FLORIDA DEPARTMENT OF TRANSPORTATION | **AVIATION OFFICE**

2022

Statewide Airfield Pavement Management Program

Airport Pavement Evaluation Report

CRG - Jacksonville Executive at Craig Airport | *District 2*

FDOT AVIATION

Florida Department of Transportation

Statewide Airfield Pavement Management Program

Airport Pavement Evaluation Report

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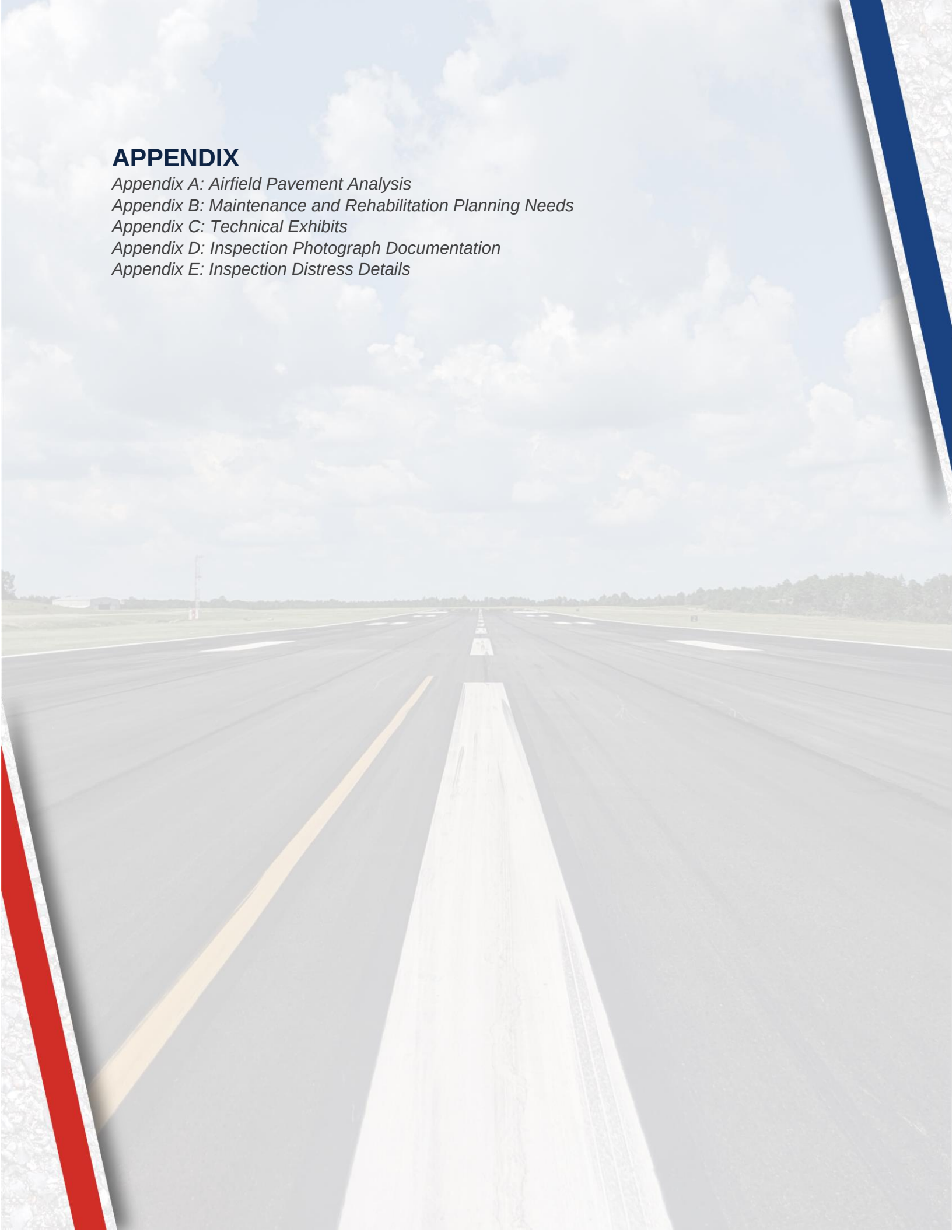

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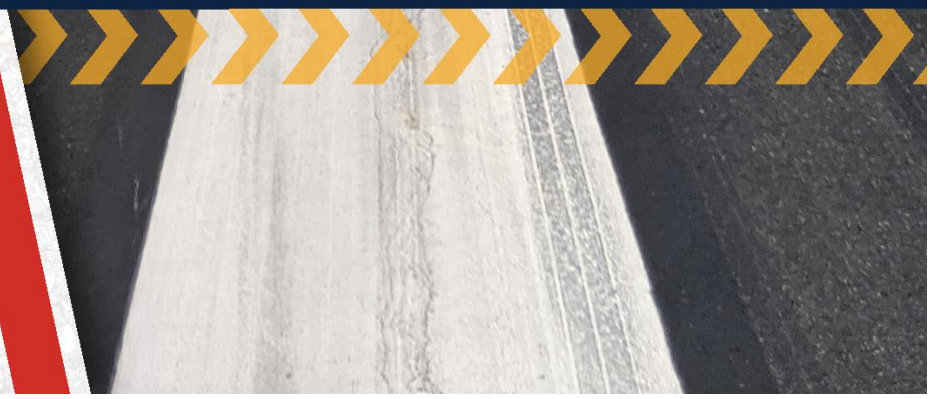


Executive Summary

Program Background

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

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

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

Figure E.1: PCI Rating

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

Current Pavement Conditions

In July 2022, approximately 2.6 million square feet of pavement was assessed as part of the airside pavement network PCI survey at Jacksonville Executive at Craig Airport (CRG). In general, airfield pavements at CRG are in Satisfactory condition with an area-weighted PCI of 74. The area-weighted average PCI values of the runways, taxiways, taxilanes, and aprons are 78, 69, 83, and 73, respectively. **Figure E.2** and **Table E.1** summarize the current PCI values for CRG.

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

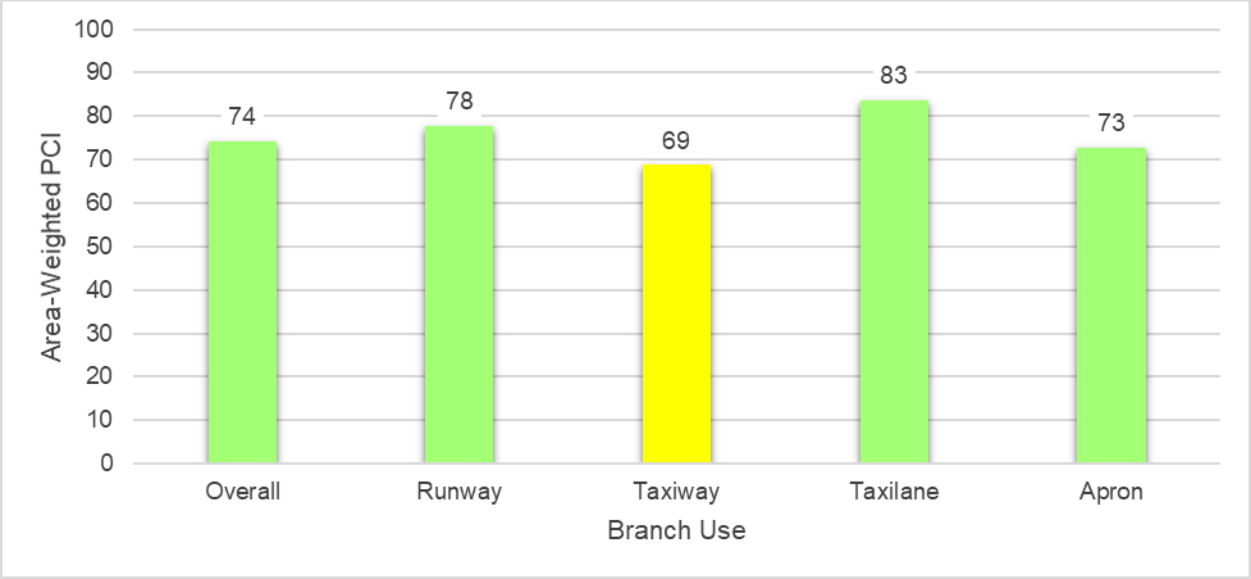


Table E.1: Pavement Condition Index Summary (Current PCI Survey) – Section Level

Network ID	Branch ID	Branch Use	Section ID	Area (SF)	PCI	Condition Rating
CRG	RW 5-23	Runway	6105	363,800	63	Fair
CRG	RW 5-23	Runway	6110	25,800	93	Good
CRG	RW 14-32	Runway	6205	45,000	92	Good
CRG	RW 14-32	Runway	6210	355,800	90	Good
CRG	TW A	Taxiway	105	74,656	55	Poor
CRG	TW A	Taxiway	110	6,423	84	Satisfactory
CRG	TW A	Taxiway	120	37,712	71	Satisfactory
CRG	TW A1	Taxiway	130	22,201	83	Satisfactory
CRG	TW A2	Taxiway	132	3,131	67	Fair
CRG	TW A2	Taxiway	135	6,046	55	Poor
CRG	TW A3	Taxiway	142	13,123	91	Good
CRG	TW A3	Taxiway	145	4,606	71	Satisfactory
CRG	TW A3	Taxiway	150	4,850	78	Satisfactory
CRG	TW A4	Taxiway	160	5,193	63	Fair
CRG	TW A4	Taxiway	165	5,091	62	Fair
CRG	TW A5	Taxiway	170	5,011	75	Satisfactory
CRG	TW A5	Taxiway	175	5,069	55	Poor

Network ID	Branch ID	Branch Use	Section ID	Area (SF)	PCI	Condition Rating
CRG	TW A5	Taxiway	180	8,126	60	Fair
CRG	TW A5	Taxiway	185	13,533	90	Good
CRG	TW B	Taxiway	215	29,838	74	Satisfactory
CRG	TW B	Taxiway	225	59,500	53	Poor
CRG	TW B	Taxiway	227	5,899	65	Fair
CRG	TW B	Taxiway	230	3,679	71	Satisfactory
CRG	TW B	Taxiway	235	26,915	68	Fair
CRG	TW B1	Taxiway	210	7,110	56	Fair
CRG	TW B2	Taxiway	220	3,863	79	Satisfactory
CRG	TW B2	Taxiway	240	11,812	69	Fair
CRG	TW B2	Taxiway	242	4,802	82	Satisfactory
CRG	TW B2	Taxiway	243	6,422	41	Poor
CRG	TW B3	Taxiway	244	3,380	66	Fair
CRG	TW B4	Taxiway	245	9,056	31	Very Poor
CRG	TW B4	Taxiway	250	15,426	67	Fair
CRG	TW B4	Taxiway	265	3,169	78	Satisfactory
CRG	TW B5	Taxiway	255	4,433	51	Poor
CRG	TW B5	Taxiway	260	5,545	79	Satisfactory
CRG	TW C	Taxiway	305	24,696	90	Good
CRG	TW C	Taxiway	310	5,648	90	Good
CRG	TW C	Taxiway	320	16,569	51	Poor
CRG	TW D	Taxiway	455	12,087	76	Satisfactory
CRG	TW D	Taxiway	460	8,245	63	Fair
CRG	TW E	Taxiway	505	14,164	94	Good
CRG	TW F	Taxiway	605	9,632	94	Good
CRG	TW F	Taxiway	610	5,562	95	Good
CRG	TW G	Taxiway	765	65,079	73	Satisfactory
CRG	TW G	Taxiway	770	9,691	75	Satisfactory
CRG	TL A3	Taxilane	153	71,404	92	Good
CRG	TL A3	Taxilane	155	16,800	78	Satisfactory
CRG	TL HANG NW	Taxilane	3320	56,781	79	Satisfactory
CRG	TL T-HANG	Taxilane	3220	27,322	74	Satisfactory
CRG	AP FAA	Apron	4505	147,450	80	Satisfactory
CRG	AP FAA	Apron	4510	6,400	78	Satisfactory
CRG	AP MID	Apron	4205	24,445	56	Fair
CRG	AP MID	Apron	4210	265,650	70	Fair
CRG	AP MID	Apron	4215	22,406	54	Poor
CRG	AP NW	Apron	4305	41,023	60	Fair
CRG	AP NW	Apron	4310	204,437	83	Satisfactory
CRG	AP RU 14	Apron	5310	24,645	64	Fair
CRG	AP RU 23	Apron	5105	12,030	71	Satisfactory
CRG	AP RU 23	Apron	5110	6,117	92	Good
CRG	AP RU 5	Apron	5205	22,135	75	Satisfactory
CRG	AP S	Apron	4105	185,265	73	Satisfactory
CRG	AP S	Apron	4115	15,813	75	Satisfactory
CRG	AP SW	Apron	4405	8,887	12	Serious
CRG	AP SW	Apron	4406	2,417	81	Satisfactory

Network ID	Branch ID	Branch Use	Section ID	Area (SF)	PCI	Condition Rating
CRG	AP SW	Apron	4407	14,286	53	Poor
CRG	AP SW	Apron	4410	12,829	85	Satisfactory
CRG	AP SW	Apron	4415	23,211	65	Fair
CRG	AP SW	Apron	4420	12,167	63	Fair
CRG	AP SW	Apron	4430	4,074	23	Serious

Forecasted Pavement Conditions

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

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

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

Network ID	Branch ID	Section ID	Current PCI	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032
CRG	RW 5-23	6105	63	61	60	58	56	54	53	51	49	47	46
CRG	RW 5-23	6110	93	91	90	88	86	84	83	81	79	77	76
CRG	RW 14-32	6205	92	90	89	87	85	83	82	80	78	76	75
CRG	RW 14-32	6210	90	88	87	85	83	81	80	78	76	74	73
CRG	TW A	105	55	54	54	53	52	51	50	49	48	47	46
CRG	TW A	110	84	82	80	79	77	76	74	73	71	70	69
CRG	TW A	120	71	70	69	68	67	66	65	65	64	63	63
CRG	TW A1	130	83	81	80	78	77	76	74	73	72	71	70
CRG	TW A2	132	67	66	65	64	63	62	62	61	60	59	59
CRG	TW A2	135	55	55	54	54	53	53	52	52	51	51	50
CRG	TW A3	142	91	89	87	85	83	81	79	78	76	75	73
CRG	TW A3	145	71	70	69	68	67	66	65	65	64	63	63
CRG	TW A3	150	78	76	75	74	72	71	70	68	67	66	65
CRG	TW A4	160	63	62	61	61	60	59	58	58	57	56	56
CRG	TW A4	165	62	61	60	60	59	58	58	57	56	55	55
CRG	TW A5	170	75	74	72	71	70	69	67	66	65	64	63
CRG	TW A5	175	55	54	54	53	52	51	50	49	48	47	46
CRG	TW A5	180	60	59	59	58	57	56	56	55	54	54	53
CRG	TW A5	185	90	88	86	84	82	80	79	77	76	74	73
CRG	TW B	215	74	73	72	71	70	69	68	67	66	65	64
CRG	TW B	225	53	52	51	50	50	49	47	46	45	44	42
CRG	TW B	227	65	64	63	62	62	61	60	59	59	58	57
CRG	TW B	230	71	70	69	68	66	65	64	64	63	62	61
CRG	TW B	235	68	67	66	65	65	64	63	63	62	61	61
CRG	TW B1	210	56	56	55	55	54	54	54	53	53	52	52

Network ID	Branch ID	Section ID	Current PCI	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032
CRG	TW B2	220	79	77	76	74	73	72	70	69	68	67	66
CRG	TW B2	240	69	68	67	66	66	65	64	63	63	62	62
CRG	TW B2	242	82	80	79	77	75	74	73	71	70	69	68
CRG	TW B2	243	41	39	38	36	34	32	30	28	26	24	22
CRG	TW B3	244	66	65	64	63	62	62	61	60	59	59	58
CRG	TW B4	245	31	29	27	25	23	21	19	17	15	13	11
CRG	TW B4	250	67	66	65	64	63	62	62	61	60	59	59
CRG	TW B4	265	78	76	75	74	72	71	70	68	67	66	65
CRG	TW B5	255	51	50	50	49	49	48	47	46	45	44	44
CRG	TW B5	260	79	78	76	75	74	72	71	70	69	68	67
CRG	TW C	305	90	88	86	84	82	80	79	77	76	74	73
CRG	TW C	310	90	88	86	84	82	80	79	77	76	74	73
CRG	TW C	320	51	50	49	48	47	46	44	43	42	40	38
CRG	TW D	455	76	75	73	72	71	70	69	68	67	66	66
CRG	TW D	460	63	62	62	61	61	60	60	59	59	58	58
CRG	TW E	505	94	92	90	88	86	84	82	80	78	77	75
CRG	TW F	605	94	92	90	88	86	84	82	80	78	77	75
CRG	TW F	610	95	93	91	88	86	84	83	81	79	77	76
CRG	TW G	765	73	72	71	70	69	68	67	66	65	65	64
CRG	TW G	770	75	74	73	71	70	69	68	67	67	66	65
CRG	TL A3	153	92	90	88	86	84	83	81	79	78	77	75
CRG	TL A3	155	78	77	75	74	73	72	71	70	69	68	67
CRG	TL HANG NW	3320	79	77	76	74	73	72	70	69	68	67	66
CRG	TL T-HANG	3220	74	73	71	70	69	68	67	66	65	64	63
CRG	AP FAA	4505	80	78	76	75	73	71	70	68	67	65	64
CRG	AP FAA	4510	78	77	76	75	73	72	71	70	69	68	66
CRG	AP MID	4205	56	54	52	50	47	45	43	41	39	36	34
CRG	AP MID	4210	70	68	66	64	61	59	57	55	53	50	48
CRG	AP MID	4215	54	53	53	52	52	51	51	50	50	49	48
CRG	AP NW	4305	60	59	58	57	57	56	55	55	54	54	53
CRG	AP NW	4310	83	81	79	77	74	72	70	68	66	63	61
CRG	AP RU 14	5310	64	62	60	58	55	53	51	49	47	44	42
CRG	AP RU 23	5105	71	70	68	67	65	64	63	62	61	60	59
CRG	AP RU 23	5110	92	90	88	86	83	81	79	77	75	72	70
CRG	AP RU 5	5205	75	73	72	70	69	67	66	64	63	62	61
CRG	AP S	4105	73	71	69	67	64	62	60	58	56	53	51
CRG	AP S	4115	75	73	71	69	66	64	62	60	58	55	53
CRG	AP SW	4405	12	11	10	9	7	6	5	4	3	2	0
CRG	AP SW	4406	81	80	79	78	76	75	74	73	72	71	69
CRG	AP SW	4407	53	53	52	51	51	50	50	49	48	48	47
CRG	AP SW	4410	85	83	81	79	76	74	72	70	68	65	63
CRG	AP SW	4415	65	64	63	61	60	59	59	58	57	56	56
CRG	AP SW	4420	63	62	61	60	59	58	57	56	56	55	55
CRG	AP SW	4430	23	20	17	14	11	8	6	3	0	0	0

Major Rehabilitation Planning 2023-2032

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

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

The results of the maintenance, repair, and major rehabilitation analysis identified approximately $25.38M in major rehabilitation needs for the 10-year forecast period. Year 1 major needs are $14.09M and localized maintenance needs for Year 1 are $0.14M.

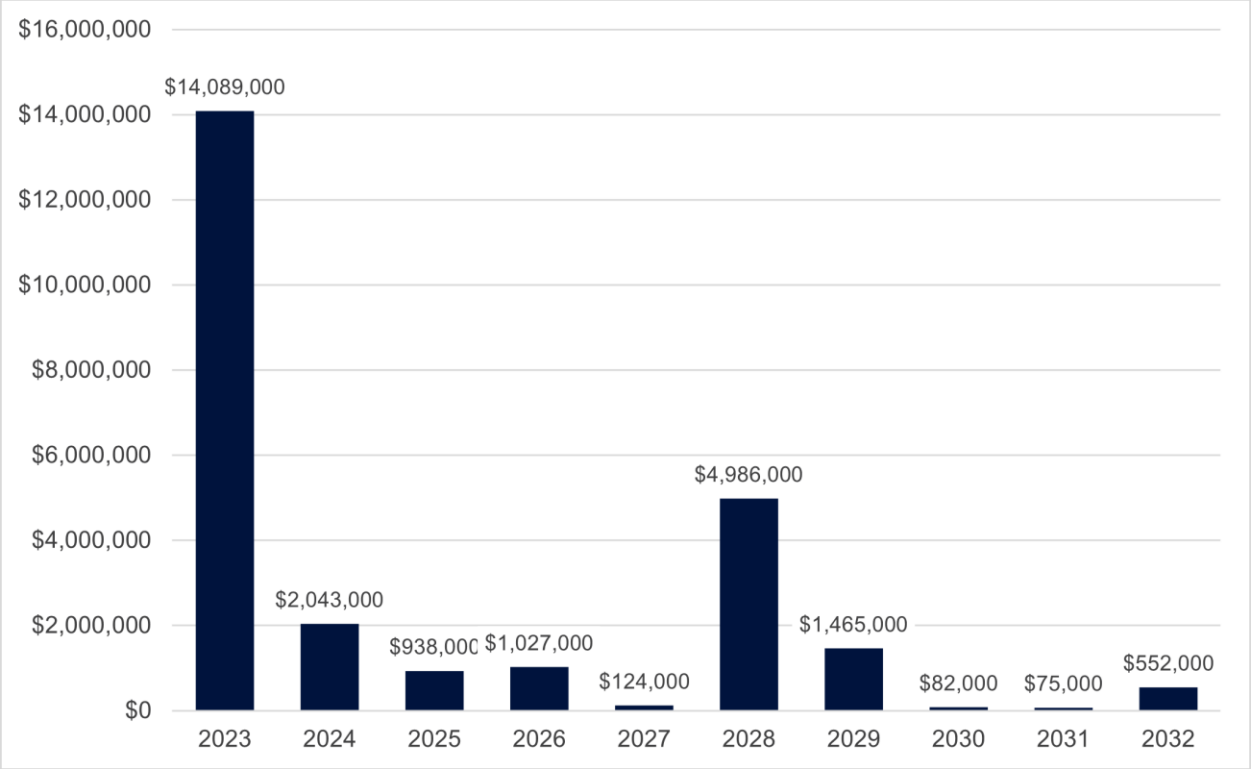
Table E.3: Major Rehabilitation Planning 2023-2032

Program Year	Network ID	Branch ID	Section ID	Surface	Area (SF)	PCI Before	Rehabilitation Type	Planning Cost Estimate
2023	CRG	RW 5-23	6105	AAC	363,800	61	AC Rehabilitation	$ 3,820,000
2023	CRG	TW A	105	AAC	74,656	54	AC Reconstruction	$ 1,196,000
2023	CRG	TW A	120	AC	37,712	70	AC Rehabilitation	$ 396,000
2023	CRG	TW A2	132	AAC	3,131	66	AC Rehabilitation	$ 33,000
2023	CRG	TW A2	135	AC	6,046	55	AC Reconstruction	$ 83,000
2023	CRG	TW A3	145	AC	4,606	70	AC Rehabilitation	$ 49,000
2023	CRG	TW A4	160	AAC	5,193	62	AC Rehabilitation	$ 55,000
2023	CRG	TW A4	165	AAC	5,091	61	AC Rehabilitation	$ 54,000
2023	CRG	TW A5	175	AAC	5,069	54	AC Reconstruction	$ 82,000
2023	CRG	TW A5	180	AAC	8,126	59	AC Rehabilitation	$ 86,000
2023	CRG	TW B	225	AAC	59,500	52	AC Reconstruction	$ 1,101,000
2023	CRG	TW B	227	AAC	5,899	64	AC Rehabilitation	$ 62,000
2023	CRG	TW B	230	AAC	3,679	70	AC Rehabilitation	$ 39,000
2023	CRG	TW B	235	AC	26,915	67	AC Rehabilitation	$ 283,000
2023	CRG	TW B1	210	AC	7,110	56	AC Rehabilitation	$ 75,000
2023	CRG	TW B2	240	AC	11,812	68	AC Rehabilitation	$ 125,000
2023	CRG	TW B2	243	AAC	6,422	39	AC Reconstruction	$ 119,000
2023	CRG	TW B3	244	AAC	3,380	65	AC Rehabilitation	$ 36,000
2023	CRG	TW B4	245	AAC	9,056	29	AC Reconstruction	$ 168,000

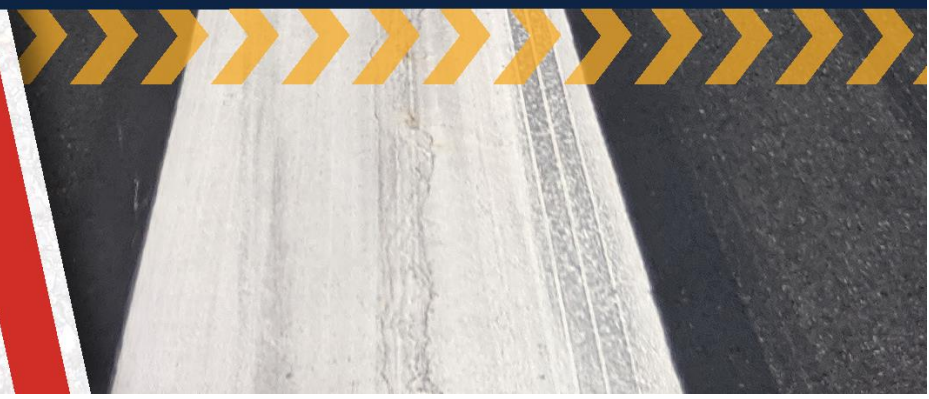
Program Year	Network ID	Branch ID	Section ID	Surface	Area (SF)	PCI Before	Rehabilitation Type	Planning Cost Estimate
2023	**CRG**	TW B4	250	AAC	15,426	66	AC Rehabilitation	$ 162,000
2023	**CRG**	TW B5	255	AC	4,433	50	AC Reconstruction	$ 83,000
2023	**CRG**	TW C	320	AAC	16,569	50	AC Reconstruction	$ 307,000
2023	**CRG**	TW D	460	AC	8,245	62	AC Rehabilitation	$ 87,000
2023	**CRG**	AP MID	4205	AAC	24,445	54	AC Reconstruction	$ 453,000
2023	**CRG**	AP MID	4210	AAC	265,650	68	AC Rehabilitation	$ 2,790,000
2023	**CRG**	AP MID	4215	AC	22,406	53	AC Reconstruction	$ 415,000
2023	**CRG**	AP NW	4305	AC	41,023	59	AC Rehabilitation	$ 431,000
2023	**CRG**	AP RU 14	5310	AAC	24,645	62	AC Rehabilitation	$ 259,000
2023	**CRG**	AP RU 23	5105	AC	12,030	70	AC Rehabilitation	$ 127,000
2023	**CRG**	AP SW	4405	PCC	8,887	11	PCC Reconstruction	$ 400,000
2023	**CRG**	AP SW	4407	AC	14,286	53	AC Reconstruction	$ 265,000
2023	**CRG**	AP SW	4415	AC	23,211	64	AC Rehabilitation	$ 244,000
2023	**CRG**	AP SW	4420	AC	12,167	62	AC Rehabilitation	$ 128,000
2023	**CRG**	AP SW	4430	AC	4,074	20	AC Reconstruction	$ 76,000
2024	**CRG**	AP S	4105	AAC	185,265	69	AC Rehabilitation	$ 2,043,000
2025	**CRG**	TW G	765	AC	65,079	70	AC Rehabilitation	$ 754,000
2025	**CRG**	AP S	4115	AAC	15,813	69	AC Rehabilitation	$ 184,000
2026	**CRG**	TW A5	170	AAC	5,011	70	AC Rehabilitation	$ 61,000
2026	**CRG**	TW B	215	AC	29,838	70	AC Rehabilitation	$ 363,000
2026	**CRG**	TL T-HANG	3220	AAC	27,322	69	AC Rehabilitation	$ 333,000
2026	**CRG**	AP RU 5	5205	AC	22,135	69	AC Rehabilitation	$ 270,000
2027	**CRG**	TW G	770	AC	9,691	69	AC Rehabilitation	$ 124,000
2028	**CRG**	TW A3	150	AAC	4,850	70	AC Rehabilitation	$ 65,000
2028	**CRG**	TW B4	265	AAC	3,169	70	AC Rehabilitation	$ 43,000
2028	**CRG**	TW D	455	AC	12,087	69	AC Rehabilitation	$ 162,000
2028	**CRG**	AP FAA	4505	AC	147,450	70	AC Rehabilitation	$ 1,976,000
2028	**CRG**	AP NW	4310	AAC	204,437	70	AC Rehabilitation	$ 2,740,000
2029	**CRG**	TW B2	220	AAC	3,863	69	AC Rehabilitation	$ 55,000
2029	**CRG**	TL A3	155	AC	16,800	70	AC Rehabilitation	$ 237,000
2029	**CRG**	TL HANG NW	3320	AAC	56,781	69	AC Rehabilitation	$ 799,000
2029	**CRG**	AP FAA	4510	PCC	6,400	70	PCC Rehabilitation	$ 193,000
2029	**CRG**	AP SW	4410	AAC	12,829	70	AC Rehabilitation	$ 181,000
2030	**CRG**	TW B5	260	AC	5,545	69	AC Rehabilitation	$ 82,000
2031	**CRG**	TW B2	242	AAC	4,802	69	AC Rehabilitation	$ 75,000
2032	**CRG**	TW A	110	AAC	6,423	69	AC Rehabilitation	$ 105,000
2032	**CRG**	TW A1	130	AC	22,201	70	AC Rehabilitation	$ 362,000
2032	**CRG**	AP SW	4406	PCC	2,417	69	PCC Rehabilitation	$ 85,000

