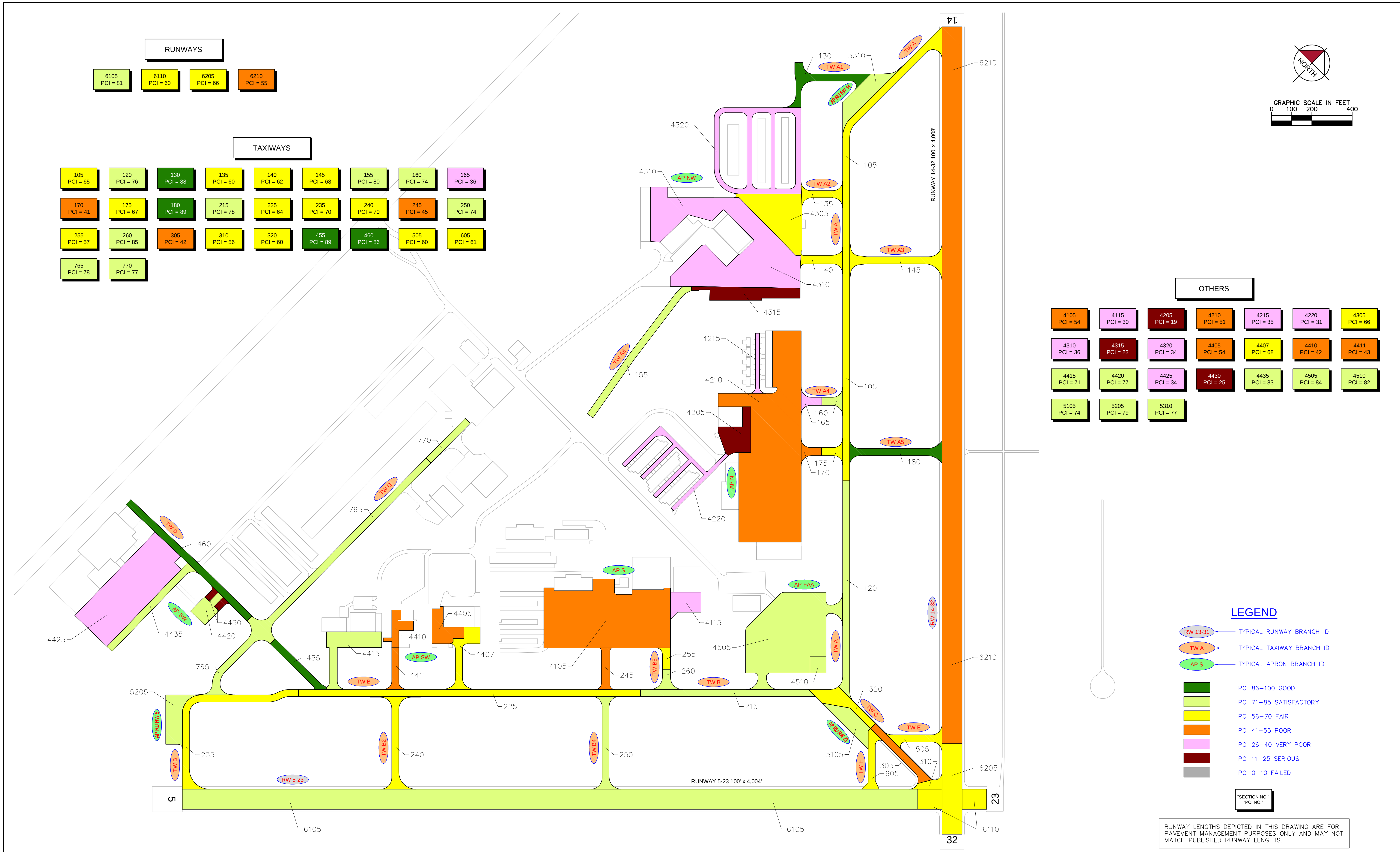
Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2004	HI-AG	New Construction	$0	4.00	True	2004 4" P-401 RECON
01/01/1991	IMPORTED	OVERLAY		2.00	True	1991 2" P-401 OL
01/01/1970	IMPORTED	BUILT		1.50	True	1970 1.5" TYPE 2 BIT
01/01/1970	IMPORTED	OVERLAY		6.00	True	1970 6" LIMEROCK 6" STAB 45 LBR

Summary:

Work Description	Section Count	Area Total (SqFt)	Thickness Avg (in)	Thickness STD (in)
BUILT	33	2,046,500.00	2.91	1.65
Initial Construction	21	639,279.00	.00	.00
Mill & Overlay	3	425,000.00	2.00	.00
Mill and Overlay	10	612,465.00	.00	.00
New Construction	1	9,691.00	4.00	
New Construction - AC	4	99,930.00	.00	.00
New Construction - Initial	3	42,198.00	.00	.00
OVERLAY	31	2,429,999.00	2.54	1.29
Overlay - AC Structural	6	274,540.00	.00	.00
Unknown Major - construction	1	87,239.00	.00	

APPENDIX B

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


RUNWAYS
6105 PCI = 81
6110 PCI = 60
6205 PCI = 66
6210 PCI = 55
TAXIWAYS
105 PCI = 65
120 PCI = 76
130 PCI = 88
135 PCI = 60
140 PCI = 62
145 PCI = 68
155 PCI = 80
160 PCI = 74
165 PCI = 36
170 PCI = 41
175 PCI = 67
180 PCI = 89
215 PCI = 78
225 PCI = 64
235 PCI = 70
240 PCI = 70
245 PCI = 45
250 PCI = 74
255 PCI = 57
260 PCI = 85
305 PCI = 42
310 PCI = 56
320 PCI = 60
455 PCI = 89
460 PCI = 86
505 PCI = 60
605 PCI = 61
765 PCI = 78
770 PCI = 77
OTHERS
4105 PCI = 54
4115 PCI = 30
4205 PCI = 19
4210 PCI = 51
4215 PCI = 35
4220 PCI = 31
4305 PCI = 66
4310 PCI = 36
4315 PCI = 23
4320 PCI = 34
4405 PCI = 54
4407 PCI = 68
4410 PCI = 42
4411 PCI = 43
4415 PCI = 71
4420 PCI = 77
4425 PCI = 34
4430 PCI = 25
4435 PCI = 83
4505 PCI = 84
4510 PCI = 82
5105 PCI = 74
5205 PCI = 79
5310 PCI = 77
NORTH
GRAPHIC SCALE IN FEET
0 100 200 400
RUNWAY 14-32 100' x 4,008'
RUNWAY 5-23 100' x 4,004'
14
32
5
23
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
"SECTION NO." "PCI NO."
RUNWAY LENGTHS DEPICTED IN THIS DRAWING ARE FOR PAVEMENT MANAGEMENT PURPOSES ONLY AND MAY NOT MATCH PUBLISHED RUNWAY LENGTHS.

NUMBER	DATE	REVISIONS

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

OFFICE OF FREIGHT, LOGISTICS & PASSENGER OPERATIONS

FDOT

AIRFIELD PAVEMENT CONDITION INDEX RATING EXHIBIT

JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT

DUVAL COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION AND SPACEPORT OFFICE

IDENTIFIER CRG

FDOT DISTRICT 2

Table B-1: Pavement Condition Index Inventory

Branch Name	Branch ID	Branch Use	Section ID	True Area (FT^2)	Section Rank	Surface Type	PCI	PCI Category	Total Inspection Samples	Total Samples
RUNWAY 14-32	RW 14-32	RUNWAY	6210	355,800	P	AAC	55	Poor	15	71
RUNWAY 14-32	RW 14-32	RUNWAY	6205	45,000	P	AAC	66	Fair	2	9
RUNWAY 5-23	RW 5-23	RUNWAY	6110	24,200	P	AAC	60	Fair	1	4
RUNWAY 5-23	RW 5-23	RUNWAY	6105	365,400	S	AAC	81	Satisfactory	15	73
RUN-UP APRON AT RW 14	AP RU RW14	APRON	5310	24,645	P	AAC	77	Satisfactory	2	6
RUN-UP APRON AT RW 5	AP RU RW 5	APRON	5205	22,135	T	AC	79	Satisfactory	1	5
RUN-UP APRON AT RW 23	AP RU RW23	APRON	5105	18,132	P	AC	74	Satisfactory	1	4
FAA APRON	AP FAA	APRON	4510	6,400	P	PCC	82	Satisfactory	1	3
FAA APRON	AP FAA	APRON	4505	147,449	T	AAC	84	Satisfactory	5	31
SOUTHWEST APRON	AP SW	APRON	4435	20,729	S	AAC	83	Satisfactory	1	6
SOUTHWEST APRON	AP SW	APRON	4430	4,074	S	AC	25	Serious	1	2
SOUTHWEST APRON	AP SW	APRON	4425	125,753	S	AC	34	Very Poor	3	27
SOUTHWEST APRON	AP SW	APRON	4420	12,167	S	AC	77	Satisfactory	1	3
SOUTHWEST APRON	AP SW	APRON	4415	30,321	S	AC	71	Satisfactory	1	8
SOUTHWEST APRON	AP SW	APRON	4411	7,927	S	AAC	43	Poor	1	2
SOUTHWEST APRON	AP SW	APRON	4410	11,324	S	AC	42	Poor	1	3
SOUTHWEST APRON	AP SW	APRON	4407	17,666	P	AC	68	Fair	1	4
SOUTHWEST APRON	AP SW	APRON	4405	16,889	S	PCC	54	Poor	1	3
NW APRON	AP NW	APRON	4320	57,897	P	AC	34	Very Poor	3	12
NW APRON	AP NW	APRON	4315	28,331	P	AC	23	Serious	2	5
NW APRON	AP NW	APRON	4310	192,001	P	AC	36	Very Poor	5	41
NW APRON	AP NW	APRON	4305	55,110	P	AC	66	Fair	1	10
NORTH APRON	AP N	APRON	4220	28,467	S	AC	31	Very Poor	2	7

Branch Name	Branch ID	Branch Use	Section ID	True Area (FT^2)	Section Rank	Surface Type	PCI	PCI Category	Total Inspection Samples	Total Samples
NORTH APRON	AP N	APRON	4215	6,346	S	AC	35	Very Poor	1	2
NORTH APRON	AP N	APRON	4210	265,650	P	AC	51	Poor	6	54
NORTH APRON	AP N	APRON	4205	23,301	P	AC	19	Serious	1	4
SOUTH APRON	AP S	APRON	4115	15,813	P	AC	30	Very Poor	1	4
SOUTH APRON	AP S	APRON	4105	185,265	P	AAC	54	Poor	5	37
TAXIWAY G	TW G	TAXIWAY	770	9,691	P	AC	77	Satisfactory	1	3
TAXIWAY G	TW G	TAXIWAY	765	65,079	P	AC	78	Satisfactory	3	18
TAXIWAY F	TW F	TAXIWAY	605	11,845	P	AC	61	Fair	1	3
TAXIWAY E	TW E	TAXIWAY	505	10,823	P	AC	60	Fair	1	3
TAXIWAY D	TW D	TAXIWAY	460	29,215	P	AAC	86	Good	2	8
TAXIWAY D	TW D	TAXIWAY	455	12,087	P	AAC	89	Good	1	3
TAXIWAY C	TW C	TAXIWAY	320	18,339	P	AAC	60	Fair	1	4
TAXIWAY C	TW C	TAXIWAY	310	5,560	P	AAC	56	Fair	1	1
TAXIWAY C	TW C	TAXIWAY	305	14,056	P	AAC	42	Poor	1	4
TAXIWAY B5	TW B5	APRON	260	5,545	P	AC	85	Satisfactory	1	1
TAXIWAY B5	TW B5	APRON	255	4,433	P	AC	57	Fair	1	1
TAXIWAY B4	TW B4	TAXIWAY	250	18,595	P	AAC	74	Satisfactory	1	5
TAXIWAY B4	TW B4	TAXIWAY	245	9,056	P	AAC	45	Poor	1	2
TAXIWAY B2	TW B2	TAXIWAY	240	20,477	S	AC	70	Fair	1	5
TAXIWAY B	TW B	APRON	235	36,493	T	AC	70	Fair	2	10
TAXIWAY B	TW B	APRON	225	59,500	P	AAC	64	Fair	4	16
TAXIWAY B	TW B	APRON	215	29,838	P	AC	78	Satisfactory	1	8
TAXIWAY A5	TW A5	TAXIWAY	180	18,785	P	AAC	89	Good	1	5
TAXIWAY A5	TW A5	TAXIWAY	175	5,069	P	AAC	67	Fair	1	1
TAXIWAY A5	TW A5	TAXIWAY	170	5,011	P	AC	41	Poor	1	1
TAXIWAY A4	TW A4	TAXIWAY	165	5,091	P	AC	36	Very Poor	1	1

Branch Name	Branch ID	Branch Use	Section ID	True Area (FT^2)	Section Rank	Surface Type	PCI	PCI Category	Total Inspection Samples	Total Samples
TAXIWAY A4	TW A4	TAXIWAY	160	5,193	P	AAC	74	Satisfactory	1	1
TAXIWAY A3	TW A3	TAXIWAY	155	28,376	P	AC	80	Satisfactory	1	8
TAXIWAY A3	TW A3	TAXIWAY	145	20,558	P	AC	68	Fair	1	5
TAXIWAY A3	TW A3	TAXIWAY	140	9,857	P	AC	62	Fair	1	2
TAXIWAY A2	TW A2	TAXIWAY	135	9,177	P	AC	60	Fair	1	2
TAXIWAY A1	TW A1	TAXIWAY	130	21,085	S	AC	88	Good	1	5
TAXIWAY A	TW A	TAXIWAY	120	37,712	P	AC	76	Satisfactory	3	11
TAXIWAY A	TW A	TAXIWAY	105	87,239	P	AAC	65	Fair	4	24

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

APPENDIX C

- BRANCH CONDITION REPORT
- SECTION CONDITION REPORT

Date: 5 /6/2015

Branch Condition Report

Pavement Database: FDOT 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)	2	525.00	210.00	153,849.00	APRON	83.00	1.00	83.92
AP N (NORTH APRON)	4	2,540.00	135.00	323,764.00	APRON	34.00	11.45	46.62
AP NW (NW APRON)	4	3,590.00	126.87	333,339.00	APRON	39.75	15.94	39.51
AP RU RW 5 (RUN-UP APRON AT RW 5)	1	809.00	75.00	22,135.00	APRON	79.00	0.00	79.00
AP RU RW14 (RUN-UP APRON AT RW 14)	1	73.00	200.00	24,645.00	APRON	77.00	0.00	77.00
AP RU RW23 (RUN-UP APRON AT RW 23)	1	200.00	90.00	18,132.00	APRON	74.00	0.00	74.00
AP S (SOUTH APRON)	2	680.00	205.00	201,078.00	APRON	42.00	12.00	52.11
AP SW (SOUTHWEST APRON)	9	2,754.00	75.44	246,850.00	APRON	55.22	19.29	49.09
RW 14-32 (RUNWAY 14-32)	2	4,000.00	100.00	400,800.00	RUNWAY	60.50	5.50	56.24
RW 5-23 (RUNWAY 5-23)	2	4,275.00	100.00	389,600.00	RUNWAY	70.50	10.50	79.70
TW A (TAXIWAY A)	2	4,310.00	35.00	124,951.00	TAXIWAY	70.50	5.50	68.32
TW A1 (TAXIWAY A1)	1	425.00	30.00	21,085.00	TAXIWAY	88.00	0.00	88.00
TW A2 (TAXIWAY A2)	1	210.00	35.00	9,177.00	TAXIWAY	60.00	0.00	60.00
TW A3 (TAXIWAY A3)	3	1,481.00	35.00	58,791.00	TAXIWAY	70.00	7.48	72.79
TW A4 (TAXIWAY A4)	2	200.00	40.00	10,284.00	TAXIWAY	55.00	19.00	55.19
TW A5 (TAXIWAY A5)	3	660.00	38.33	28,865.00	TAXIWAY	65.67	19.62	76.80

Branch Condition Report

Pavement Database: FDOT 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 B (TAXIWAY B)	3	4,484.00	48.33	125,831.00	APRON	70.67	5.73	69.06
TW B2 (TAXIWAY B2)	1	450.00	35.00	20,477.00	TAXIWAY	70.00	0.00	70.00
TW B4 (TAXIWAY B4)	2	625.00	37.50	27,651.00	TAXIWAY	59.50	14.50	64.50
TW B5 (TAXIWAY B5)	2	2,330.00	37.50	9,978.00	APRON	71.00	14.00	72.56
TW C (TAXIWAY C)	3	1,150.00	35.00	37,955.00	TAXIWAY	52.67	7.72	52.75
TW D (TAXIWAY D)	2	855.00	35.00	41,302.00	TAXIWAY	87.50	1.50	86.88
TW E (TAXIWAY E)	1	250.00	35.00	10,823.00	TAXIWAY	60.00	0.00	60.00
TW F (TAXIWAY F)	1	310.00	35.00	11,845.00	TAXIWAY	61.00	0.00	61.00
TW G (TAXIWAY G)	2	2,135.00	35.00	74,770.00	TAXIWAY	77.50	0.50	77.87

Use Category	Number of Sections	Total Area (SqFt)	Arithmetic Average PCI	Average PCI STD.	Weighted Average PCI
APRON	29	1,459,601.00	56.07	21.10	53.56
RUNWAY	4	790,400.00	65.50	9.76	67.80
TAXIWAY	24	477,976.00	66.83	15.04	71.15
All	57	2,727,977.00	61.26	18.88	60.77

Date: 5 /6/2015

Section Condition Report

Pavement Database: FDOT 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)	4505	01/01/2004	AAC	APRON	T	0	147,449.00	02/26/2015	11	84.00
AP FAA (FAA APRON)	4510	01/01/2004	PCC	APRON	P	0	6,400.00	02/26/2015	11	82.00
AP N (NORTH APRON)	4205	01/01/1947	AC	APRON	P	0	23,301.00	02/26/2015	68	19.00
AP N (NORTH APRON)	4210	01/01/1983	AC	APRON	P	0	265,650.00	02/26/2015	32	51.00
AP N (NORTH APRON)	4215	12/25/1999	AC	APRON	S	0	6,346.00	02/26/2015	16	35.00
AP N (NORTH APRON)	4220	12/25/1999	AC	APRON	S	0	28,467.00	02/26/2015	16	31.00
AP NW (NW APRON)	4305	01/01/1991	AC	APRON	P	0	55,110.00	02/26/2015	24	66.00
AP NW (NW APRON)	4310	01/01/1960	AC	APRON	P	0	192,001.00	02/26/2015	55	36.00
AP NW (NW APRON)	4315	01/01/1970	AC	APRON	P	0	28,331.00	02/26/2015	45	23.00
AP NW (NW APRON)	4320	12/25/1999	AC	APRON	P	0	57,897.00	02/26/2015	16	34.00
AP RU RW 5 (RUN-UP APRON AT RW 5)	5205	01/01/2005	AC	APRON	T	0	22,135.00	02/26/2015	10	79.00
AP RU RW14 (RUN-UP APRON AT RW 14)	5310	07/01/2007	AAC	APRON	P	0	24,645.00	02/26/2015	8	77.00
AP RU RW23 (RUN-UP APRON AT RW 23)	5105	01/01/2005	AC	APRON	P	0	18,132.00	02/26/2015	10	74.00
AP S (SOUTH APRON)	4105	01/01/1986	AAC	APRON	P	0	185,265.00	02/26/2015	29	54.00
AP S (SOUTH APRON)	4115	01/01/1986	AC	APRON	P	0	15,813.00	02/26/2015	29	30.00
AP SW (SOUTHWEST APRON)	4405	12/25/1999	PCC	APRON	S	0	16,889.00	02/26/2015	16	54.00
AP SW (SOUTHWEST APRON)	4407	12/25/1999	AC	APRON	P	0	17,666.00	02/26/2015	16	68.00
AP SW (SOUTHWEST APRON)	4410	12/25/1999	AC	APRON	S	0	11,324.00	02/26/2015	16	42.00
AP SW (SOUTHWEST APRON)	4411	12/25/1999	AAC	APRON	S	0	7,927.00	02/26/2015	16	43.00
AP SW (SOUTHWEST APRON)	4415	01/01/2005	AC	APRON	S	0	30,321.00	02/26/2015	10	71.00
AP SW (SOUTHWEST APRON)	4420	12/25/1999	AC	APRON	S	0	12,167.00	02/26/2015	16	77.00
AP SW (SOUTHWEST APRON)	4425	12/25/1999	AC	APRON	S	0	125,753.00	02/26/2015	16	34.00
AP SW (SOUTHWEST APRON)	4430	01/01/2006	AC	APRON	S	0	4,074.00	02/26/2015	9	25.00
AP SW (SOUTHWEST APRON)	4435	01/01/2007	AAC	APRON	S	0	20,729.00	02/26/2015	8	83.00
RW 14-32 (RUNWAY 14-32)	6205	01/01/2004	AAC	RUNWAY	P	0	45,000.00	02/26/2015	11	66.00
RW 14-32 (RUNWAY 14-32)	6210	01/01/2001	AAC	RUNWAY	P	0	355,800.00	02/26/2015	14	55.00

Section Condition Report

Pavement Database: FDOT NetworkID: CRG

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
RW 5-23 (RUNWAY 5-23)	6105	01/01/2011	AAC	RUNWAY	S	0	365,400.00	02/26/2015	4	81.00
RW 5-23 (RUNWAY 5-23)	6110	01/01/2004	AAC	RUNWAY	P	0	24,200.00	02/26/2015	11	60.00
TW A (TAXIWAY A)	105	07/01/2007	AAC	TAXIWAY	P	0	87,239.00	02/26/2015	8	65.00
TW A (TAXIWAY A)	120	01/01/2005	AC	TAXIWAY	P	0	37,712.00	02/26/2015	10	76.00
TW A1 (TAXIWAY A1)	130	01/01/2005	AC	TAXIWAY	S	0	21,085.00	02/26/2015	10	88.00
TW A2 (TAXIWAY A2)	135	01/01/1991	AC	TAXIWAY	P	0	9,177.00	02/26/2015	24	60.00
TW A3 (TAXIWAY A3)	140	01/01/1991	AC	TAXIWAY	P	0	9,857.00	02/26/2015	24	62.00
TW A3 (TAXIWAY A3)	145	01/01/2005	AC	TAXIWAY	P	0	20,558.00	02/26/2015	10	68.00
TW A3 (TAXIWAY A3)	155	01/01/2007	AC	TAXIWAY	P	0	28,376.00	02/26/2015	8	80.00
TW A4 (TAXIWAY A4)	160	07/01/2007	AAC	TAXIWAY	P	0	5,193.00	02/26/2015	8	74.00
TW A4 (TAXIWAY A4)	165	01/01/1983	AC	TAXIWAY	P	0	5,091.00	02/26/2015	32	36.00
TW A5 (TAXIWAY A5)	170	01/01/1983	AC	TAXIWAY	P	0	5,011.00	02/26/2015	32	41.00
TW A5 (TAXIWAY A5)	175	07/01/2007	AAC	TAXIWAY	P	0	5,069.00	02/26/2015	8	67.00
TW A5 (TAXIWAY A5)	180	07/01/2007	AAC	TAXIWAY	P	0	18,785.00	02/26/2015	8	89.00
TW B (TAXIWAY B)	215	01/01/2005	AC	APRON	P	0	29,838.00	02/26/2015	10	78.00
TW B (TAXIWAY B)	225	01/01/2007	AAC	APRON	P	0	59,500.00	02/26/2015	8	64.00
TW B (TAXIWAY B)	235	01/01/2005	AC	APRON	T	0	36,493.00	02/26/2015	10	70.00
TW B2 (TAXIWAY B2)	240	01/01/2005	AC	TAXIWAY	S	0	20,477.00	02/26/2015	10	70.00
TW B4 (TAXIWAY B4)	245	01/01/1984	AAC	TAXIWAY	P	0	9,056.00	02/26/2015	31	45.00
TW B4 (TAXIWAY B4)	250	07/01/2007	AAC	TAXIWAY	P	0	18,595.00	02/26/2015	8	74.00
TW B5 (TAXIWAY B5)	255	01/01/1991	AC	APRON	P	0	4,433.00	02/26/2015	24	57.00
TW B5 (TAXIWAY B5)	260	01/01/2005	AC	APRON	P	0	5,545.00	02/26/2015	10	85.00
TW C (TAXIWAY C)	305	01/01/1991	AAC	TAXIWAY	P	0	14,056.00	02/26/2015	24	42.00
TW C (TAXIWAY C)	310	01/01/2001	AAC	TAXIWAY	P	0	5,560.00	02/26/2015	14	56.00
TW C (TAXIWAY C)	320	12/25/2010	AAC	TAXIWAY	P	0	18,339.00	02/26/2015	5	60.00
TW D (TAXIWAY D)	455	01/01/2007	AAC	TAXIWAY	P	0	12,087.00	02/26/2015	8	89.00

Section Condition Report

Pavement Database: FDOT NetworkID: CRG

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
TW D (TAXIWAY D)	460	01/01/2007	AAC	TAXIWAY	P	0	29,215.00	02/26/2015	8	86.00
TW E (TAXIWAY E)	505	01/01/1991	AC	TAXIWAY	P	0	10,823.00	02/26/2015	24	60.00
TW F (TAXIWAY F)	605	01/01/1991	AC	TAXIWAY	P	0	11,845.00	02/26/2015	24	61.00
TW G (TAXIWAY G)	765	01/01/2005	AC	TAXIWAY	P	0	65,079.00	02/26/2015	10	78.00
TW G (TAXIWAY G)	770	01/01/2004	AC	TAXIWAY	P	0	9,691.00	02/26/2015	11	77.00

Section Condition Report

Pavement Database: FDOT

Age Category	Average Age At Inspection	Total Area (SqFt)	Number of Sections	Arithmetic Average PCI	PCI Standard Deviation	Weighted Average PCI
03-05	**4.50**	**383,739.00**	**2**	**70.50**	**14.85**	**80.00**
06-10	**9.00**	**620,882.00**	**23**	**74.35**	**13.15**	**74.18**
11-15	**11.86**	**594,100.00**	**7**	**68.57**	**12.33**	**63.89**
16-20	**16.00**	**284,436.00**	**9**	**46.44**	**16.46**	**39.43**
21-25	**24.00**	**115,301.00**	**7**	**58.29**	**7.67**	**60.83**
26-30	**29.00**	**201,078.00**	**2**	**42.00**	**16.97**	**52.11**
31-35	**31.75**	**284,808.00**	**4**	**43.25**	**6.34**	**50.37**
over 40	**56.00**	**243,633.00**	**3**	**26.00**	**8.89**	**32.86**
All	**16.91**	**2,727,977.00**	**57**	**61.26**	**19.05**	**60.77**

APPENDIX D

- PAVEMENT PERFORMANCE PREDICTION
- PAVEMENT PERFORMANCE BY PAVEMENT USE

Table D-1: Pavement Performance Prediction

Branch ID	Section ID	Current PCI	Pavement Performance Model - PCI									
			2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
AP FAA	4505	84	83	81	79	77	75	73	70	68	66	64
AP FAA	4510	82	82	80	78	77	75	74	72	71	69	68
AP N	4205	19	19	17	15	13	11	9	7	5	3	1
AP N	4210	51	51	49	47	45	43	41	39	37	35	33
AP N	4215	35	35	33	31	29	27	25	23	21	19	17
AP N	4220	31	31	29	27	25	23	21	19	17	15	13
AP NW	4305	66	66	64	62	60	58	56	54	52	50	48
AP NW	4310	36	36	34	32	30	28	26	24	22	20	18
AP NW	4315	23	23	21	19	17	15	13	11	9	7	5
AP NW	4320	34	34	32	30	28	26	24	22	20	18	16
AP RU RW 5	5205	79	79	77	75	73	71	69	67	65	63	61
AP RU RW14	5310	77	76	74	72	70	68	66	63	61	59	57
AP RU RW23	5105	74	74	72	70	68	66	64	62	60	58	56
AP S	4105	54	53	51	49	47	45	43	40	38	36	34
AP S	4115	30	30	28	26	24	22	20	18	16	14	12
AP SW	4405	54	54	52	50	49	47	46	44	43	41	40
AP SW	4407	68	68	66	64	62	60	58	56	54	52	50
AP SW	4410	42	42	40	38	36	34	32	30	28	26	24
AP SW	4411	43	42	40	38	36	34	32	29	27	25	23
AP SW	4415	71	71	69	67	65	63	61	59	57	55	53
AP SW	4420	77	77	75	73	71	69	67	65	63	61	59
AP SW	4425	34	34	32	30	28	26	24	22	20	18	16
AP SW	4430	25	25	23	21	19	17	15	13	11	9	7
AP SW	4435	83	82	80	78	76	74	72	69	67	65	63
RW 14-32	6205	66	65	63	61	59	57	55	53	51	49	47
RW 14-32	6210	55	54	52	50	48	46	44	42	40	38	36
RW 5-23	6105	81	80	78	76	74	72	70	68	66	64	62
RW 5-23	6110	60	59	57	55	53	51	49	47	45	43	41

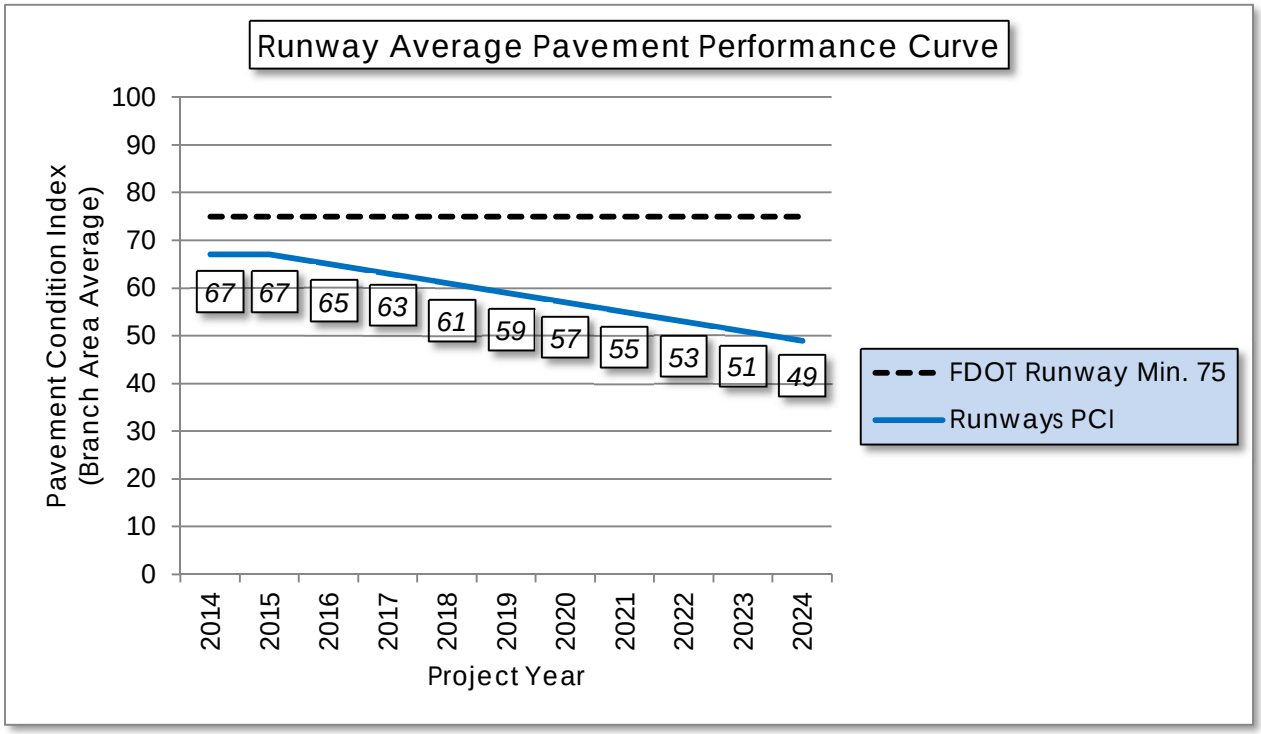
Branch ID	Section ID	Current PCI	Pavement Performance Model - PCI									
			2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
TW A	105	65	65	63	61	59	57	55	54	52	50	48
TW A	120	76	76	74	73	72	70	69	67	66	65	63
TW A1	130	88	88	86	85	84	82	81	79	78	77	75
TW A2	135	60	60	58	57	56	54	53	51	50	49	47
TW A3	140	62	62	60	59	58	56	55	53	52	51	49
TW A3	145	68	68	66	65	64	62	61	59	58	57	55
TW A3	155	80	80	78	77	76	74	73	71	70	69	67
TW A4	160	74	74	72	70	68	66	64	63	61	59	57
TW A4	165	36	36	34	33	32	30	29	27	26	25	23
TW A5	170	41	41	39	38	37	35	34	32	31	30	28
TW A5	175	67	67	65	63	61	59	57	56	54	52	50
TW A5	180	89	89	87	85	83	81	79	78	76	74	72
TW B	215	78	78	76	75	74	72	71	69	68	67	65
TW B	225	64	64	62	60	58	56	54	53	51	49	47
TW B	235	70	70	68	66	64	62	60	58	56	54	52
TW B2	240	70	70	68	67	66	64	63	61	60	59	57
TW B4	245	45	45	43	41	39	37	35	34	32	30	28
TW B4	250	74	74	72	70	68	66	64	63	61	59	57
TW B5	255	57	57	55	54	53	51	50	48	47	46	44
TW B5	260	85	85	83	82	81	79	78	76	75	74	72
TW C	305	42	42	40	38	36	34	32	31	29	27	25
TW C	310	56	56	54	52	50	48	46	45	43	41	39
TW C	320	60	60	58	56	54	52	50	49	47	45	43
TW D	455	89	89	87	85	83	81	79	78	76	74	72
TW D	460	86	86	84	82	80	78	76	75	73	71	69
TW E	505	60	60	58	57	56	54	53	51	50	49	47
TW F	605	61	61	59	58	57	55	54	52	51	50	48
TW G	765	78	78	76	75	74	72	71	69	68	67	65
TW G	770	77	77	75	74	73	71	70	68	67	66	64

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

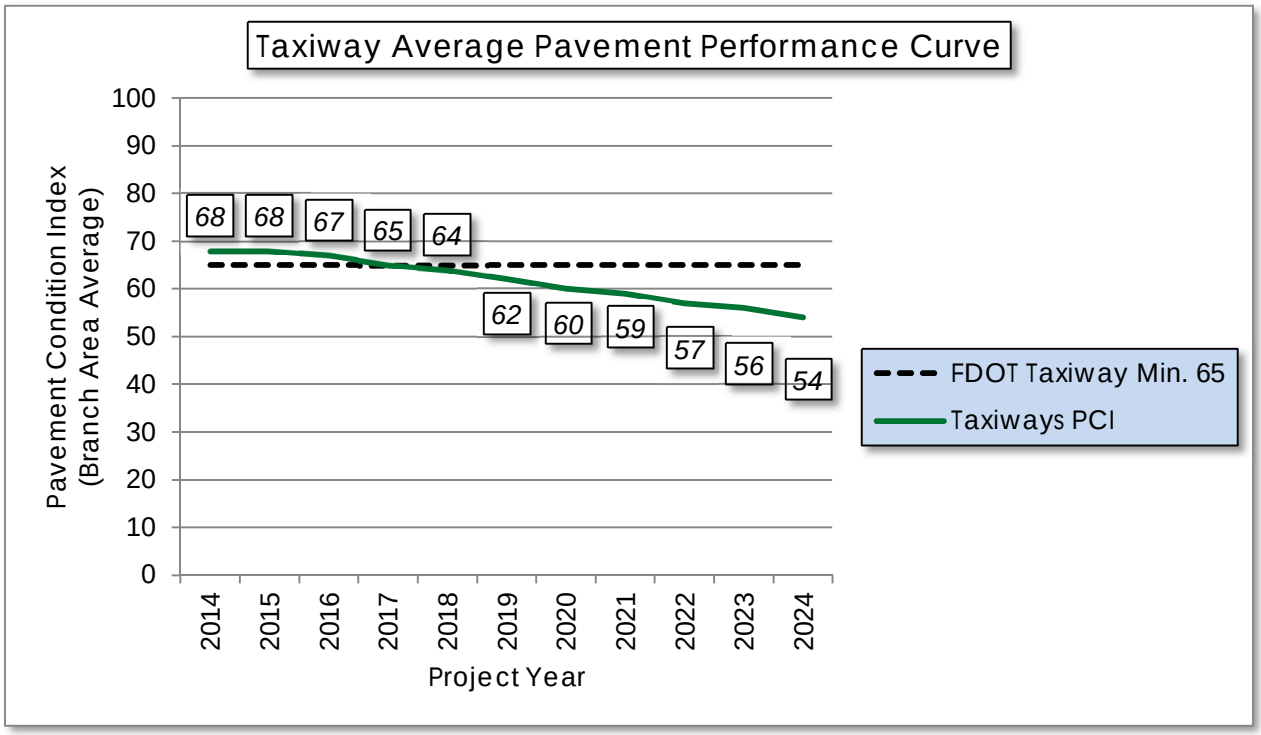
** Sections not surveyed due to reasons such as re-sectioning, no escort, not accessible at the time of survey. Please refer to Section 3 for discussion on the updates to the ASTM D 5640 that may affect PCI in comparison to previous program update.*

Figure D-1: Pavement Performance by Pavement Use

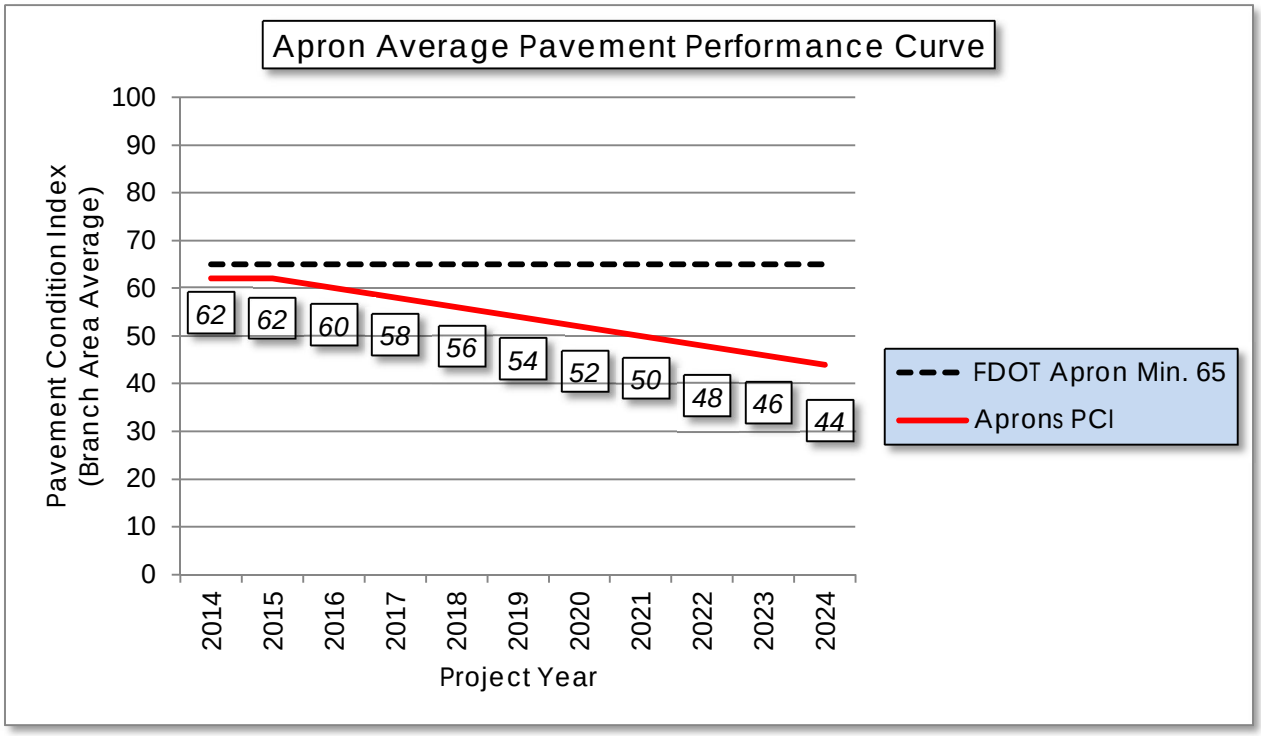
(a) Runway



(b) Taxiway



(c) Apron


Apron Average Pavement Performance Curve
Pavement Condition Index (Branch Area Average)
100
90
80
70
60
50
40
30
20
10
0
62
62
60
58
56
54
52
50
48
46
44
2014
2015
2016
2017
2018
2019
2020
2021
2022
2023
2024
Project Year
FDOT Apron Min. 65
Aprons PCI