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

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



Chapter 1: Introduction



Chapter 1 – Introduction

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

1.1 Background

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

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

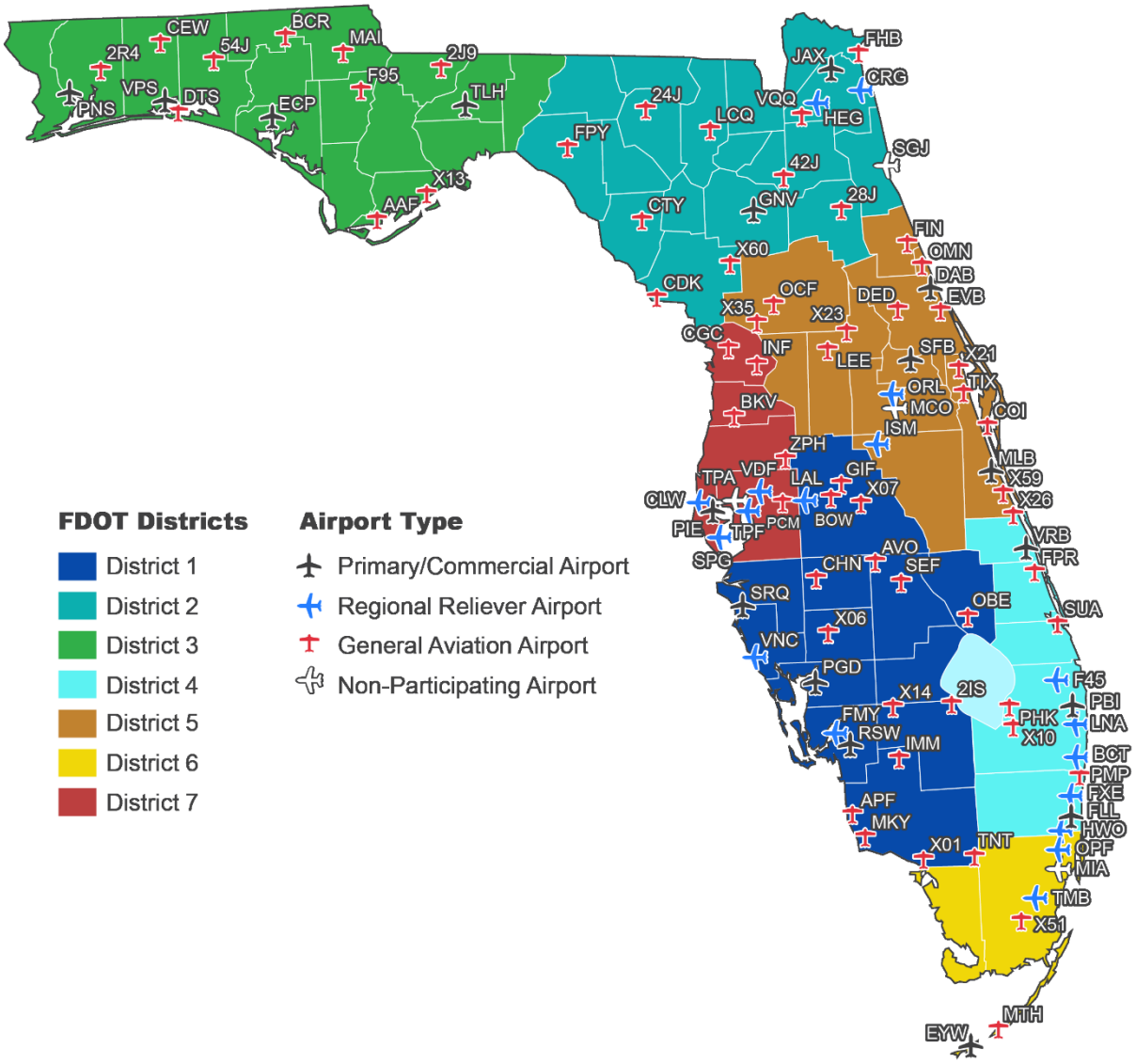
Airports participating in the Airport Improvement Program (AIP) Grant Program are required by the FAA to develop and implement a pavement maintenance program in order to be eligible for funding, per FAA Advisory Circulars 150/5380-6C "Guidelines and Procedures for Maintenance of Airport Pavements" and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

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

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

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

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



1.2 Stakeholders

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

Table 1.2: FDOT SAPMP Stakeholders

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

1.3 General Scope of Work

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

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

1.4 FDOT SAPMP Objectives

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

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

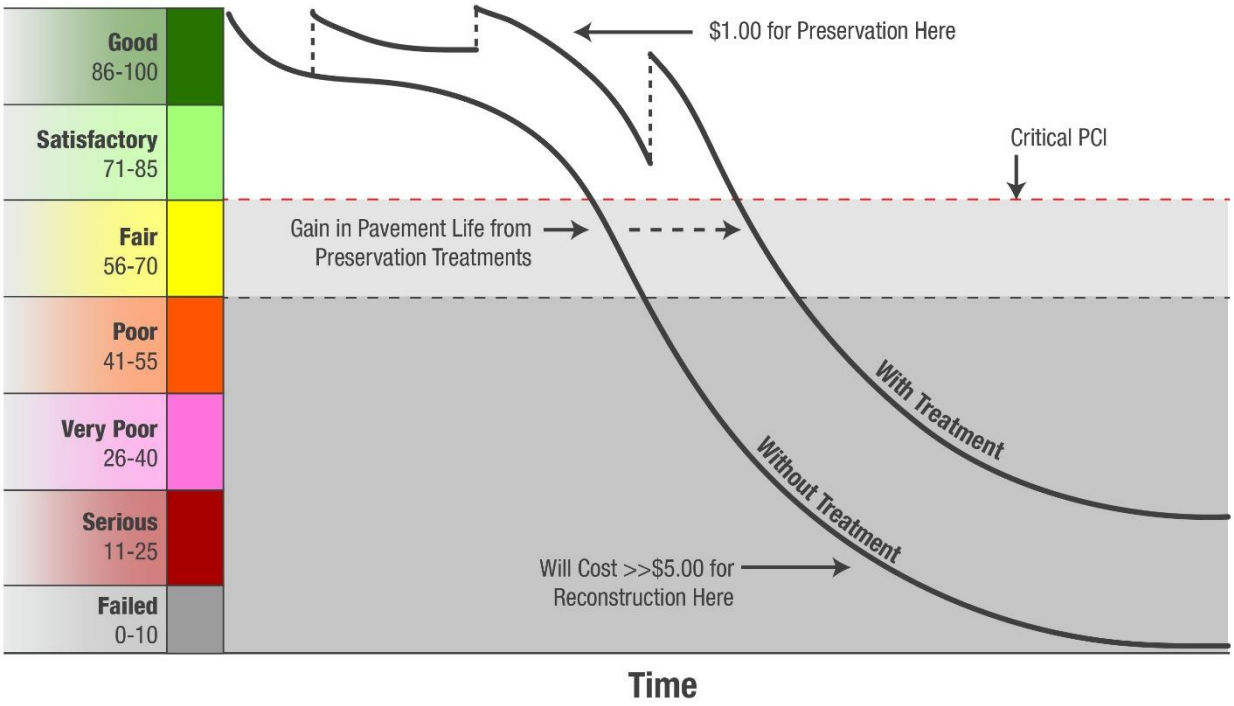
A comprehensive SAPMP provides information that assists with the project programming process. The primary objectives of the FDOT SAPMP consist of the following:

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

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

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

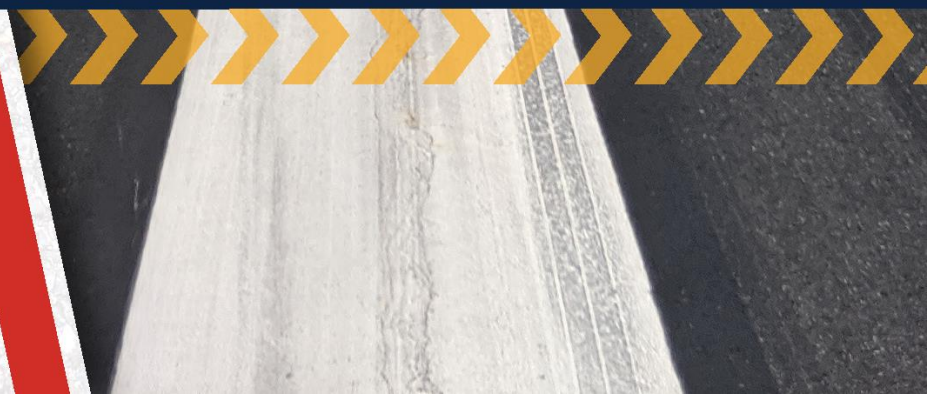
Figure 1.4: Pavement Life and the Effect of Treatments



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

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

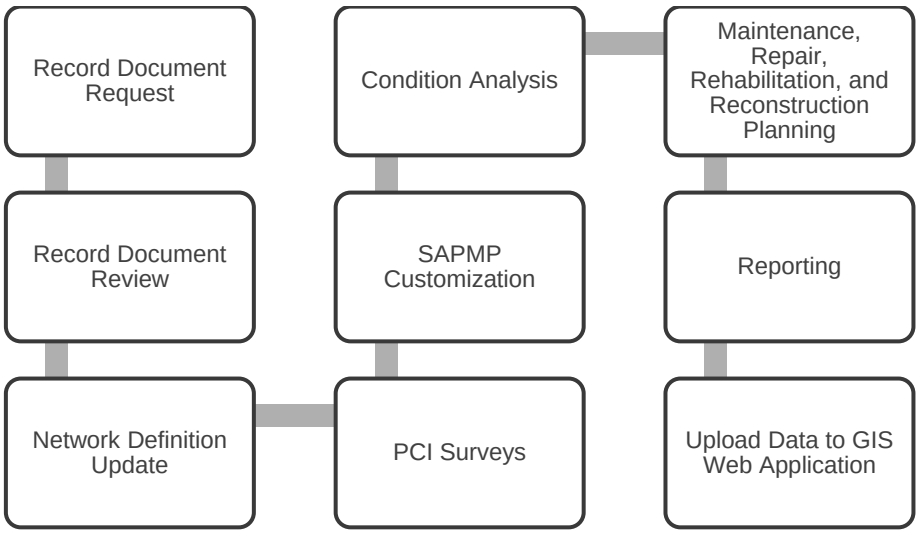
Chapter 2: Methodology



Chapter 2 – Methodology

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

Figure 2: FDOT SAPMP General Process



2.1 Airfield Pavement Database

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

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

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

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

2.2 Airfield Pavement Record Keeping (Historical Records Research)

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

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

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

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

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

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

2.3 Airfield Pavement Structure

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

2.3.1 Asphalt Concrete

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

Asphalt Concrete (AC)

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

Asphalt Concrete Overlaid on Asphalt Concrete (AAC)

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

Asphalt Concrete Overlaid on Portland Cement Concrete (APC)

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

2.3.2 Portland Cement Concrete

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

Portland Cement Concrete (PCC)

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

2.3.3 Composite Structure – Whitetopping Pavement

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

Conventional Whitetopping (WT)

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

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

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

2.4 Airfield Pavement Traffic

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

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

2.5 Pavement Management Program Network Definition Terminology

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

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

2.5.1 Pavement Network Identification

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

2.5.2 Pavement Branch Identification

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

2.5.3 Pavement Section Identification

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

2.5.4 Pavement Sample Unit Identification

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

2.5.5 Terminology Summary

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

Table 2.5.5: SAPMP Terminology

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

2.6 Airfield PCI Survey Methodology

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

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

2.6.1 Pavement Distress Types

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

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

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

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

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

2.6.2 PCI Survey Procedures

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

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

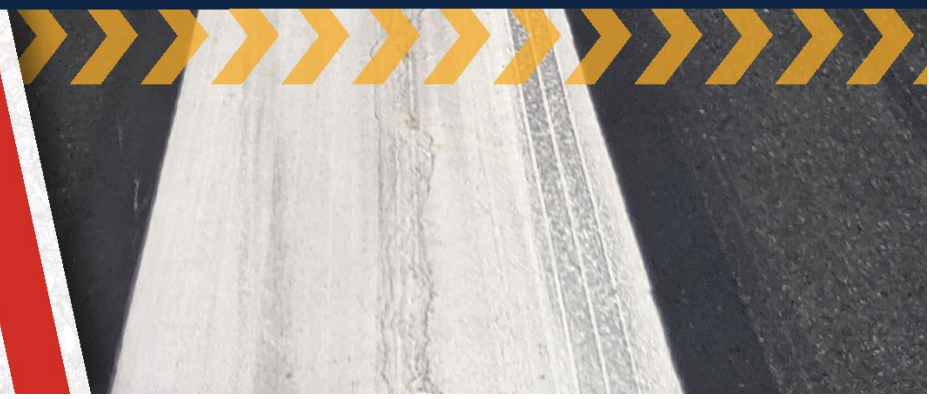
Number of Total Sample Units in Section	Runway Sampling Rate	Taxiways, Aprons, and Others Sampling Rate
1 - 4	1	1
5 - 10	2	1
11 - 15	3	2
16 - 30	5	3
31 - 40	7	4
41 - 50	8	5
51 or more	20% but ≤ 20	10% but ≤ 10

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

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

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

Chapter 3: Airfield Pavement System Inventory



Chapter 3 – Airfield Pavement System Inventory

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

3.1 Airfield Pavement Network Information

3.1.1 Previous and/or Anticipated Airfield Pavement Construction

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

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

Construction Year	Location	Work Type / Pavement Section
2018	AP MID	Complete Reconstruction - AC
	TW A4, TW A5, AP MID, TL HANG NW, AP NW, AP S	Overlay - AC Structural
2019	RW 14-32, RW 5-23	Mill and Overlay | Variable asphalt mill with 2" P-401 overlay.
	RW 14-32	Mill and Overlay | Variable asphalt mill (additional mill along longitudinal joints at 2' width, 2" depth) with 2" P-401 overlay.
	TW A, TW A3, TW A5, TW C, TW E, TW F, AP RU 23	Mill and Overlay | Variable asphalt mill (depth post-mill varies 2"-5") with 2" P-401 overlay.
	TL A3	New Construction - AC | 4" P-401 (2 LIFTS) OVER 6" P-211 LIMEROCK BASE COURSE OVER 12" STABILIZED SUBBASE
	AP SW	Mill and Overlay

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

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

CRG

AIRFIELD PAVEMENT NETWORK DEFINITION EXHIBIT

Statewide Airfield Pavement Management Program

JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT

FDOT

2022

NORTH

RUNWAY 14-32 100' x 4,008'

RUNWAY 5-23 100' x 4,004'

AAC RW 5-23 6105 15 | 73	AAC RW 5-23 6110 2 | 6	AAC RW 14-32 6205 2 | 9	AAC RW 14-32 6210 15 | 71	AAC TW A 105 4 | 20	AAC TW A 110 1 | 1	AC TW A 120 3 | 10	AC TW A1 130 1 | 5	AAC TW A2 132 1 | 1	AC TW A2 135 1 | 1
AAC TW A3 142 1 | 3	AC TW A3 145 1 | 1	AAC TW A3 150 1 | 1	AAC TW A4 160 1 | 1	AAC TW A4 165 1 | 1	AAC TW A5 170 1 | 1	AAC TW A5 175 1 | 1	AAC TW A5 180 1 | 2	AAC TW A5 185 1 | 3	AC TW B 215 1 | 8
AAC TW B 225 4 | 16	AAC TW B 227 1 | 1	AAC TW B 230 1 | 1	AC TW B 235 2 | 7	AC TW B1 210 1 | 2	AAC TW B2 220 1 | 1	AC TW B2 240 1 | 3	AAC TW B2 242 1 | 1	AAC TW B2 243 1 | 1	AAC TW B3 244 1 | 1
AAC TW B4 245 1 | 2	AAC TW B4 250 1 | 4	AAC TW B4 265 1 | 1	AC TW B5 255 1 | 1	AC TW B5 260 1 | 1	AAC TW C 305 1 | 5	AAC TW C 310 1 | 1	AAC TW C 320 1 | 4	AC TW D 455 1 | 3	AC TW D 460 1 | 2
AAC TW E 505 1 | 3	AAC TW F 605 1 | 2	AAC TW F 610 1 | 1	AC TW G 765 3 | 18	AC TW G 770 1 | 2	AAC TL A3 153 2 | 12	AC TL A3 155 1 | 5	AAC TL HANG NW 3320 3 | 12	AC TL T-HANG 3220 2 | 7	AC AP FAA 4505 5 | 30
PCC AP FAA 4510 1 | 3	AAC AP MID 4205 1 | 5	AAC AP MID 4210 6 | 54	AC AP MID 4215 1 | 5	AC AP NW 4305 1 | 8	AAC AP NW 4310 5 | 43	AAC AP RU 5 5205 1 | 5	AAC AP RU 14 5310 2 | 6	AC AP RU 23 5105 1 | 3	AAC AP RU 23 5110 1 | 1
AAC AP S 4105 5 | 37	AAC AP S 4115 2 | 4	PCC AP SW 4405 1 | 2	PCC AP SW 4406 1 | 1	AC AP SW 4407 1 | 4	AAC AP SW 4410 1 | 3	AAC AP SW 4415 1 | 5	AC AP SW 4420 1 | 3	AC AP SW 4430 1 | 2	

LEGEND

RW 13-31 — TYPICAL RUNWAY BRANCH ID

TW A — TYPICAL TAXIWAY BRANCH ID

AP S — TYPICAL APRON BRANCH ID

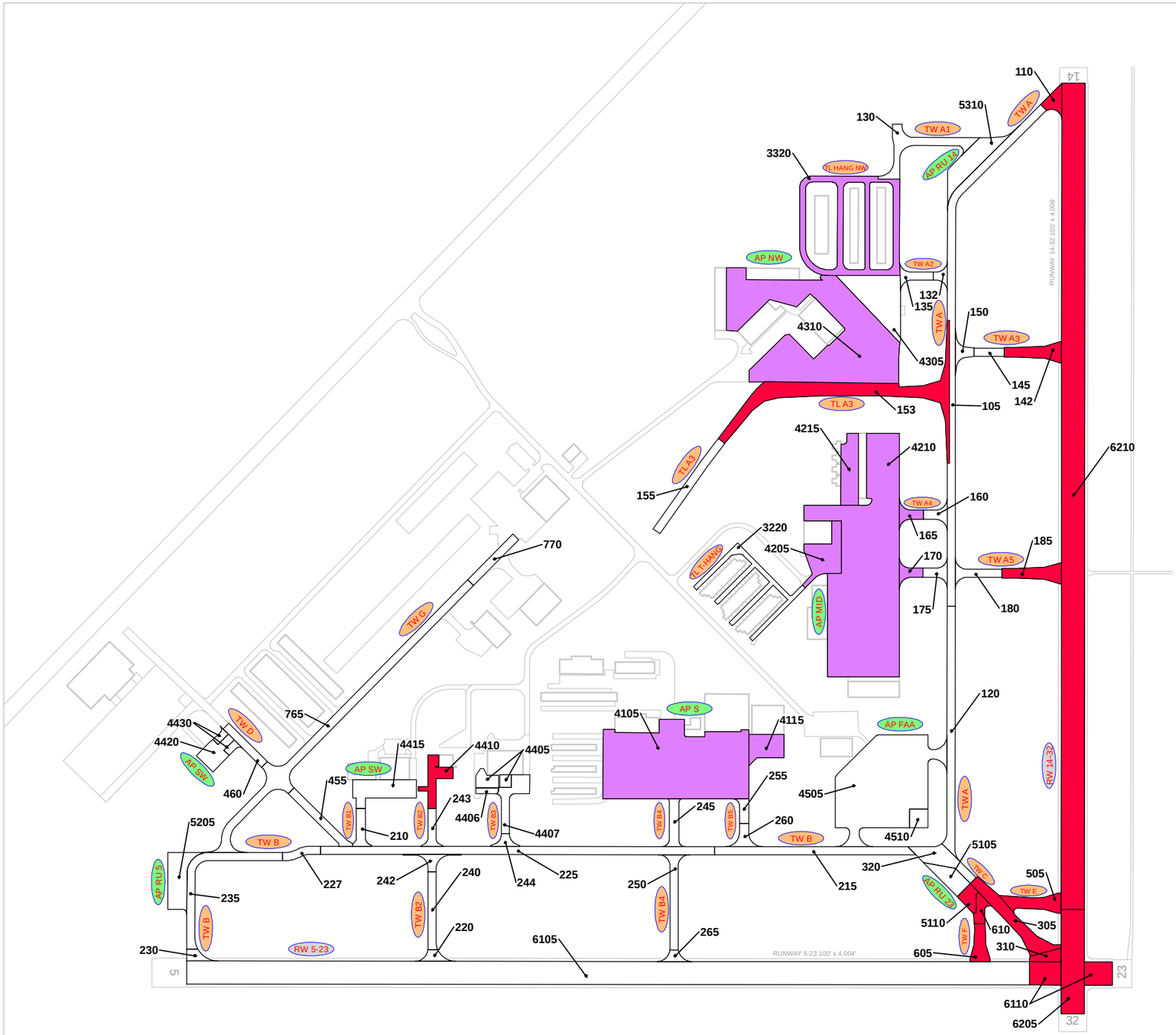
AAC / AP MAIN / 4105 / 10 | 100 — PAVEMENT SURFACE TYPE; PAVEMENT BRANCH ID; SECTION NUMBER; NUMBER OF SAMPLE UNITS IN SECTION; NUMBER OF SAMPLE UNITS TO BE INSPECTED

AAC / AP MAIN / 4105 / 0 | 100 — SECTION NOT INSPECTED DUE TO RECENT CONSTRUCTION. SEE SYSTEM INVENTORY MAP FOR CONSTRUCTION DATES.

100 — INSPECTED SAMPLE UNITS.