APPENDIX E

- YEAR-1 PREVENTATIVE ACTIVITIES

Table E-1: Year-1 Preventative Activities

Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
FAA APRON	AP FAA	4505	DEPRESSION	L	Patching - AC Full Depth	1,677.50	SqFt	$5.00	$ 8,387.26
FAA APRON	AP FAA	4505	RAVELING	L	Surface Seal	4,427.10	SqFt	$0.55	$ 2,434.93
FAA APRON	AP FAA	4510	SHRINKAGE CR	N	Crack Sealing - PCC	25.40	Ft	$4.25	$ 108.06
FAA APRON	AP FAA	4510	JOINT SPALL	L	Patching - PCC Partial Depth	48.70	SqFt	$19.10	$ 929.44
FAA APRON	AP FAA	4510	CORNER SPALL	L	Patching - PCC Partial Depth	34.80	SqFt	$19.10	$ 663.89
NORTH APRON	AP N	4205	ALLIGATOR CR	M	Patching - AC Full Depth	301.40	SqFt	$5.00	$ 1,507.22
NORTH APRON	AP N	4205	ALLIGATOR CR	L	Patching - AC Full Depth	681.00	SqFt	$5.00	$ 3,405.09
NORTH APRON	AP N	4205	BLOCK CR	M	Patching - AC Full Depth	16,677.20	SqFt	$5.00	$ 83,386.26
NORTH APRON	AP N	4205	DEPRESSION	L	Patching - AC Full Depth	201.70	SqFt	$5.00	$ 1,008.58
NORTH APRON	AP N	4205	DEPRESSION	M	Patching - AC Full Depth	582.50	SqFt	$5.00	$ 2,912.43
NORTH APRON	AP N	4205	DEPRESSION	H	Patching - AC Full Depth	163.40	SqFt	$5.00	$ 816.84
NORTH APRON	AP N	4205	PATCHING	H	Patching - AC Full Depth	1,999.50	SqFt	$5.00	$ 9,997.50
NORTH APRON	AP N	4205	PATCHING	M	Patching - AC Full Depth	74.10	SqFt	$5.00	$ 370.27
NORTH APRON	AP N	4205	RAVELING	L	Surface Seal	1,522.70	SqFt	$0.55	$ 837.49
NORTH APRON	AP N	4210	BLOCK CR	L	Surface Seal	253,967.90	SqFt	$0.55	$ 139,683.50

Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
NORTH APRON	AP N	4210	DEPRESSION	L	Patching - AC Full Depth	1,491.20	SqFt	$5.00	$ 7,455.91
NORTH APRON	AP N	4210	L & T CR	L	Crack Sealing - AC	1,033.40	Ft	$2.75	$ 2,841.71
NORTH APRON	AP N	4210	RAVELING	L	Surface Seal	160,563.50	SqFt	$0.55	$ 88,310.64
NORTH APRON	AP N	4215	BLOCK CR	L	Surface Seal	3,173.00	SqFt	$0.55	$ 1,745.16
NORTH APRON	AP N	4215	BLOCK CR	M	Patching - AC Full Depth	3,173.00	SqFt	$5.00	$ 15,865.01
NORTH APRON	AP N	4215	DEPRESSION	L	Patching - AC Full Depth	41.00	SqFt	$5.00	$ 204.88
NORTH APRON	AP N	4215	RAVELING	M	Surface Seal	1,269.20	SqFt	$0.55	$ 698.07
NORTH APRON	AP N	4215	RAVELING	L	Surface Seal	5,076.80	SqFt	$0.55	$ 2,792.26
NORTH APRON	AP N	4220	ALLIGATOR CR	L	Patching - AC Full Depth	1,517.00	SqFt	$5.00	$ 7,585.01
NORTH APRON	AP N	4220	ALLIGATOR CR	H	Patching - AC Full Depth	153.50	SqFt	$5.00	$ 767.41
NORTH APRON	AP N	4220	BLOCK CR	L	Surface Seal	2,917.20	SqFt	$0.55	$ 1,604.45
NORTH APRON	AP N	4220	DEPRESSION	L	Patching - AC Full Depth	206.30	SqFt	$5.00	$ 1,031.54
NORTH APRON	AP N	4220	L & T CR	L	Crack Sealing - AC	2,163.20	Ft	$2.75	$ 5,948.76
NORTH APRON	AP N	4220	PATCHING	M	Patching - AC Full Depth	268.30	SqFt	$5.00	$ 1,341.38
NORTH APRON	AP N	4220	RAVELING	M	Surface Seal	2,827.40	SqFt	$0.55	$ 1,555.08
NORTH APRON	AP N	4220	RAVELING	L	Surface Seal	25,433.20	SqFt	$0.55	$ 13,988.35

Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
NW APRON	AP NW	4305	L & T CR	L	Crack Sealing - AC	5,646.00	Ft	$2.75	$ 15,526.38
NW APRON	AP NW	4305	RAVELING	L	Surface Seal	5,511.00	SqFt	$0.55	$ 3,031.08
NW APRON	AP NW	4310	ALLIGATOR CR	L	Patching - AC Full Depth	1,509.90	SqFt	$5.00	$ 7,549.46
NW APRON	AP NW	4310	ALLIGATOR CR	M	Patching - AC Full Depth	10,838.20	SqFt	$5.00	$ 54,191.05
NW APRON	AP NW	4310	BLOCK CR	L	Surface Seal	164,306.20	SqFt	$0.55	$ 90,369.14
NW APRON	AP NW	4310	BLOCK CR	M	Patching - AC Full Depth	13,575.90	SqFt	$5.00	$ 67,879.58
NW APRON	AP NW	4310	DEPRESSION	L	Patching - AC Full Depth	1,533.70	SqFt	$5.00	$ 7,668.75
NW APRON	AP NW	4310	DEPRESSION	M	Patching - AC Full Depth	981.80	SqFt	$5.00	$ 4,909.14
NW APRON	AP NW	4310	PATCHING	M	Patching - AC Full Depth	2,458.10	SqFt	$5.00	$ 12,290.54
NW APRON	AP NW	4310	PATCHING	H	Patching - AC Full Depth	114.40	SqFt	$5.00	$ 571.88
NW APRON	AP NW	4310	RAVELING	M	Surface Seal	22,551.10	SqFt	$0.55	$ 12,403.20
NW APRON	AP NW	4310	RAVELING	L	Surface Seal	70,315.60	SqFt	$0.55	$ 38,673.93
NW APRON	AP NW	4310	WEATHERING	M	Surface Seal	96,796.20	SqFt	$0.55	$ 53,238.35
NW APRON	AP NW	4315	ALLIGATOR CR	M	Patching - AC Full Depth	6,826.20	SqFt	$5.00	$ 34,131.23
NW APRON	AP NW	4315	ALLIGATOR CR	L	Patching - AC Full Depth	623.10	SqFt	$5.00	$ 3,115.42
NW APRON	AP NW	4315	ALLIGATOR CR	H	Patching - AC Full Depth	178.90	SqFt	$5.00	$ 894.43

Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
NW APRON	AP NW	4315	BLOCK CR	L	Surface Seal	18,019.60	SqFt	$0.55	$ 9,910.87
NW APRON	AP NW	4315	DEPRESSION	M	Patching - AC Full Depth	425.90	SqFt	$5.00	$ 2,129.44
NW APRON	AP NW	4315	DEPRESSION	L	Patching - AC Full Depth	42.40	SqFt	$5.00	$ 211.87
NW APRON	AP NW	4315	L & T CR	L	Crack Sealing - AC	346.90	Ft	$2.75	$ 954.03
NW APRON	AP NW	4315	PATCHING	H	Patching - AC Full Depth	240.70	SqFt	$5.00	$ 1,203.35
NW APRON	AP NW	4315	PATCHING	M	Patching - AC Full Depth	1,311.60	SqFt	$5.00	$ 6,557.88
NW APRON	AP NW	4315	RAVELING	M	Surface Seal	2,337.30	SqFt	$0.55	$ 1,285.52
NW APRON	AP NW	4315	RAVELING	L	Surface Seal	11,638.30	SqFt	$0.55	$ 6,401.12
NW APRON	AP NW	4315	WEATHERING	M	Surface Seal	13,003.20	SqFt	$0.55	$ 7,151.81
NW APRON	AP NW	4320	ALLIGATOR CR	L	Patching - AC Full Depth	1,194.30	SqFt	$5.00	$ 5,971.74
NW APRON	AP NW	4320	BLOCK CR	L	Surface Seal	55,804.80	SqFt	$0.55	$ 30,692.89
NW APRON	AP NW	4320	DEPRESSION	M	Patching - AC Full Depth	822.60	SqFt	$5.00	$ 4,113.09
NW APRON	AP NW	4320	L & T CR	M	Crack Sealing - AC	234.60	Ft	$2.75	$ 645.06
NW APRON	AP NW	4320	L & T CR	L	Crack Sealing - AC	431.30	Ft	$2.75	$ 1,186.09
NW APRON	AP NW	4320	PATCHING	M	Patching - AC Full Depth	469.00	SqFt	$5.00	$ 2,344.86
NW APRON	AP NW	4320	RAVELING	L	Surface Seal	41,314.50	SqFt	$0.55	$ 22,723.14

Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
NW APRON	AP NW	4320	RAVELING	M	Surface Seal	15,549.70	SqFt	$0.55	$ 8,552.39
RUN-UP APRON AT RW 5	AP RU RW 5	5205	RAVELING	L	Surface Seal	6,642.60	SqFt	$0.55	$ 3,653.48
RUN-UP APRON AT RW 14	AP RU RW14	5310	L & T CR	L	Crack Sealing - AC	1,414.40	Ft	$2.75	$ 3,889.57
RUN-UP APRON AT RW 23	AP RU RW23	5105	L & T CR	L	Crack Sealing - AC	95.20	Ft	$2.75	$ 261.78
RUN-UP APRON AT RW 23	AP RU RW23	5105	RAVELING	L	Surface Seal	5,439.60	SqFt	$0.55	$ 2,991.80
SOUTH APRON	AP S	4105	BLOCK CR	M	Patching - AC Full Depth	3,841.40	SqFt	$5.00	$ 19,207.22
SOUTH APRON	AP S	4105	BLOCK CR	L	Surface Seal	181,423.60	SqFt	$0.55	$ 99,783.79
SOUTH APRON	AP S	4105	DEPRESSION	L	Patching - AC Full Depth	77.40	SqFt	$5.00	$ 387.12
SOUTH APRON	AP S	4105	RAVELING	L	Surface Seal	37,054.50	SqFt	$0.55	$ 20,380.16
SOUTH APRON	AP S	4115	ALLIGATOR CR	L	Patching - AC Full Depth	607.30	SqFt	$5.00	$ 3,036.74
SOUTH APRON	AP S	4115	ALLIGATOR CR	M	Patching - AC Full Depth	120.20	SqFt	$5.00	$ 601.09
SOUTH APRON	AP S	4115	BLOCK CR	L	Surface Seal	5,719.40	SqFt	$0.55	$ 3,145.70
SOUTH APRON	AP S	4115	DEPRESSION	L	Patching - AC Full Depth	563.60	SqFt	$5.00	$ 2,818.11
SOUTH APRON	AP S	4115	DEPRESSION	M	Patching - AC Full Depth	281.70	SqFt	$5.00	$ 1,408.64
SOUTH APRON	AP S	4115	L & T CR	L	Crack Sealing - AC	365.30	Ft	$2.75	$ 1,004.46
SOUTH APRON	AP S	4115	OIL SPILLAGE	N	Surface Seal	157.80	SqFt	$0.55	$ 86.81

Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
SOUTH APRON	AP S	4115	RAVELING	H	Patching - AC Partial Depth	17.80	SqFt	$3.00	$ 53.45
SOUTH APRON	AP S	4115	RAVELING	L	Surface Seal	2,369.70	SqFt	$0.55	$ 1,303.36
SOUTH APRON	AP S	4115	RUTTING	L	Patching - AC Full Depth	400.90	SqFt	$5.00	$ 2,004.47
SOUTHWEST APRON	AP SW	4405	JT SEAL DMG	H	Joint Seal - PCC	3,603.10	Ft	$3.00	$ 10,809.35
SOUTHWEST APRON	AP SW	4405	SCALING	L	Patching - PCC Partial Depth	679.20	SqFt	$19.10	$ 12,973.42
SOUTHWEST APRON	AP SW	4405	SHAT. SLAB	L	Slab Replacement - PCC	3,533.30	SqFt	$45.00	$ 159,000.01
SOUTHWEST APRON	AP SW	4405	SHRINKAGE CR	N	Crack Sealing - PCC	65.20	Ft	$4.25	$ 277.13
SOUTHWEST APRON	AP SW	4407	L & T CR	M	Crack Sealing - AC	410.00	Ft	$2.75	$ 1,127.52
SOUTHWEST APRON	AP SW	4407	L & T CR	L	Crack Sealing - AC	752.30	Ft	$2.75	$ 2,068.76
SOUTHWEST APRON	AP SW	4407	RAVELING	L	Surface Seal	1,722.00	SqFt	$0.55	$ 947.13
SOUTHWEST APRON	AP SW	4410	DEPRESSION	L	Patching - AC Full Depth	173.40	SqFt	$5.00	$ 867.12
SOUTHWEST APRON	AP SW	4410	DEPRESSION	M	Patching - AC Full Depth	259.50	SqFt	$5.00	$ 1,297.65
SOUTHWEST APRON	AP SW	4410	L & T CR	M	Crack Sealing - AC	286.20	Ft	$2.75	$ 786.93
SOUTHWEST APRON	AP SW	4410	L & T CR	L	Crack Sealing - AC	983.00	Ft	$2.75	$ 2,703.21
SOUTHWEST APRON	AP SW	4410	RAVELING	L	Surface Seal	10,192.50	SqFt	$0.55	$ 5,605.91
SOUTHWEST APRON	AP SW	4410	RAVELING	M	Surface Seal	1,131.50	SqFt	$0.55	$ 622.34

Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
SOUTHWEST APRON	AP SW	4411	BLOCK CR	L	Surface Seal	6,794.60	SqFt	$0.55	$ 3,737.05
SOUTHWEST APRON	AP SW	4411	L & T CR	M	Crack Sealing - AC	93.10	Ft	$2.75	$ 256.12
SOUTHWEST APRON	AP SW	4411	L & T CR	L	Crack Sealing - AC	129.10	Ft	$2.75	$ 355.07
SOUTHWEST APRON	AP SW	4411	RAVELING	L	Surface Seal	7,927.00	SqFt	$0.55	$ 4,359.89
SOUTHWEST APRON	AP SW	4411	RUTTING	L	Patching - AC Full Depth	116.40	SqFt	$5.00	$ 582.09
SOUTHWEST APRON	AP SW	4415	L & T CR	L	Crack Sealing - AC	235.00	Ft	$2.75	$ 646.22
SOUTHWEST APRON	AP SW	4415	RAVELING	L	Surface Seal	2,713.70	SqFt	$0.55	$ 1,492.56
SOUTHWEST APRON	AP SW	4420	DEPRESSION	L	Patching - AC Full Depth	41.30	SqFt	$5.00	$ 206.38
SOUTHWEST APRON	AP SW	4420	JT REF. CR	L	Crack Sealing - AC	102.40	Ft	$2.75	$ 281.56
SOUTHWEST APRON	AP SW	4420	L & T CR	L	Crack Sealing - AC	151.10	Ft	$2.75	$ 415.64
SOUTHWEST APRON	AP SW	4420	RAVELING	L	Surface Seal	1,216.50	SqFt	$0.55	$ 669.06
SOUTHWEST APRON	AP SW	4425	BLOCK CR	M	Patching - AC Full Depth	57,779.70	SqFt	$5.00	$ 288,898.87
SOUTHWEST APRON	AP SW	4425	BLOCK CR	L	Surface Seal	57,789.50	SqFt	$0.55	$ 31,784.47
SOUTHWEST APRON	AP SW	4425	DEPRESSION	L	Patching - AC Full Depth	129.40	SqFt	$5.00	$ 647.01
SOUTHWEST APRON	AP SW	4425	PATCHING	M	Patching - AC Full Depth	117.50	SqFt	$5.00	$ 587.50
SOUTHWEST APRON	AP SW	4425	RAVELING	H	Patching - AC Partial Depth	78.00	SqFt	$3.00	$ 233.89

Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
SOUTHWEST APRON	AP SW	4425	RAVELING	M	Surface Seal	13,370.50	SqFt	$0.55	$ 7,353.84
SOUTHWEST APRON	AP SW	4425	RAVELING	L	Surface Seal	102,140.20	SqFt	$0.55	$ 56,177.58
SOUTHWEST APRON	AP SW	4430	DEPRESSION	L	Patching - AC Full Depth	103.00	SqFt	$5.00	$ 515.22
SOUTHWEST APRON	AP SW	4430	DEPRESSION	M	Patching - AC Full Depth	1,224.10	SqFt	$5.00	$ 6,120.45
SOUTHWEST APRON	AP SW	4430	L & T CR	L	Crack Sealing - AC	142.90	Ft	$2.75	$ 393.00
SOUTHWEST APRON	AP SW	4430	RAVELING	L	Surface Seal	408.00	SqFt	$0.55	$ 224.41
SOUTHWEST APRON	AP SW	4435	DEPRESSION	L	Patching - AC Full Depth	180.20	SqFt	$5.00	$ 901.20
SOUTHWEST APRON	AP SW	4435	L & T CR	L	Crack Sealing - AC	426.40	Ft	$2.75	$ 1,172.67
RUNWAY 14-32	RW 14-32	6205	L & T CR	L	Crack Sealing - AC	3,550.50	Ft	$2.75	$ 9,763.86
RUNWAY 14-32	RW 14-32	6205	L & T CR	M	Crack Sealing - AC	243.00	Ft	$2.75	$ 668.25
RUNWAY 14-32	RW 14-32	6205	RAVELING	L	Surface Seal	3,375.00	SqFt	$0.55	$ 1,856.27
RUNWAY 14-32	RW 14-32	6210	BLEEDING	N	Patching - AC Partial Depth	586.70	SqFt	$3.00	$ 1,760.22
RUNWAY 14-32	RW 14-32	6210	L & T CR	M	Crack Sealing - AC	4,140.00	Ft	$2.75	$ 11,385.12
RUNWAY 14-32	RW 14-32	6210	L & T CR	L	Crack Sealing - AC	48,169.10	Ft	$2.75	$ 132,464.95
RUNWAY 14-32	RW 14-32	6210	RAVELING	L	Surface Seal	17,790.00	SqFt	$0.55	$ 9,784.58
TAXIWAY 5-23	RW 5-23	6105	BLEEDING	N	Patching - AC Partial Depth	165.60	SqFt	$3.00	$ 496.94

Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
TAXIWAY 5-23	RW 5-23	6105	L & T CR	L	Crack Sealing - AC	16,121.40	Ft	$2.75	$ 44,333.93
TAXIWAY 5-23	RW 5-23	6110	L & T CR	L	Crack Sealing - AC	3,557.40	Ft	$2.75	$ 9,782.84
TAXIWAY 5-23	RW 5-23	6110	RAVELING	L	Surface Seal	1,210.00	SqFt	$0.55	$ 665.51
TAXIWAY ALPHA	TW A	105	L & T CR	M	Crack Sealing - AC	99.70	Ft	$2.75	$ 274.18
TAXIWAY ALPHA	TW A	105	L & T CR	L	Crack Sealing - AC	8,007.30	Ft	$2.75	$ 22,020.03
TAXIWAY ALPHA	TW A	105	RAVELING	L	Surface Seal	7,633.40	SqFt	$0.55	$ 4,198.41
TAXIWAY ALPHA	TW A	120	BLEEDING	N	Patching - AC Partial Depth	210.00	SqFt	$3.00	$ 630.00
TAXIWAY ALPHA	TW A	120	RAVELING	L	Surface Seal	13,024.20	SqFt	$0.55	$ 7,163.37
TAXIWAY A1	TW A1	130	RAVELING	L	Surface Seal	1,054.30	SqFt	$0.55	$ 579.84
TAXIAWY A2	TW A2	135	L & T CR	L	Crack Sealing - AC	609.60	Ft	$2.75	$ 1,676.51
TAXIAWY A2	TW A2	135	PATCHING	M	Patching - AC Full Depth	896.20	SqFt	$5.00	$ 4,480.83
TAXIAWY A2	TW A2	135	RAVELING	L	Surface Seal	368.60	SqFt	$0.55	$ 202.74
TAXIWAY A3	TW A3	140	DEPRESSION	L	Patching - AC Full Depth	15.70	SqFt	$5.00	$ 78.33
TAXIWAY A3	TW A3	140	L & T CR	L	Crack Sealing - AC	643.90	Ft	$2.75	$ 1,770.79
TAXIWAY A3	TW A3	140	PATCHING	M	Patching - AC Full Depth	758.30	SqFt	$5.00	$ 3,791.42
TAXIWAY A3	TW A3	140	RAVELING	L	Surface Seal	920.20	SqFt	$0.55	$ 506.09

Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
TAXIWAY A3	TW A3	145	L & T CR	L	Crack Sealing - AC	28.70	Ft	$2.75	$ 78.83
TAXIWAY A3	TW A3	145	RAVELING	L	Surface Seal	6,696.00	SqFt	$0.55	$ 3,682.81
TAXIWAY A3	TW A3	155	L & T CR	L	Crack Sealing - AC	599.90	Ft	$2.75	$ 1,649.86
TAXIWAY A3	TW A3	155	RAVELING	L	Surface Seal	2,837.60	SqFt	$0.55	$ 1,560.69
TAXIWAY A4	TW A4	160	L & T CR	L	Crack Sealing - AC	283.00	Ft	$2.75	$ 778.25
TAXIWAY A4	TW A4	160	RAVELING	L	Surface Seal	260.00	SqFt	$0.55	$ 143.00
TAXIWAY A4	TW A4	165	BLOCK CR	M	Patching - AC Full Depth	2,545.00	SqFt	$5.00	$ 12,725.01
TAXIWAY A4	TW A4	165	BLOCK CR	L	Surface Seal	2,546.00	SqFt	$0.55	$ 1,400.31
TAXIWAY A4	TW A4	165	RAVELING	M	Surface Seal	1,018.00	SqFt	$0.55	$ 559.90
TAXIWAY A4	TW A4	165	RAVELING	L	Surface Seal	4,073.00	SqFt	$0.55	$ 2,240.17
TAXIWAY A5	TW A5	170	BLOCK CR	L	Surface Seal	5,011.00	SqFt	$0.55	$ 2,756.07
TAXIWAY A5	TW A5	170	RAVELING	M	Surface Seal	1,002.00	SqFt	$0.55	$ 551.10
TAXIWAY A5	TW A5	170	RAVELING	L	Surface Seal	4,009.00	SqFt	$0.55	$ 2,204.97
TAXIWAY A5	TW A5	170	RUTTING	L	Patching - AC Full Depth	16.00	SqFt	$5.00	$ 80.00
TAXIWAY A5	TW A5	175	BLEEDING	N	Patching - AC Partial Depth	23.00	SqFt	$3.00	$ 69.00
TAXIWAY A5	TW A5	175	DEPRESSION	L	Patching - AC Full Depth	31.50	SqFt	$5.00	$ 157.56

Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
TAXIWAY A5	TW A5	175	L & T CR	L	Crack Sealing - AC	288.00	Ft	$2.75	$ 792.00
TAXIWAY A5	TW A5	175	RAVELING	L	Surface Seal	253.00	SqFt	$0.55	$ 139.15
TAXIWAY A5	TW A5	180	L & T CR	L	Crack Sealing - AC	187.80	Ft	$2.75	$ 516.59
TAXIWAY BRAVO	TW B	215	BLEEDING	N	Patching - AC Partial Depth	42.60	SqFt	$3.00	$ 127.88
TAXIWAY BRAVO	TW B	215	RAVELING	L	Surface Seal	8,951.40	SqFt	$0.55	$ 4,923.31
TAXIWAY BRAVO	TW B	225	L & T CR	L	Crack Sealing - AC	6,793.20	Ft	$2.75	$ 18,681.28
TAXIWAY BRAVO	TW B	225	RAVELING	L	Surface Seal	2,971.60	SqFt	$0.55	$ 1,634.39
TAXIWAY BRAVO	TW B	235	DEPRESSION	L	Patching - AC Full Depth	1,173.70	SqFt	$5.00	$ 5,868.55
TAXIWAY BRAVO	TW B	235	L & T CR	L	Crack Sealing - AC	133.30	Ft	$2.75	$ 366.64
TAXIWAY BRAVO	TW B	235	RAVELING	L	Surface Seal	12,644.30	SqFt	$0.55	$ 6,954.42
TAXIWAY B2	TW B2	240	L & T CR	L	Crack Sealing - AC	368.60	Ft	$2.75	$ 1,013.61
TAXIWAY B2	TW B2	240	RAVELING	L	Surface Seal	10,238.50	SqFt	$0.55	$ 5,631.22
TAXIWAY B4	TW B4	245	BLOCK CR	L	Surface Seal	8,598.10	SqFt	$0.55	$ 4,729.00
TAXIWAY B4	TW B4	245	L & T CR	L	Crack Sealing - AC	114.00	Ft	$2.75	$ 313.43
TAXIWAY B4	TW B4	245	RAVELING	L	Surface Seal	3,623.20	SqFt	$0.55	$ 1,992.78
TAXIWAY B4	TW B4	250	BLOCK CR	L	Surface Seal	988.20	SqFt	$0.55	$ 543.51

Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
TAXIWAY B4	TW B4	250	L & T CR	L	Crack Sealing - AC	1,004.10	Ft	$2.75	$ 2,761.35
TAXIWAY B5	TW B5	255	L & T CR	L	Crack Sealing - AC	616.00	Ft	$2.75	$ 1,694.00
TAXIWAY B5	TW B5	255	RAVELING	L	Surface Seal	1,000.00	SqFt	$0.55	$ 550.00
TAXIWAY B5	TW B5	260	BLEEDING	N	Patching - AC Partial Depth	30.00	SqFt	$3.00	$ 90.00
TAXIWAY B5	TW B5	260	DEPRESSION	L	Patching - AC Full Depth	16.00	SqFt	$5.00	$ 80.25
TAXIWAY B5	TW B5	260	RAVELING	L	Surface Seal	277.00	SqFt	$0.55	$ 152.35
TAXIWAY CHARLIE	TW C	305	L & T CR	M	Crack Sealing - AC	1,031.10	Ft	$2.75	$ 2,835.56
TAXIWAY CHARLIE	TW C	305	L & T CR	L	Crack Sealing - AC	2,016.90	Ft	$2.75	$ 5,546.48
TAXIWAY CHARLIE	TW C	305	RAVELING	L	Surface Seal	14,056.00	SqFt	$0.55	$ 7,730.86
TAXIWAY CHARLIE	TW C	310	L & T CR	L	Crack Sealing - AC	487.00	Ft	$2.75	$ 1,339.25
TAXIWAY CHARLIE	TW C	310	L & T CR	M	Crack Sealing - AC	17.00	Ft	$2.75	$ 46.75
TAXIWAY CHARLIE	TW C	310	RAVELING	L	Surface Seal	259.00	SqFt	$0.55	$ 142.45
TAXIWAY CHARLIE	TW C	320	L & T CR	M	Crack Sealing - AC	69.50	Ft	$2.75	$ 191.03
TAXIWAY CHARLIE	TW C	320	L & T CR	L	Crack Sealing - AC	199.10	Ft	$2.75	$ 547.62
TAXIWAY CHARLIE	TW C	320	RAVELING	L	Surface Seal	1,500.50	SqFt	$0.55	$ 825.26
TAXIWAY DELTA	TW D	455	L & T CR	L	Crack Sealing - AC	100.90	Ft	$2.75	$ 277.57

Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
TAXIWAY DELTA	TW D	460	L & T CR	L	Crack Sealing - AC	346.40	Ft	$2.75	$ 952.62
TAXIWAY DELTA	TW D	460	RAVELING	L	Surface Seal	730.40	SqFt	$0.55	$ 401.71
TAXIWAY ECHO	TW E	505	L & T CR	L	Crack Sealing - AC	713.80	Ft	$2.75	$ 1,962.87
TAXIWAY ECHO	TW E	505	RAVELING	M	Surface Seal	2,466.00	SqFt	$0.55	$ 1,356.33
TAXIWAY ECHO	TW E	505	RAVELING	L	Surface Seal	4,328.60	SqFt	$0.55	$ 2,380.74
TAXIWAY FOXTROT	TW F	605	L & T CR	M	Crack Sealing - AC	176.00	Ft	$2.75	$ 483.95
TAXIWAY FOXTROT	TW F	605	L & T CR	L	Crack Sealing - AC	812.20	Ft	$2.75	$ 2,233.63
TAXIWAY FOXTROT	TW F	605	RAVELING	M	Surface Seal	527.90	SqFt	$0.55	$ 290.37
TAXIWAY FOXTROT	TW F	605	RAVELING	L	Surface Seal	9,053.00	SqFt	$0.55	$ 4,979.17
TAXIWAY GOLF	TW G	765	BLEEDING	N	Patching - AC Partial Depth	43.40	SqFt	$3.00	$ 130.16
TAXIWAY GOLF	TW G	765	L & T CR	L	Crack Sealing - AC	576.40	Ft	$2.75	$ 1,585.14
TAXIWAY GOLF	TW G	765	RAVELING	L	Surface Seal	15,185.10	SqFt	$0.55	$ 8,351.87
TAXIWAY GOLF	TW G	770	L & T CR	L	Crack Sealing - AC	80.30	Ft	$2.75	$ 220.82
TAXIWAY GOLF	TW G	770	RAVELING	L	Surface Seal	1,938.20	SqFt	$0.55	$ 1,066.02
								Total =	$ 2,108,185.55

APPENDIX F

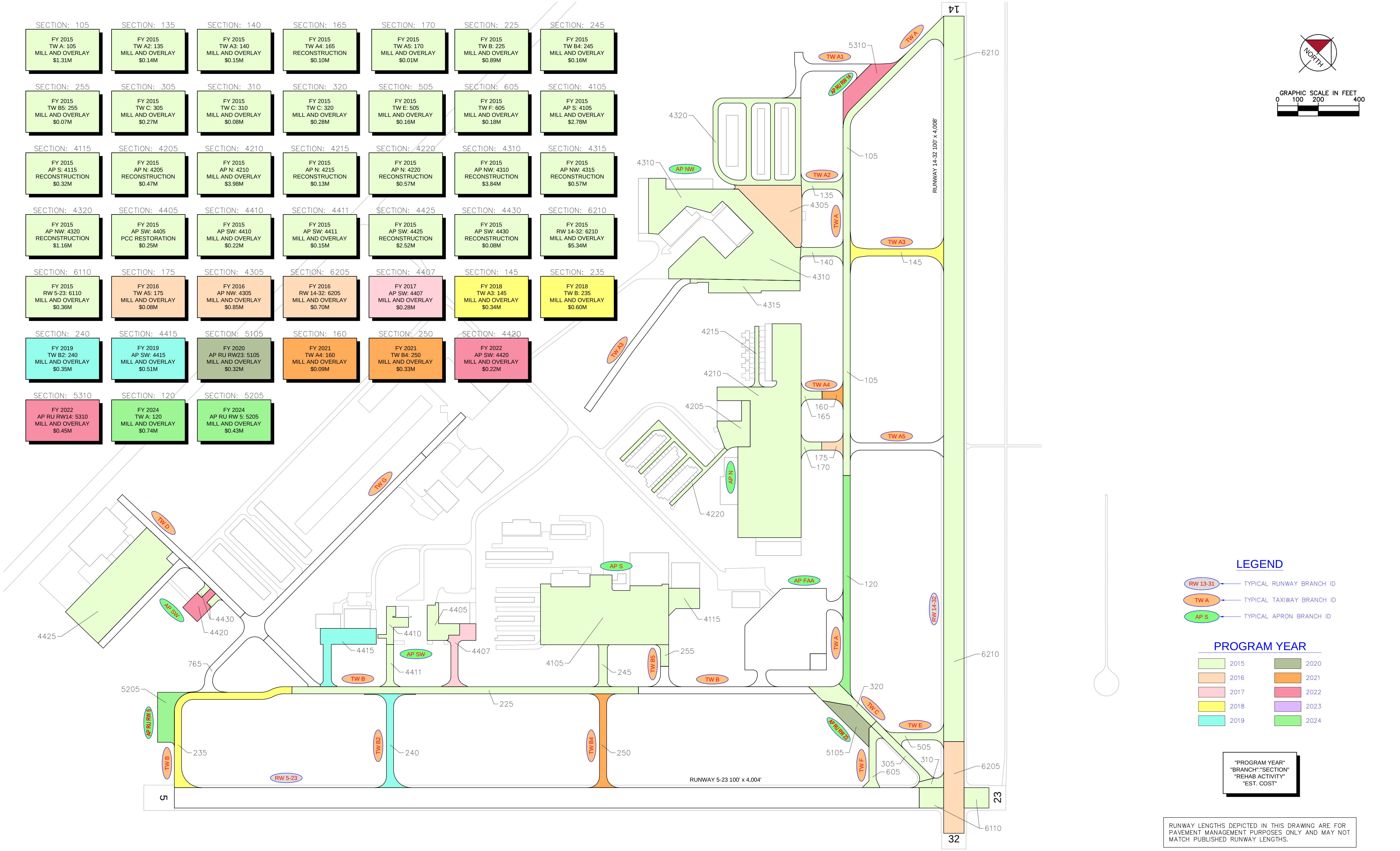
- AIRFIELD PAVEMENT 10-YEAR MAJOR REHABILITATION EXHIBIT
- AIRFIELD PAVEMENT 10-YEAR MAJOR REHABILITATION TABLE

AIRFIELD PAVEMENT 10-YEAR MAJOR REHABILITATION EXHIBIT

JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT

DUVAL COUNTY, FLORIDA

Section	Program Year	Branch:Section	Rehab Activity	Est. Cost
105	FY 2015	TW A: 105	MILL AND OVERLAY	$1.31M
135	FY 2015	TW A2: 135	MILL AND OVERLAY	$0.14M
140	FY 2015	TW A3: 140	MILL AND OVERLAY	$0.15M
165	FY 2015	TW A4: 165	RECONSTRUCTION	$0.10M
170	FY 2015	TW A5: 170	MILL AND OVERLAY	$0.01M
225	FY 2015	TW B: 225	MILL AND OVERLAY	$0.89M
245	FY 2015	TW B4: 245	MILL AND OVERLAY	$0.16M
255	FY 2015	TW B5: 255	MILL AND OVERLAY	$0.07M
305	FY 2015	TW C: 305	MILL AND OVERLAY	$0.27M
310	FY 2015	TW C: 310	MILL AND OVERLAY	$0.08M
320	FY 2015	TW C: 320	MILL AND OVERLAY	$0.28M
505	FY 2015	TW E: 505	MILL AND OVERLAY	$0.16M
605	FY 2015	TW F: 605	MILL AND OVERLAY	$0.18M
4105	FY 2015	AP S: 4105	MILL AND OVERLAY	$2.78M
4115	FY 2015	AP S: 4115	RECONSTRUCTION	$0.32M
4205	FY 2015	AP N: 4205	RECONSTRUCTION	$0.47M
4210	FY 2015	AP N: 4210	MILL AND OVERLAY	$3.98M
4215	FY 2015	AP N: 4215	RECONSTRUCTION	$0.13M
4220	FY 2015	AP N: 4220	RECONSTRUCTION	$0.57M
4310	FY 2015	AP NW: 4310	RECONSTRUCTION	$3.84M
4315	FY 2015	AP NW: 4315	RECONSTRUCTION	$0.57M
4320	FY 2015	AP NW: 4320	RECONSTRUCTION	$1.16M
4405	FY 2015	AP SW: 4405	PCC RESTORATION	$0.25M
4410	FY 2015	AP SW: 4410	MILL AND OVERLAY	$0.22M
4411	FY 2015	AP SW: 4411	MILL AND OVERLAY	$0.15M
4425	FY 2015	AP SW: 4425	RECONSTRUCTION	$2.52M
4430	FY 2015	AP SW: 4430	RECONSTRUCTION	$0.08M
6210	FY 2015	RW 14-32: 6210	MILL AND OVERLAY	$5.34M
6110	FY 2015	RW 5-23: 6110	MILL AND OVERLAY	$0.36M
175	FY 2016	TW A5: 175	MILL AND OVERLAY	$0.08M
4305	FY 2016	AP NW: 4305	MILL AND OVERLAY	$0.85M
6205	FY 2016	RW 14-32: 6205	MILL AND OVERLAY	$0.70M
4407	FY 2017	AP SW: 4407	MILL AND OVERLAY	$0.28M
145	FY 2018	TW A3: 145	MILL AND OVERLAY	$0.34M
235	FY 2018	TW B: 235	MILL AND OVERLAY	$0.60M
240	FY 2019	TW B2: 240	MILL AND OVERLAY	$0.35M
4415	FY 2019	AP SW: 4415	MILL AND OVERLAY	$0.51M
5105	FY 2020	AP RU RW23: 5105	MILL AND OVERLAY	$0.32M
160	FY 2021	TW A4: 160	MILL AND OVERLAY	$0.09M
250	FY 2021	TW B4: 250	MILL AND OVERLAY	$0.33M
4420	FY 2022	AP SW: 4420	MILL AND OVERLAY	$0.22M
5310	FY 2022	AP RU RW14: 5310	MILL AND OVERLAY	$0.45M
120	FY 2024	TW A: 120	MILL AND OVERLAY	$0.74M
5205	FY 2024	AP RU RW 5: 5205	MILL AND OVERLAY	$0.43M



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

NUMBER	DATE	REVISIONS

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

OFFICE OF FREIGHT, LOGISTICS & PASSENGER OPERATIONS

FDOT

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION AND SPACEPORT OFFICE

IDENTIFIER: CRG

FDOT DISTRICT: 2

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

Year	Branch ID	Section ID	Major M&R Costs*	PCI Before M&R	M&R Activity	PCI After M&R
2015	AP N	4205	$ 466,020.00	19	Reconstruction	100
2015	AP N	4210	$ 3,984,751.00	51	Mill and Overlay	100
2015	AP N	4215	$ 126,920.00	35	Reconstruction	100
2015	AP N	4220	$ 569,340.00	31	Reconstruction	100
2015	AP NW	4310	$ 3,840,020.00	36	Reconstruction	100
2015	AP NW	4315	$ 566,620.00	23	Reconstruction	100
2015	AP NW	4320	$ 1,157,940.00	34	Reconstruction	100
2015	AP S	4105	$ 2,778,976.00	53	Mill and Overlay	100
2015	AP S	4115	$ 316,260.00	30	Reconstruction	100
2015	AP SW	4405	$ 253,335.00	54	PCC Restoration	100
2015	AP SW	4410	$ 217,987.00	42	Mill and Overlay	100
2015	AP SW	4411	$ 148,869.00	42	Mill and Overlay	100
2015	AP SW	4425	$ 2,515,060.00	34	Reconstruction	100
2015	AP SW	4430	$ 81,480.00	25	Reconstruction	100
2015	RW 14-32	6210	$ 5,337,001.00	54	Mill and Overlay	100
2015	RW 5-23	6110	$ 363,000.00	59	Mill and Overlay	100
2015	TW A	105	$ 1,308,585.00	65	Mill and Overlay	100
2015	TW A2	135	$ 137,655.00	60	Mill and Overlay	100
2015	TW A3	140	$ 147,855.00	62	Mill and Overlay	100
2015	TW A4	165	$ 101,820.00	36	Reconstruction	100
2015	TW A5	170	$ 98,617.00	41	Mill and Overlay	100
2015	TW B	225	$ 892,500.00	64	Mill and Overlay	100
2015	TW B4	245	$ 160,608.00	45	Mill and Overlay	100
2015	TW B5	255	$ 66,495.00	57	Mill and Overlay	100
2015	TW C	305	$ 270,367.00	42	Mill and Overlay	100
2015	TW C	310	$ 83,400.00	56	Mill and Overlay	100
2015	TW C	320	$ 275,085.00	60	Mill and Overlay	100
2015	TW E	505	$ 162,345.00	60	Mill and Overlay	100
2015	TW F	605	$ 177,675.00	61	Mill and Overlay	100
2016	AP NW	4305	$ 851,450.00	64	Mill and Overlay	100
2016	RW 14-32	6205	$ 695,250.00	64	Mill and Overlay	100
2016	TW A5	175	$ 78,316.00	65	Mill and Overlay	100
2017	AP SW	4407	$ 281,128.00	64	Mill and Overlay	100
2018	TW A3	145	$ 336,964.00	64	Mill and Overlay	100
2018	TW B	235	$ 598,153.00	65	Mill and Overlay	100
2019	AP SW	4415	$ 511,898.00	64	Mill and Overlay	100

Year	Branch ID	Section ID	Major M&R Costs*	PCI Before M&R	M&R Activity	PCI After M&R
2019	TW B2	240	$ 345,706.00	65	Mill and Overlay	100
2020	AP RU RW23	5105	$ 315,299.00	65	Mill and Overlay	100
2021	TW A4	160	$ 93,011.00	64	Mill and Overlay	100
2021	TW B4	250	$ 333,051.00	64	Mill and Overlay	100
2022	AP RU RW14	5310	$ 454,654.00	64	Mill and Overlay	100
2022	AP SW	4420	$ 224,458.00	65	Mill and Overlay	100
2024	AP RU RW 5	5205	$ 433,217.00	63	Mill and Overlay	100
2024	TW A	120	$ 738,084.00	65	Mill and Overlay	100
		Total =	$32,897,225.00			

** Costs are adjusted for inflation AT 3%*

APPENDIX G

- PHOTOGRAPHS

Runway 14-32, Section 6210, Sample Unit 163 – Low and Medium Severity (48) Longitudinal and Transverse Cracking, Low Severity (57) Weathering

Runway 14-32, Section 6210, Sample Unit 174 – (42) Bleeding, Low and Medium Severity (48) Longitudinal and Transverse Cracking, Low Severity (52) Raveling, Low Severity (56) Swelling, Low Severity (57) Weathering

Runway 5-23, Section 6105, Sample Unit 112 – (42) Bleeding, Low Severity (48) Longitudinal and Transverse Cracking, Low Severity (57) Weathering

Runway 5-23, Section 6105, Sample Unit 168 – Low Severity (48) Longitudinal and Transverse Cracking, Low Severity (57) Weathering

Taxiway Charlie, Section 305, Sample Unit 304 – Low Severity (48) Longitudinal and Transverse Cracking, Low Severity (52) Raveling, Low Severity (56) Swelling

Taxiway Foxtrot, Section 605, Sample Unit 601 – Low Severity (48) Longitudinal and Transverse Cracking, Low Severity (52) Raveling, Medium Severity (52) Raveling

Taxiway Alpha, Section 105, Sample Unit 161 – Low Severity (48) Longitudinal and Transverse Cracking, Low Severity (52) Raveling, Low Severity (56) Swelling

Taxiway Bravo, Section 235, Sample Unit 127 – Low Severity (45) Depression, Low Severity (52) Raveling, Low Severity (57) Weathering

Apron Northwest, Section 4310, Sample Unit 554 – Low Severity (43) Block Cracking, Low Severity (45) Depression, Low Severity (52) Raveling, Medium Severity (57) Weathering

Apron Northwest, Section 4310, Sample Unit 251 – Low Severity (43) Block Cracking, Low Severity (52) Raveling, Medium Severity (57) Weathering

Apron Northwest, Section 4315, Sample Unit 103 – Medium Severity (41) Alligator Cracking, Low Severity (43) Block Cracking, Medium Severity (45) Depression, Medium Severity (50) Patching, Low Severity (52) Raveling, Medium Severity (57) Weathering

Apron North, Section 4210, Sample Unit 406 – Low Severity (43) Block Cracking, Low Severity (56) Swelling, Low Severity (57) Weathering

Apron FAA, Section 4510, Sample Unit 603 – Low Severity (45) Depression, Low Severity (57) Weathering

Apron South, Section 4105, Sample Unit 404 – Low Severity (43) Block Cracking, Low Severity (52) Raveling, Low Severity (57) Weathering

APPENDIX H

- DISTRESS DATA – RE-INSPECTION REPORT

Re-inspection Report

FDOT
Report Generated Date: May 06, 2015

Network: CRG Name: JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT

Branch: AP FAA Name: FAA APRON Use: APRON Area: 153,849.00SqFt

Section: 4505 of 2 From: - To: - Last Const.: 01/01/2004
Surface: AAC Family: FDOT-SAPMP-RL-AP-AAC Zone: Category: Rank: T
Area: 147,449.00SqFt Length: 400.00Ft Width: 370.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments: This apron was reconstructed on 2005. Section enlarged.

Last Insp. Date: 02/26/2015 Total Samples: 31 Surveyed: 5
Conditions: PCI : 84
Inspection Comments:

Sample Number: 201 Type: R Area: 5,000.00SqFt PCI = 77
Sample Comments:

45 DEPRESSION	L	12.00	SqFt	Comments:
45 DEPRESSION	L	24.00	SqFt	Comments:
45 DEPRESSION	L	88.00	SqFt	Comments:
52 RAVELING	L	150.00	SqFt	Comments:
57 WEATHERING	L	4,850.00	SqFt	Comments:

Sample Number: 303 Type: R Area: 5,000.00SqFt PCI = 83
Sample Comments:

45 DEPRESSION	L	24.00	SqFt	Comments:
45 DEPRESSION	L	24.00	SqFt	Comments:
45 DEPRESSION	L	1.00	SqFt	Comments:
52 RAVELING	L	150.00	SqFt	Comments:
57 WEATHERING	L	4,850.00	SqFt	Comments:

Sample Number: 603 Type: A Area: 5,000.00SqFt PCI = 77
Sample Comments:

45 DEPRESSION	L	100.00	SqFt	Comments:
45 DEPRESSION	L	25.00	SqFt	Comments:
52 RAVELING	L	150.00	SqFt	Comments:
57 WEATHERING	L	4,850.00	SqFt	Comments:

Sample Number: 701 Type: R Area: 4,550.00SqFt PCI = 87
Sample Comments:

45 DEPRESSION	L	18.00	SqFt	Comments:
52 RAVELING	L	137.00	SqFt	Comments:
57 WEATHERING	L	4,413.00	SqFt	Comments:

Sample Number: 703 Type: R Area: 5,000.00SqFt PCI = 89
Sample Comments:

52 RAVELING	L	150.00	SqFt	Comments:
57 WEATHERING	L	4,850.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 06, 2015

Network: CRG Name: JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT

Branch: AP FAA Name: FAA APRON Use: APRON Area: 153,849.00SqFt

Section: 4510 of 2 From: - To: - Last Const.: 01/01/2004
Surface: PCC Family: FDOT-SAPMP-RL-AP-PCC Zone: Category: Rank: P
Area: 6,400.00SqFt Length: 125.00Ft Width: 50.00Ft
Slabs: 62 Slab Width: 10.00Ft Slab Length: 10.00Ft Joint Length: 1,075.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 02/26/2015 Total Samples: 3 Surveyed: 1
Conditions: PCI : 82
Inspection Comments:

Sample Number: 852 Type: R Area: 24.00Slabs PCI = 82
Sample Comments:

74 JOINT SPALLING	L	7.00 Slabs	Comments:	
75 CORNER SPALLING	L	5.00 Slabs	Comments:	
66 SMALL PATCH	L	1.00 Slabs	Comments:	
73 SHRINKAGE CRACKING	N	2.00 Slabs	Comments:	
67 LARGE PATCH/UTILITY	L	1.00 Slabs	Comments:	

Re-inspection Report

FDOT
Report Generated Date: May 06, 2015

Network: CRG Name: JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT

Branch: AP N Name: NORTH APRON Use: APRON Area: 323,764.00SqFt

Section: 4205 of 4 From: - To: - Last Const.: 01/01/1947
Surface: AC Family: FDOT-SAPMP-RL-AP-AC Zone: Category: Rank: P
Area: 23,301.00SqFt Length: 75.00Ft Width: 200.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 02/26/2015 Total Samples: 4 Surveyed: 1
Conditions: PCI : 19
Inspection Comments:

Sample Number: 705 Type: R Area: 6,427.00SqFt PCI = 19
Sample Comments:

52	RAVELING	L	420.00 SqFt	Comments:
43	BLOCK CRACKING	M	4,600.00 SqFt	Comments:
50	PATCHING	H	333.00 SqFt	Comments:
50	PATCHING	H	128.00 SqFt	Comments:
45	DEPRESSION	L	1.00 SqFt	Comments:
45	DEPRESSION	L	4.00 SqFt	Comments:
45	DEPRESSION	M	1.00 SqFt	Comments:
41	ALLIGATOR CRACKING	M	65.00 SqFt	Comments:
45	DEPRESSION	M	65.00 SqFt	Comments:
50	PATCHING	M	2.00 SqFt	Comments:
50	PATCHING	M	1.00 SqFt	Comments:
50	PATCHING	M	9.00 SqFt	Comments:
45	DEPRESSION	M	9.00 SqFt	Comments:
45	DEPRESSION	H	32.00 SqFt	Comments:
45	DEPRESSION	L	4.00 SqFt	Comments:
45	DEPRESSION	L	8.00 SqFt	Comments:
45	DEPRESSION	L	16.00 SqFt	Comments:
45	DEPRESSION	L	6.00 SqFt	Comments:
45	DEPRESSION	L	2.00 SqFt	Comments:
45	DEPRESSION	M	8.00 SqFt	Comments:
45	DEPRESSION	M	50.00 SqFt	Comments:
45	DEPRESSION	M	1.00 SqFt	Comments:
45	DEPRESSION	M	1.00 SqFt	Comments:
50	PATCHING	H	42.00 SqFt	Comments:
41	ALLIGATOR CRACKING	L	160.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 06, 2015

Network: CRG Name: JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT

Branch: AP N Name: NORTH APRON Use: APRON Area: 323,764.00SqFt

Section: 4210 of 4 From: - To: - Last Const.: 01/01/1983
Surface: AC Family: FDOT-SAPMP-RL-AP-AC Zone: Category: Rank: P
Area: 265,650.00SqFt Length: 750.00Ft Width: 300.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 02/26/2015 Total Samples: 54 Surveyed: 6
Conditions: PCI : 51
Inspection Comments:

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

43 BLOCK CRACKING	L	5,000.00 SqFt	Comments:
52 RAVELING	L	1,000.00 SqFt	Comments:
57 WEATHERING	L	4,000.00 SqFt	Comments:
56 SWELLING	L	12.00 SqFt	Comments:
56 SWELLING	L	36.00 SqFt	Comments:
45 DEPRESSION	L	16.00 SqFt	Comments:

Sample Number: 202 Type: R Area: 5,000.00SqFt PCI = 59
Sample Comments:

43 BLOCK CRACKING	L	5,000.00 SqFt	Comments:
52 RAVELING	L	5,000.00 SqFt	Comments:

Sample Number: 209 Type: R Area: 5,000.00SqFt PCI = 44
Sample Comments:

56 SWELLING	L	400.00 SqFt	Comments:
45 DEPRESSION	L	63.00 SqFt	Comments:
45 DEPRESSION	L	32.00 SqFt	Comments:
45 DEPRESSION	L	12.00 SqFt	Comments:
43 BLOCK CRACKING	L	5,000.00 SqFt	Comments:
52 RAVELING	L	1,000.00 SqFt	Comments:
57 WEATHERING	L	4,000.00 SqFt	Comments:

Sample Number: 304 Type: R Area: 5,000.00SqFt PCI = 57
Sample Comments:

56 SWELLING	L	30.00 SqFt	Comments:
43 BLOCK CRACKING	L	5,000.00 SqFt	Comments:
52 RAVELING	L	5,000.00 SqFt	Comments:
45 DEPRESSION	L	10.00 SqFt	Comments:

Sample Number: 406 Type: R Area: 5,000.00SqFt PCI = 49
Sample Comments:

56 SWELLING	L	150.00 SqFt	Comments:
43 BLOCK CRACKING	L	5,000.00 SqFt	Comments:
52 RAVELING	L	1,000.00 SqFt	Comments:
57 WEATHERING	L	4,000.00 SqFt	Comments:
56 SWELLING	L	8.00 SqFt	Comments:

Sample Number: 610 Type: R Area: 5,335.00SqFt PCI = 50
Sample Comments:

56 SWELLING	L	300.00 SqFt	Comments:
45 DEPRESSION	L	20.00 SqFt	Comments:

Re-inspection Report

FDOT

Report Generated Date: May 06, 2015

43 BLOCK CRACKING	L	4,001.00	SqFt	Comments:
52 RAVELING	L	5,335.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	118.00	Ft	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 06, 2015

Network: CRG Name: JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT

Branch: AP N Name: NORTH APRON Use: APRON Area: 323,764.00SqFt

Section: 4215 of 4 From: - To: - Last Const.: 12/25/1999
Surface: AC Family: FDOT-SAPMP-RL-AP-AC Zone: Category: Rank: S
Area: 6,346.00SqFt Length: 325.00Ft Width: 20.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 02/26/2015 Total Samples: 2 Surveyed: 1
Conditions: PCI : 35
Inspection Comments:

Sample Number: 500 Type: R Area: 2,960.00SqFt PCI = 35
Sample Comments:

43 BLOCK CRACKING	L	1,480.00 SqFt	Comments:
43 BLOCK CRACKING	M	1,480.00 SqFt	Comments:
52 RAVELING	M	592.00 SqFt	Comments:
52 RAVELING	L	2,368.00 SqFt	Comments:
45 DEPRESSION	L	4.00 SqFt	Comments:
45 DEPRESSION	L	4.00 SqFt	Comments:
45 DEPRESSION	L	1.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 06, 2015

Network: CRG Name: JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT

Branch: AP N Name: NORTH APRON Use: APRON Area: 323,764.00SqFt

Section: 4220 of 4 From: - To: - Last Const.: 12/25/1999
Surface: AC Family: FDOT-SAPMP-RL-AP-AC Zone: Category: Rank: S
Area: 28,467.00SqFt Length: 1,390.00Ft Width: 20.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 02/26/2015 Total Samples: 7 Surveyed: 2
Conditions: PCI : 31
Inspection Comments:

Sample Number: 502 Type: R Area: 3,322.00SqFt PCI = 33
Sample Comments:

52	RAVELING	L	2,954.00	SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	396.00	Ft	Comments:
41	ALLIGATOR CRACKING	L	8.00	SqFt	Comments:
41	ALLIGATOR CRACKING	L	34.00	SqFt	Comments:
50	PATCHING	M	40.00	SqFt	Comments:
43	BLOCK CRACKING	L	650.00	SqFt	Comments:
41	ALLIGATOR CRACKING	L	14.00	SqFt	Comments:
41	ALLIGATOR CRACKING	L	30.00	SqFt	Comments:
45	DEPRESSION	L	30.00	SqFt	Comments:
52	RAVELING	M	328.00	SqFt	Comments:

Sample Number: 600 Type: R Area: 3,021.00SqFt PCI = 30
Sample Comments:

41	ALLIGATOR CRACKING	L	56.00	SqFt	Comments:
41	ALLIGATOR CRACKING	H	24.00	SqFt	Comments:
41	ALLIGATOR CRACKING	L	162.00	SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	86.00	Ft	Comments:
52	RAVELING	M	302.00	SqFt	Comments:
52	RAVELING	L	2,713.00	SqFt	Comments:
45	DEPRESSION	L	4.00	SqFt	Comments:
50	PATCHING	M	6.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 06, 2015

Network: CRG Name: JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT

Branch: AP NW Name: NW APRON Use: APRON Area: 333,339.00SqFt

Section: 4305 of 4 From: - To: - Last Const.: 01/01/1991
Surface: AC Family: FDOT-SAPMP-RL-AP-AC Zone: Category: Rank: P
Area: 55,110.00SqFt Length: 200.00Ft Width: 187.50Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 02/26/2015 Total Samples: 10 Surveyed: 1
Conditions: PCI : 66
Inspection Comments:

Sample Number: 551 Type: R Area: 4,900.00SqFt PCI = 66
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	502.00 Ft	Comments:
52	RAVELING	L	490.00 SqFt	Comments:
57	WEATHERING	L	4,410.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 06, 2015

Network: CRG Name: JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT

Branch: AP NW Name: NW APRON Use: APRON Area: 333,339.00SqFt

Section: 4310 of 4 From: - To: - Last Const.: 01/01/1960
Surface: AC Family: FDOT-SAPMP-RL-AP-AC Zone: Category: Rank: P
Area: 192,001.00SqFt Length: 900.00Ft Width: 200.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 02/26/2015 Total Samples: 41 Surveyed: 5
Conditions: PCI : 36
Inspection Comments:

Sample Number: 204 Type: R Area: 5,000.00SqFt PCI = 16
Sample Comments:

43 BLOCK CRACKING	M	800.00	SqFt	Comments:
41 ALLIGATOR CRACKING	M	1,328.00	SqFt	Comments:
45 DEPRESSION	L	4.00	SqFt	Comments:
45 DEPRESSION	L	9.00	SqFt	Comments:
50 PATCHING	M	300.00	SqFt	Comments:
50 PATCHING	H	8.00	SqFt	Comments:
50 PATCHING	H	2.00	SqFt	Comments:
52 RAVELING	L	704.00	SqFt	Comments:
57 WEATHERING	M	3,986.00	SqFt	Comments:
43 BLOCK CRACKING	L	2,562.00	SqFt	Comments:

Sample Number: 251 Type: R Area: 5,000.00SqFt PCI = 54
Sample Comments:

43 BLOCK CRACKING	L	5,000.00	SqFt	Comments:
52 RAVELING	L	750.00	SqFt	Comments:
57 WEATHERING	M	4,250.00	SqFt	Comments:

Sample Number: 351 Type: R Area: 5,409.00SqFt PCI = 54
Sample Comments:

43 BLOCK CRACKING	L	5,409.00	SqFt	Comments:
52 RAVELING	L	811.00	SqFt	Comments:
57 WEATHERING	M	4,598.00	SqFt	Comments:

Sample Number: 507 Type: R Area: 5,148.00SqFt PCI = 35
Sample Comments:

43 BLOCK CRACKING	M	1,000.00	SqFt	Comments:
52 RAVELING	L	4,118.00	SqFt	Comments:
52 RAVELING	M	1,030.00	SqFt	Comments:
45 DEPRESSION	L	36.00	SqFt	Comments:
45 DEPRESSION	L	30.00	SqFt	Comments:
45 DEPRESSION	L	14.00	SqFt	Comments:
45 DEPRESSION	L	12.00	SqFt	Comments:
45 DEPRESSION	L	12.00	SqFt	Comments:
45 DEPRESSION	L	27.00	SqFt	Comments:
43 BLOCK CRACKING	L	4,148.00	SqFt	Comments:
45 DEPRESSION	L	15.00	SqFt	Comments:

Sample Number: 554 Type: R Area: 4,900.00SqFt PCI = 20
Sample Comments:

45 DEPRESSION	L	12.00	SqFt	Comments:
45 DEPRESSION	M	40.00	SqFt	Comments:

Re-inspection Report

FDOT

Report Generated Date: May 06, 2015

41 ALLIGATOR CRACKING	L	180.00	SqFt	Comments:
45 DEPRESSION	M	54.00	SqFt	Comments:
45 DEPRESSION	M	16.00	SqFt	Comments:
45 DEPRESSION	L	8.00	SqFt	Comments:
45 DEPRESSION	L	4.00	SqFt	Comments:
45 DEPRESSION	M	4.00	SqFt	Comments:
52 RAVELING	L	2,940.00	SqFt	Comments:
52 RAVELING	M	1,960.00	SqFt	Comments:
43 BLOCK CRACKING	L	4,666.00	SqFt	Comments:
41 ALLIGATOR CRACKING	M	54.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 06, 2015

Network: CRG Name: JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT

Branch: AP NW Name: NW APRON Use: APRON Area: 333,339.00SqFt

Section: 4315 of 4 From: - To: - Last Const.: 01/01/1970
Surface: AC Family: FDOT-SAPMP-RL-AP-AC Zone: Category: Rank: P
Area: 28,331.00SqFt Length: 450.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 02/26/2015 Total Samples: 5 Surveyed: 2
Conditions: PCI : 23
Inspection Comments:

Sample Number: 100 Type: R Area: 4,619.00SqFt PCI = 39
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	137.00 Ft	Comments:
43	BLOCK CRACKING	L	3,900.00 SqFt	Comments:
52	RAVELING	L	3,690.00 SqFt	Comments:
52	RAVELING	M	923.00 SqFt	Comments:
50	PATCHING	M	1.00 SqFt	Comments:
50	PATCHING	M	1.00 SqFt	Comments:
45	DEPRESSION	L	8.00 SqFt	Comments:
50	PATCHING	M	4.00 SqFt	Comments:

Sample Number: 103 Type: R Area: 6,569.00SqFt PCI = 11
Sample Comments:

41	ALLIGATOR CRACKING	M	2,566.00 SqFt	Comments:
41	ALLIGATOR CRACKING	H	51.00 SqFt	Comments:
41	ALLIGATOR CRACKING	L	208.00 SqFt	Comments:
45	DEPRESSION	M	44.00 SqFt	Comments:
45	DEPRESSION	M	42.00 SqFt	Comments:
45	DEPRESSION	M	42.00 SqFt	Comments:
50	PATCHING	M	396.00 SqFt	Comments:
50	PATCHING	M	60.00 SqFt	Comments:
43	BLOCK CRACKING	L	3,216.00 SqFt	Comments:
52	RAVELING	L	906.00 SqFt	Comments:
57	WEATHERING	M	5,135.00 SqFt	Comments:
45	DEPRESSION	M	9.00 SqFt	Comments:
50	PATCHING	H	72.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 06, 2015

Network: CRG Name: JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT

Branch: AP NW Name: NW APRON Use: APRON Area: 333,339.00SqFt

Section: 4320 of 4 From: - To: - Last Const.: 12/25/1999
Surface: AC Family: FDOT-SAPMP-RL-AP-AC Zone: Category: Rank: P
Area: 57,897.00SqFt Length: 2,040.00Ft Width: 20.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 02/26/2015 Total Samples: 12 Surveyed: 3
Conditions: PCI : 34
Inspection Comments:

Sample Number: 100 Type: R Area: 5,028.00SqFt PCI = 50
Sample Comments:

50 PATCHING	L	36.00 SqFt	Comments:
50 PATCHING	L	45.00 SqFt	Comments:
50 PATCHING	L	90.00 SqFt	Comments:
50 PATCHING	M	102.00 SqFt	Comments:
52 RAVELING	L	4,755.00 SqFt	Comments:
43 BLOCK CRACKING	L	4,755.00 SqFt	Comments:

Sample Number: 302 Type: R Area: 5,327.00SqFt PCI = 29
Sample Comments:

41 ALLIGATOR CRACKING	L	166.00 SqFt	Comments:
43 BLOCK CRACKING	L	5,161.00 SqFt	Comments:
45 DEPRESSION	M	20.00 SqFt	Comments:
52 RAVELING	M	2,131.00 SqFt	Comments:
52 RAVELING	L	3,196.00 SqFt	Comments:

Sample Number: 404 Type: R Area: 4,948.00SqFt PCI = 23
Sample Comments:

45 DEPRESSION	M	152.00 SqFt	Comments:
41 ALLIGATOR CRACKING	L	114.00 SqFt	Comments:
43 BLOCK CRACKING	L	4,834.00 SqFt	Comments:
45 DEPRESSION	M	16.00 SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	62.00 Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	114.00 Ft	Comments:
52 RAVELING	M	1,979.00 SqFt	Comments:
52 RAVELING	L	2,969.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 06, 2015

Network: CRG Name: JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT

Branch: AP RU RW 5 Name: RUN-UP APRON AT RW 5 Use: APRON Area: 22,135.00SqFt

Section: 5205 of 1 From: - To: - Last Const.: 01/01/2005
Surface: AC Family: FDOT-SAPMP-RL-AP-AC Zone: Category: Rank: T
Area: 22,135.00SqFt Length: 809.00Ft Width: 75.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments: This apron was removed and relocated on 2005.

Last Insp. Date: 02/26/2015 Total Samples: 5 Surveyed: 1
Conditions: PCI : 79
Inspection Comments:

Sample Number: 302 Type: R Area: 4,132.00SqFt PCI = 79
Sample Comments:

52 RAVELING	L	1,240.00 SqFt	Comments:
57 WEATHERING	L	2,892.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 06, 2015

Network: CRG Name: JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT

Branch: AP RU RW14 Name: RUN-UP APRON AT RW 14 Use: APRON Area: 24,645.00SqFt

Section: 5310 of 1 From: - To: - Last Const.: 07/01/2007
Surface: AAC Family: FDOT-SAPMP-RL-AP-AAC Zone: Category: Rank: P
Area: 24,645.00SqFt Length: 73.00Ft Width: 200.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 02/26/2015 Total Samples: 6 Surveyed: 2
Conditions: PCI : 77
Inspection Comments:

Sample Number: 102 Type: R Area: 4,113.00SqFt PCI = 79
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	202.00 Ft	Comments:
57	WEATHERING	L	4,113.00 SqFt	Comments:
56	SWELLING	L	20.00 SqFt	Comments:

Sample Number: 201 Type: R Area: 5,000.00SqFt PCI = 75
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	321.00 Ft	Comments:
57	WEATHERING	L	5,000.00 SqFt	Comments:
56	SWELLING	L	32.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 06, 2015

Network: CRG Name: JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT

Branch: AP RU RW23 Name: RUN-UP APRON AT RW 23 Use: APRON Area: 18,132.00SqFt

Section: 5105 of 1 From: - To: - Last Const.: 01/01/2005
Surface: AC Family: FDOT-SAPMP-RL-AP-AC Zone: Category: Rank: P
Area: 18,132.00SqFt Length: 200.00Ft Width: 90.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 02/26/2015 Total Samples: 4 Surveyed: 1
Conditions: PCI : 74
Inspection Comments:

Sample Number: 401 Type: R Area: 4,000.00SqFt PCI = 74
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	21.00 Ft	Comments:
52	RAVELING	L	1,200.00 SqFt	Comments:
57	WEATHERING	L	2,800.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 06, 2015

Network: CRG Name: JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT

Branch: AP S Name: SOUTH APRON Use: APRON Area: 201,078.00SqFt

Section: 4105 of 2 From: - To: - Last Const.: 01/01/1986
Surface: AAC Family: FDOT-SAPMP-RL-AP-AAC Zone: Category: Rank: P
Area: 185,265.00SqFt Length: 580.00Ft Width: 250.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 02/26/2015 Total Samples: 37 Surveyed: 5
Conditions: PCI : 54
Inspection Comments:

Sample Number: 101 Type: R Area: 5,000.00SqFt PCI = 51
Sample Comments:

43 BLOCK CRACKING	L	4,500.00 SqFt	Comments:
43 BLOCK CRACKING	M	500.00 SqFt	Comments:
52 RAVELING	L	1,500.00 SqFt	Comments:
57 WEATHERING	L	3,500.00 SqFt	Comments:

Sample Number: 200 Type: R Area: 5,000.00SqFt PCI = 54
Sample Comments:

43 BLOCK CRACKING	L	5,000.00 SqFt	Comments:
52 RAVELING	L	1,500.00 SqFt	Comments:
57 WEATHERING	L	3,500.00 SqFt	Comments:

Sample Number: 203 Type: R Area: 5,000.00SqFt PCI = 54
Sample Comments:

43 BLOCK CRACKING	L	5,000.00 SqFt	Comments:
52 RAVELING	L	500.00 SqFt	Comments:
57 WEATHERING	L	4,500.00 SqFt	Comments:

Sample Number: 404 Type: R Area: 5,000.00SqFt PCI = 54
Sample Comments:

43 BLOCK CRACKING	L	5,000.00 SqFt	Comments:
52 RAVELING	L	500.00 SqFt	Comments:
57 WEATHERING	L	4,500.00 SqFt	Comments:

Sample Number: 600 Type: R Area: 4,114.00SqFt PCI = 54
Sample Comments:

43 BLOCK CRACKING	L	4,114.00 SqFt	Comments:
45 DEPRESSION	L	6.00 SqFt	Comments:
52 RAVELING	L	823.00 SqFt	Comments:
57 WEATHERING	L	3,291.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 06, 2015

Network: CRG Name: JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT

Branch: AP S Name: SOUTH APRON Use: APRON Area: 201,078.00SqFt

Section: 4115 of 2 From: - To: - Last Const.: 01/01/1986
Surface: AC Family: FDOT-SAPMP-RL-AP-AC Zone: Category: Rank: P
Area: 15,813.00SqFt Length: 100.00Ft Width: 160.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 02/26/2015 Total Samples: 4 Surveyed: 1
Conditions: PCI : 30
Inspection Comments:

Sample Number: 506 Type: R Area: 3,550.00SqFt PCI = 30
Sample Comments:

53	RUTTING	L	90.00 SqFt	Comments:
45	DEPRESSION	L	10.00 SqFt	Comments:
45	DEPRESSION	L	8.00 SqFt	Comments:
45	DEPRESSION	L	55.00 SqFt	Comments:
45	DEPRESSION	L	21.00 SqFt	Comments:
52	RAVELING	L	532.00 SqFt	Comments:
49	OIL SPILLAGE	N	16.00 SqFt	Comments:
49	OIL SPILLAGE	N	9.00 SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	82.00 Ft	Comments:
41	ALLIGATOR CRACKING	L	90.00 SqFt	Comments:
41	ALLIGATOR CRACKING	M	18.00 SqFt	Comments:
52	RAVELING	H	4.00 SqFt	Comments:
41	ALLIGATOR CRACKING	L	25.00 SqFt	Comments:
43	BLOCK CRACKING	L	252.00 SqFt	Comments:
43	BLOCK CRACKING	L	702.00 SqFt	Comments:
45	DEPRESSION	M	49.00 SqFt	Comments:
45	DEPRESSION	L	12.00 SqFt	Comments:
43	BLOCK CRACKING	L	330.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 06, 2015

Network: CRG Name: JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT

Branch: AP SW Name: SOUTHWEST APRON Use: APRON Area: 246,850.00SqFt

Section: 4405 of 9 From: - To: - Last Const.: 12/25/1999
Surface: PCC Family: FDOT-SAPMP-RL-AP-PCC Zone: Category: Rank: S
Area: 16,889.00SqFt Length: 250.00Ft Width: 100.00Ft
Slabs: 106 Slab Width: 12.50Ft Slab Length: 12.80Ft Joint Length: 3,603.13Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 02/26/2015 Total Samples: 3 Surveyed: 1
Conditions: PCI : 54
Inspection Comments:

Sample Number: 101 Type: R Area: 24.00Slabs PCI = 54
Sample Comments:

65 JOINT SEAL DAMAGE	H	24.00 Slabs	Comments:
63 LINEAR CRACKING	L	3.00 Slabs	Comments:
70 SCALING/CRAZING	L	3.00 Slabs	Comments:
73 SHRINKAGE CRACKING	N	3.00 Slabs	Comments:
72 SHATTERED SLAB	L	5.00 Slabs	Comments:
67 LARGE PATCH/UTILITY	L	2.00 Slabs	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 06, 2015

Network: CRG Name: JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT

Branch: AP SW Name: SOUTHWEST APRON Use: APRON Area: 246,850.00SqFt

Section: 4407 of 9 From: - To: - Last Const.: 12/25/1999
Surface: AC Family: FDOT-SAPMP-RL-AP-AC Zone: Category: Rank: P
Area: 17,666.00SqFt Length: 300.00Ft Width: 60.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 02/26/2015 Total Samples: 4 Surveyed: 1
Conditions: PCI : 68
Inspection Comments:

Sample Number: 204 Type: R Area: 4,955.00SqFt PCI = 68
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	M	115.00 Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	124.00 Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	87.00 Ft	Comments:
52	RAVELING	L	483.00 SqFt	Comments:
57	WEATHERING	L	4,472.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 06, 2015

Network: CRG Name: JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT

Branch: AP SW Name: SOUTHWEST APRON Use: APRON Area: 246,850.00SqFt

Section: 4410 of 9 From: - To: - Last Const.: 12/25/1999
Surface: AC Family: FDOT-SAPMP-RL-AP-AC Zone: Category: Rank: S
Area: 11,324.00SqFt Length: 400.00Ft Width: 35.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 02/26/2015 Total Samples: 3 Surveyed: 1
Conditions: PCI : 42
Inspection Comments:

Sample Number: 101 Type: R Area: 5,184.00SqFt PCI = 42
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	450.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	M	131.00	Ft	Comments:
52	RAVELING	M	518.00	SqFt	Comments:
52	RAVELING	L	4,666.00	SqFt	Comments:
45	DEPRESSION	L	6.00	SqFt	Comments:
45	DEPRESSION	L	24.00	SqFt	Comments:
45	DEPRESSION	L	6.00	SqFt	Comments:
45	DEPRESSION	L	12.00	SqFt	Comments:
45	DEPRESSION	L	9.00	SqFt	Comments:
45	DEPRESSION	M	12.00	SqFt	Comments:
45	DEPRESSION	M	30.00	SqFt	Comments:
45	DEPRESSION	M	40.00	SqFt	Comments:
45	DEPRESSION	M	9.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 06, 2015

Network: CRG Name: JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT

Branch: AP SW Name: SOUTHWEST APRON Use: APRON Area: 246,850.00SqFt

Section: 4411 of 9 From: - To: - Last Const.: 12/25/1999
Surface: AAC Family: FDOT-SAPMP-RL-AP-AAC Zone: Category: Rank: S
Area: 7,927.00SqFt Length: 175.00Ft Width: 35.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 02/26/2015 Total Samples: 2 Surveyed: 1
Conditions: PCI : 43
Inspection Comments:

Sample Number: 99 Type: R Area: 3,745.00SqFt PCI = 43
Sample Comments:

53	RUTTING	L	55.00 SqFt	Comments:
43	BLOCK CRACKING	L	3,210.00 SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	M	44.00 Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	61.00 Ft	Comments:
52	RAVELING	L	3,745.00 SqFt	Comments:
56	SWELLING	L	36.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 06, 2015

Network: CRG Name: JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT

Branch: AP SW Name: SOUTHWEST APRON Use: APRON Area: 246,850.00SqFt

Section: 4415 of 9 From: - To: - Last Const.: 01/01/2005
Surface: AC Family: FDOT-SAPMP-RL-AP-AC Zone: Category: Rank: S
Area: 30,321.00SqFt Length: 300.00Ft Width: 40.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 02/26/2015 Total Samples: 8 Surveyed: 1
Conditions: PCI : 71
Inspection Comments:

Sample Number: 301 Type: R Area: 4,000.00SqFt PCI = 71
Sample Comments:

50 PATCHING	L	420.00 SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	31.00 Ft	Comments:
52 RAVELING	L	358.00 SqFt	Comments:
57 WEATHERING	L	3,222.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 06, 2015

Network: CRG Name: JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT

Branch: AP SW Name: SOUTHWEST APRON Use: APRON Area: 246,850.00SqFt

Section: 4420 of 9 From: - To: - Last Const.: 12/25/1999
Surface: AC Family: FDOT-SAPMP-RL-AP-AC Zone: Category: Rank: S
Area: 12,167.00SqFt Length: 100.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 02/26/2015 Total Samples: 3 Surveyed: 1
Conditions: PCI : 77
Inspection Comments:

Sample Number: 101 Type: R Area: 4,991.00SqFt PCI = 77
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	62.00 Ft	Comments:
47	JOINT REFLECTION CRACKING	L	42.00 Ft	Comments:
52	RAVELING	L	499.00 SqFt	Comments:
57	WEATHERING	L	4,492.00 SqFt	Comments:
45	DEPRESSION	L	2.00 SqFt	Comments:
45	DEPRESSION	L	6.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 06, 2015

Network: CRG Name: JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT

Branch: AP SW Name: SOUTHWEST APRON Use: APRON Area: 246,850.00SqFt

Section: 4425 of 9 From: - To: - Last Const.: 12/25/1999
Surface: AC Family: FDOT-SAPMP-RL-AP-AC Zone: Category: Rank: S
Area: 125,753.00SqFt Length: 600.00Ft Width: 215.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 02/26/2015 Total Samples: 27 Surveyed: 3
Conditions: PCI : 34
Inspection Comments:

Sample Number: 302 Type: R Area: 5,000.00SqFt PCI = 32
Sample Comments:

52 RAVELING	M	912.00 SqFt	Comments:
50 PATCHING	L	431.00 SqFt	Comments:
43 BLOCK CRACKING	L	2,284.00 SqFt	Comments:
43 BLOCK CRACKING	M	2,283.00 SqFt	Comments:
52 RAVELING	L	3,649.00 SqFt	Comments:
52 RAVELING	H	4.00 SqFt	Comments:
52 RAVELING	H	2.00 SqFt	Comments:
52 RAVELING	H	2.00 SqFt	Comments:

Sample Number: 400 Type: R Area: 5,000.00SqFt PCI = 37
Sample Comments:

43 BLOCK CRACKING	L	2,496.00 SqFt	Comments:
43 BLOCK CRACKING	M	2,496.00 SqFt	Comments:
52 RAVELING	L	4,992.00 SqFt	Comments:
45 DEPRESSION	L	9.00 SqFt	Comments:
50 PATCHING	M	4.00 SqFt	Comments:
50 PATCHING	M	4.00 SqFt	Comments:

Sample Number: 504 Type: R Area: 2,904.00SqFt PCI = 33
Sample Comments:

50 PATCHING	L	304.00 SqFt	Comments:
43 BLOCK CRACKING	L	1,150.00 SqFt	Comments:
43 BLOCK CRACKING	M	1,150.00 SqFt	Comments:
52 RAVELING	M	460.00 SqFt	Comments:
52 RAVELING	L	1,840.00 SqFt	Comments:
50 PATCHING	L	300.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 06, 2015

Network: CRG Name: JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT

Branch: AP SW Name: SOUTHWEST APRON Use: APRON Area: 246,850.00SqFt

Section: 4430 of 9 From: - To: - Last Const.: 01/01/2006
Surface: AC Family: FDOT-SAPMP-RL-AP-AC Zone: Category: Rank: S
Area: 4,074.00SqFt Length: 59.00Ft Width: 59.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 02/26/2015 Total Samples: 2 Surveyed: 1
Conditions: PCI : 25
Inspection Comments:

Sample Number: 200 Type: R Area: 1,967.00SqFt PCI = 25
Sample Comments:

45 DEPRESSION	L	32.00	SqFt	Comments:
45 DEPRESSION	M	525.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	69.00	Ft	Comments:
52 RAVELING	L	197.00	SqFt	Comments:
57 WEATHERING	L	1,770.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 06, 2015

Network: CRG Name: JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT

Branch: AP SW Name: SOUTHWEST APRON Use: APRON Area: 246,850.00SqFt

Section: 4435 of 9 From: - To: - Last Const.: 01/01/2007
Surface: AAC Family: FDOT-SAPMP-RL-AP-AAC Zone: Category: Rank: S
Area: 20,729.00SqFt Length: 570.00Ft Width: 35.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 02/26/2015 Total Samples: 6 Surveyed: 1
Conditions: PCI : 83
Inspection Comments:

Sample Number: 601 Type: R Area: 3,500.00SqFt PCI = 83
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	72.00 Ft	Comments:
45 DEPRESSION	L	22.00 SqFt	Comments:
57 WEATHERING	L	3,500.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 06, 2015

Network: CRG Name: JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT

Branch: RW 14-32 Name: RUNWAY 14-32 Use: RUNWAY Area: 400,800.00SqFt

Section: 6205 of 2 From: - To: - Last Const.: 01/01/2004
Surface: AAC Family: FDOT-SAPMP-RL-RW-AAC Zone: Category: Rank: P
Area: 45,000.00SqFt Length: 375.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 02/26/2015 Total Samples: 9 Surveyed: 2
Conditions: PCI : 66
Inspection Comments:

Sample Number: 103 Type: R Area: 5,000.00SqFt PCI = 65
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	507.00	Ft	Comments:
52 RAVELING	L	500.00	SqFt	Comments:
57 WEATHERING	L	4,500.00	SqFt	Comments:
56 SWELLING	L	26.00	SqFt	Comments:

Sample Number: 106 Type: R Area: 5,000.00SqFt PCI = 67
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	232.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	54.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	50.00	Ft	Comments:
52 RAVELING	L	250.00	SqFt	Comments:
57 WEATHERING	L	4,750.00	SqFt	Comments:
56 SWELLING	L	31.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 06, 2015

Network: CRG Name: JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT

Branch: RW 14-32 Name: RUNWAY 14-32 Use: RUNWAY Area: 400,800.00SqFt

Section: 6210 of 2 From: - To: - Last Const.: 01/01/2001
Surface: AAC Family: FDOT-SAPMP-RL-RW-AAC Zone: Category: Rank: P
Area: 355,800.00SqFt Length: 3,625.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 02/26/2015 Total Samples: 71 Surveyed: 15
Conditions: PCI : 55
Inspection Comments:

Sample Number: 109 Type: R Area: 5,000.00SqFt PCI = 62
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	399.00	Ft	Comments:
42 BLEEDING	N	10.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	250.00	Ft	Comments:
52 RAVELING	L	250.00	SqFt	Comments:
57 WEATHERING	L	4,750.00	SqFt	Comments:

Sample Number: 114 Type: R Area: 5,000.00SqFt PCI = 57
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	M	100.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	629.00	Ft	Comments:
52 RAVELING	L	250.00	SqFt	Comments:
57 WEATHERING	L	4,750.00	SqFt	Comments:
56 SWELLING	L	8.00	SqFt	Comments:
42 BLEEDING	N	1.00	SqFt	Comments:

Sample Number: 120 Type: R Area: 5,000.00SqFt PCI = 59
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	M	100.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	522.00	Ft	Comments:
52 RAVELING	L	250.00	SqFt	Comments:
57 WEATHERING	L	4,750.00	SqFt	Comments:
42 BLEEDING	N	4.00	SqFt	Comments:
56 SWELLING	L	18.00	SqFt	Comments:

Sample Number: 125 Type: R Area: 5,000.00SqFt PCI = 53
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	561.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	150.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	50.00	Ft	Comments:
52 RAVELING	L	250.00	SqFt	Comments:
57 WEATHERING	L	4,750.00	SqFt	Comments:
56 SWELLING	L	71.00	SqFt	Comments:

Sample Number: 128 Type: R Area: 5,000.00SqFt PCI = 56
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	M	100.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	678.00	Ft	Comments:
42 BLEEDING	N	3.00	SqFt	Comments:
56 SWELLING	L	26.00	SqFt	Comments:
52 RAVELING	L	250.00	SqFt	Comments:
57 WEATHERING	L	4,750.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 06, 2015

Sample Number: 132 Type: R Area: 5,000.00SqFt PCI = 50
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	469.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	M	100.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	363.00	Ft	Comments:
42	BLEEDING	N	17.00	SqFt	Comments:
52	RAVELING	L	250.00	SqFt	Comments:
57	WEATHERING	L	4,750.00	SqFt	Comments:
56	SWELLING	L	42.00	SqFt	Comments:

Sample Number: 138 Type: R Area: 5,000.00SqFt PCI = 55
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	M	82.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	700.00	Ft	Comments:
42	BLEEDING	N	6.00	SqFt	Comments:
56	SWELLING	L	18.00	SqFt	Comments:
52	RAVELING	L	250.00	SqFt	Comments:
57	WEATHERING	L	4,750.00	SqFt	Comments:

Sample Number: 144 Type: R Area: 5,000.00SqFt PCI = 53
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	M	100.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	356.00	Ft	Comments:
42	BLEEDING	N	8.00	SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	335.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	100.00	Ft	Comments:
56	SWELLING	L	22.00	SqFt	Comments:
52	RAVELING	L	250.00	SqFt	Comments:
57	WEATHERING	L	4,750.00	SqFt	Comments:

Sample Number: 147 Type: R Area: 5,000.00SqFt PCI = 52
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	343.00	Ft	Comments:
52	RAVELING	L	250.00	SqFt	Comments:
57	WEATHERING	L	4,750.00	SqFt	Comments:
42	BLEEDING	N	16.00	SqFt	Comments:
56	SWELLING	L	71.00	SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	302.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	M	50.00	Ft	Comments:

Sample Number: 151 Type: R Area: 5,000.00SqFt PCI = 48
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	329.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	M	50.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	512.00	Ft	Comments:
52	RAVELING	L	250.00	SqFt	Comments:
57	WEATHERING	L	4,750.00	SqFt	Comments:
42	BLEEDING	N	20.00	SqFt	Comments:
56	SWELLING	L	67.00	SqFt	Comments:

Sample Number: 156 Type: R Area: 5,000.00SqFt PCI = 61
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	562.00	Ft	Comments:
52	RAVELING	L	250.00	SqFt	Comments:
57	WEATHERING	L	4,750.00	SqFt	Comments:
42	BLEEDING	N	12.00	SqFt	Comments:
56	SWELLING	L	38.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 06, 2015

Sample Number: 163 Type: R Area: 5,000.00SqFt PCI = 53
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	315.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	M	50.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	371.00	Ft	Comments:
52	RAVELING	L	250.00	SqFt	Comments:
57	WEATHERING	L	4,750.00	SqFt	Comments:
42	BLEEDING	N	10.00	SqFt	Comments:
56	SWELLING	L	61.00	SqFt	Comments:

Sample Number: 170 Type: R Area: 5,000.00SqFt PCI = 56
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	376.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	400.00	Ft	Comments:
52	RAVELING	L	250.00	SqFt	Comments:
57	WEATHERING	L	4,750.00	SqFt	Comments:
56	SWELLING	L	39.00	SqFt	Comments:
56	SWELLING	L	100.00	SqFt	Comments:

Sample Number: 174 Type: R Area: 5,000.00SqFt PCI = 52
Sample Comments:

57	WEATHERING	L	4,750.00	SqFt	Comments:
42	BLEEDING	N	9.00	SqFt	Comments:
42	BLEEDING	N	9.00	SqFt	Comments:
56	SWELLING	L	50.00	SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	250.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	M	50.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	414.00	Ft	Comments:
52	RAVELING	L	250.00	SqFt	Comments:

Sample Number: 179 Type: R Area: 5,800.00SqFt PCI = 60
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	M	50.00	Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	576.00	Ft	Comments:
52	RAVELING	L	290.00	SqFt	Comments:
57	WEATHERING	L	5,510.00	SqFt	Comments:
56	SWELLING	L	11.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 06, 2015

Network: CRG Name: JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT

Branch: RW 5-23 Name: RUNWAY 5-23 Use: RUNWAY Area: 389,600.00SqFt

Section: 6105 of 2 From: - To: - Last Const.: 01/01/2011
Surface: AAC Family: FDOT-SAPMP-RL-RW-AAC Zone: Category: Rank: S
Area: 365,400.00SqFt Length: 3,900.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 02/26/2015 Total Samples: 73 Surveyed: 15
Conditions: PCI : 81
Inspection Comments:

Sample Number: 101 Type: R Area: 5,000.00SqFt PCI = 86
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	129.00	Ft	Comments:
57 WEATHERING	L	5,000.00	SqFt	Comments:

Sample Number: 106 Type: R Area: 5,000.00SqFt PCI = 82
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	217.00	Ft	Comments:
57 WEATHERING	L	5,000.00	SqFt	Comments:
42 BLEEDING	N	2.00	SqFt	Comments:

Sample Number: 112 Type: R Area: 5,000.00SqFt PCI = 76
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	288.00	Ft	Comments:
57 WEATHERING	L	5,000.00	SqFt	Comments:
42 BLEEDING	N	20.00	SqFt	Comments:

Sample Number: 115 Type: R Area: 5,000.00SqFt PCI = 79
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	285.00	Ft	Comments:
57 WEATHERING	L	5,000.00	SqFt	Comments:

Sample Number: 121 Type: R Area: 5,000.00SqFt PCI = 88
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	91.00	Ft	Comments:
57 WEATHERING	L	4,000.00	SqFt	Comments:

Sample Number: 129 Type: R Area: 5,000.00SqFt PCI = 77
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	332.00	Ft	Comments:
57 WEATHERING	L	5,000.00	SqFt	Comments:

Sample Number: 135 Type: R Area: 5,000.00SqFt PCI = 78
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	305.00	Ft	Comments:
57 WEATHERING	L	5,000.00	SqFt	Comments:

Sample Number: 140 Type: R Area: 5,000.00SqFt PCI = 81
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	243.00	Ft	Comments:
57 WEATHERING	L	5,000.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 06, 2015

Sample Number: 143 Type: R Area: 5,000.00SqFt PCI = 77
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	343.00	Ft	Comments:
57 WEATHERING	L	5,000.00	SqFt	Comments:
42 BLEEDING	N	2.00	SqFt	Comments:

Sample Number: 149 Type: R Area: 5,000.00SqFt PCI = 79
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	229.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	50.00	Ft	Comments:
57 WEATHERING	L	5,000.00	SqFt	Comments:
42 BLEEDING	N	1.00	SqFt	Comments:

Sample Number: 154 Type: R Area: 5,000.00SqFt PCI = 85
Sample Comments:

42 BLEEDING	N	7.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	149.00	Ft	Comments:
57 WEATHERING	L	4,000.00	SqFt	Comments:

Sample Number: 157 Type: R Area: 5,000.00SqFt PCI = 81
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	226.00	Ft	Comments:
57 WEATHERING	L	5,000.00	SqFt	Comments:

Sample Number: 163 Type: R Area: 5,000.00SqFt PCI = 86
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	128.00	Ft	Comments:
57 WEATHERING	L	5,000.00	SqFt	Comments:

Sample Number: 168 Type: R Area: 5,000.00SqFt PCI = 78
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	270.00	Ft	Comments:
57 WEATHERING	L	5,000.00	SqFt	Comments:
56 SWELLING	L	4.00	SqFt	Comments:
42 BLEEDING	N	2.00	SqFt	Comments:

Sample Number: 171 Type: R Area: 5,000.00SqFt PCI = 90
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	24.00	Ft	Comments:
57 WEATHERING	L	5,000.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 06, 2015

Network: CRG Name: JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT

Branch: RW 5-23 Name: RUNWAY 5-23 Use: RUNWAY Area: 389,600.00SqFt

Section: 6110 of 2 From: - To: - Last Const.: 01/01/2004
Surface: AAC Family: FDOT-SAPMP-RL-RW-AAC Zone: Category: Rank: P
Area: 24,200.00SqFt Length: 375.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 02/26/2015 Total Samples: 4 Surveyed: 1
Conditions: PCI : 60
Inspection Comments:

Sample Number: 179 Type: R Area: 5,000.00SqFt PCI = 60
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	735.00 Ft	Comments:
56	SWELLING	L	21.00 SqFt	Comments:
52	RAVELING	L	250.00 SqFt	Comments:
57	WEATHERING	L	4,750.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 06, 2015

Network: CRG Name: JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT

Branch: TW A Name: TAXIWAY A Use: TAXIWAY Area: 124,951.00SqFt

Section: 105 of 2 From: - To: - Last Const.: 07/01/2007
Surface: AAC Family: FDOT-SAPMP-RL-TW-AAC Zone: Category: Rank: P
Area: 87,239.00SqFt Length: 2,190.00Ft Width: 35.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 02/26/2015 Total Samples: 24 Surveyed: 4
Conditions: PCI : 65
Inspection Comments:

Sample Number: 146 Type: R Area: 3,500.00SqFt PCI = 71
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	255.00	Ft	Comments:
52 RAVELING	L	175.00	SqFt	Comments:
57 WEATHERING	L	3,325.00	SqFt	Comments:

Sample Number: 153 Type: R Area: 3,500.00SqFt PCI = 69
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	246.00	Ft	Comments:
52 RAVELING	L	350.00	SqFt	Comments:
57 WEATHERING	L	3,150.00	SqFt	Comments:
56 SWELLING	L	22.00	SqFt	Comments:

Sample Number: 161 Type: R Area: 3,500.00SqFt PCI = 56
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	M	16.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	440.00	Ft	Comments:
52 RAVELING	L	175.00	SqFt	Comments:
57 WEATHERING	L	3,325.00	SqFt	Comments:
56 SWELLING	L	26.00	SqFt	Comments:

Sample Number: 163 Type: R Area: 3,500.00SqFt PCI = 64
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	344.00	Ft	Comments:
52 RAVELING	L	525.00	SqFt	Comments:
57 WEATHERING	L	2,975.00	SqFt	Comments:
56 SWELLING	L	40.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 06, 2015

Network: CRG Name: JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT

Branch: TW A Name: TAXIWAY A Use: TAXIWAY Area: 124,951.00SqFt

Section: 120 of 2 From: - To: - Last Const.: 01/01/2005
Surface: AC Family: FDOT-SAPMP-RL-TW-AC Zone: Category: Rank: P
Area: 37,712.00SqFt Length: 2,120.00Ft Width: 35.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 02/26/2015 Total Samples: 11 Surveyed: 3
Conditions: PCI : 76
Inspection Comments:

Sample Number: 214 Type: R Area: 3,500.00SqFt PCI = 79
Sample Comments:

52 RAVELING	L	1,050.00 SqFt	Comments:
57 WEATHERING	L	2,450.00 SqFt	Comments:

Sample Number: 216 Type: A Area: 3,500.00SqFt PCI = 62
Sample Comments:

42 BLEEDING	N	210.00 SqFt	Comments:
52 RAVELING	L	1,050.00 SqFt	Comments:
57 WEATHERING	L	2,450.00 SqFt	Comments:

Sample Number: 219 Type: R Area: 3,500.00SqFt PCI = 76
Sample Comments:

52 RAVELING	L	1,400.00 SqFt	Comments:
57 WEATHERING	L	2,100.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 06, 2015

Network: CRG Name: JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT

Branch: TW A1 Name: TAXIWAY A1 Use: TAXIWAY Area: 21,085.00SqFt

Section: 130 of 1 From: - To: - Last Const.: 01/01/2005
Surface: AC Family: FDOT-SAPMP-RL-TW-AC Zone: Category: Rank: S
Area: 21,085.00SqFt Length: 425.00Ft Width: 30.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 02/26/2015 Total Samples: 5 Surveyed: 1
Conditions: PCI : 88
Inspection Comments:

Sample Number: 501 Type: R Area: 3,500.00SqFt PCI = 88
Sample Comments:

52 RAVELING	L	175.00 SqFt	Comments:
57 WEATHERING	L	3,325.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 06, 2015

Network: CRG Name: JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT

Branch: TW A2 Name: TAXIWAY A2 Use: TAXIWAY Area: 9,177.00SqFt

Section: 135 of 1 From: - To: - Last Const.: 01/01/1991
Surface: AC Family: FDOT-SAPMP-RL-TW-AC Zone: Category: Rank: P
Area: 9,177.00SqFt Length: 210.00Ft Width: 35.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 02/26/2015 Total Samples: 2 Surveyed: 1
Conditions: PCI : 60
Inspection Comments:

Sample Number: 700 Type: R Area: 4,531.00SqFt PCI = 60
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	269.00 Ft	Comments:
52	RAVELING	L	182.00 SqFt	Comments:
50	PATCHING	M	385.00 SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	32.00 Ft	Comments:
57	WEATHERING	L	3,964.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 06, 2015

Network: CRG Name: JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT

Branch: TW A3 Name: TAXIWAY A3 Use: TAXIWAY Area: 58,791.00SqFt

Section: 140 of 3 From: - To: - Last Const.: 01/01/1991
Surface: AC Family: FDOT-SAPMP-RL-TW-AC Zone: Category: Rank: P
Area: 9,857.00SqFt Length: 210.00Ft Width: 35.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 02/26/2015 Total Samples: 2 Surveyed: 1
Conditions: PCI : 62
Inspection Comments:

Sample Number: 800 Type: R Area: 5,174.00SqFt PCI = 62
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	338.00 Ft	Comments:
52	RAVELING	L	483.00 SqFt	Comments:
57	WEATHERING	L	4,349.00 SqFt	Comments:
50	PATCHING	M	259.00 SqFt	Comments:
50	PATCHING	M	18.00 SqFt	Comments:
50	PATCHING	M	65.00 SqFt	Comments:
45	DEPRESSION	L	2.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 06, 2015

Network: CRG Name: JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT

Branch: TW A3 Name: TAXIWAY A3 Use: TAXIWAY Area: 58,791.00SqFt

Section: 145 of 3 From: - To: - Last Const.: 01/01/2005
Surface: AC Family: FDOT-SAPMP-RL-TW-AC Zone: Category: Rank: P
Area: 20,558.00SqFt Length: 460.00Ft Width: 35.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 02/26/2015 Total Samples: 5 Surveyed: 1
Conditions: PCI : 68
Inspection Comments:

Sample Number: 103 Type: R Area: 3,586.00SqFt PCI = 68
Sample Comments:

50 PATCHING	L	665.00 SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	5.00 Ft	Comments:
52 RAVELING	L	1,168.00 SqFt	Comments:
57 WEATHERING	L	1,753.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 06, 2015

Network: CRG Name: JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT

Branch: TW A3 Name: TAXIWAY A3 Use: TAXIWAY Area: 58,791.00SqFt

Section: 155 of 3 From: - To: - Last Const.: 01/01/2007
Surface: AC Family: FDOT-SAPMP-RL-TW-AC Zone: Category: Rank: P
Area: 28,376.00SqFt Length: 811.00Ft Width: 35.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 02/26/2015 Total Samples: 8 Surveyed: 1
Conditions: PCI : 80
Inspection Comments:

Sample Number: 102 Type: R Area: 3,500.00SqFt PCI = 80
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	74.00 Ft	Comments:
52	RAVELING	L	350.00 SqFt	Comments:
57	WEATHERING	L	3,150.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 06, 2015

Network: CRG Name: JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT

Branch: TW A4 Name: TAXIWAY A4 Use: TAXIWAY Area: 10,284.00SqFt

Section: 160 of 2 From: - To: - Last Const.: 07/01/2007
Surface: AAC Family: FDOT-SAPMP-RL-TW-AAC Zone: Category: Rank: P
Area: 5,193.00SqFt Length: 100.00Ft Width: 40.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 02/26/2015 Total Samples: 1 Surveyed: 1
Conditions: PCI : 74
Inspection Comments:

Sample Number: 100 Type: R Area: 5,193.00SqFt PCI = 74
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	147.00 Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	136.00 Ft	Comments:
52	RAVELING	L	260.00 SqFt	Comments:
57	WEATHERING	L	4,933.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 06, 2015

Network: CRG Name: JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT

Branch: TW A4 Name: TAXIWAY A4 Use: TAXIWAY Area: 10,284.00SqFt

Section: 165 of 2 From: - To: - Last Const.: 01/01/1983
Surface: AC Family: FDOT-SAPMP-RL-TW-AC Zone: Category: Rank: P
Area: 5,091.00SqFt Length: 100.00Ft Width: 40.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 02/26/2015 Total Samples: 1 Surveyed: 1
Conditions: PCI : 36
Inspection Comments:

Sample Number: 101 Type: R Area: 5,091.00SqFt PCI = 36
Sample Comments:

43 BLOCK CRACKING	L	2,546.00 SqFt	Comments:
43 BLOCK CRACKING	M	2,545.00 SqFt	Comments:
52 RAVELING	M	1,018.00 SqFt	Comments:
52 RAVELING	L	4,073.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 06, 2015

Network: CRG Name: JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT

Branch: TW A5 Name: TAXIWAY A5 Use: TAXIWAY Area: 28,865.00SqFt

Section: 170 of 3 From: - To: - Last Const.: 01/01/1983
Surface: AC Family: FDOT-SAPMP-RL-TW-AC Zone: Category: Rank: P
Area: 5,011.00SqFt Length: 100.00Ft Width: 40.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 02/26/2015 Total Samples: 1 Surveyed: 1
Conditions: PCI : 41
Inspection Comments:

Sample Number: 201 Type: R Area: 5,011.00SqFt PCI = 41
Sample Comments:

52 RAVELING	M	1,002.00 SqFt	Comments:
43 BLOCK CRACKING	L	5,011.00 SqFt	Comments:
52 RAVELING	L	4,009.00 SqFt	Comments:
53 RUTTING	L	16.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 06, 2015

Network: CRG Name: JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT

Branch: TW A5 Name: TAXIWAY A5 Use: TAXIWAY Area: 28,865.00SqFt

Section: 175 of 3 From: - To: - Last Const.: 07/01/2007
Surface: AAC Family: FDOT-SAPMP-RL-TW-AAC Zone: Category: Rank: P
Area: 5,069.00SqFt Length: 100.00Ft Width: 40.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 02/26/2015 Total Samples: 1 Surveyed: 1
Conditions: PCI : 67
Inspection Comments:

Sample Number: 200 Type: R Area: 5,069.00SqFt PCI = 67
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	288.00 Ft	Comments:
52	RAVELING	L	253.00 SqFt	Comments:
57	WEATHERING	L	4,816.00 SqFt	Comments:
45	DEPRESSION	L	4.00 SqFt	Comments:
56	SWELLING	L	9.00 SqFt	Comments:
56	SWELLING	L	25.00 SqFt	Comments:
42	BLEEDING	N	23.00 SqFt	Comments:
45	DEPRESSION	L	9.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 06, 2015