TOTAL SAMPLES INSPECTED = 133
AC: 130 PCC: 3

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



RECENT & ANTICIPATED CONSTRUCTION ACTIVITY

CONSTRUCTION YEAR	LOCATION	WORK TYPE / PAVEMENT SECTION
2018	AP MID	Complete Reconstruction - AC
	AP MID, AP NW, AP S, TL HANG NW, TW A4, TW A5	Overlay - AC Structural
2019	RW 5-23, RW 14-32	Mill and Overlay | Variable asphalt mill with 2" P-401 overlay
	RW 14-32	Mill and Overlay | Variable asphalt mill (additional mill along longitudinal joints at 2' width, 2" depth) with 2" P-401 overlay.
	AP RU 23, TW A, TW A3, TW A5, TW C, TW E, TW F	Mill and Overlay | Variable asphalt mill (depth post-mill varies 2"-5") with 2" P-401 overlay
	TL A3	New Construction - AC | 4" P-401 (2LIFTS) OVER 6" P-211 LIMEROCK BASE COURSE OVER 12" STABILIZED SUBBASE
	AP SW	Mill and Overlay

LEGEND

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

PROJECT YEAR

2017		2022	
2018		2023	
2019		2024	
2020		2025	
2021		2026	

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

CRG

AIRFIELD PAVEMENT SYSTEM INVENTORY EXHIBIT

Statewide Airfield Pavement Management Program

JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT

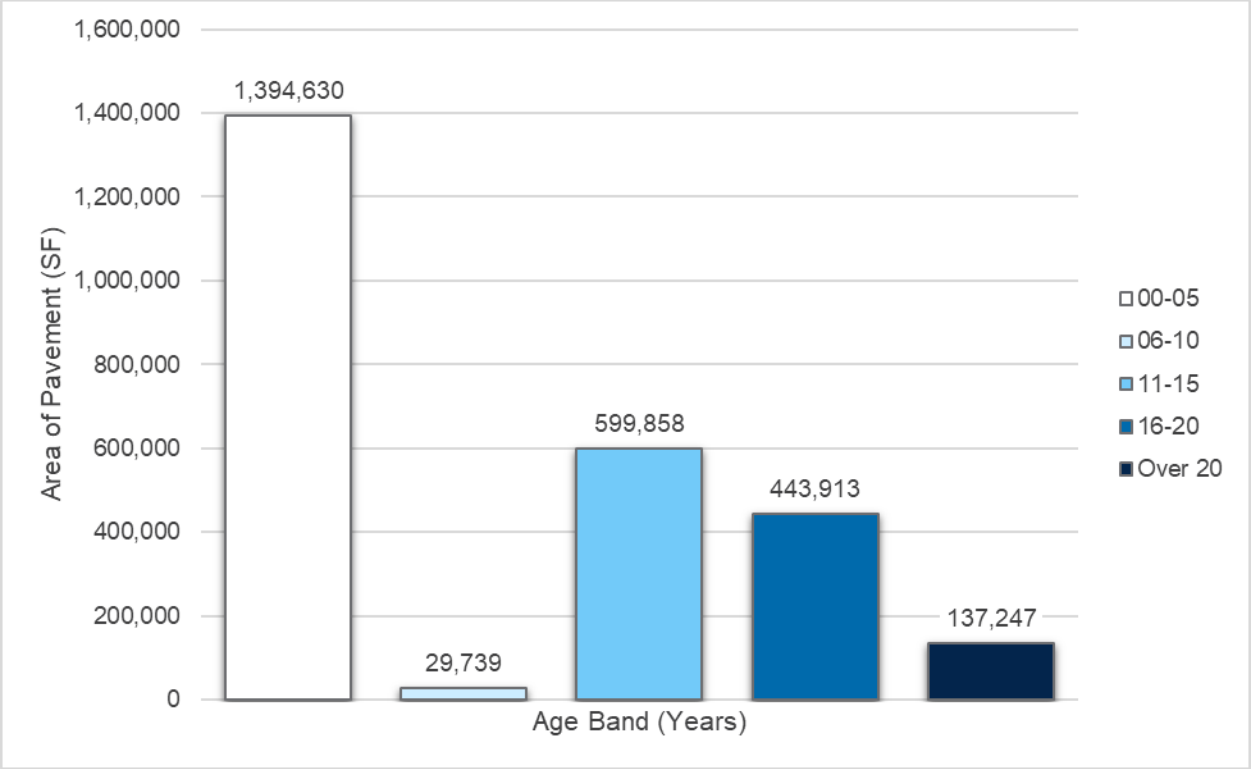
FDOT

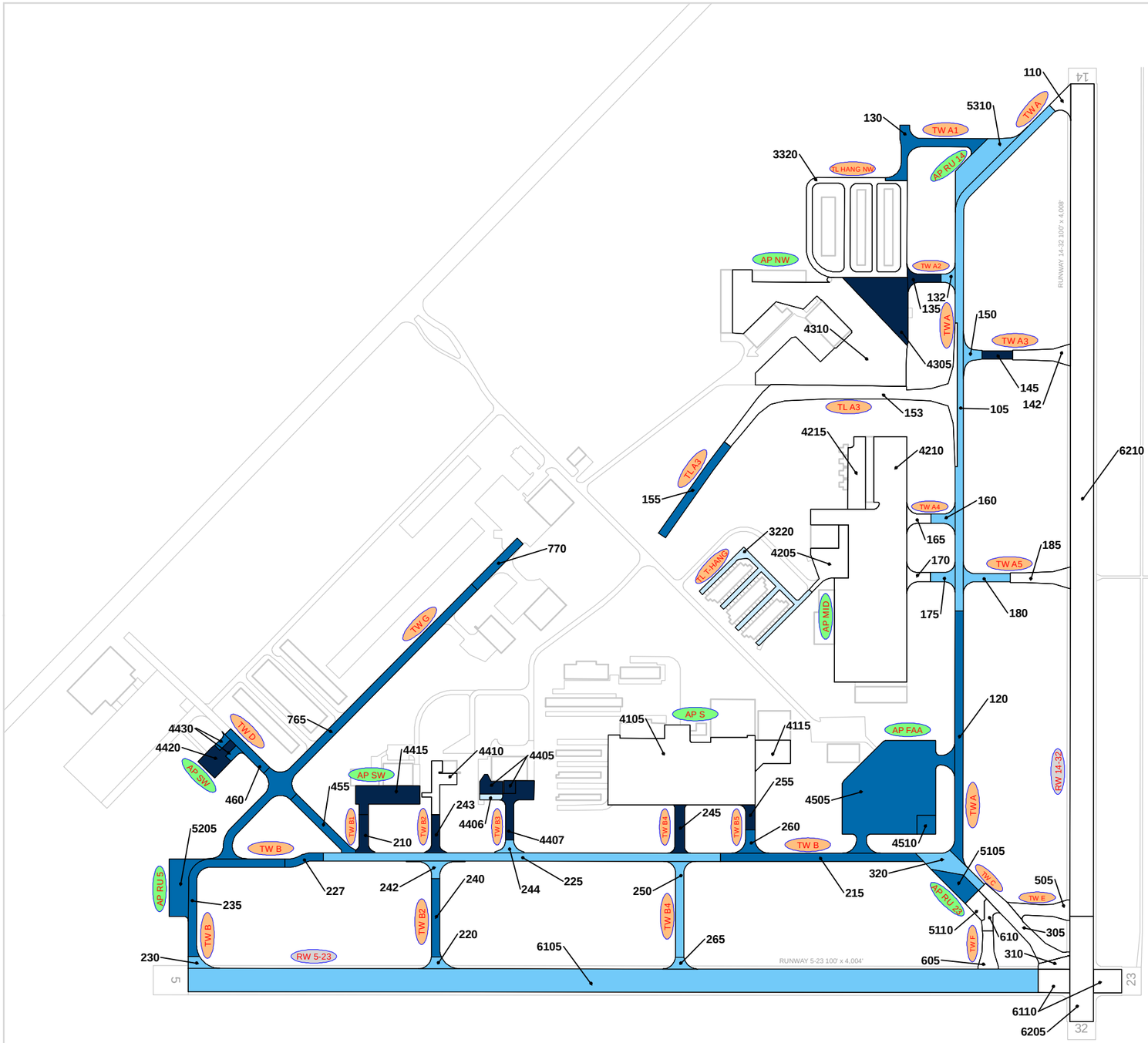
2022

3.1.2 Estimated Pavement Age

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

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





NORTH

LEGEND

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

AGE AT INSPECTION

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

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

CRG

AIRFIELD PAVEMENT ESTIMATED AGE EXHIBIT

Statewide Airfield Pavement Management Program

JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT

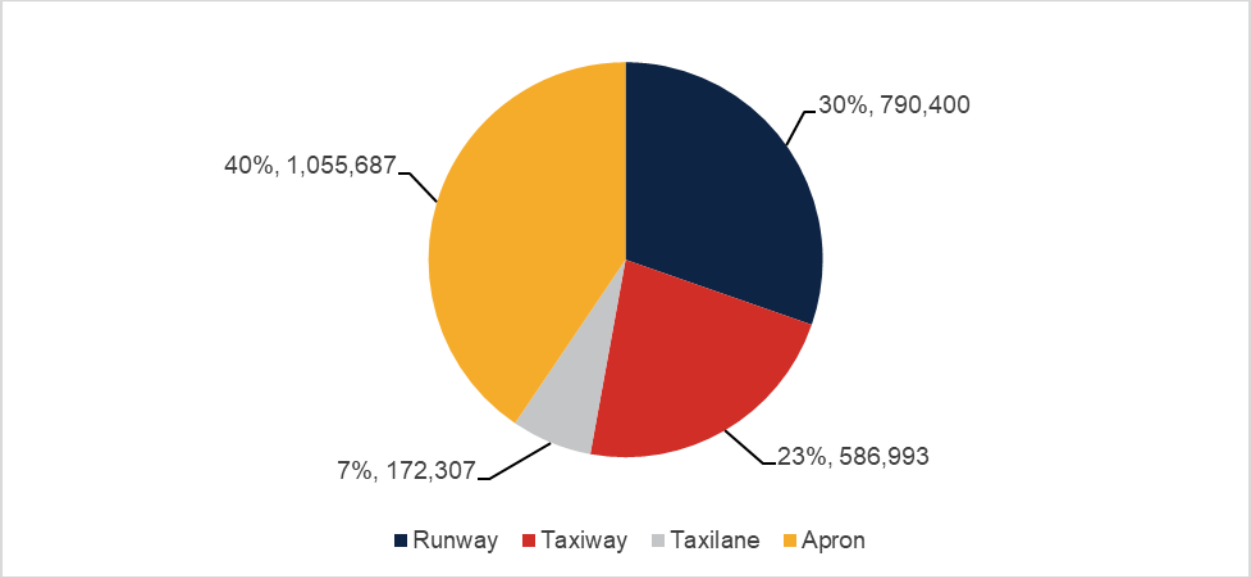
FDOT

2022

3.1.3 Functional Use

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

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

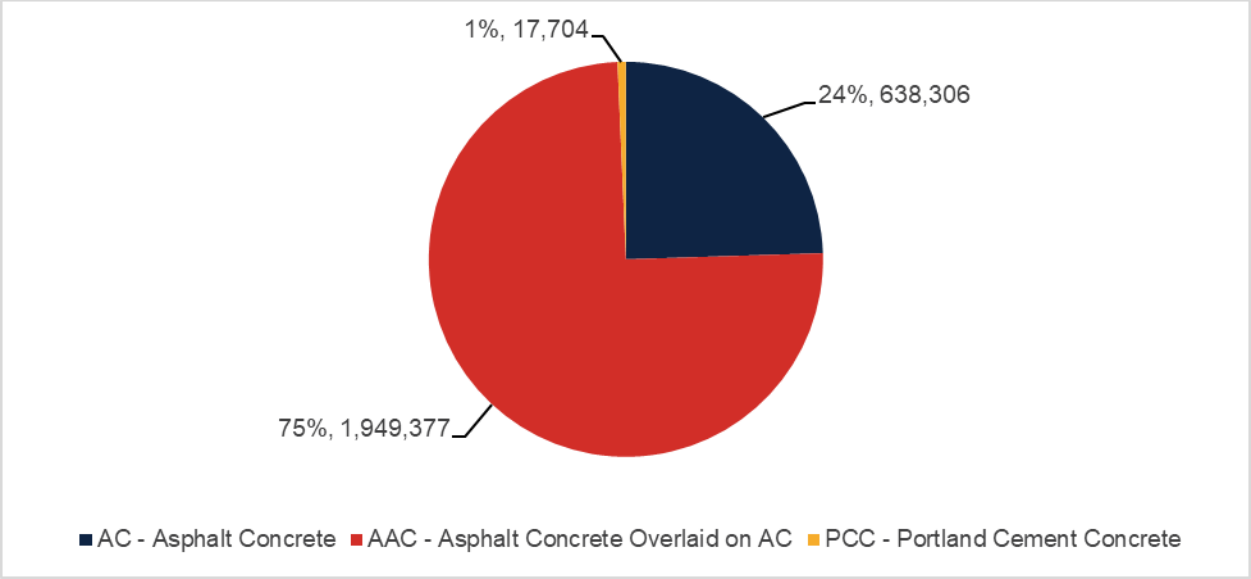


3.1.4 Pavement Surface Type

The airfield pavement facility surface types within the SAPMP include four (4) common types of pavement: Asphalt Concrete (AC), Asphalt Concrete overlaid on Asphalt Concrete (AAC), Asphalt Concrete overlaid on Portland cement concrete (APC), and Portland cement concrete (PCC).

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

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



3.1.5 Pavement System Inventory Details

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

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

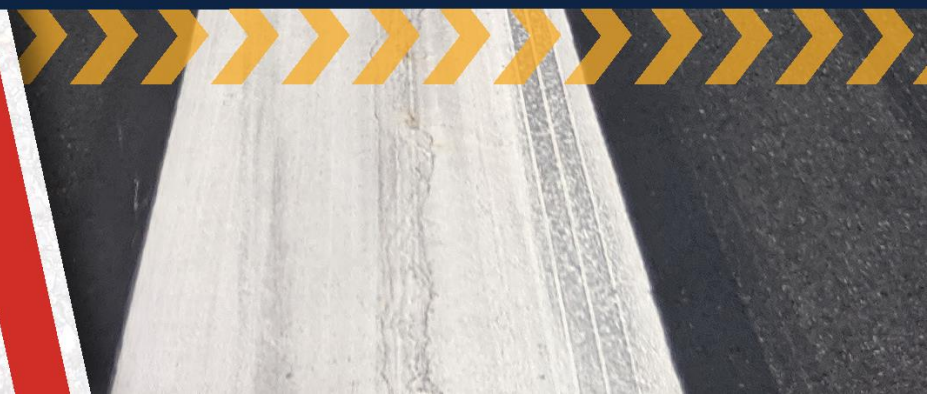
Table 3.1.5: Pavement System Inventory Details

Network ID	Branch ID	Branch Use	Section ID	Area (SF)	Surface Type	Estimate of Last Construction Date
CRG	RW 5-23	Runway	6105	363,800	AAC	1/1/2011
CRG	RW 5-23	Runway	6110	25,800	AAC	1/1/2019
CRG	RW 14-32	Runway	6205	45,000	AAC	1/1/2019
CRG	RW 14-32	Runway	6210	355,800	AAC	1/1/2019
CRG	TW A	Taxiway	105	74,656	AAC	1/1/2010
CRG	TW A	Taxiway	110	6,423	AAC	1/1/2019
CRG	TW A	Taxiway	120	37,712	AC	1/1/2005
CRG	TW A1	Taxiway	130	22,201	AC	1/1/2005

Network ID	Branch ID	Branch Use	Section ID	Area (SF)	Surface Type	Estimate of Last Construction Date
CRG	TW A2	Taxiway	132	3,131	AAC	1/1/2010
CRG	TW A2	Taxiway	135	6,046	AC	1/1/1991
CRG	TW A3	Taxiway	142	13,123	AAC	1/1/2019
CRG	TW A3	Taxiway	145	4,606	AC	1/1/2001
CRG	TW A3	Taxiway	150	4,850	AAC	1/1/2010
CRG	TW A4	Taxiway	160	5,193	AAC	1/1/2010
CRG	TW A4	Taxiway	165	5,091	AAC	7/1/2018
CRG	TW A5	Taxiway	170	5,011	AAC	7/1/2018
CRG	TW A5	Taxiway	175	5,069	AAC	1/1/2010
CRG	TW A5	Taxiway	180	8,126	AAC	1/1/2010
CRG	TW A5	Taxiway	185	13,533	AAC	1/1/2019
CRG	TW B	Taxiway	215	29,838	AC	1/1/2005
CRG	TW B	Taxiway	225	59,500	AAC	1/1/2010
CRG	TW B	Taxiway	227	5,899	AAC	1/1/2003
CRG	TW B	Taxiway	230	3,679	AAC	1/1/2011
CRG	TW B	Taxiway	235	26,915	AC	1/1/2003
CRG	TW B1	Taxiway	210	7,110	AC	12/25/1994
CRG	TW B2	Taxiway	220	3,863	AAC	1/1/2011
CRG	TW B2	Taxiway	240	11,812	AC	1/1/2003
CRG	TW B2	Taxiway	242	4,802	AAC	1/1/2010
CRG	TW B2	Taxiway	243	6,422	AAC	12/25/1994
CRG	TW B3	Taxiway	244	3,380	AAC	1/1/2010
CRG	TW B4	Taxiway	245	9,056	AAC	1/2/1984
CRG	TW B4	Taxiway	250	15,426	AAC	1/1/2010
CRG	TW B4	Taxiway	265	3,169	AAC	1/1/2011
CRG	TW B5	Taxiway	255	4,433	AC	1/1/1991
CRG	TW B5	Taxiway	260	5,545	AC	1/1/2005
CRG	TW C	Taxiway	305	24,696	AAC	1/1/2019
CRG	TW C	Taxiway	310	5,648	AAC	1/1/2019
CRG	TW C	Taxiway	320	16,569	AAC	12/25/2010
CRG	TW D	Taxiway	455	12,087	AC	1/1/2005
CRG	TW D	Taxiway	460	8,245	AC	1/1/2005
CRG	TW E	Taxiway	505	14,164	AAC	1/1/2019
CRG	TW F	Taxiway	605	9,632	AAC	1/1/2019
CRG	TW F	Taxiway	610	5,562	AAC	1/1/2019
CRG	TW G	Taxiway	765	65,079	AC	1/1/2003
CRG	TW G	Taxiway	770	9,691	AC	1/1/2004
CRG	TL A3	Taxilane	153	71,404	AC	1/1/2019
CRG	TL A3	Taxilane	155	16,800	AC	1/1/2007
CRG	TL HANG NW	Taxilane	3320	56,781	AAC	7/1/2018
CRG	TL T-HANG	Taxilane	3220	27,322	AAC	7/1/2015
CRG	AP FAA	Apron	4505	147,450	AC	1/1/2004
CRG	AP FAA	Apron	4510	6,400	PCC	1/1/2004
CRG	AP MID	Apron	4205	24,445	AAC	7/1/2018
CRG	AP MID	Apron	4210	265,650	AAC	7/1/2018
CRG	AP MID	Apron	4215	22,406	AC	1/1/2018

Network ID	Branch ID	Branch Use	Section ID	Area (SF)	Surface Type	Estimate of Last Construction Date
CRG	AP NW	Apron	4305	41,023	AC	1/1/1991
CRG	AP NW	Apron	4310	204,437	AAC	7/1/2018
CRG	AP RU 14	Apron	5310	24,645	AAC	1/1/2010
CRG	AP RU 23	Apron	5105	12,030	AC	1/1/2005
CRG	AP RU 23	Apron	5110	6,117	AAC	1/1/2019
CRG	AP RU 5	Apron	5205	22,135	AC	1/1/2003
CRG	AP S	Apron	4105	185,265	AAC	7/1/2018
CRG	AP S	Apron	4115	15,813	AAC	7/1/2018
CRG	AP SW	Apron	4405	8,887	PCC	1/1/2000
CRG	AP SW	Apron	4406	2,417	PCC	1/1/2014
CRG	AP SW	Apron	4407	14,286	AC	1/1/2000
CRG	AP SW	Apron	4410	12,829	AAC	1/1/2019
CRG	AP SW	Apron	4415	23,211	AC	1/1/2002
CRG	AP SW	Apron	4420	12,167	AC	1/1/1995
CRG	AP SW	Apron	4430	4,074	AC	1/1/2006

Chapter 4: Airfield Pavement Condition Analysis



Chapter 4 – Airfield Pavement Condition Analysis

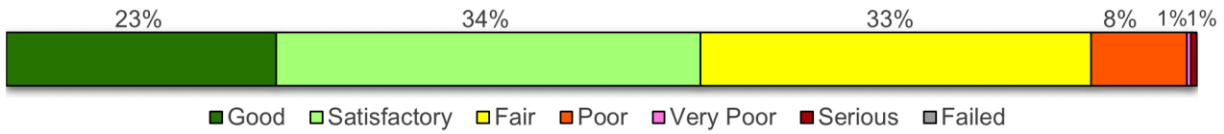
The Pavement Condition Index (PCI) provides insight to possible causes of deterioration to help support pavement maintenance and rehabilitation planning. Distress type, severity, and extent are required in the computation of a PCI value. The PCI method of pavement condition evaluation is strictly a visual review of surface condition, also referred to as a functional evaluation. Further evaluation of pavement conditions may be necessary, such as structural evaluation, for design- and/or project-level determination of pavement rehabilitation needs.

4.1 Airfield Pavement Condition Index

4.1.1 Network-Level Analysis

The following figure, **Figure 4.1.1**, summarizes the network-level pavement condition analysis based on the most recent survey results. On a network level, approximately 57% of inspected pavements are in Good or Satisfactory condition. Presently, roughly 33% of inspected pavements are in Fair condition and the remaining 10% of inspected pavements are in Poor or worse condition.