Network: CRG Name: JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT

Branch: TW A5 Name: TAXIWAY A5 Use: TAXIWAY Area: 28,865.00SqFt

Section: 180 of 3 From: - To: - Last Const.: 07/01/2007
Surface: AAC Family: FDOT-SAPMP-RL-TW-AAC Zone: Category: Rank: P
Area: 18,785.00SqFt Length: 460.00Ft Width: 35.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 02/26/2015 Total Samples: 5 Surveyed: 1
Conditions: PCI : 89
Inspection Comments:

Sample Number: 201 Type: R Area: 3,500.00SqFt PCI = 89
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	35.00 Ft	Comments:
57 WEATHERING	L	3,500.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 06, 2015

Network: CRG Name: JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT

Branch: TW B Name: TAXIWAY B Use: APRON Area: 125,831.00SqFt

Section: 215 of 3 From: - To: - Last Const.: 01/01/2005
Surface: AC Family: FDOT-SAPMP-RL-TW-AC Zone: Category: Rank: P
Area: 29,838.00SqFt Length: 2,120.00Ft Width: 35.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 02/26/2015 Total Samples: 8 Surveyed: 1
Conditions: PCI : 78
Inspection Comments:

Sample Number: 106 Type: R Area: 3,500.00SqFt PCI = 78
Sample Comments:

42 BLEEDING	N	5.00 SqFt	Comments:
52 RAVELING	L	1,050.00 SqFt	Comments:
57 WEATHERING	L	2,450.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 06, 2015

Network: CRG Name: JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT

Branch: TW B Name: TAXIWAY B Use: APRON Area: 125,831.00SqFt

Section: 225 of 3 From: - To: - Last Const.: 01/01/2007
Surface: AAC Family: FDOT-SAPMP-RL-TW-AAC Zone: Category: Rank: P
Area: 59,500.00SqFt Length: 1,555.00Ft Width: 35.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 02/26/2015 Total Samples: 16 Surveyed: 4
Conditions: PCI : 64
Inspection Comments:

Sample Number: 109 Type: R Area: 4,900.00SqFt PCI = 63
Sample Comments:

52 RAVELING	L	245.00	SqFt	Comments:
57 WEATHERING	L	4,655.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	649.00	Ft	Comments:

Sample Number: 114 Type: R Area: 3,500.00SqFt PCI = 63
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	393.00	Ft	Comments:
52 RAVELING	L	175.00	SqFt	Comments:
57 WEATHERING	L	3,325.00	SqFt	Comments:
56 SWELLING	L	14.00	SqFt	Comments:

Sample Number: 120 Type: R Area: 3,500.00SqFt PCI = 62
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	425.00	Ft	Comments:
50 PATCHING	L	18.00	SqFt	Comments:
52 RAVELING	L	174.00	SqFt	Comments:
57 WEATHERING	L	3,308.00	SqFt	Comments:

Sample Number: 124 Type: R Area: 5,600.00SqFt PCI = 67
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	531.00	Ft	Comments:
52 RAVELING	L	280.00	SqFt	Comments:
57 WEATHERING	L	5,320.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 06, 2015

Network: CRG Name: JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT

Branch: TW B Name: TAXIWAY B Use: APRON Area: 125,831.00SqFt

Section: 235 of 3 From: - To: - Last Const.: 01/01/2005
Surface: AC Family: FDOT-SAPMP-RL-AP-AC Zone: Category: Rank: T
Area: 36,493.00SqFt Length: 809.00Ft Width: 75.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments: This apron was removed and relocated on 2005.

Last Insp. Date: 02/26/2015 Total Samples: 10 Surveyed: 2
Conditions: PCI : 70
Inspection Comments:

Sample Number: 127 Type: R Area: 3,500.00SqFt PCI = 70
Sample Comments:

45 DEPRESSION	L	195.00 SqFt	Comments:
52 RAVELING	L	700.00 SqFt	Comments:
57 WEATHERING	L	2,800.00 SqFt	Comments:

Sample Number: 131 Type: R Area: 3,343.00SqFt PCI = 70
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	25.00 Ft	Comments:
52 RAVELING	L	1,671.00 SqFt	Comments:
57 WEATHERING	L	1,671.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 06, 2015

Network: CRG Name: JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT

Branch: TW B2 Name: TAXIWAY B2 Use: TAXIWAY Area: 20,477.00SqFt

Section: 240 of 1 From: - To: - Last Const.: 01/01/2005
Surface: AC Family: FDOT-SAPMP-RL-TW-AC Zone: Category: Rank: S
Area: 20,477.00SqFt Length: 450.00Ft Width: 35.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 02/26/2015 Total Samples: 5 Surveyed: 1
Conditions: PCI : 70
Inspection Comments:

Sample Number: 502 Type: R Area: 3,500.00SqFt PCI = 70
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	63.00 Ft	Comments:
52 RAVELING	L	1,750.00 SqFt	Comments:
57 WEATHERING	L	1,750.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 06, 2015

Network: CRG Name: JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT

Branch: TW B4 Name: TAXIWAY B4 Use: TAXIWAY Area: 27,651.00SqFt

Section: 245 of 2 From: - To: - Last Const.: 01/01/1984
Surface: AAC Family: FDOT-SAPMP-RL-TW-AAC Zone: Category: Rank: P
Area: 9,056.00SqFt Length: 175.00Ft Width: 40.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 02/26/2015 Total Samples: 2 Surveyed: 1
Conditions: PCI : 45
Inspection Comments:

Sample Number: 407 Type: R Area: 4,529.00SqFt PCI = 45
Sample Comments:

43 BLOCK CRACKING	L	3,180.00 SqFt	Comments:
43 BLOCK CRACKING	L	1,120.00 SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	57.00 Ft	Comments:
56 SWELLING	L	14.00 SqFt	Comments:
56 SWELLING	L	97.00 SqFt	Comments:
52 RAVELING	L	1,812.00 SqFt	Comments:
57 WEATHERING	L	2,717.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 06, 2015

Network: CRG Name: JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT

Branch: TW B4 Name: TAXIWAY B4 Use: TAXIWAY Area: 27,651.00SqFt

Section: 250 of 2 From: - To: - Last Const.: 07/01/2007
Surface: AAC Family: FDOT-SAPMP-RL-TW-AAC Zone: Category: Rank: P
Area: 18,595.00SqFt Length: 450.00Ft Width: 35.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 02/26/2015 Total Samples: 5 Surveyed: 1
Conditions: PCI : 74
Inspection Comments:

Sample Number: 402 Type: R Area: 3,500.00SqFt PCI = 74
Sample Comments:

57	WEATHERING	L	3,500.00 SqFt	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	189.00 Ft	Comments:
43	BLOCK CRACKING	L	186.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 06, 2015

Network: CRG Name: JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT

Branch: TW B5 Name: TAXIWAY B5 Use: APRON Area: 9,978.00SqFt

Section: 255 of 2 From: - To: - Last Const.: 01/01/1991
Surface: AC Family: FDOT-SAPMP-RL-TW-AC Zone: Category: Rank: P
Area: 4,433.00SqFt Length: 210.00Ft Width: 40.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 02/26/2015 Total Samples: 1 Surveyed: 1
Conditions: PCI : 57
Inspection Comments:

Sample Number: 101 Type: R Area: 4,433.00SqFt PCI = 57
Sample Comments:

56 SWELLING	L	200.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	616.00	Ft	Comments:
52 RAVELING	L	1,000.00	SqFt	Comments:
57 WEATHERING	L	3,433.00	SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 06, 2015

Network: CRG Name: JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT

Branch: TW B5 Name: TAXIWAY B5 Use: APRON Area: 9,978.00SqFt

Section: 260 of 2 From: - To: - Last Const.: 01/01/2005
Surface: AC Family: FDOT-SAPMP-RL-TW-AC Zone: Category: Rank: P
Area: 5,545.00SqFt Length: 2,120.00Ft Width: 35.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 02/26/2015 Total Samples: 1 Surveyed: 1
Conditions: PCI : 85
Inspection Comments:

Sample Number: 100 Type: R Area: 5,545.00SqFt PCI = 85
Sample Comments:

42 BLEEDING	N	14.00 SqFt	Comments:
42 BLEEDING	N	16.00 SqFt	Comments:
45 DEPRESSION	L	4.00 SqFt	Comments:
52 RAVELING	L	277.00 SqFt	Comments:
57 WEATHERING	L	5,268.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 06, 2015

Network: CRG Name: JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT

Branch: TW C Name: TAXIWAY C Use: TAXIWAY Area: 37,955.00SqFt

Section: 305 of 3 From: - To: - Last Const.: 01/01/1991
Surface: AAC Family: FDOT-SAPMP-RL-TW-AAC Zone: Category: Rank: P
Area: 14,056.00SqFt Length: 540.00Ft Width: 35.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments: Part of this section was removed on 2005

Last Insp. Date: 02/26/2015 Total Samples: 4 Surveyed: 1
Conditions: PCI : 42
Inspection Comments:

Sample Number: 304 Type: R Area: 2,481.00SqFt PCI = 42
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	M	182.00 Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	L	356.00 Ft	Comments:
52	RAVELING	L	2,481.00 SqFt	Comments:
56	SWELLING	L	126.00 SqFt	Comments:
56	SWELLING	L	58.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 06, 2015

Network: CRG Name: JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT

Branch: TW C Name: TAXIWAY C Use: TAXIWAY Area: 37,955.00SqFt

Section: 310 of 3 From: - To: - Last Const.: 01/01/2001
Surface: AAC Family: FDOT-SAPMP-RL-TW-AAC Zone: Category: Rank: P
Area: 5,560.00SqFt Length: 70.00Ft Width: 35.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 02/26/2015 Total Samples: 1 Surveyed: 1
Conditions: PCI : 56
Inspection Comments:

Sample Number: 300 Type: R Area: 5,560.00SqFt PCI = 56
Sample Comments:

50 PATCHING	L	378.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	M	17.00	Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	433.00	Ft	Comments:
52 RAVELING	L	259.00	SqFt	Comments:
57 WEATHERING	L	4,923.00	SqFt	Comments:
56 SWELLING	L	34.00	SqFt	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	54.00	Ft	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 06, 2015

Network: CRG Name: JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT

Branch: TW C Name: TAXIWAY C Use: TAXIWAY Area: 37,955.00SqFt

Section: 320 of 3 From: - To: - Last Const.: 12/25/2010
Surface: AAC Family: FDOT-SAPMP-RL-TW-AAC Zone: Category: Rank: P
Area: 18,339.00SqFt Length: 540.00Ft Width: 35.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments: Part of this section was removed on 2005

Last Insp. Date: 02/26/2015 Total Samples: 4 Surveyed: 1
Conditions: PCI : 60
Inspection Comments:

Sample Number: 405 Type: R Area: 3,960.00SqFt PCI = 60
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	M	15.00 Ft	Comments:
48 LONGITUDINAL/TRANSVERSE CRACKING	L	43.00 Ft	Comments:
52 RAVELING	L	324.00 SqFt	Comments:
50 PATCHING	L	720.00 SqFt	Comments:
57 WEATHERING	L	2,616.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 06, 2015

Network: CRG Name: JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT

Branch: TW D Name: TAXIWAY D Use: TAXIWAY Area: 41,302.00SqFt

Section: 455 of 2 From: - To: - Last Const.: 01/01/2007
Surface: AAC Family: FDOT-SAPMP-RL-TW-AAC Zone: Category: Rank: P
Area: 12,087.00SqFt Length: 495.00Ft Width: 35.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 02/26/2015 Total Samples: 3 Surveyed: 1
Conditions: PCI : 89
Inspection Comments:

Sample Number: 402 Type: R Area: 4,790.00SqFt PCI = 89
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	40.00 Ft	Comments:
57	WEATHERING	L	4,790.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 06, 2015

Network: CRG Name: JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT

Branch: TW D Name: TAXIWAY D Use: TAXIWAY Area: 41,302.00SqFt

Section: 460 of 2 From: - To: - Last Const.: 01/01/2007
Surface: AAC Family: FDOT-SAPMP-RL-TW-AAC Zone: Category: Rank: P
Area: 29,215.00SqFt Length: 360.00Ft Width: 35.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 02/26/2015 Total Samples: 8 Surveyed: 2
Conditions: PCI : 86
Inspection Comments:

Sample Number: 407 Type: R Area: 3,500.00SqFt PCI = 89
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	32.00 Ft	Comments:
57	WEATHERING	L	3,500.00 SqFt	Comments:

Sample Number: 410 Type: R Area: 3,500.00SqFt PCI = 83
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	51.00 Ft	Comments:
52	RAVELING	L	175.00 SqFt	Comments:
57	WEATHERING	L	3,325.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 06, 2015

Network: CRG Name: JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT

Branch: TW E Name: TAXIWAY E Use: TAXIWAY Area: 10,823.00SqFt

Section: 505 of 1 From: - To: - Last Const.: 01/01/1991
Surface: AC Family: FDOT-SAPMP-RL-TW-AC Zone: Category: Rank: P
Area: 10,823.00SqFt Length: 250.00Ft Width: 35.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 02/26/2015 Total Samples: 3 Surveyed: 1
Conditions: PCI : 60
Inspection Comments:

Sample Number: 501 Type: R Area: 3,533.00SqFt PCI = 60
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	233.00 Ft	Comments:
52	RAVELING	M	805.00 SqFt	Comments:
52	RAVELING	L	1,413.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 06, 2015

Network: CRG Name: JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT

Branch: TW F Name: TAXIWAY F Use: TAXIWAY Area: 11,845.00SqFt

Section: 605 of 1 From: - To: - Last Const.: 01/01/1991
Surface: AC Family: FDOT-SAPMP-RL-TW-AC Zone: Category: Rank: P
Area: 11,845.00SqFt Length: 310.00Ft Width: 35.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 02/26/2015 Total Samples: 3 Surveyed: 1
Conditions: PCI : 61
Inspection Comments:

Sample Number: 601 Type: R Area: 3,500.00SqFt PCI = 61
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	240.00 Ft	Comments:
48	LONGITUDINAL/TRANSVERSE CRACKING	M	52.00 Ft	Comments:
52	RAVELING	L	2,675.00 SqFt	Comments:
52	RAVELING	M	156.00 SqFt	Comments:

Re-inspection Report

FDOT
Report Generated Date: May 06, 2015

Network: CRG Name: JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT

Branch: TW G Name: TAXIWAY G Use: TAXIWAY Area: 74,770.00SqFt

Section: 765 of 2 From: - To: - Last Const.: 01/01/2005
Surface: AC Family: FDOT-SAPMP-RL-TW-AC Zone: Category: Rank: P
Area: 65,079.00SqFt Length: 1,885.00Ft Width: 35.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 02/26/2015 Total Samples: 18 Surveyed: 3
Conditions: PCI : 78
Inspection Comments:

Sample Number: 302 Type: R Area: 3,500.00SqFt PCI = 79
Sample Comments:

52 RAVELING	L	1,050.00 SqFt	Comments:
57 WEATHERING	L	2,450.00 SqFt	Comments:

Sample Number: 308 Type: R Area: 3,500.00SqFt PCI = 75
Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING	L	93.00 Ft	Comments:
52 RAVELING	L	700.00 SqFt	Comments:
57 WEATHERING	L	2,800.00 SqFt	Comments:
42 BLEEDING	N	7.00 SqFt	Comments:

Sample Number: 314 Type: R Area: 3,500.00SqFt PCI = 81
Sample Comments:

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

Re-inspection Report

FDOT
Report Generated Date: May 06, 2015

Network: CRG Name: JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT

Branch: TW G Name: TAXIWAY G Use: TAXIWAY Area: 74,770.00SqFt

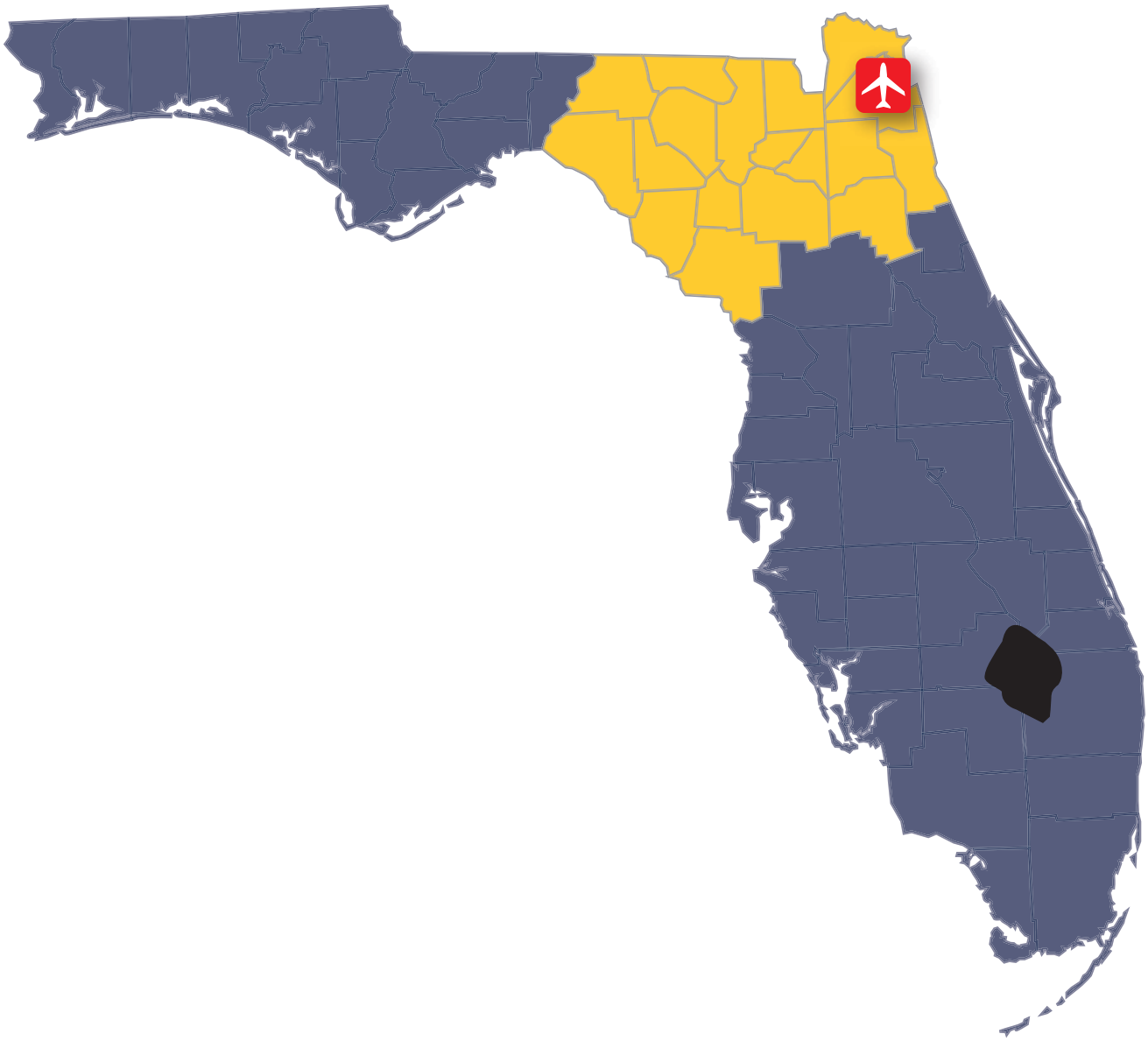
Section: 770 of 2 From: - To: - Last Const.: 01/01/2004
Surface: AC Family: FDOT-SAPMP-RL-TW-AC Zone: Category: Rank: P
Area: 9,691.00SqFt Length: 250.00Ft Width: 35.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments: This section was removed on 2005

Last Insp. Date: 02/26/2015 Total Samples: 3 Surveyed: 1
Conditions: PCI : 77
Inspection Comments:

Sample Number: 317 Type: R Area: 3,500.00SqFt PCI = 77
Sample Comments:

48	LONGITUDINAL/TRANSVERSE CRACKING	L	29.00 Ft	Comments:
52	RAVELING	L	700.00 SqFt	Comments:
57	WEATHERING	L	2,800.00 SqFt	Comments:



FLORIDA DEPARTMENT OF TRANSPORTATION

AVIATION AND SPACEPORT OFFICE

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