Figure 4.1.1: Current Condition – Overall Network



4.1.2 Branch-Level Analysis

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

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

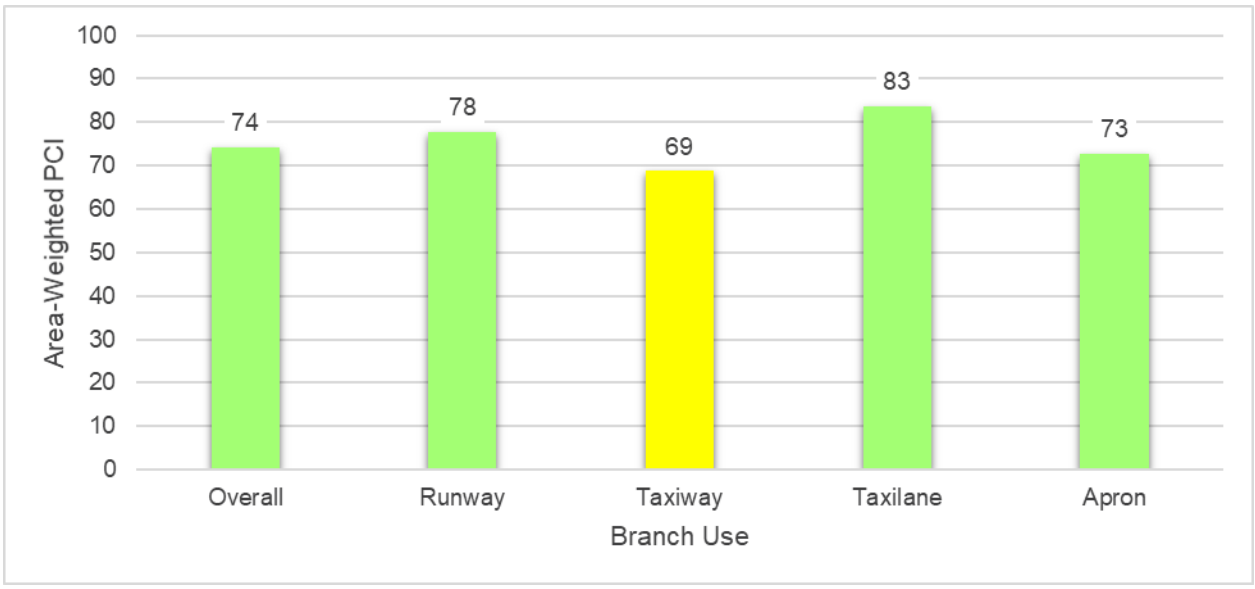


Figure 4.1.2 (b): Current Condition – Runway

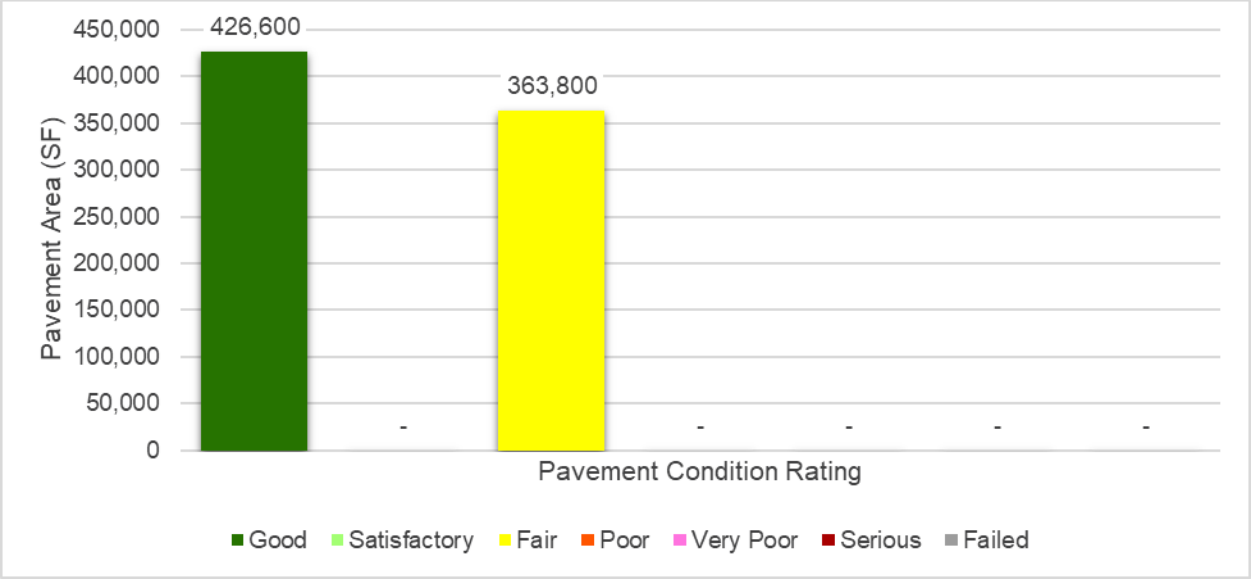


Figure 4.1.2 (c): Current Condition – Taxiway

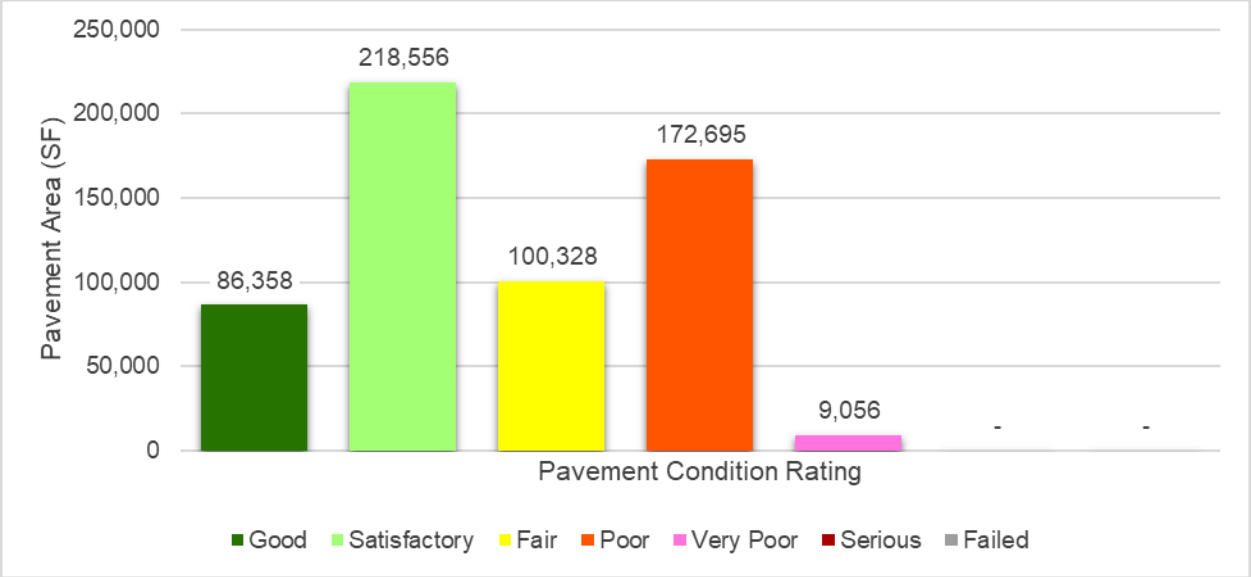


Figure 4.1.2 (d): Current Condition – Taxilane

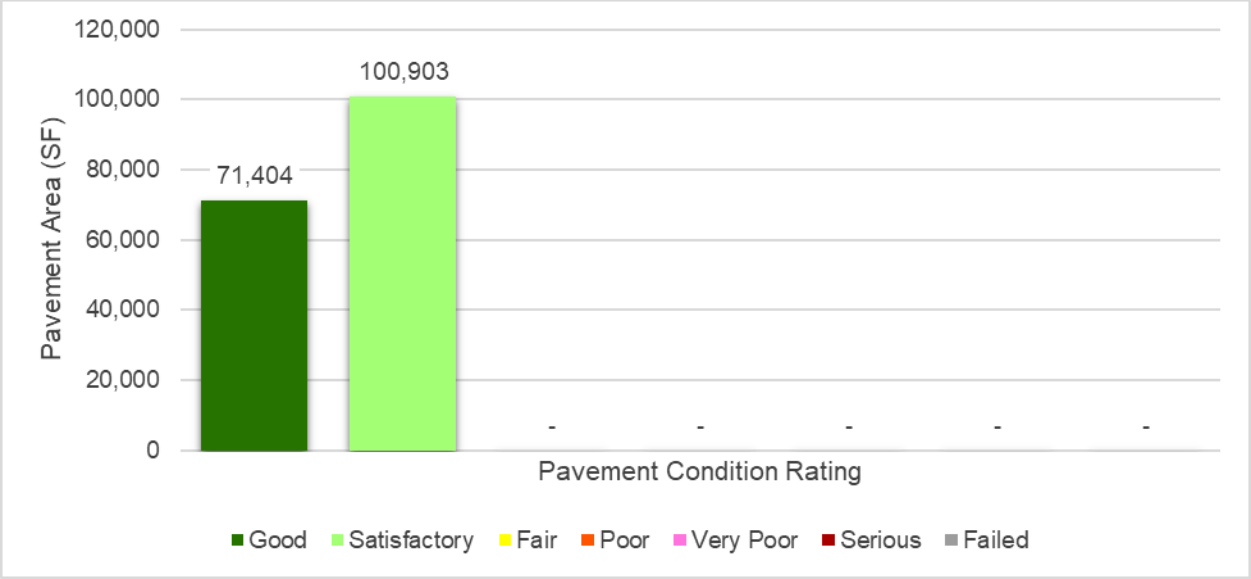


Figure 4.1.2 (e): Current Condition – Apron

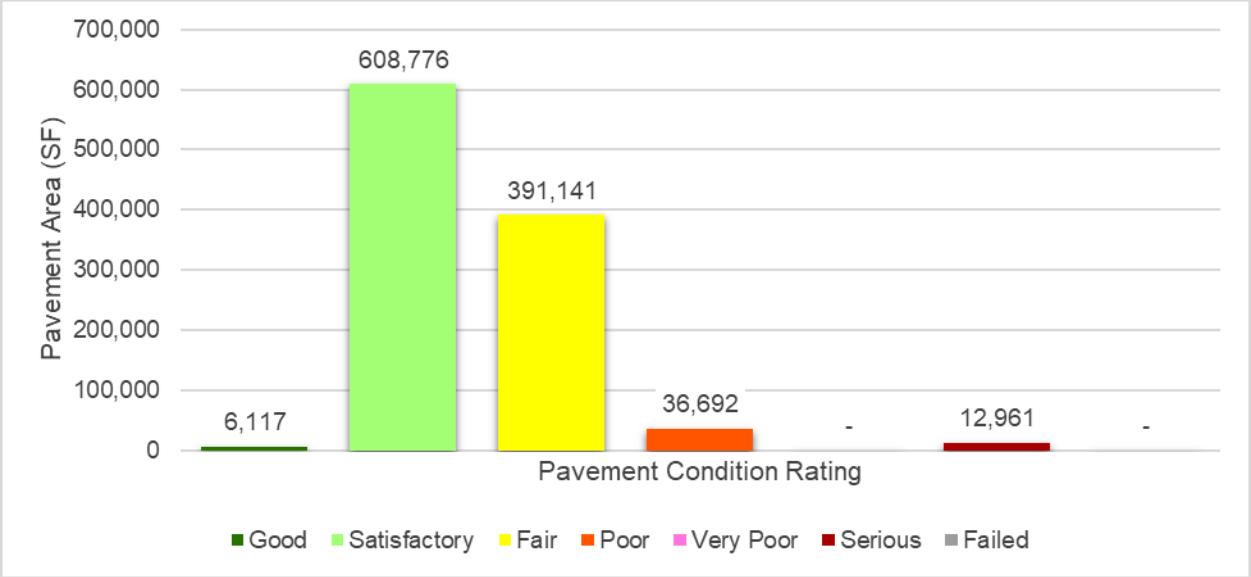


Table 4.1.2 details the branch-level condition for each airfield pavement branch.

Table 4.1.2: Current Condition Summary – Branch-Level

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Area-Weighted Avg PCI	Condition Rating
RW 5-23	Runway	2	389,600	65	Fair
RW 14-32	Runway	2	400,800	90	Good
TW A	Taxiway	3	118,791	62	Fair
TW A1	Taxiway	1	22,201	83	Satisfactory
TW A2	Taxiway	2	9,177	59	Fair
TW A3	Taxiway	3	22,579	84	Satisfactory
TW A4	Taxiway	2	10,284	63	Fair
TW A5	Taxiway	4	31,739	74	Satisfactory
TW B	Taxiway	5	125,831	62	Fair
TW B1	Taxiway	1	7,110	56	Fair
TW B2	Taxiway	4	26,899	66	Fair
TW B3	Taxiway	1	3,380	66	Fair
TW B4	Taxiway	3	27,651	56	Fair
TW B5	Taxiway	2	9,978	67	Fair
TW C	Taxiway	3	46,913	76	Satisfactory
TW D	Taxiway	2	20,332	71	Satisfactory
TW E	Taxiway	1	14,164	94	Good
TW F	Taxiway	2	15,194	94	Good
TW G	Taxiway	2	74,770	73	Satisfactory
TL A3	Taxilane	2	88,204	89	Good
TL HANG NW	Taxilane	1	56,781	79	Satisfactory
TL T-HANG	Taxilane	1	27,322	74	Satisfactory
AP FAA	Apron	2	153,850	80	Satisfactory
AP MID	Apron	3	312,501	68	Fair
AP NW	Apron	2	245,460	79	Satisfactory
AP RU 14	Apron	1	24,645	64	Fair
AP RU 23	Apron	2	18,147	78	Satisfactory
AP RU 5	Apron	1	22,135	75	Satisfactory
AP S	Apron	2	201,078	73	Satisfactory
AP SW	Apron	7	77,871	58	Fair

4.1.3 Section-Level Analysis

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

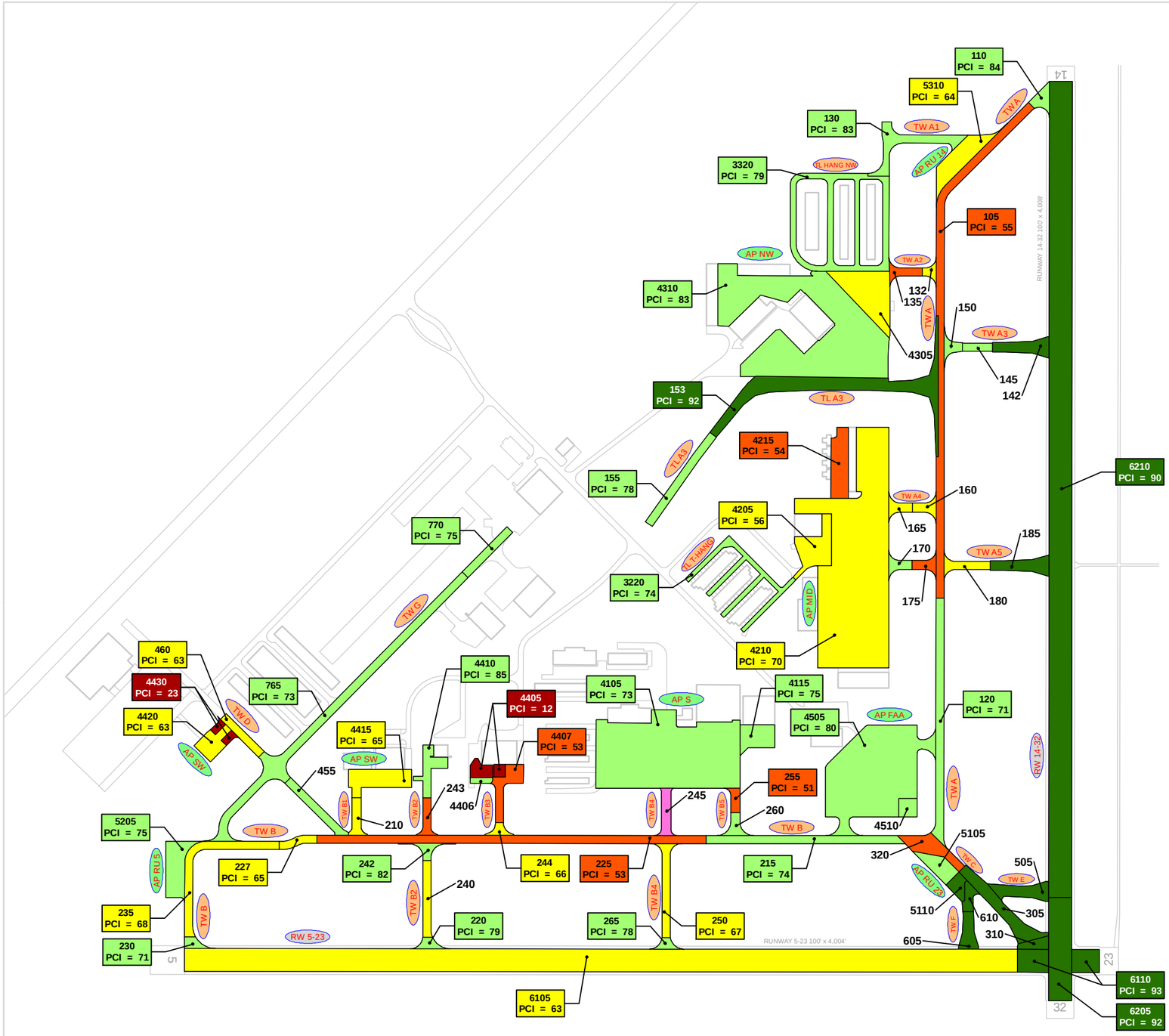
Pavement facilities that have been reconstructed within the past 24 months, or are anticipated for reconstruction within the next 24 months, may have been omitted from this assessment. Pavement that has received major rehabilitation will be set to a PCI of 100 for this analysis.

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

Network ID	Branch ID	Branch Use	Section ID	Area (SF)	Surface	PCI	Condition Rating	PCI % Climate	PCI % Load	PCI % Other	Sample Units Inspected	Total Sample Units in Section
CRG	RW 5-23	Runway	6105	363,800	AAC	63	Fair	96	0	4	15	73
CRG	RW 5-23	Runway	6110	25,800	AAC	93	Good	100	0	0	2	6
CRG	RW 14-32	Runway	6205	45,000	AAC	92	Good	100	0	0	2	9
CRG	RW 14-32	Runway	6210	355,800	AAC	90	Good	91	0	9	15	71
CRG	TW A	Taxiway	105	74,656	AAC	55	Poor	74	0	26	4	20
CRG	TW A	Taxiway	110	6,423	AAC	84	Satisfactory	70	0	30	1	1
CRG	TW A	Taxiway	120	37,712	AC	71	Satisfactory	73	0	27	3	10
CRG	TW A1	Taxiway	130	22,201	AC	83	Satisfactory	100	0	0	1	5
CRG	TW A2	Taxiway	132	3,131	AAC	67	Fair	100	0	0	1	1
CRG	TW A2	Taxiway	135	6,046	AC	55	Poor	94	0	6	1	1
CRG	TW A3	Taxiway	142	13,123	AAC	91	Good	100	0	0	1	3
CRG	TW A3	Taxiway	145	4,606	AC	71	Satisfactory	100	0	0	1	1
CRG	TW A3	Taxiway	150	4,850	AAC	78	Satisfactory	100	0	0	1	1
CRG	TW A4	Taxiway	160	5,193	AAC	63	Fair	95	0	5	1	1
CRG	TW A4	Taxiway	165	5,091	AAC	62	Fair	100	0	0	1	1
CRG	TW A5	Taxiway	170	5,011	AAC	75	Satisfactory	100	0	0	1	1
CRG	TW A5	Taxiway	175	5,069	AAC	55	Poor	71	0	29	1	1
CRG	TW A5	Taxiway	180	8,126	AAC	60	Fair	82	0	18	1	2
CRG	TW A5	Taxiway	185	13,533	AAC	90	Good	100	0	0	1	3
CRG	TW B	Taxiway	215	29,838	AC	74	Satisfactory	96	0	4	1	8
CRG	TW B	Taxiway	225	59,500	AAC	53	Poor	89	0	11	4	16
CRG	TW B	Taxiway	227	5,899	AAC	65	Fair	99	0	1	1	1
CRG	TW B	Taxiway	230	3,679	AAC	71	Satisfactory	100	0	0	1	1
CRG	TW B	Taxiway	235	26,915	AC	68	Fair	86	0	14	2	7
CRG	TW B1	Taxiway	210	7,110	AC	56	Fair	84	0	16	1	2
CRG	TW B2	Taxiway	220	3,863	AAC	79	Satisfactory	100	0	0	1	1
CRG	TW B2	Taxiway	240	11,812	AC	69	Fair	97	0	3	1	3
CRG	TW B2	Taxiway	242	4,802	AAC	82	Satisfactory	100	0	0	1	1
CRG	TW B2	Taxiway	243	6,422	AAC	41	Poor	72	16	12	1	1
CRG	TW B3	Taxiway	244	3,380	AAC	66	Fair	90	0	10	1	1
CRG	TW B4	Taxiway	245	9,056	AAC	31	Very Poor	75	16	9	1	2
CRG	TW B4	Taxiway	250	15,426	AAC	67	Fair	90	0	10	1	4
CRG	TW B4	Taxiway	265	3,169	AAC	78	Satisfactory	100	0	0	1	1
CRG	TW B5	Taxiway	255	4,433	AC	51	Poor	83	0	17	1	1
CRG	TW B5	Taxiway	260	5,545	AC	79	Satisfactory	87	0	13	1	1
CRG	TW C	Taxiway	305	24,696	AAC	90	Good	100	0	0	1	5
CRG	TW C	Taxiway	310	5,648	AAC	90	Good	100	0	0	1	1
CRG	TW C	Taxiway	320	16,569	AAC	51	Poor	92	0	8	1	4
CRG	TW D	Taxiway	455	12,087	AC	76	Satisfactory	64	0	36	1	3
CRG	TW D	Taxiway	460	8,245	AC	63	Fair	76	0	24	1	2
CRG	TW E	Taxiway	505	14,164	AAC	94	Good	100	0	0	1	3
CRG	TW F	Taxiway	605	9,632	AAC	94	Good	100	0	0	1	2
CRG	TW F	Taxiway	610	5,562	AAC	95	Good	100	0	0	1	1

Network ID	Branch ID	Branch Use	Section ID	Area (SF)	Surface	PCI	Condition Rating	PCI % Climate	PCI % Load	PCI % Other	Sample Units Inspected	Total Sample Units in Section
CRG	TW G	Taxiway	765	65,079	AC	73	Satisfactory	100	0	0	3	18
CRG	TW G	Taxiway	770	9,691	AC	75	Satisfactory	100	0	0	1	2
CRG	TL A3	Taxilane	153	71,404	AC	92	Good	100	0	0	2	12
CRG	TL A3	Taxilane	155	16,800	AC	78	Satisfactory	94	0	6	1	5
CRG	TL HANG NW	Taxilane	3320	56,781	AAC	79	Satisfactory	99	0	1	3	12
CRG	TL T-HANG	Taxilane	3220	27,322	AAC	74	Satisfactory	100	0	0	2	7
CRG	AP FAA	Apron	4505	147,450	AC	80	Satisfactory	65	0	35	5	30
CRG	AP FAA	Apron	4510	6,400	PCC	78	Satisfactory	29	0	71	1	3
CRG	AP MID	Apron	4205	24,445	AAC	56	Fair	86	0	14	1	5
CRG	AP MID	Apron	4210	265,650	AAC	70	Fair	99	0	1	6	54
CRG	AP MID	Apron	4215	22,406	AC	54	Poor	81	0	19	1	5
CRG	AP NW	Apron	4305	41,023	AC	60	Fair	96	0	4	1	8
CRG	AP NW	Apron	4310	204,437	AAC	83	Satisfactory	100	0	0	5	43
CRG	AP RU 14	Apron	5310	24,645	AAC	64	Fair	83	0	17	2	6
CRG	AP RU 23	Apron	5105	12,030	AC	71	Satisfactory	100	0	0	1	3
CRG	AP RU 23	Apron	5110	6,117	AAC	92	Good	100	0	0	1	1
CRG	AP RU 5	Apron	5205	22,135	AC	75	Satisfactory	100	0	0	1	5
CRG	AP S	Apron	4105	185,265	AAC	73	Satisfactory	97	0	3	5	37
CRG	AP S	Apron	4115	15,813	AAC	75	Satisfactory	100	0	0	2	4
CRG	AP SW	Apron	4405	8,887	PCC	12	Serious	7	82	11	1	2
CRG	AP SW	Apron	4406	2,417	PCC	81	Satisfactory	63	0	37	1	1
CRG	AP SW	Apron	4407	14,286	AC	53	Poor	93	0	7	1	4
CRG	AP SW	Apron	4410	12,829	AAC	85	Satisfactory	100	0	0	1	3
CRG	AP SW	Apron	4415	23,211	AC	65	Fair	85	0	15	1	5
CRG	AP SW	Apron	4420	12,167	AC	63	Fair	97	0	3	1	3
CRG	AP SW	Apron	4430	4,074	AC	23	Serious	34	0	66	1	2

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



132 PCI = 67	135 PCI = 55	142 PCI = 91	145 PCI = 71	150 PCI = 78	160 PCI = 63	165 PCI = 62
170 PCI = 75	175 PCI = 55	180 PCI = 60	185 PCI = 90	210 PCI = 56	240 PCI = 69	243 PCI = 41
245 PCI = 31	260 PCI = 79	305 PCI = 90	310 PCI = 90	320 PCI = 51	455 PCI = 76	505 PCI = 94
605 PCI = 94	610 PCI = 95	4305 PCI = 60	4406 PCI = 81	4510 PCI = 78	5105 PCI = 71	5110 PCI = 92

LEGEND

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

2022 PAVEMENT CONDITION INDEX

- 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 ID"
"PCI VALUE"

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

CRG

AIRFIELD PAVEMENT CONDITION INDEX EXHIBIT

Statewide Airfield Pavement Management Program

JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT

FDOT

2022

4.2 Summary of Pavement Condition Evaluation Results

4.2.1 Network-Level Observations

The PCI assessment for Jacksonville Executive at Craig Airport (CRG) was performed in July 2022. The overall area-weighted average PCI value of the network was 74, representing a condition rating of Satisfactory. The 2022 PCI assessment was the first assessment of the South Apron, Middle Apron, and Northwest Apron since the 2017 pavement rehabilitation. The inspectors observed a quantity of cracking that was uncharacteristic of a pavement 5 years or less in age. The observed cracking resulted in an accelerated PCI deterioration with PCI values ranging from 83 to 56.

Based on the FAA 5010 Report as of 11/03/2022, the Airport has reported 158,769 operations for 12 months ending 02/07/2018.

4.2.2 Branch-Level Observations

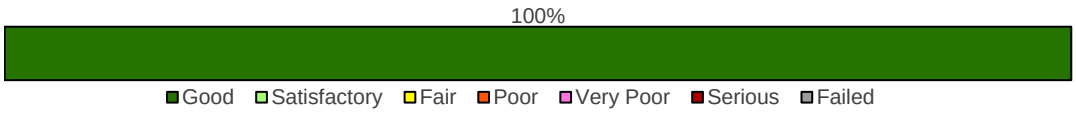
The following branch-level observations are a summary of select pavement facilities identified during the PCI assessment, including a discussion of general conditions and branch characteristics. The summary may not include all branches and/or sections within the Airport's airfield pavement network. Representative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

Runways

RW 14-32

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
RW 14-32	RUNWAY	2	400,800	90	Good

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



Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
6205	AAC	45,000	92	Good
6210	AAC	355,800	90	Good

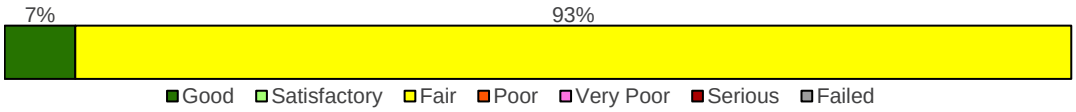
RW 14-32 consists of 2 flexible pavement sections, totaling 400,800 sf. The last major construction date for the branch was 2019, resulting in an area-weighted average age at

inspection of 4 years old. Overall, RW 14-32 is in Good condition with an area-weighted average PCI of 90.

RW 5-23

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
RW 5-23	RUNWAY	2	389,600	65	Fair

The following bar graph shows proportional distribution (as % of area within branch) of condition categories among sections within the branch. Given the individual section data shown in the subsequent table, the distribution is as follows: 7% Good (86-100 PCI), 93% Fair (56-70 PCI).



Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
6105	AAC	363,800	63	Fair
6110	AAC	25,800	93	Good

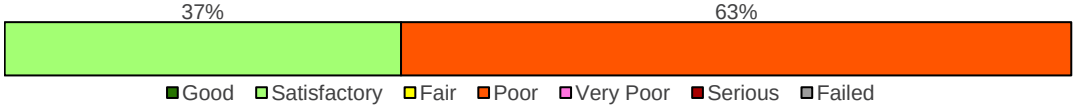
RW 5-23 consists of 2 flexible pavement sections, totaling 389,600 sf. The last major construction dates range from 2011 to 2019, resulting in an area-weighted average age at inspection of 11 years old. Overall, RW 5-23 is in Fair condition with an area-weighted average PCI of 65.

Taxiways

TW A

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
TW A	TAXIWAY	3	118,791	62	Fair

The following bar graph shows proportional distribution (as % of area within branch) of condition categories among sections within the branch. Given the individual section data shown in the subsequent table, the distribution is as follows: 37% Satisfactory (71-85 PCI), 63% Poor (41-55 PCI).



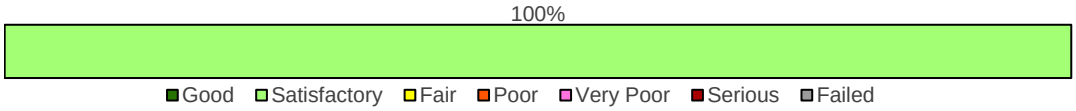
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
105	AAC	74,656	55	Poor
110	AAC	6,423	84	Satisfactory
120	AC	37,712	71	Satisfactory

TW A consists of 3 flexible pavement sections, totaling 118,791 sf. The last major construction dates range from 2005 to 2019, resulting in an area-weighted average age at inspection of 14 years old. Overall, TW A is in Fair condition with an area-weighted average PCI of 62.

TW A1

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
TW A1	TAXIWAY	1	22,201	83	Satisfactory

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



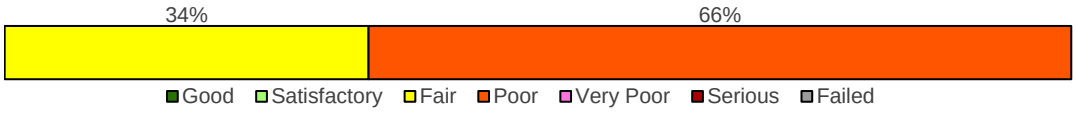
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
130	AC	22,201	83	Satisfactory

TW A1 consists of 1 flexible pavement section, totaling 22,201 sf. The last major construction date for the branch was 2005, resulting in an area-weighted average age at inspection of 18 years old. Overall, TW A1 is in Satisfactory condition with an area-weighted average PCI of 83.

TW A2

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
TW A2	TAXIWAY	2	9,177	59	Fair

The following bar graph shows proportional distribution (as % of area within branch) of condition categories among sections within the branch. Given the individual section data shown in the subsequent table, the distribution is as follows: 34% Fair (56-70 PCI), 66% Poor (41-55 PCI).



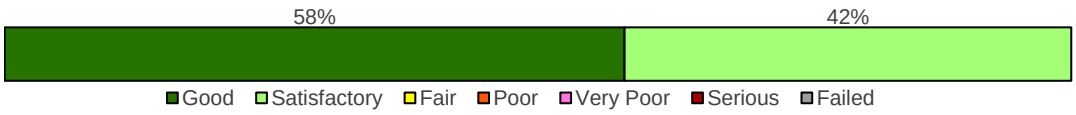
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
132	AAC	3,131	67	Fair
135	AC	6,046	55	Poor

TW A2 consists of 2 flexible pavement sections, totaling 9,177 sf. The last major construction dates range from 1991 to 2010, resulting in an area-weighted average age at inspection of 25 years old. Overall, TW A2 is in Fair condition with an area-weighted average PCI of 59.

TW A3

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
TW A3	TAXIWAY	3	22,579	84	Satisfactory

The following bar graph shows proportional distribution (as % of area within branch) of condition categories among sections within the branch. Given the individual section data shown in the subsequent table, the distribution is as follows: 58% Good (86-100 PCI), 42% Satisfactory (71-85 PCI).



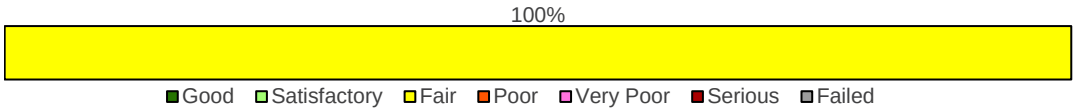
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
142	AAC	13,123	91	Good
145	AC	4,606	71	Satisfactory
150	AAC	4,850	78	Satisfactory

TW A3 consists of 3 flexible pavement sections, totaling 22,579 sf. The last major construction dates range from 2001 to 2019, resulting in an area-weighted average age at inspection of 9 years old. Overall, TW A3 is in Satisfactory condition with an area-weighted average PCI of 84.

TW A4

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
TW A4	TAXIWAY	2	10,284	63	Fair

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



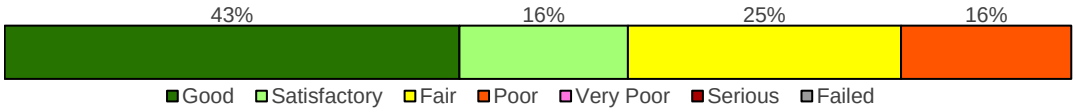
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
160	AAC	5,193	63	Fair
165	AAC	5,091	62	Fair

TW A4 consists of 2 flexible pavement sections, totaling 10,284 sf. The last major construction dates range from 2010 to 2018, resulting in an area-weighted average age at inspection of 8 years old. Overall, TW A4 is in Fair condition with an area-weighted average PCI of 63.

TW A5

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
TW A5	TAXIWAY	4	31,739	74	Satisfactory

The following bar graph shows proportional distribution (as % of area within branch) of condition categories among sections within the branch. Given the individual section data shown in the subsequent table, the distribution is as follows: 43% Good (86-100 PCI), 16% Satisfactory (71-85 PCI), 25% Fair (56-70 PCI), 16% Poor (41-55 PCI).



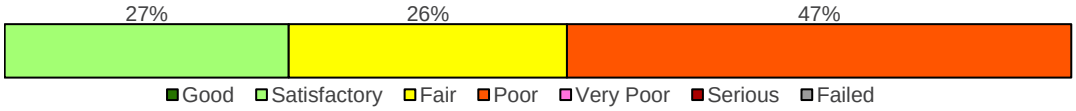
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
170	AAC	5,011	75	Satisfactory
175	AAC	5,069	55	Poor
180	AAC	8,126	60	Fair
185	AAC	13,533	90	Good

TW A5 consists of 4 flexible pavement sections, totaling 31,739 sf. The last major construction dates range from 2010 to 2019, resulting in an area-weighted average age at inspection of 7 years old. Overall, TW A5 is in Satisfactory condition with an area-weighted average PCI of 74.

TW B

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
TW B	TAXIWAY	5	125,831	62	Fair

The following bar graph shows proportional distribution (as % of area within branch) of condition categories among sections within the branch. Given the individual section data shown in the subsequent table, the distribution is as follows: 27% Satisfactory (71-85 PCI), 26% Fair (56-70 PCI), 47% Poor (41-55 PCI).



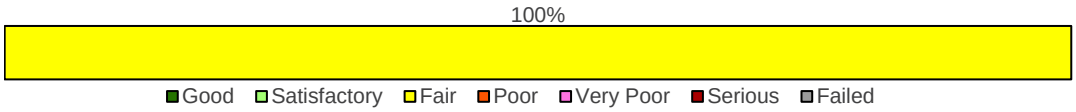
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
215	AC	29,838	74	Satisfactory
225	AAC	59,500	53	Poor
227	AAC	5,899	65	Fair
230	AAC	3,679	71	Satisfactory
235	AC	26,915	68	Fair

TW B consists of 5 flexible pavement sections, totaling 125,831 sf. The last major construction dates range from 2003 to 2011, resulting in an area-weighted average age at inspection of 16 years old. Overall, TW B is in Fair condition with an area-weighted average PCI of 62.

TW B1

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
TW B1	TAXIWAY	1	7,110	56	Fair

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



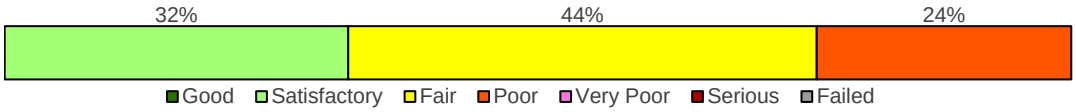
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
210	AC	7,110	56	Fair

TW B1 consists of 1 flexible pavement section, totaling 7,110 sf. The last major construction date for the branch was 1994, resulting in an area-weighted average age at inspection of 28 years old. Overall, TW B1 is in Fair condition with an area-weighted average PCI of 56.

TW B2

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
TW B2	TAXIWAY	4	26,899	66	Fair

The following bar graph shows proportional distribution (as % of area within branch) of condition categories among sections within the branch. Given the individual section data shown in the subsequent table, the distribution is as follows: 32% Satisfactory (71-85 PCI), 44% Fair (56-70 PCI), 24% Poor (41-55 PCI).



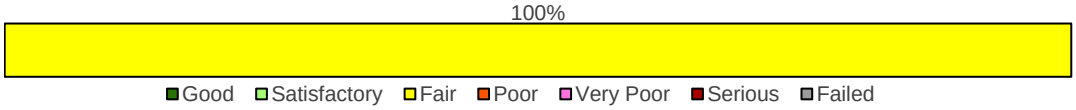
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
220	AAC	3,863	79	Satisfactory
240	AC	11,812	69	Fair
242	AAC	4,802	82	Satisfactory
243	AAC	6,422	41	Poor

TW B2 consists of 4 flexible pavement sections, totaling 26,899 sf. The last major construction dates range from 1994 to 2011, resulting in an area-weighted average age at inspection of 19 years old. Overall, TW B2 is in Fair condition with an area-weighted average PCI of 66.

TW B3

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
TW B3	TAXIWAY	1	3,380	66	Fair

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



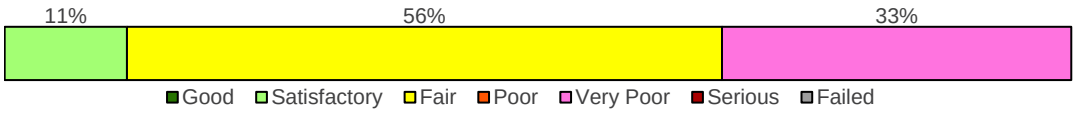
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
244	AAC	3,380	66	Fair

TW B3 consists of 1 flexible pavement section, totaling 3,380 sf. The last major construction date for the branch was 2010, resulting in an area-weighted average age at inspection of 13 years old. Overall, TW B3 is in Fair condition with an area-weighted average PCI of 66.

TW B4

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
TW B4	TAXIWAY	3	27,651	56	Fair

The following bar graph shows proportional distribution (as % of area within branch) of condition categories among sections within the branch. Given the individual section data shown in the subsequent table, the distribution is as follows: 11% Satisfactory (71-85 PCI), 56% Fair (56-70 PCI), 33% Very Poor (26-40 PCI).



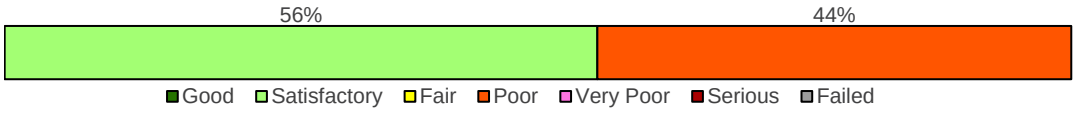
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
245	AAC	9,056	31	Very Poor
250	AAC	15,426	67	Fair
265	AAC	3,169	78	Satisfactory

TW B4 consists of 3 flexible pavement sections, totaling 27,651 sf. The last major construction dates range from 1984 to 2011, resulting in an area-weighted average age at inspection of 21 years old. Overall, TW B4 is in Fair condition with an area-weighted average PCI of 56.

TW B5

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
TW B5	TAXIWAY	2	9,978	67	Fair

The following bar graph shows proportional distribution (as % of area within branch) of condition categories among sections within the branch. Given the individual section data shown in the subsequent table, the distribution is as follows: 56% Satisfactory (71-85 PCI), 44% Poor (41-55 PCI).



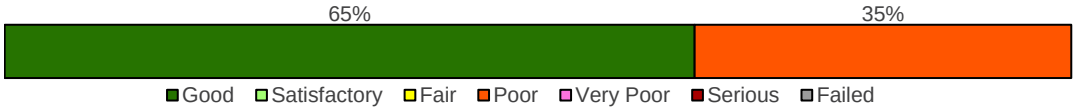
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
255	AC	4,433	51	Poor
260	AC	5,545	79	Satisfactory

TW B5 consists of 2 flexible pavement sections, totaling 9,978 sf. The last major construction dates range from 1991 to 2005, resulting in an area-weighted average age at inspection of 24 years old. Overall, TW B5 is in Fair condition with an area-weighted average PCI of 67.

TW C

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
TW C	TAXIWAY	3	46,913	76	Satisfactory

The following bar graph shows proportional distribution (as % of area within branch) of condition categories among sections within the branch. Given the individual section data shown in the subsequent table, the distribution is as follows: 65% Good (86-100 PCI), 35% Poor (41-55 PCI).



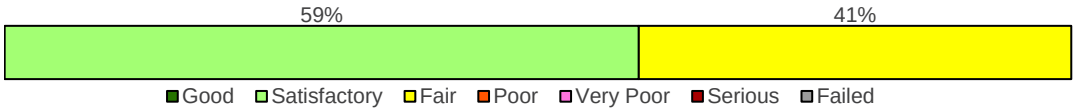
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
305	AAC	24,696	90	Good
310	AAC	5,648	90	Good
320	AAC	16,569	51	Poor

TW C consists of 3 flexible pavement sections, totaling 46,913 sf. The last major construction dates range from 2010 to 2019, resulting in an area-weighted average age at inspection of 6 years old. Overall, TW C is in Satisfactory condition with an area-weighted average PCI of 76.

TW D

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
TW D	TAXIWAY	2	20,332	71	Satisfactory

The following bar graph shows proportional distribution (as % of area within branch) of condition categories among sections within the branch. Given the individual section data shown in the subsequent table, the distribution is as follows: 59% Satisfactory (71-85 PCI), 41% Fair (56-70 PCI).



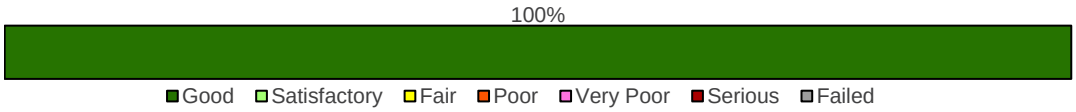
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
455	AC	12,087	76	Satisfactory
460	AC	8,245	63	Fair

TW D consists of 2 flexible pavement sections, totaling 20,332 sf. The last major construction date for the branch was 2005, resulting in an area-weighted average age at inspection of 18 years old. Overall, TW D is in Satisfactory condition with an area-weighted average PCI of 71.

TW E

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
TW E	TAXIWAY	1	14,164	94	Good

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



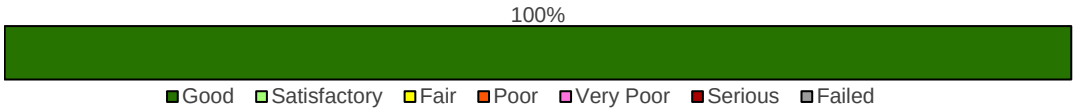
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
505	AAC	14,164	94	Good

TW E consists of 1 flexible pavement section, totaling 14,164 sf. The last major construction date for the branch was 2019, resulting in an area-weighted average age at inspection of 4 years old. Overall, TW E is in Good condition with an area-weighted average PCI of 94.

TW F

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
TW F	TAXIWAY	2	15,194	94	Good

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



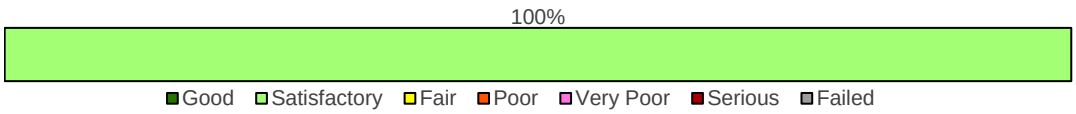
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
605	AAC	9,632	94	Good
610	AAC	5,562	95	Good

TW F consists of 2 flexible pavement sections, totaling 15,194 sf. The last major construction date for the branch was 2019, resulting in an area-weighted average age at inspection of 4 years old. Overall, TW F is in Good condition with an area-weighted average PCI of 94.

TW G

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
TW G	TAXIWAY	2	74,770	73	Satisfactory

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



Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
765	AC	65,079	73	Satisfactory
770	AC	9,691	75	Satisfactory

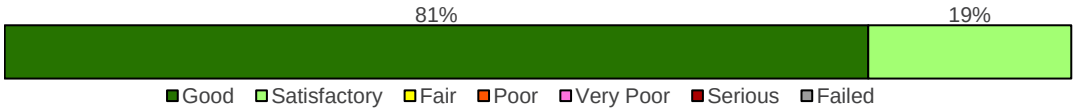
TW G consists of 2 flexible pavement sections, totaling 74,770 sf. The last major construction dates range from 2003 to 2004, resulting in an area-weighted average age at inspection of 19 years old. Overall, TW G is in Satisfactory condition with an area-weighted average PCI of 73.

Taxilanes

TL A3

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
TL A3	TAXILANE	2	88,204	89	Good

The following bar graph shows proportional distribution (as % of area within branch) of condition categories among sections within the branch. Given the individual section data shown in the subsequent table, the distribution is as follows: 81% Good (86-100 PCI), 19% Satisfactory (71-85 PCI).



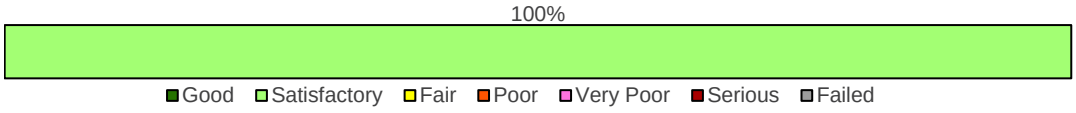
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
153	AC	71,404	92	Good
155	AC	16,800	78	Satisfactory

TL A3 consists of 2 flexible pavement sections, totaling 88,204 sf. The last major construction dates range from 2007 to 2019, resulting in an area-weighted average age at inspection of 6 years old. Overall, TL A3 is in Good condition with an area-weighted average PCI of 89.

TL HANG NW

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
TL HANG NW	TAXILANE	1	56,781	79	Satisfactory

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



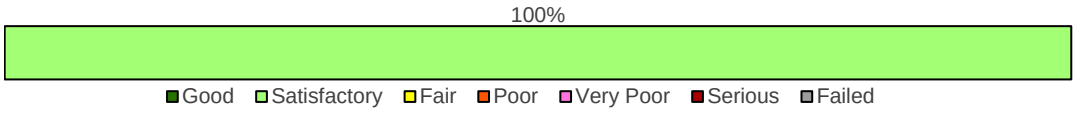
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
3320	AAC	56,781	79	Satisfactory

TL HANG NW consists of 1 flexible pavement section, totaling 56,781 sf. The last major construction date for the branch was 2018, resulting in an area-weighted average age at inspection of 4 years old. Overall, TL HANG NW is in Satisfactory condition with an area-weighted average PCI of 79.

TL T-HANG

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
TL T-HANG	TAXILANE	1	27,322	74	Satisfactory

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



Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
3220	AAC	27,322	74	Satisfactory

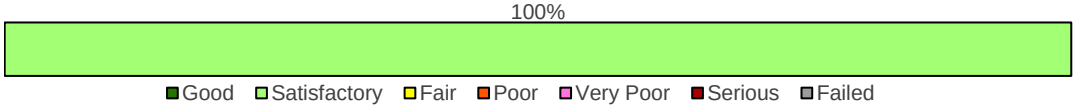
TL T-HANG consists of 1 flexible pavement section, totaling 27,322 sf. The last major construction date for the branch was 2015, resulting in an area-weighted average age at inspection of 7 years old. Overall, TL T-HANG is in Satisfactory condition with an area-weighted average PCI of 74.

Aprons

AP FAA

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
AP FAA	APRON	2	153,850	80	Satisfactory

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



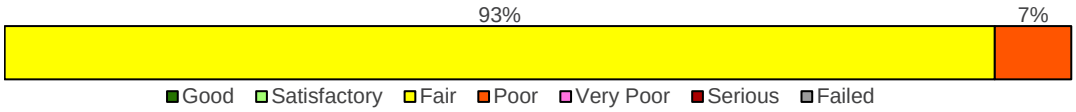
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
4505	AC	147,450	80	Satisfactory
4510	PCC	6,400	78	Satisfactory

AP FAA consists of 1 flexible and 1 rigid pavement sections, totaling 153,850 sf. The last major construction date for the branch was 2004, resulting in an area-weighted average age at inspection of 19 years old. Overall, AP FAA is in Satisfactory condition with an area-weighted average PCI of 80.

AP MID

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
AP MID	APRON	3	312,501	68	Fair

The following bar graph shows proportional distribution (as % of area within branch) of condition categories among sections within the branch. Given the individual section data shown in the subsequent table, the distribution is as follows: 93% Fair (56-70 PCI), 7% Poor (41-55 PCI).



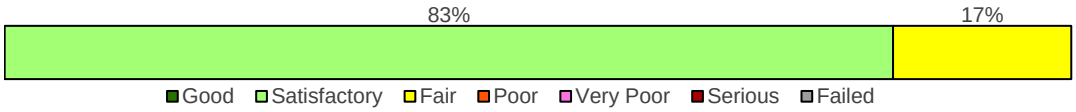
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
4205	AAC	24,445	56	Fair
4210	AAC	265,650	70	Fair
4215	AC	22,406	54	Poor

AP MID consists of 3 flexible pavement sections, totaling 312,501 sf. The last major construction date for the branch was 2018, resulting in an area-weighted average age at inspection of 4 years old. Overall, AP MID is in Fair condition with an area-weighted average PCI of 68.

AP NW

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
AP NW	APRON	2	245,460	79	Satisfactory

The following bar graph shows proportional distribution (as % of area within branch) of condition categories among sections within the branch. Given the individual section data shown in the subsequent table, the distribution is as follows: 83% Satisfactory (71-85 PCI), 17% Fair (56-70 PCI).



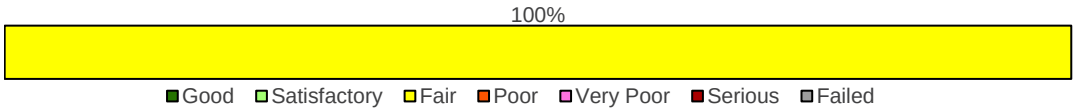
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
4305	AC	41,023	60	Fair
4310	AAC	204,437	83	Satisfactory

AP NW consists of 2 flexible pavement sections, totaling 245,460 sf. The last major construction dates range from 1991 to 2018, resulting in an area-weighted average age at inspection of 9 years old. Overall, AP NW is in Satisfactory condition with an area-weighted average PCI of 79.

AP RU 14

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
AP RU 14	APRON	1	24,645	64	Fair

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



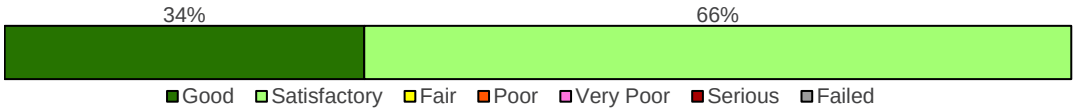
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
5310	AAC	24,645	64	Fair

AP RU 14 consists of 1 flexible pavement section, totaling 24,645 sf. The last major construction date for the branch was 2010, resulting in an area-weighted average age at inspection of 13 years old. Overall, AP RU 14 is in Fair condition with an area-weighted average PCI of 64.

AP RU 23

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
AP RU 23	APRON	2	18,147	78	Satisfactory

The following bar graph shows proportional distribution (as % of area within branch) of condition categories among sections within the branch. Given the individual section data shown in the subsequent table, the distribution is as follows: 34% Good (86-100 PCI), 66% Satisfactory (71-85 PCI).



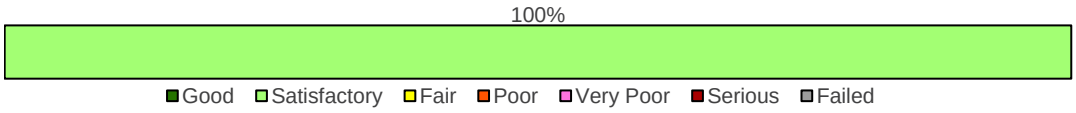
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
5105	AC	12,030	71	Satisfactory
5110	AAC	6,117	92	Good

AP RU 23 consists of 2 flexible pavement sections, totaling 18,147 sf. The last major construction dates range from 2005 to 2019, resulting in an area-weighted average age at inspection of 13 years old. Overall, AP RU 23 is in Satisfactory condition with an area-weighted average PCI of 78.

AP RU 5

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
AP RU 5	APRON	1	22,135	75	Satisfactory

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



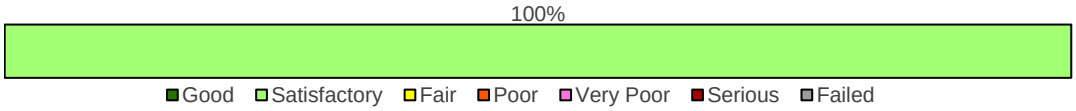
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
5205	AC	22,135	75	Satisfactory

AP RU 5 consists of 1 flexible pavement section, totaling 22,135 sf. The last major construction date for the branch was 2003, resulting in an area-weighted average age at inspection of 20 years old. Overall, AP RU 5 is in Satisfactory condition with an area-weighted average PCI of 75.

AP S

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
AP S	APRON	2	201,078	73	Satisfactory

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



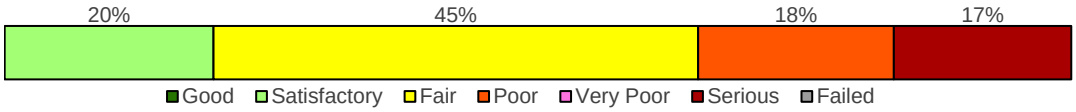
Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
4105	AAC	185,265	73	Satisfactory
4115	AAC	15,813	75	Satisfactory

AP S consists of 2 flexible pavement sections, totaling 201,078 sf. The last major construction date for the branch was 2018, resulting in an area-weighted average age at inspection of 4 years old. Overall, AP S is in Satisfactory condition with an area-weighted average PCI of 73.

AP SW

Branch ID	Branch Use	Number of Sections	Branch Area (SF)	Branch Area-Weighted Avg PCI	Branch Condition Rating
AP SW	APRON	7	77,871	58	Fair

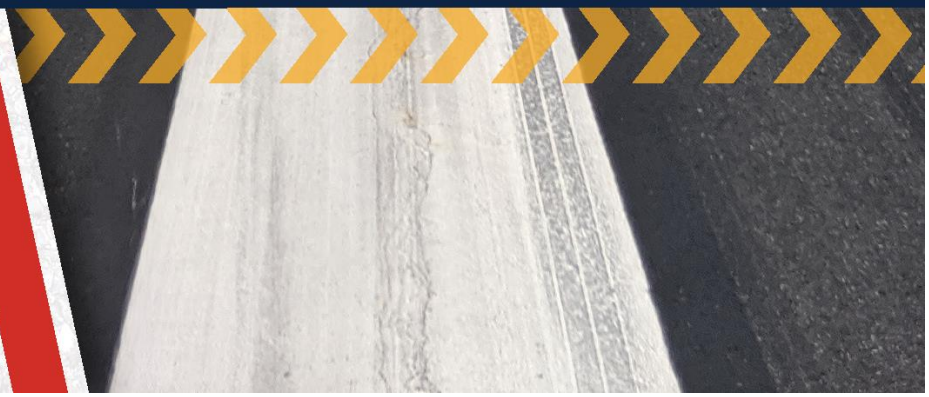
The following bar graph shows proportional distribution (as % of area within branch) of condition categories among sections within the branch. Given the individual section data shown in the subsequent table, the distribution is as follows: 20% Satisfactory (71-85 PCI), 45% Fair (56-70 PCI), 18% Poor (41-55 PCI), 17% Serious (11-25 PCI).



Section ID	Surface Type	Section Area (SF)	PCI	Condition Rating
4405	PCC	8,887	12	Serious
4406	PCC	2,417	81	Satisfactory
4407	AC	14,286	53	Poor
4410	AAC	12,829	85	Satisfactory
4415	AC	23,211	65	Fair
4420	AC	12,167	63	Fair
4430	AC	4,074	23	Serious

AP SW consists of 5 flexible and 2 rigid pavement sections, totaling 77,871 sf. The last major construction dates range from 1995 to 2019, resulting in an area-weighted average age at inspection of 19 years old. Overall, AP SW is in Fair condition with an area-weighted average PCI of 58.

Chapter 5: SAPMP Customization



Chapter 5 – SAPMP Customization

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

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

5.1 Network-Level Customization

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

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

5.2 Pavement Condition Forecasts

Pavement performance models, alternatively known as forecast models, prediction curves, or family curves, are developed from past and current distress data, as well as age data. These prediction curves are used to develop forecasts of PCI values that then help determine optimum timing for pavement maintenance and rehabilitation.

5.2.1 Forecasting PCI Considerations

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

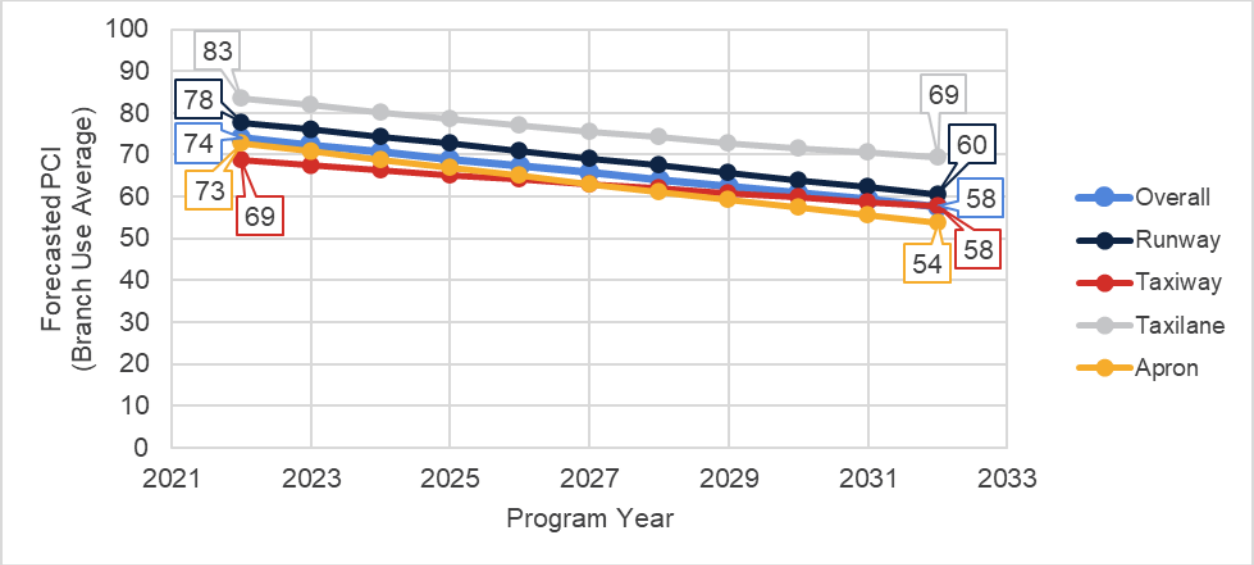
5.2.2 Performance Models

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

5.2.3 Branch-Level Pavement Condition Forecast

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

Figure 5.2.3: Forecasted Branch-Level Pavement Performance



5.2.4 Section-Level Pavement Condition Forecast

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

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

Network ID	Branch ID	Section ID	Current PCI	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032
CRG	RW 5-23	6105	63	61	60	58	56	54	53	51	49	47	46
CRG	RW 5-23	6110	93	91	90	88	86	84	83	81	79	77	76
CRG	RW 14-32	6205	92	90	89	87	85	83	82	80	78	76	75
CRG	RW 14-32	6210	90	88	87	85	83	81	80	78	76	74	73
CRG	TW A	105	55	54	54	53	52	51	50	49	48	47	46
CRG	TW A	110	84	82	80	79	77	76	74	73	71	70	69
CRG	TW A	120	71	70	69	68	67	66	65	65	64	63	63
CRG	TW A1	130	83	81	80	78	77	76	74	73	72	71	70
CRG	TW A2	132	67	66	65	64	63	62	62	61	60	59	59
CRG	TW A2	135	55	55	54	54	53	53	52	52	51	51	50
CRG	TW A3	142	91	89	87	85	83	81	79	78	76	75	73
CRG	TW A3	145	71	70	69	68	67	66	65	65	64	63	63
CRG	TW A3	150	78	76	75	74	72	71	70	68	67	66	65
CRG	TW A4	160	63	62	61	61	60	59	58	58	57	56	56
CRG	TW A4	165	62	61	60	60	59	58	58	57	56	55	55
CRG	TW A5	170	75	74	72	71	70	69	67	66	65	64	63
CRG	TW A5	175	55	54	54	53	52	51	50	49	48	47	46
CRG	TW A5	180	60	59	59	58	57	56	56	55	54	54	53
CRG	TW A5	185	90	88	86	84	82	80	79	77	76	74	73
CRG	TW B	215	74	73	72	71	70	69	68	67	66	65	64
CRG	TW B	225	53	52	51	50	50	49	47	46	45	44	42
CRG	TW B	227	65	64	63	62	62	61	60	59	59	58	57
CRG	TW B	230	71	70	69	68	66	65	64	64	63	62	61
CRG	TW B	235	68	67	66	65	65	64	63	63	62	61	61
CRG	TW B1	210	56	56	55	55	54	54	54	53	53	52	52
CRG	TW B2	220	79	77	76	74	73	72	70	69	68	67	66
CRG	TW B2	240	69	68	67	66	66	65	64	63	63	62	62
CRG	TW B2	242	82	80	79	77	75	74	73	71	70	69	68
CRG	TW B2	243	41	39	38	36	34	32	30	28	26	24	22
CRG	TW B3	244	66	65	64	63	62	62	61	60	59	59	58
CRG	TW B4	245	31	29	27	25	23	21	19	17	15	13	11
CRG	TW B4	250	67	66	65	64	63	62	62	61	60	59	59
CRG	TW B4	265	78	76	75	74	72	71	70	68	67	66	65
CRG	TW B5	255	51	50	50	49	49	48	47	46	45	44	44
CRG	TW B5	260	79	78	76	75	74	72	71	70	69	68	67
CRG	TW C	305	90	88	86	84	82	80	79	77	76	74	73
CRG	TW C	310	90	88	86	84	82	80	79	77	76	74	73
CRG	TW C	320	51	50	49	48	47	46	44	43	42	40	38
CRG	TW D	455	76	75	73	72	71	70	69	68	67	66	66

Network ID	Branch ID	Section ID	Current PCI	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032
CRG	TW D	460	63	62	62	61	61	60	60	59	59	58	58
CRG	TW E	505	94	92	90	88	86	84	82	80	78	77	75
CRG	TW F	605	94	92	90	88	86	84	82	80	78	77	75
CRG	TW F	610	95	93	91	88	86	84	83	81	79	77	76
CRG	TW G	765	73	72	71	70	69	68	67	66	65	65	64
CRG	TW G	770	75	74	73	71	70	69	68	67	67	66	65
CRG	TL A3	153	92	90	88	86	84	83	81	79	78	77	75
CRG	TL A3	155	78	77	75	74	73	72	71	70	69	68	67
CRG	TL HANG NW	3320	79	77	76	74	73	72	70	69	68	67	66
CRG	TL T-HANG	3220	74	73	71	70	69	68	67	66	65	64	63
CRG	AP FAA	4505	80	78	76	75	73	71	70	68	67	65	64
CRG	AP FAA	4510	78	77	76	75	73	72	71	70	69	68	66
CRG	AP MID	4205	56	54	52	50	47	45	43	41	39	36	34
CRG	AP MID	4210	70	68	66	64	61	59	57	55	53	50	48
CRG	AP MID	4215	54	53	53	52	52	51	51	50	50	49	48
CRG	AP NW	4305	60	59	58	57	57	56	55	55	54	54	53
CRG	AP NW	4310	83	81	79	77	74	72	70	68	66	63	61
CRG	AP RU 14	5310	64	62	60	58	55	53	51	49	47	44	42
CRG	AP RU 23	5105	71	70	68	67	65	64	63	62	61	60	59
CRG	AP RU 23	5110	92	90	88	86	83	81	79	77	75	72	70
CRG	AP RU 5	5205	75	73	72	70	69	67	66	64	63	62	61
CRG	AP S	4105	73	71	69	67	64	62	60	58	56	53	51
CRG	AP S	4115	75	73	71	69	66	64	62	60	58	55	53
CRG	AP SW	4405	12	11	10	9	7	6	5	4	3	2	0
CRG	AP SW	4406	81	80	79	78	76	75	74	73	72	71	69
CRG	AP SW	4407	53	53	52	51	51	50	50	49	48	48	47
CRG	AP SW	4410	85	83	81	79	76	74	72	70	68	65	63
CRG	AP SW	4415	65	64	63	61	60	59	59	58	57	56	56
CRG	AP SW	4420	63	62	61	60	59	58	57	56	56	55	55
CRG	AP SW	4430	23	20	17	14	11	8	6	3	0	0	0

5.3 Critical PCI Value

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

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

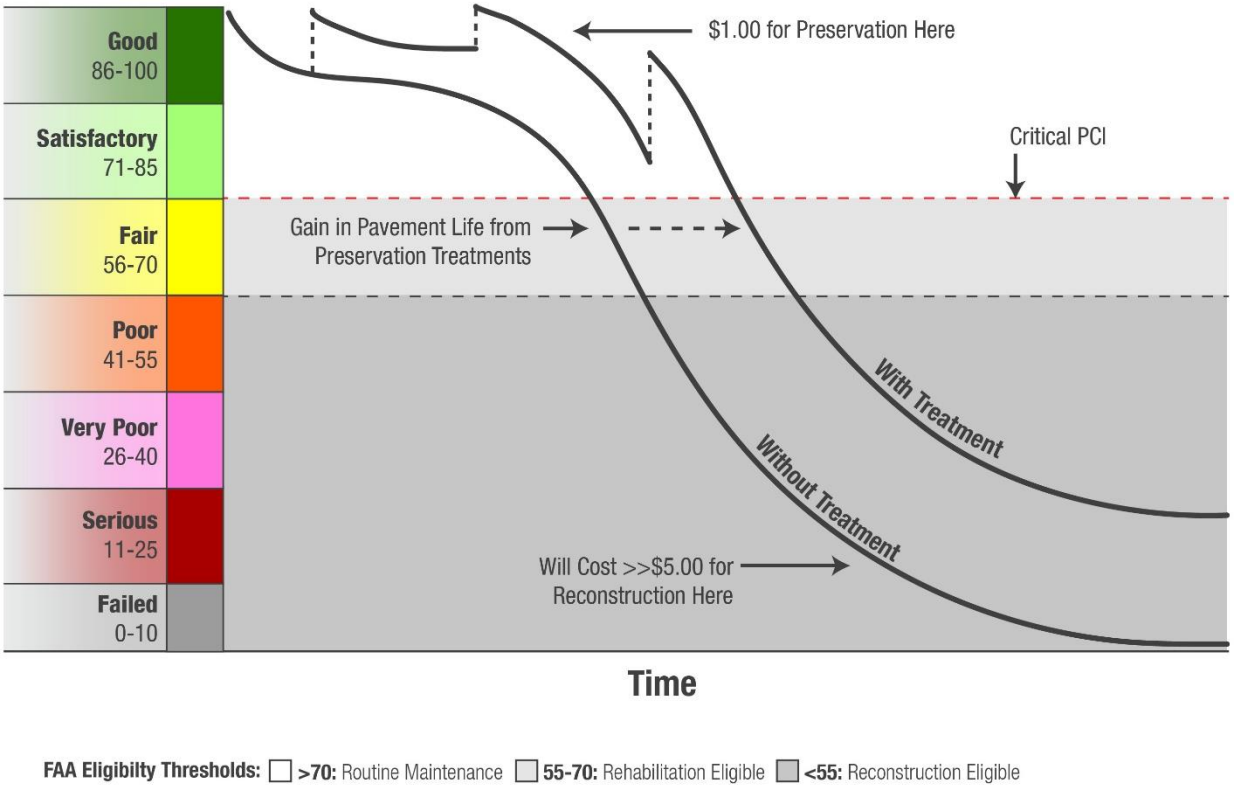


**Figure is for conceptual purposes only – unit costs are not specific to airfield pavements.*

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

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

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

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

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

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

Runway	Taxiway	Apron
70	70	70

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

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

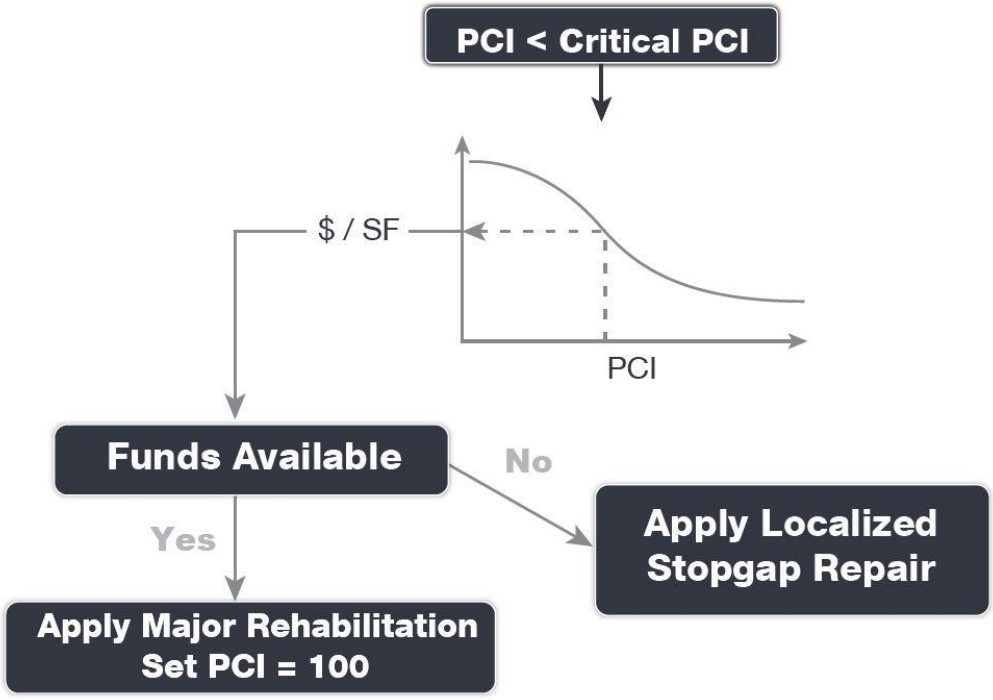
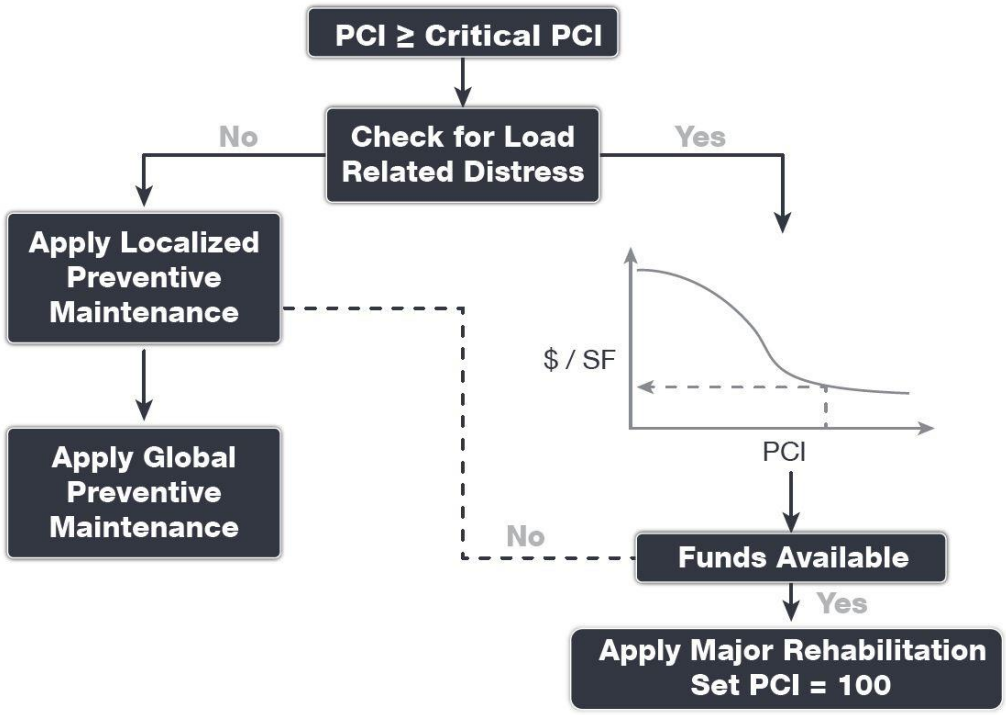


Figure 5.3 (c): Major Rehabilitation Planning Decision Diagram, PCI ≥ Critical PCI



5.4 Localized Maintenance and Repair

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

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

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

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

5.4.1 Localized Maintenance and Repair Approach

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

- Localized Preventive Maintenance and Repair
  - Distress maintenance activities performed with the primary objective of slowing the rate of deterioration. These activities typically include crack sealing and patching.
- Localized Stopgap/Safety Maintenance and Repair
  - Defined as the localized distress repair needed to keep a pavement in a safe and operational condition. These activities are typically applied to high-severity distresses or distresses impacting operations.

5.4.2 Localized Work Types

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

AC Crack Sealing

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

AC Full-Depth Patching

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

AC Partial-Depth AC Patching

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

Grinding

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

Monitor Pavement

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

PCC Crack Sealing

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

PCC Full-Depth Patching

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

PCC Joint Seal

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

PCC Partial-Depth Patching

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

PCC Slab Replacement

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

Surface Seal

Application of a surface treatment provides AC-surfaced pavements with an unoxidized layer of bituminous material that can help extend the life of a pavement that is experiencing climate-related distresses such as weathering and raveling. The surface treatment can also serve as a repair that re-establishes a bond between aggregates, slowing pavement deterioration and reducing FOD potential. Measurement of this work type is typically in square feet or square yards.

5.4.3 Localized Maintenance Planning-Level Unit Costs

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

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

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

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

Localized Work Type	Reliever Costs		Work Type Unit
AC Crack Sealing	$	4.00	LF
AC Full-Depth Patching	$	11.50	SF
AC Partial-Depth Patching	$	4.75	SF
Surface Seal	$	0.75	SF

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

Localized Work Type	Reliever Costs		Work Type Unit
Grinding	$	2.00	SF
PCC Crack Sealing	$	7.00	LF
PCC Joint Seal	$	4.25	LF
PCC Full-Depth Patching	$	65.00	SF
PCC Partial-Depth Patching	$	169.00	SF
PCC Slab Replacement	$	51.50	SF

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

5.4.4 Localized Maintenance and Repair Policy

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

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

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

Distress	Severity	Description	AC Preventive Work Type	AC Stopgap Work Type
57	Low	Weathering	Monitor Pavement	Monitor Pavement
57	Medium	Weathering	Surface Seal	Monitor Pavement
57	High	Weathering	AC Partial Depth Patching	Surface Seal

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

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

Distress	Severity	Description	PCC Preventive Work Type	PCC Stopgap Work Type
74	Low	Joint Spall	Monitor Pavement	Monitor Pavement
74	Medium	Joint Spall	PCC Partial Depth Patching	PCC Partial Depth Patching
74	High	Joint Spall	PCC Partial Depth Patching	PCC Partial Depth Patching
75	Low	Corner Spall	Monitor Pavement	Monitor Pavement
75	Medium	Corner Spall	PCC Partial Depth Patching	PCC Partial Depth Patching
75	High	Corner Spall	PCC Partial Depth Patching	PCC Partial Depth Patching
76	Low	ASR	Monitor Pavement	Monitor Pavement
76	Medium	ASR	PCC Slab Replacement	PCC Slab Replacement
76	High	ASR	PCC Slab Replacement	PCC Slab Replacement

5.5 Major Rehabilitation

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

5.5.1 Major Rehabilitation Pavement Section Development

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

Major rehabilitation is divided into two (2) policy categories as part of this System Update: Full-Depth Reconstruction (Reconstruction) and Intermediate Major Rehabilitation (Rehabilitation). Based on the pavement type, the general categories are defined as AC Reconstruction and AC Rehabilitation for AC, AAC, and APC pavement types, and PCC Reconstruction and PCC Rehabilitation for PCC pavement types. The pavement sections are based on the average Reliever Airport Type requirements; no pavement design has been performed in accordance with the FAA AC 150/5320-6F for the determined conceptual sections. **Table 5.5.1** provide details on the conceptual pavement sections developed for this study.

Table 5.5.1: Conceptual Pavement Sections for Major Rehabilitation

Rehabilitation Type	Reliever Pavement Section
AC Reconstruction	
Full-depth asphalt pavement section reconstruction. Removal of existing pavement section and construction of a new section. ***PCI <55***	Pavement Removal
	Unclassified Excavation
	Subgrade Stabilization (12")
	Limerock Base Course (8")
	Prime Coat
	Tack Coat
	P-401 Surface Course (4")
	Excludes any paved shoulder features
AC Rehabilitation	
Combination of asphalt pavement milling and replacement overlay with 15% of the areas subject to full-depth reconstruction. ***PCI = 55 to 70***	**15% AC Reconstruction**
	Mill and Overlay
	AC Milling (3")
	Tack Coat
	P-401 Surface Course (3")
	Excludes any paved shoulder features
PCC Reconstruction	
Full-depth rigid pavement section reconstruction. ***PCI < 55***	Pavement Removal
	Unclassified Excavation
	Subgrade Stabilization (12")
	Limerock Base Course (6")
	P-501 PCC Pavement (14")
	PCC Joint Seal
PCC Rehabilitation	
Rehabilitation of PCC pavement with a combination of crack sealing, joint seal replacement, limited patching, and replacement of 15% of slab panels. ***PCI = 55 to 70***	**15% Slab Replacement**
	Joint and Crack Seal
	Limited Patching

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

Reconstruction (AC or PCC)

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

AC Rehabilitation

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

PCC Rehabilitation

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

5.5.2 Major Rehabilitation Planning-Level Unit Costs

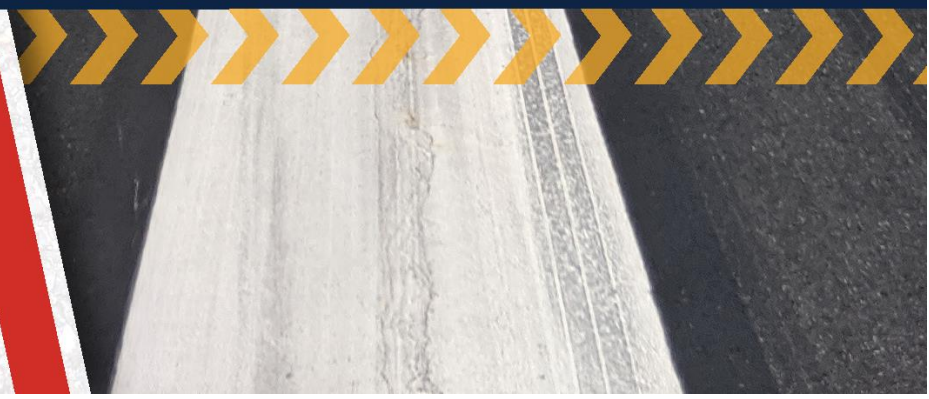
Planning-level opinions of probable construction cost developed for this System Update are based on archived bid tabulations and records from airfield pavement projects provided by participating airports. A review of cost trends and cost factors have been incorporated to assist airports in planning for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

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

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

Rehabilitation Type	PCI Range	Asphalt Concrete Cost per SF	Portland Cement Concrete Cost Per SF
Rehabilitation	55 to 70	$10.50	$22.50
Reconstruction	0 to 55	$18.50	$45.00

Chapter 6: M&R Planning and Budget Scenario Analysis



Chapter 6 – M&R Planning and Budget Scenario Analysis

6.1 Localized Maintenance and Repair Analysis and Recommendations

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

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

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

Work Category	Cost	
Preventive	$	125,030
Stopgap	$	11,600
Planning-Level Localized M&R Needs =	***$***	***136,630***

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

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

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

Localized Maintenance Category	Localized Work Type	Rough Estimate of Work Quantity	Work Units	Planning Material Cost
Localized Preventive Maintenance	AC Crack Sealing	322	LF	$ 1,290
	Surface Seal	157,123	SF	$ 117,950
	PCC Joint Seal	1,361	LF	$ 5,790
Localized Stopgap Maintenance	PCC Crack Sealing	480	LF	$ 3,370
	PCC Joint Seal	750	LF	$ 3,190
	PCC Full-Depth Patching	78	SF	$ 5,040

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

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

Network ID	Branch ID	Section ID	Area (SF)	Start PCI	End PCI	Cost
CRG	RW 5-23	6105	363,800	63	63	$ -
CRG	RW 5-23	6110	25,800	93	93	$ -
CRG	RW 14-32	6205	45,000	92	92	$ -
CRG	RW 14-32	6210	355,800	90	90	$ -
CRG	TW A	105	74,656	55	55	$ -
CRG	TW A	110	6,423	84	84	$ -
CRG	TW A	120	37,712	71	91	$ 28,290
CRG	TW A1	130	22,201	83	88	$ 1,670
CRG	TW A2	132	3,131	67	67	$ -
CRG	TW A2	135	6,046	55	55	$ -
CRG	TW A3	142	13,123	91	91	$ -
CRG	TW A3	145	4,606	71	96	$ 3,460
CRG	TW A3	150	4,850	78	86	$ 370
CRG	TW A4	160	5,193	63	63	$ -
CRG	TW A4	165	5,091	62	62	$ -
CRG	TW A5	170	5,011	75	77	$ 40
CRG	TW A5	175	5,069	55	55	$ -
CRG	TW A5	180	8,126	60	60	$ -
CRG	TW A5	185	13,533	90	90	$ -
CRG	TW B	215	29,838	74	99	$ 22,380
CRG	TW B	225	59,500	53	53	$ -
CRG	TW B	227	5,899	65	65	$ -
CRG	TW B	230	3,679	71	96	$ 2,760
CRG	TW B	235	26,915	68	68	$ -
CRG	TW B1	210	7,110	56	56	$ -
CRG	TW B2	220	3,863	79	90	$ 870

Network ID	Branch ID	Section ID	Area (SF)	Start PCI	End PCI	Cost
CRG	TW B2	240	11,812	69	69	$ -
CRG	TW B2	242	4,802	82	87	$ 260
CRG	TW B2	243	6,422	41	41	$ -
CRG	TW B3	244	3,380	66	66	$ -
CRG	TW B4	245	9,056	31	31	$ -
CRG	TW B4	250	15,426	67	67	$ -
CRG	TW B4	265	3,169	78	83	$ 360
CRG	TW B5	255	4,433	51	51	$ -
CRG	TW B5	260	5,545	79	87	$ 840
CRG	TW C	305	24,696	90	90	$ -
CRG	TW C	310	5,648	90	90	$ -
CRG	TW C	320	16,569	51	51	$ -
CRG	TW D	455	12,087	76	76	$ -
CRG	TW D	460	8,245	63	63	$ -
CRG	TW E	505	14,164	94	94	$ -
CRG	TW F	605	9,632	94	94	$ -
CRG	TW F	610	5,562	95	95	$ -
CRG	TW G	765	65,079	73	86	$ 13,980
CRG	TW G	770	9,691	75	87	$ 1,820
CRG	TL A3	153	71,404	92	92	$ -
CRG	TL A3	155	16,800	78	83	$ 1,260
CRG	TL HANG NW	3320	56,781	79	79	$ -
CRG	TL T-HANG	3220	27,322	74	81	$ 1,470
CRG	AP FAA	4505	147,450	80	85	$ 13,320
CRG	AP FAA	4510	6,400	78	83	$ 4,570
CRG	AP MID	4205	24,445	56	56	$ -
CRG	AP MID	4210	265,650	70	70	$ -
CRG	AP MID	4215	22,406	54	54	$ -
CRG	AP NW	4305	41,023	60	60	$ -
CRG	AP NW	4310	204,437	83	83	$ -
CRG	AP RU 14	5310	24,645	64	64	$ -
CRG	AP RU 23	5105	12,030	71	95	$ 9,030
CRG	AP RU 23	5110	6,117	92	92	$ -
CRG	AP RU 5	5205	22,135	75	95	$ 16,610
CRG	AP S	4105	185,265	73	73	$ 150
CRG	AP S	4115	15,813	75	76	$ 80
CRG	AP SW	4405	8,887	12	30	$ 11,590
CRG	AP SW	4406	2,417	81	93	$ 1,220
CRG	AP SW	4407	14,286	53	53	$ -
CRG	AP SW	4410	12,829	85	87	$ 210
CRG	AP SW	4415	23,211	65	65	$ -
CRG	AP SW	4420	12,167	63	63	$ -
CRG	AP SW	4430	4,074	23	23	$ -

6.2 Major Rehabilitation Needs

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

The objective of the Major Pavement Rehabilitation Needs analysis is to develop planning-level projects within an Airport's airfield pavement network. As depicted in **Figures 5.3 (b)** and **(c)** in **Chapter 5**, major rehabilitation activities are recommended when a pavement section has deteriorated below the critical PCI value, a point at which localized maintenance and repair activities may not be a cost-effective solution. In addition, major rehabilitation is also recommended when the section's PCI value is above the critical PCI value with the section exhibiting a significant amount of load-related distresses. Identification of rehabilitation needs is done at the section-level. This, however, does not limit the Airport from further refining limits of project planning areas.

6.2.1 10-Year Unconstrained Budget Major Rehabilitation Needs

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

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

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

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

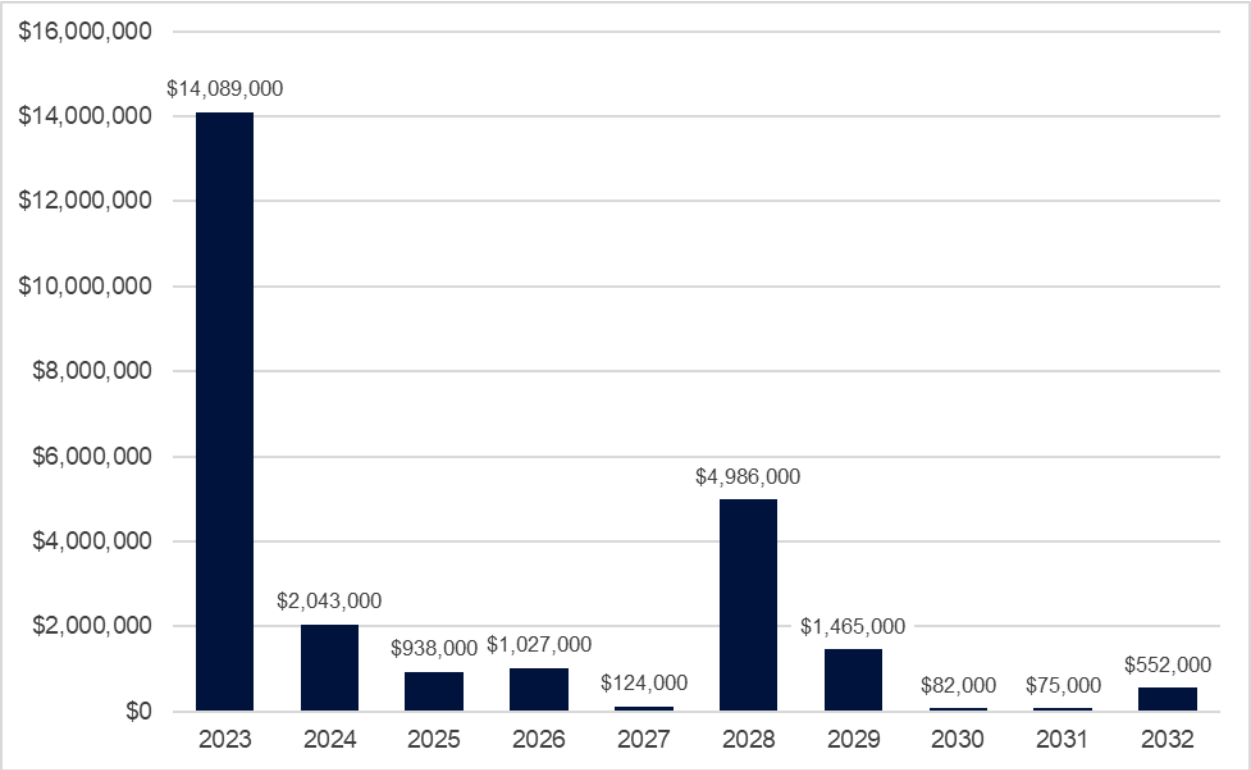
Program Year	Network ID	Branch ID	Section ID	Surface	Area (SF)	PCI Before	Rehabilitation Type	Planning Cost Estimate
2023	**CRG**	RW 5-23	6105	AAC	363,800	61	AC Rehabilitation	$ 3,820,000
2023	**CRG**	TW A	105	AAC	74,656	54	AC Reconstruction	$ 1,196,000
2023	**CRG**	TW A	120	AC	37,712	70	AC Rehabilitation	$ 396,000
2023	**CRG**	TW A2	132	AAC	3,131	66	AC Rehabilitation	$ 33,000
2023	**CRG**	TW A2	135	AC	6,046	55	AC Reconstruction	$ 83,000

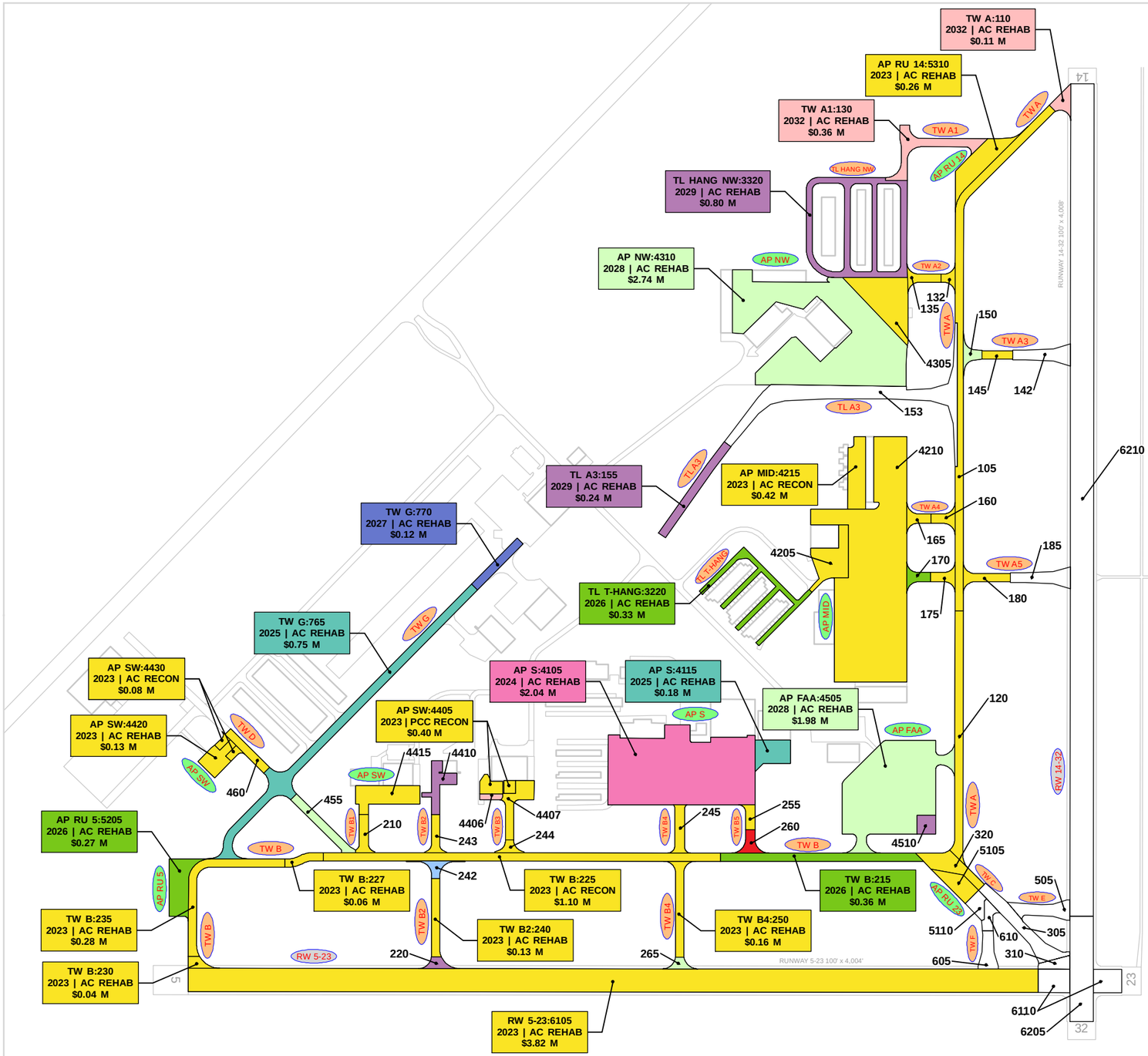
Program Year	Network ID	Branch ID	Section ID	Surface	Area (SF)	PCI Before	Rehabilitation Type	Planning Cost Estimate
2023	CRG	TW A3	145	AC	4,606	70	AC Rehabilitation	$ 49,000
2023	CRG	TW A4	160	AAC	5,193	62	AC Rehabilitation	$ 55,000
2023	CRG	TW A4	165	AAC	5,091	61	AC Rehabilitation	$ 54,000
2023	CRG	TW A5	175	AAC	5,069	54	AC Reconstruction	$ 82,000
2023	CRG	TW A5	180	AAC	8,126	59	AC Rehabilitation	$ 86,000
2023	CRG	TW B	225	AAC	59,500	52	AC Reconstruction	$ 1,101,000
2023	CRG	TW B	227	AAC	5,899	64	AC Rehabilitation	$ 62,000
2023	CRG	TW B	230	AAC	3,679	70	AC Rehabilitation	$ 39,000
2023	CRG	TW B	235	AC	26,915	67	AC Rehabilitation	$ 283,000
2023	CRG	TW B1	210	AC	7,110	56	AC Rehabilitation	$ 75,000
2023	CRG	TW B2	240	AC	11,812	68	AC Rehabilitation	$ 125,000
2023	CRG	TW B2	243	AAC	6,422	39	AC Reconstruction	$ 119,000
2023	CRG	TW B3	244	AAC	3,380	65	AC Rehabilitation	$ 36,000
2023	CRG	TW B4	245	AAC	9,056	29	AC Reconstruction	$ 168,000
2023	CRG	TW B4	250	AAC	15,426	66	AC Rehabilitation	$ 162,000
2023	CRG	TW B5	255	AC	4,433	50	AC Reconstruction	$ 83,000
2023	CRG	TW C	320	AAC	16,569	50	AC Reconstruction	$ 307,000
2023	CRG	TW D	460	AC	8,245	62	AC Rehabilitation	$ 87,000
2023	CRG	AP MID	4205	AAC	24,445	54	AC Reconstruction	$ 453,000
2023	CRG	AP MID	4210	AAC	265,650	68	AC Rehabilitation	$ 2,790,000
2023	CRG	AP MID	4215	AC	22,406	53	AC Reconstruction	$ 415,000
2023	CRG	AP NW	4305	AC	41,023	59	AC Rehabilitation	$ 431,000
2023	CRG	AP RU 14	5310	AAC	24,645	62	AC Rehabilitation	$ 259,000
2023	CRG	AP RU 23	5105	AC	12,030	70	AC Rehabilitation	$ 127,000
2023	CRG	AP SW	4405	PCC	8,887	11	PCC Reconstruction	$ 400,000
2023	CRG	AP SW	4407	AC	14,286	53	AC Reconstruction	$ 265,000
2023	CRG	AP SW	4415	AC	23,211	64	AC Rehabilitation	$ 244,000
2023	CRG	AP SW	4420	AC	12,167	62	AC Rehabilitation	$ 128,000
2023	CRG	AP SW	4430	AC	4,074	20	AC Reconstruction	$ 76,000
2024	CRG	AP S	4105	AAC	185,265	69	AC Rehabilitation	$ 2,043,000
2025	CRG	TW G	765	AC	65,079	70	AC Rehabilitation	$ 754,000
2025	CRG	AP S	4115	AAC	15,813	69	AC Rehabilitation	$ 184,000
2026	CRG	TW A5	170	AAC	5,011	70	AC Rehabilitation	$ 61,000
2026	CRG	TW B	215	AC	29,838	70	AC Rehabilitation	$ 363,000
2026	CRG	TL T-HANG	3220	AAC	27,322	69	AC Rehabilitation	$ 333,000
2026	CRG	AP RU 5	5205	AC	22,135	69	AC Rehabilitation	$ 270,000
2027	CRG	TW G	770	AC	9,691	69	AC Rehabilitation	$ 124,000
2028	CRG	TW A3	150	AAC	4,850	70	AC Rehabilitation	$ 65,000
2028	CRG	TW B4	265	AAC	3,169	70	AC Rehabilitation	$ 43,000
2028	CRG	TW D	455	AC	12,087	69	AC Rehabilitation	$ 162,000
2028	CRG	AP FAA	4505	AC	147,450	70	AC Rehabilitation	$ 1,976,000
2028	CRG	AP NW	4310	AAC	204,437	70	AC Rehabilitation	$ 2,740,000
2029	CRG	TW B2	220	AAC	3,863	69	AC Rehabilitation	$ 55,000
2029	CRG	TL A3	155	AC	16,800	70	AC Rehabilitation	$ 237,000
2029	CRG	TL HANG NW	3320	AAC	56,781	69	AC Rehabilitation	$ 799,000
2029	CRG	AP FAA	4510	PCC	6,400	70	PCC Rehabilitation	$ 193,000

Program Year	Network ID	Branch ID	Section ID	Surface	Area (SF)	PCI Before	Rehabilitation Type	Planning Cost Estimate
2029	**CRG**	AP SW	4410	AAC	12,829	70	AC Rehabilitation	$ 181,000
2030	**CRG**	TW B5	260	AC	5,545	69	AC Rehabilitation	$ 82,000
2031	**CRG**	TW B2	242	AAC	4,802	69	AC Rehabilitation	$ 75,000
2032	**CRG**	TW A	110	AAC	6,423	69	AC Rehabilitation	$ 105,000
2032	**CRG**	TW A1	130	AC	22,201	70	AC Rehabilitation	$ 362,000
2032	**CRG**	AP SW	4406	PCC	2,417	69	PCC Rehabilitation	$ 85,000

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

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





TW A:105 2023 | AC REHAB $1.20 M	TW A:120 2023 | AC REHAB $0.40 M	TW A2:132 2023 | AC REHAB $0.03 M	TW A2:135 2023 | AC REHAB $0.08 M
TW A3:145 2023 | AC REHAB $0.05 M	TW A4:160 2023 | AC REHAB $0.06 M	TW A4:165 2023 | AC REHAB $0.05 M	TW A5:175 2023 | AC REHAB $0.08 M
TW A5:180 2023 | AC REHAB $0.09 M	TW B1:210 2023 | AC REHAB $0.08 M	TW B2:243 2023 | AC RECON $0.12 M	TW B3:244 2023 | AC REHAB $0.04 M
TW B4:245 2023 | AC RECON $0.17 M	TW B5:255 2023 | AC RECON $0.08 M	TW C:320 2023 | AC RECON $0.31 M	TW D:460 2023 | AC REHAB $0.09 M
AP MID:4205 2023 | AC RECON $0.45 M	AP MID:4210 2023 | AC REHAB $2.79 M	AP NW:4305 2023 | AC REHAB $0.43 M	AP SW:4407 2023 | AC RECON $0.27 M
AP SW:4415 2023 | AC REHAB $0.24 M	AP RU 23:5105 2023 | AC REHAB $0.13 M	TW A5:170 2026 | AC REHAB $0.06 M	TW A3:150 2028 | AC REHAB $0.07 M
TW B4:265 2028 | AC REHAB $0.04 M	TW D:455 2028 | AC REHAB $0.16 M	TW B2:220 2029 | AC REHAB $0.06 M	AP SW:4410 2029 | AC REHAB $0.18 M
AP FAA:4510 2029 | PCC REHAB $0.19 M	TW B5:260 2030 | AC REHAB $0.08 M	TW B2:242 2031 | AC REHAB $0.08 M	AP SW:4406 2032 | PCC REHAB $0.09 M

LEGEND

RW 13-31 — TYPICAL RUNWAY BRANCH ID

TW A — TYPICAL TAXIWAY BRANCH ID

AP S — TYPICAL APRON BRANCH ID

PROGRAM YEAR

2023 2028

2024 2029

2025 2030

2026 2031

2027 2032

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

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

CRG

AIRFIELD PAVEMENT MAJOR REHABILITATION EXHIBIT

Statewide Airfield Pavement Management Program

JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT

FDOT

2022

Chapter 7: Conclusion

Chapter 7 – Conclusion

7.1 Recommendations

7.1.1 Continued PCI Surveys

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

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

7.1.2 Localized Maintenance and Repair

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

7.1.3 Major Rehabilitation

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

7.1.4 Pavement Management System

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

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

7.2 Supporting Documents

Airfield Pavement Network Definition Exhibit

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

Airfield Pavement System Inventory Exhibit

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

Airfield Pavement Estimated Age Exhibit

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

Airfield Pavement Condition Index Exhibit

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

Airfield Pavement Major Rehabilitation Exhibit

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

Inspection Photograph Documentation

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

7.3 Conclusion

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

7.4 References

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

- ASTM D5340-20, Standard Test Method for Airport Pavement Condition Index Surveys, American Society for Testing and Materials, West Conshohocken, PA, 2018.
- AC 150/5210-24 Airport Foreign Object Debris (FOD) Management, Federal Aviation Administration, Washington, D.C., 2010.
- AC 150/5320-6F, Airport Pavement Design and Evaluation, Federal Aviation Administration, Washington, D.C., 2016.
- AC 150/5380-7B, Airport Pavement Management Program (PMP), Federal Aviation Administration, Washington, D.C., 2014.
- AC 150/5380-6C, Guidelines and Procedures for Maintenance of Airport Pavements, Federal Aviation Administration, Washington, D.C., 2014.
- AC 150/5370-10H, Standard Specifications for Construction of Airports, Federal Aviation Administration, Washington, D.C., 2018.
- Airport Improvement Program Handbook, Order 5100.38D, Change 1, Federal Aviation Administration, Washington, D.C., 2019.
- Tri-Service Pavements Working Group (TSPWG) Manual 3-270-08. 14-03, Preventive Maintenance Plan (PMP) for Airfield Pavements, Department of Defense, Washington, D.C., 2019.
- Unified Facilities Criteria (UFC) 3-260-16, O&M Manual: Standard Practice for Airfield Pavement Condition Surveys, Department of Defense, Washington, D.C., 2019.
- Unified Facilities Criteria (UFC) 3-260-03, Airfield Pavement Evaluation, Department of Defense, Washington, D.C., 2001.
- Shahin, Mohamed Y., Pavement Management for Airports, Roads, and Parking Lots, Springer, 2005.

Appendix A: Airfield Pavement Analysis

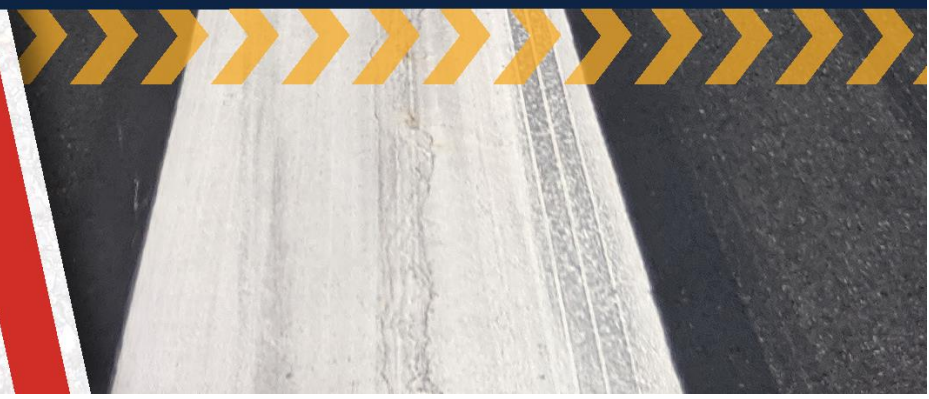


Table A.1: Pavement System Inventory Details

Network ID	Branch ID	Branch Use	Section ID	Area (SF)	Surface Type	Estimate of Last Construction Date
CRG	RW 5-23	Runway	6105	363,800	AAC	1/1/2011
CRG	RW 5-23	Runway	6110	25,800	AAC	1/1/2019
CRG	RW 14-32	Runway	6205	45,000	AAC	1/1/2019
CRG	RW 14-32	Runway	6210	355,800	AAC	1/1/2019
CRG	TW A	Taxiway	105	74,656	AAC	1/1/2010
CRG	TW A	Taxiway	110	6,423	AAC	1/1/2019
CRG	TW A	Taxiway	120	37,712	AC	1/1/2005
CRG	TW A1	Taxiway	130	22,201	AC	1/1/2005
CRG	TW A2	Taxiway	132	3,131	AAC	1/1/2010
CRG	TW A2	Taxiway	135	6,046	AC	1/1/1991
CRG	TW A3	Taxiway	142	13,123	AAC	1/1/2019
CRG	TW A3	Taxiway	145	4,606	AC	1/1/2001
CRG	TW A3	Taxiway	150	4,850	AAC	1/1/2010
CRG	TW A4	Taxiway	160	5,193	AAC	1/1/2010
CRG	TW A4	Taxiway	165	5,091	AAC	7/1/2018
CRG	TW A5	Taxiway	170	5,011	AAC	7/1/2018
CRG	TW A5	Taxiway	175	5,069	AAC	1/1/2010
CRG	TW A5	Taxiway	180	8,126	AAC	1/1/2010
CRG	TW A5	Taxiway	185	13,533	AAC	1/1/2019
CRG	TW B	Taxiway	215	29,838	AC	1/1/2005
CRG	TW B	Taxiway	225	59,500	AAC	1/1/2010
CRG	TW B	Taxiway	227	5,899	AAC	1/1/2003
CRG	TW B	Taxiway	230	3,679	AAC	1/1/2011
CRG	TW B	Taxiway	235	26,915	AC	1/1/2003
CRG	TW B1	Taxiway	210	7,110	AC	12/25/1994
CRG	TW B2	Taxiway	220	3,863	AAC	1/1/2011
CRG	TW B2	Taxiway	240	11,812	AC	1/1/2003
CRG	TW B2	Taxiway	242	4,802	AAC	1/1/2010
CRG	TW B2	Taxiway	243	6,422	AAC	12/25/1994
CRG	TW B3	Taxiway	244	3,380	AAC	1/1/2010
CRG	TW B4	Taxiway	245	9,056	AAC	1/2/1984
CRG	TW B4	Taxiway	250	15,426	AAC	1/1/2010
CRG	TW B4	Taxiway	265	3,169	AAC	1/1/2011
CRG	TW B5	Taxiway	255	4,433	AC	1/1/1991
CRG	TW B5	Taxiway	260	5,545	AC	1/1/2005
CRG	TW C	Taxiway	305	24,696	AAC	1/1/2019
CRG	TW C	Taxiway	310	5,648	AAC	1/1/2019
CRG	TW C	Taxiway	320	16,569	AAC	12/25/2010
CRG	TW D	Taxiway	455	12,087	AC	1/1/2005
CRG	TW D	Taxiway	460	8,245	AC	1/1/2005
CRG	TW E	Taxiway	505	14,164	AAC	1/1/2019
CRG	TW F	Taxiway	605	9,632	AAC	1/1/2019
CRG	TW F	Taxiway	610	5,562	AAC	1/1/2019
CRG	TW G	Taxiway	765	65,079	AC	1/1/2003

Network ID	Branch ID	Branch Use	Section ID	Area (SF)	Surface Type	Estimate of Last Construction Date
CRG	TW G	Taxiway	770	9,691	AC	1/1/2004
CRG	TL A3	Taxilane	153	71,404	AC	1/1/2019
CRG	TL A3	Taxilane	155	16,800	AC	1/1/2007
CRG	TL HANG NW	Taxilane	3320	56,781	AAC	7/1/2018
CRG	TL T-HANG	Taxilane	3220	27,322	AAC	7/1/2015
CRG	AP FAA	Apron	4505	147,450	AC	1/1/2004
CRG	AP FAA	Apron	4510	6,400	PCC	1/1/2004
CRG	AP MID	Apron	4205	24,445	AAC	7/1/2018
CRG	AP MID	Apron	4210	265,650	AAC	7/1/2018
CRG	AP MID	Apron	4215	22,406	AC	1/1/2018
CRG	AP NW	Apron	4305	41,023	AC	1/1/1991
CRG	AP NW	Apron	4310	204,437	AAC	7/1/2018
CRG	AP RU 14	Apron	5310	24,645	AAC	1/1/2010
CRG	AP RU 23	Apron	5105	12,030	AC	1/1/2005
CRG	AP RU 23	Apron	5110	6,117	AAC	1/1/2019
CRG	AP RU 5	Apron	5205	22,135	AC	1/1/2003
CRG	AP S	Apron	4105	185,265	AAC	7/1/2018
CRG	AP S	Apron	4115	15,813	AAC	7/1/2018
CRG	AP SW	Apron	4405	8,887	PCC	1/1/2000
CRG	AP SW	Apron	4406	2,417	PCC	1/1/2014
CRG	AP SW	Apron	4407	14,286	AC	1/1/2000
CRG	AP SW	Apron	4410	12,829	AAC	1/1/2019
CRG	AP SW	Apron	4415	23,211	AC	1/1/2002
CRG	AP SW	Apron	4420	12,167	AC	1/1/1995
CRG	AP SW	Apron	4430	4,074	AC	1/1/2006

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

Network ID	Branch ID	Branch Use	Section ID	Area (SF)	PCI	Condition Rating
CRG	RW 5-23	Runway	6105	363,800	63	Fair
CRG	RW 5-23	Runway	6110	25,800	93	Good
CRG	RW 14-32	Runway	6205	45,000	92	Good
CRG	RW 14-32	Runway	6210	355,800	90	Good
CRG	TW A	Taxiway	105	74,656	55	Poor
CRG	TW A	Taxiway	110	6,423	84	Satisfactory
CRG	TW A	Taxiway	120	37,712	71	Satisfactory
CRG	TW A1	Taxiway	130	22,201	83	Satisfactory
CRG	TW A2	Taxiway	132	3,131	67	Fair
CRG	TW A2	Taxiway	135	6,046	55	Poor
CRG	TW A3	Taxiway	142	13,123	91	Good
CRG	TW A3	Taxiway	145	4,606	71	Satisfactory
CRG	TW A3	Taxiway	150	4,850	78	Satisfactory
CRG	TW A4	Taxiway	160	5,193	63	Fair
CRG	TW A4	Taxiway	165	5,091	62	Fair
CRG	TW A5	Taxiway	170	5,011	75	Satisfactory
CRG	TW A5	Taxiway	175	5,069	55	Poor
CRG	TW A5	Taxiway	180	8,126	60	Fair
CRG	TW A5	Taxiway	185	13,533	90	Good
CRG	TW B	Taxiway	215	29,838	74	Satisfactory
CRG	TW B	Taxiway	225	59,500	53	Poor
CRG	TW B	Taxiway	227	5,899	65	Fair
CRG	TW B	Taxiway	230	3,679	71	Satisfactory
CRG	TW B	Taxiway	235	26,915	68	Fair
CRG	TW B1	Taxiway	210	7,110	56	Fair
CRG	TW B2	Taxiway	220	3,863	79	Satisfactory
CRG	TW B2	Taxiway	240	11,812	69	Fair
CRG	TW B2	Taxiway	242	4,802	82	Satisfactory
CRG	TW B2	Taxiway	243	6,422	41	Poor
CRG	TW B3	Taxiway	244	3,380	66	Fair
CRG	TW B4	Taxiway	245	9,056	31	Very Poor
CRG	TW B4	Taxiway	250	15,426	67	Fair
CRG	TW B4	Taxiway	265	3,169	78	Satisfactory
CRG	TW B5	Taxiway	255	4,433	51	Poor
CRG	TW B5	Taxiway	260	5,545	79	Satisfactory
CRG	TW C	Taxiway	305	24,696	90	Good
CRG	TW C	Taxiway	310	5,648	90	Good
CRG	TW C	Taxiway	320	16,569	51	Poor
CRG	TW D	Taxiway	455	12,087	76	Satisfactory
CRG	TW D	Taxiway	460	8,245	63	Fair
CRG	TW E	Taxiway	505	14,164	94	Good
CRG	TW F	Taxiway	605	9,632	94	Good
CRG	TW F	Taxiway	610	5,562	95	Good
CRG	TW G	Taxiway	765	65,079	73	Satisfactory
CRG	TW G	Taxiway	770	9,691	75	Satisfactory

Network ID	Branch ID	Branch Use	Section ID	Area (SF)	PCI	Condition Rating
CRG	TL A3	Taxilane	153	71,404	92	Good
CRG	TL A3	Taxilane	155	16,800	78	Satisfactory
CRG	TL HANG NW	Taxilane	3320	56,781	79	Satisfactory
CRG	TL T-HANG	Taxilane	3220	27,322	74	Satisfactory
CRG	AP FAA	Apron	4505	147,450	80	Satisfactory
CRG	AP FAA	Apron	4510	6,400	78	Satisfactory
CRG	AP MID	Apron	4205	24,445	56	Fair
CRG	AP MID	Apron	4210	265,650	70	Fair
CRG	AP MID	Apron	4215	22,406	54	Poor
CRG	AP NW	Apron	4305	41,023	60	Fair
CRG	AP NW	Apron	4310	204,437	83	Satisfactory
CRG	AP RU 14	Apron	5310	24,645	64	Fair
CRG	AP RU 23	Apron	5105	12,030	71	Satisfactory
CRG	AP RU 23	Apron	5110	6,117	92	Good
CRG	AP RU 5	Apron	5205	22,135	75	Satisfactory
CRG	AP S	Apron	4105	185,265	73	Satisfactory
CRG	AP S	Apron	4115	15,813	75	Satisfactory
CRG	AP SW	Apron	4405	8,887	12	Serious
CRG	AP SW	Apron	4406	2,417	81	Satisfactory
CRG	AP SW	Apron	4407	14,286	53	Poor
CRG	AP SW	Apron	4410	12,829	85	Satisfactory
CRG	AP SW	Apron	4415	23,211	65	Fair
CRG	AP SW	Apron	4420	12,167	63	Fair
CRG	AP SW	Apron	4430	4,074	23	Serious

Table A.3: Forecasted PCI Values 2023-2032 – Section-Level

Network ID	Branch ID	Section ID	Current PCI	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032
CRG	RW 5-23	6105	63	61	60	58	56	54	53	51	49	47	46
CRG	RW 5-23	6110	93	91	90	88	86	84	83	81	79	77	76
CRG	RW 14-32	6205	92	90	89	87	85	83	82	80	78	76	75
CRG	RW 14-32	6210	90	88	87	85	83	81	80	78	76	74	73
CRG	TW A	105	55	54	54	53	52	51	50	49	48	47	46
CRG	TW A	110	84	82	80	79	77	76	74	73	71	70	69
CRG	TW A	120	71	70	69	68	67	66	65	65	64	63	63
CRG	TW A1	130	83	81	80	78	77	76	74	73	72	71	70
CRG	TW A2	132	67	66	65	64	63	62	62	61	60	59	59
CRG	TW A2	135	55	55	54	54	53	53	52	52	51	51	50
CRG	TW A3	142	91	89	87	85	83	81	79	78	76	75	73
CRG	TW A3	145	71	70	69	68	67	66	65	65	64	63	63
CRG	TW A3	150	78	76	75	74	72	71	70	68	67	66	65
CRG	TW A4	160	63	62	61	61	60	59	58	58	57	56	56
CRG	TW A4	165	62	61	60	60	59	58	58	57	56	55	55
CRG	TW A5	170	75	74	72	71	70	69	67	66	65	64	63
CRG	TW A5	175	55	54	54	53	52	51	50	49	48	47	46
CRG	TW A5	180	60	59	59	58	57	56	56	55	54	54	53
CRG	TW A5	185	90	88	86	84	82	80	79	77	76	74	73
CRG	TW B	215	74	73	72	71	70	69	68	67	66	65	64
CRG	TW B	225	53	52	51	50	50	49	47	46	45	44	42
CRG	TW B	227	65	64	63	62	62	61	60	59	59	58	57
CRG	TW B	230	71	70	69	68	66	65	64	64	63	62	61
CRG	TW B	235	68	67	66	65	65	64	63	63	62	61	61
CRG	TW B1	210	56	56	55	55	54	54	54	53	53	52	52
CRG	TW B2	220	79	77	76	74	73	72	70	69	68	67	66
CRG	TW B2	240	69	68	67	66	66	65	64	63	63	62	62
CRG	TW B2	242	82	80	79	77	75	74	73	71	70	69	68
CRG	TW B2	243	41	39	38	36	34	32	30	28	26	24	22
CRG	TW B3	244	66	65	64	63	62	62	61	60	59	59	58
CRG	TW B4	245	31	29	27	25	23	21	19	17	15	13	11
CRG	TW B4	250	67	66	65	64	63	62	62	61	60	59	59
CRG	TW B4	265	78	76	75	74	72	71	70	68	67	66	65
CRG	TW B5	255	51	50	50	49	49	48	47	46	45	44	44
CRG	TW B5	260	79	78	76	75	74	72	71	70	69	68	67
CRG	TW C	305	90	88	86	84	82	80	79	77	76	74	73
CRG	TW C	310	90	88	86	84	82	80	79	77	76	74	73
CRG	TW C	320	51	50	49	48	47	46	44	43	42	40	38
CRG	TW D	455	76	75	73	72	71	70	69	68	67	66	66
CRG	TW D	460	63	62	62	61	61	60	60	59	59	58	58
CRG	TW E	505	94	92	90	88	86	84	82	80	78	77	75
CRG	TW F	605	94	92	90	88	86	84	82	80	78	77	75
CRG	TW F	610	95	93	91	88	86	84	83	81	79	77	76
CRG	TW G	765	73	72	71	70	69	68	67	66	65	65	64

Network ID	Branch ID	Section ID	Current PCI	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032
CRG	TW G	770	75	74	73	71	70	69	68	67	67	66	65
CRG	TL A3	153	92	90	88	86	84	83	81	79	78	77	75
CRG	TL A3	155	78	77	75	74	73	72	71	70	69	68	67
CRG	TL HANG NW	3320	79	77	76	74	73	72	70	69	68	67	66
CRG	TL T-HANG	3220	74	73	71	70	69	68	67	66	65	64	63
CRG	AP FAA	4505	80	78	76	75	73	71	70	68	67	65	64
CRG	AP FAA	4510	78	77	76	75	73	72	71	70	69	68	66
CRG	AP MID	4205	56	54	52	50	47	45	43	41	39	36	34
CRG	AP MID	4210	70	68	66	64	61	59	57	55	53	50	48
CRG	AP MID	4215	54	53	53	52	52	51	51	50	50	49	48
CRG	AP NW	4305	60	59	58	57	57	56	55	55	54	54	53
CRG	AP NW	4310	83	81	79	77	74	72	70	68	66	63	61
CRG	AP RU 14	5310	64	62	60	58	55	53	51	49	47	44	42
CRG	AP RU 23	5105	71	70	68	67	65	64	63	62	61	60	59
CRG	AP RU 23	5110	92	90	88	86	83	81	79	77	75	72	70
CRG	AP RU 5	5205	75	73	72	70	69	67	66	64	63	62	61
CRG	AP S	4105	73	71	69	67	64	62	60	58	56	53	51
CRG	AP S	4115	75	73	71	69	66	64	62	60	58	55	53
CRG	AP SW	4405	12	11	10	9	7	6	5	4	3	2	0
CRG	AP SW	4406	81	80	79	78	76	75	74	73	72	71	69
CRG	AP SW	4407	53	53	52	51	51	50	50	49	48	48	47
CRG	AP SW	4410	85	83	81	79	76	74	72	70	68	65	63
CRG	AP SW	4415	65	64	63	61	60	59	59	58	57	56	56
CRG	AP SW	4420	63	62	61	60	59	58	57	56	56	55	55
CRG	AP SW	4430	23	20	17	14	11	8	6	3	0	0	0

Pavement Database: FDOT

Network: JACKSONVILLE EX **Branch:** AP FAA FAA APRON **Section:** 4505 **Surface:**AC
L.C.D. 1/1/2004 **Use:** APRON **Rank:** T **Length:** 400.00 (Ft) **Width:** 370.00 (Ft) **True Area:** 147450.0000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2004	CR-AC	Complete Reconstruction - AC	0.00	0.00	☑	
1/1/1983	NC-AC	New Construction - AC	0.00	0.00	☑	1983 BIT OL SECTION UNKNOWN

Network: JACKSONVILLE EX **Branch:** AP FAA FAA APRON **Section:** 4510 **Surface:**PCC
L.C.D. 1/1/2004 **Use:** APRON **Rank:** P **Length:** 125.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 6400.000001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2004	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: JACKSONVILLE EX **Branch:** AP MID MIDFIELD APRO **Section:** 4205 **Surface:**AAC
L.C.D. 7/1/2018 **Use:** APRON **Rank:** P **Length:** 200.00 (Ft) **Width:** 75.00 (Ft) **True Area:** 24445.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
7/1/2018	OL-AS	Overlay - AC Structural	0.00	0.00	☑	
1/1/1947	IMPORTED	BUILT	0.00	0.00	☑	EST 1947 BIT SECTION UNKNOWN

Network: JACKSONVILLE EX **Branch:** AP MID MIDFIELD APRO **Section:** 4210 **Surface:**AAC
L.C.D. 7/1/2018 **Use:** APRON **Rank:** P **Length:** 750.00 (Ft) **Width:** 300.00 (Ft) **True Area:** 265650.0000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
7/1/2018	OL-AS	Overlay - AC Structural	0.00	0.00	☑	
1/2/1983	ST-SC	Surface Treatment - Seal Coat	0.00	0.00	☐	EMULSION SEAL
1/1/1983	IMPORTED	BUILT	0.00	2.00	☑	1983 2" P-401 6" P-211 4" P-154

Network: JACKSONVILLE EX **Branch:** AP MID MIDFIELD APRO **Section:** 4215 **Surface:**AC
L.C.D. 1/1/2018 **Use:** APRON **Rank:** S **Length:** 310.00 (Ft) **Width:** 76.00 (Ft) **True Area:** 22406.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2018	CR-AC	Complete Reconstruction - AC	0.00	0.00	☑	
12/25/1994	NC-AC	New Construction - AC	0.00	0.00	☑	

Network: JACKSONVILLE EX **Branch:** AP NW NORTHWEST AP **Section:** 4305 **Surface:**AC
L.C.D. 1/1/1991 **Use:** APRON **Rank:** P **Length:** 200.00 (Ft) **Width:** 187.00 (Ft) **True Area:** 41023.00001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1991	IMPORTED	BUILT	0.00	4.00	☑	1991 4" BIT 6" LIMEROCK

Network: JACKSONVILLE EX **Branch:** AP NW NORTHWEST AP **Section:** 4310 **Surface:**AAC

L.C.D. 7/1/2018 **Use:** APRON **Rank:** P **Length:** 900.00 (Ft) **Width:** 200.00 (Ft) **True Area:** 204437.0000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
7/1/2018	OL-AS	Overlay - AC Structural	0.00	0.00	☑	
1/1/1960	IMPORTED	BUILT	0.00	0.00	☑	EST 1960 BIT SECTION UNKNOWN

Network: JACKSONVILLE EX **Branch:** AP RU 14 RUN-UP APRON **Section:** 5310 **Surface:**AAC

L.C.D. 1/1/2010 **Use:** APRON **Rank:** P **Length:** 73.00 (Ft) **Width:** 200.00 (Ft) **True Area:** 24645.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2010	ML-OVL	Mill and Overlay	0.00	0.00	☑	
1/1/1991	IMPORTED	BUILT	0.00	6.00	☑	1991 P-401 6" P-211 6" P-154

Network: JACKSONVILLE EX **Branch:** AP RU 23 RUN-UP APRON **Section:** 5105 **Surface:**AC

L.C.D. 1/1/2005 **Use:** APRON **Rank:** P **Length:** 150.00 (Ft) **Width:** 80.00 (Ft) **True Area:** 12030.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2005	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: JACKSONVILLE EX **Branch:** AP RU 23 RUN-UP APRON **Section:** 5110 **Surface:**AAC

L.C.D. 1/1/2019 **Use:** APRON **Rank:** P **Length:** 80.00 (Ft) **Width:** 76.00 (Ft) **True Area:** 6117.000001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2019	ML-OVL	Mill and Overlay	0.00	0.00	☑	Variable asphalt mill (depth post-mill
1/1/2005	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: JACKSONVILLE EX **Branch:** AP RU 5 RUN-UP APRON **Section:** 5205 **Surface:**AC

L.C.D. 1/1/2003 **Use:** APRON **Rank:** T **Length:** 809.00 (Ft) **Width:** 75.00 (Ft) **True Area:** 22135.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2003	CR-AC	Complete Reconstruction - AC	0.00	0.00	☑	
1/1/1991	IMPORTED	BUILT	0.00	0.00	☑	1991 P-401 OL ON EXISTING SECTION

Network: JACKSONVILLE EX **Branch:** AP S SOUTH APRON **Section:** 4105 **Surface:**AAC

L.C.D. 7/1/2018 **Use:** APRON **Rank:** P **Length:** 580.00 (Ft) **Width:** 250.00 (Ft) **True Area:** 185265.0000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
7/1/2018	OL-AS	Overlay - AC Structural	0.00	0.00	☑	
1/1/2010	ST-SC	Surface Treatment - Seal Coat	0.00	0.00	☐	
1/2/1986	ST-SC	Surface Treatment - Seal Coat	0.00	0.00	☐	EMULSION SEAL
1/1/1986	IMPORTED	BUILT	0.00	1.50	☑	1986 1.5" P-401 P-403 LEVELING ON EXISTING BIT

Network: JACKSONVILLE EX **Branch:** AP S SOUTH APRON **Section:** 4115 **Surface:**AAC
L.C.D. 7/1/2018 **Use:** APRON **Rank:** P **Length:** 100.00 (Ft) **Width:** 160.00 (Ft) **True Area:** 15813.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
7/1/2018	OL-AS	Overlay - AC Structural	0.00	0.00	☑	
1/1/2007	ST-SC	Surface Treatment - Seal Coat	0.00	0.00	☐	
1/1/1986	IMPORTED	BUILT	0.00	0.00	☑	EMULSION SEAL EST 1986 BIT SECTION UNKNOWN

Network: JACKSONVILLE EX **Branch:** AP SW SOUTHWEST AP **Section:** 4405 **Surface:**PCC
L.C.D. 1/1/2000 **Use:** APRON **Rank:** S **Length:** 150.00 (Ft) **Width:** 60.00 (Ft) **True Area:** 8887.000002 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2000	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: JACKSONVILLE EX **Branch:** AP SW SOUTHWEST AP **Section:** 4406 **Surface:**PCC
L.C.D. 1/1/2014 **Use:** APRON **Rank:** S **Length:** 98.00 (Ft) **Width:** 25.00 (Ft) **True Area:** 2417.000000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2014	CR-PC	Complete Reconstruction - PCC	0.00	0.00	☑	
1/1/2000	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: JACKSONVILLE EX **Branch:** AP SW SOUTHWEST AP **Section:** 4407 **Surface:**AC
L.C.D. 1/1/2000 **Use:** APRON **Rank:** P **Length:** 245.00 (Ft) **Width:** 60.00 (Ft) **True Area:** 14286.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2000	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: JACKSONVILLE EX **Branch:** AP SW SOUTHWEST AP **Section:** 4410 **Surface:**AAC
L.C.D. 1/1/2019 **Use:** APRON **Rank:** S **Length:** 350.00 (Ft) **Width:** 35.00 (Ft) **True Area:** 12829.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2019	ML-OVL	Mill and Overlay	0.00	0.00	☑	
1/1/1995	NC-AC	New Construction - AC	0.00	0.00	☑	

Network: JACKSONVILLE EX **Branch:** AP SW SOUTHWEST AP **Section:** 4415 **Surface:**AC
L.C.D. 1/1/2002 **Use:** APRON **Rank:** S **Length:** 275.00 (Ft) **Width:** 78.00 (Ft) **True Area:** 23211.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2002	NC-AC	New Construction - AC	0.00	0.00	☑	

Network: JACKSONVILLE EX **Branch:** AP SW SOUTHWEST AP **Section:** 4420 **Surface:**AC
L.C.D. 1/1/1995 **Use:** APRON **Rank:** S **Length:** 100.00 (Ft) **Width:** 100.00 (Ft) **True Area:** 12167.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1995	NC-AC	New Construction - AC	0.00	0.00	☑	

Network: JACKSONVILLE EX **Branch:** AP SW SOUTHWEST AP **Section:** 4430 **Surface:**AC

L.C.D. 1/1/2006 **Use:** APRON **Rank:** S **Length:** 59.00 (Ft) **Width:** 59.00 (Ft) **True Area:** 4074.000001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2006	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: JACKSONVILLE EX **Branch:** RW 14-32 RUNWAY 14-32 **Section:** 6205 **Surface:**AAC

L.C.D. 1/1/2019 **Use:** RUNWAY **Rank:** P **Length:** 375.00 (Ft) **Width:** 100.00 (Ft) **True Area:** 45000.00001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2019	ML-OVL	Mill and Overlay	0.00	0.00	☑	Variable asphalt mill with 2" P-401 ov
1/1/2005	ML-OVL	Mill and Overlay	0.00	0.00	☑	
1/1/1991	IMPORTED	OVERLAY	0.00	2.00	☑	1991 2" P-401 OL
1/1/1971	IMPORTED	OVERLAY	0.00	1.50	☑	1971 1.5" P-401 2" P-401 LEVELING
1/1/1942	IMPORTED	BUILT	0.00	5.00	☑	1942 5" BIT 6" STAB BASE

Network: JACKSONVILLE EX **Branch:** RW 14-32 RUNWAY 14-32 **Section:** 6210 **Surface:**AAC

L.C.D. 1/1/2019 **Use:** RUNWAY **Rank:** P **Length:** 3,558.00 (Ft) **Width:** 100.00 (Ft) **True Area:** 355800.0001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2019	ML-OVL	Mill and Overlay	0.00	0.00	☑	Variable asphalt mill (additional mill a
1/1/2005	ML-OVL	Mill and Overlay	0.00	0.00	☑	
1/1/1991	IMPORTED	OVERLAY	0.00	2.00	☑	1991 2" P-401
1/1/1971	IMPORTED	OVERLAY	0.00	1.50	☑	1971 1.5" P-401 2" P-401 LEVELING
1/1/1942	IMPORTED	BUILT	0.00	5.00	☑	1942 5" BIT 6" STAB BASE

Network: JACKSONVILLE EX **Branch:** RW 5-23 RUNWAY 5-23 **Section:** 6105 **Surface:**AAC

L.C.D. 1/1/2011 **Use:** RUNWAY **Rank:** S **Length:** 3,638.00 (Ft) **Width:** 100.00 (Ft) **True Area:** 363800.0001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2011	ML-OVL	Mill and Overlay	0.00	0.00	☑	
1/1/1991	IMPORTED	OVERLAY	0.00	2.00	☑	1991 2" P-401 OL
1/1/1971	IMPORTED	OVERLAY	0.00	1.50	☑	1971 1.5" P-401 OL 2" P-401 LEVELING
1/1/1942	IMPORTED	BUILT	0.00	5.00	☑	1942 5" BIT 6" STAB BASE

Network: JACKSONVILLE EX **Branch:** RW 5-23 RUNWAY 5-23 **Section:** 6110 **Surface:**AAC

L.C.D. 1/1/2019 **Use:** RUNWAY **Rank:** P **Length:** 258.00 (Ft) **Width:** 100.00 (Ft) **True Area:** 25800.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2019	ML-OVL	Mill and Overlay	0.00	0.00	☑	Variable asphalt mill with 2" P-401 ov
1/1/2005	ML-OVL	Mill and Overlay	0.00	0.00	☑	
1/1/1991	IMPORTED	OVERLAY	0.00	2.00	☑	1991 2" P-401 OL
1/1/1971	IMPORTED	OVERLAY	0.00	1.50	☑	1971 1.5" P-401 2" P-401 LEVELING
1/1/1942	IMPORTED	BUILT	0.00	5.00	☑	1942 5" BIT 6" STAB BASE

Network: JACKSONVILLE EX **Branch:** TL A3 TAXILANE A3 **Section:** 153 **Surface:**AC

L.C.D. 1/1/2019 **Use:** TAXILAN **Rank:** P **Length:** 1,080.00 (Ft) **Width:** 55.00 (Ft) **True Area:** 71404.00002 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2019	NC-AC	New Construction - AC	0.00	0.00	☑	4" P-401 (2 LIFTS) OVER 6" P-211 L

Network: JACKSONVILLE EX **Branch:** TL A3 TAXILANE A3 **Section:** 155 **Surface:**AC

L.C.D. 1/1/2007 **Use:** TAXILAN **Rank:** P **Length:** 810.00 (Ft) **Width:** 35.00 (Ft) **True Area:** 16800.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2007	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: JACKSONVILLE EX **Branch:** TL HANG N NORTHWEST T- **Section:** 3320 **Surface:**AAC

L.C.D. 7/1/2018 **Use:** TAXILAN **Rank:** P **Length:** 2,040.00 (Ft) **Width:** 20.00 (Ft) **True Area:** 56781.00001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
7/1/2018	OL-AS	Overlay - AC Structural	0.00	0.00	☑	
12/25/1994	NC-AC	New Construction - AC	0.00	0.00	☑	

Network: JACKSONVILLE EX **Branch:** TL T-HANG T-HANGAR TAX **Section:** 3220 **Surface:**AAC

L.C.D. 7/1/2015 **Use:** TAXILAN **Rank:** S **Length:** 1,370.00 (Ft) **Width:** 20.00 (Ft) **True Area:** 27322.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
7/1/2015	ML-OVL	Mill and Overlay	0.00	0.00	☑	
12/25/1994	NC-AC	New Construction - AC	0.00	0.00	☑	

Network: JACKSONVILLE EX **Branch:** TW A TAXIWAY A **Section:** 105 **Surface:**AAC

L.C.D. 1/1/2010 **Use:** TAXIWAY **Rank:** P **Length:** 2,300.00 (Ft) **Width:** 35.00 (Ft) **True Area:** 74656.00002 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2010	ML-OVL	Mill and Overlay	0.00	0.00	☑	
1/1/1991	IMPORTED	OVERLAY	0.00	2.00	☑	1991 2"+ P-401 OL
1/1/1971	IMPORTED	BUILT	0.00	3.50	☑	1971 3.5" P-401 OL

Network: JACKSONVILLE EX **Branch:** TW A TAXIWAY A **Section:** 110 **Surface:** AAC

L.C.D. 1/1/2019 **Use:** TAXIWAY **Rank:** P **Length:** 120.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 6423.000001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2019	ML-OVL	Mill and Overlay	0.00	0.00	☑	Variable asphalt mill (depth post-mill
1/1/2005	ML-OVL	Mill and Overlay	0.00	0.00	☑	
1/1/1991	IMPORTED	OVERLAY	0.00	2.00	☑	1991 2"+ P-401 OL
1/1/1971	IMPORTED	BUILT	0.00	3.50	☑	1971 3.5" P-401 OL

Network: JACKSONVILLE EX **Branch:** TW A1 TAXIWAY A1 **Section:** 130 **Surface:** AC

L.C.D. 1/1/2005 **Use:** TAXIWAY **Rank:** S **Length:** 425.00 (Ft) **Width:** 30.00 (Ft) **True Area:** 22201.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2005	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: JACKSONVILLE EX **Branch:** TW A TAXIWAY A **Section:** 120 **Surface:** AC

L.C.D. 1/1/2005 **Use:** TAXIWAY **Rank:** P **Length:** 2,120.00 (Ft) **Width:** 35.00 (Ft) **True Area:** 37712.00001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2005	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: JACKSONVILLE EX **Branch:** TW A2 TAXIWAY A2 **Section:** 132 **Surface:** AAC

L.C.D. 1/1/2010 **Use:** TAXIWAY **Rank:** P **Length:** 60.00 (Ft) **Width:** 35.00 (Ft) **True Area:** 3131.000000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2010	ML-OVL	Mill and Overlay	0.00	0.00	☑	
1/1/1991	IMPORTED	BUILT	0.00	4.00	☑	1991 4" P-401 6" P-211 6" P-154

Network: JACKSONVILLE EX **Branch:** TW A2 TAXIWAY A2 **Section:** 135 **Surface:** AC

L.C.D. 1/1/1991 **Use:** TAXIWAY **Rank:** P **Length:** 145.00 (Ft) **Width:** 35.00 (Ft) **True Area:** 6046.000001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1991	IMPORTED	BUILT	0.00	4.00	☑	1991 4" P-401 6" P-211 6" P-154

Network: JACKSONVILLE EX **Branch:** TW A3 TAXIWAY A3 **Section:** 142 **Surface:** AAC

L.C.D. 1/1/2019 **Use:** TAXIWAY **Rank:** P **Length:** 247.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 13123.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2019	ML-OVL	Mill and Overlay	0.00	0.00	☑	Variable asphalt mill (depth post-mill
1/1/2005	ML-OVL	Mill and Overlay	0.00	0.00	☑	
1/1/2001	NC-AC	New Construction - AC	0.00	0.00	☑	

Network: JACKSONVILLE EX **Branch:** TW A3 TAXIWAY A3 **Section:** 145 **Surface:**AC

L.C.D. 1/1/2001 **Use:** TAXIWAY **Rank:** P **Length:** 132.00 (Ft) **Width:** 35.00 (Ft) **True Area:** 4606.000001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2001	NC-AC	New Construction - AC	0.00	0.00	☑	

Network: JACKSONVILLE EX **Branch:** TW A3 TAXIWAY A3 **Section:** 150 **Surface:**AAC

L.C.D. 1/1/2010 **Use:** TAXIWAY **Rank:** P **Length:** 85.00 (Ft) **Width:** 35.00 (Ft) **True Area:** 4850.000001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2010	ML-OVL	Mill and Overlay	0.00	0.00	☑	
1/1/2001	NC-AC	New Construction - AC	0.00	0.00	☑	

Network: JACKSONVILLE EX **Branch:** TW A4 TAXIWAY A4 **Section:** 160 **Surface:**AAC

L.C.D. 1/1/2010 **Use:** TAXIWAY **Rank:** P **Length:** 100.00 (Ft) **Width:** 40.00 (Ft) **True Area:** 5193.000001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2010	ML-OVL	Mill and Overlay	0.00	0.00	☑	
1/1/1991	IMPORTED	OVERLAY	0.00	2.00	☑	1991 2" P-401 OL
1/1/1971	IMPORTED	BUILT	0.00	3.50	☑	1971 3.5" P-401 OL

Network: JACKSONVILLE EX **Branch:** TW A4 TAXIWAY A4 **Section:** 165 **Surface:**AAC

L.C.D. 7/1/2018 **Use:** TAXIWAY **Rank:** P **Length:** 100.00 (Ft) **Width:** 40.00 (Ft) **True Area:** 5091.000001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
7/1/2018	OL-AS	Overlay - AC Structural	0.00	0.00	☑	
1/1/1983	IMPORTED	BUILT	0.00	2.00	☑	1983 2" P-401 6" P-211 4" P-154

Network: JACKSONVILLE EX **Branch:** TW A5 TAXIWAY A5 **Section:** 170 **Surface:**AAC

L.C.D. 7/1/2018 **Use:** TAXIWAY **Rank:** P **Length:** 100.00 (Ft) **Width:** 40.00 (Ft) **True Area:** 5011.000001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
7/1/2018	OL-AS	Overlay - AC Structural	0.00	0.00	☑	
1/1/1983	IMPORTED	BUILT	0.00	2.00	☑	1983 2" P-401 6" P-211 4" P-154

Network: JACKSONVILLE EX **Branch:** TW A5 TAXIWAY A5 **Section:** 175 **Surface:**AAC

L.C.D. 1/1/2010 **Use:** TAXIWAY **Rank:** P **Length:** 100.00 (Ft) **Width:** 40.00 (Ft) **True Area:** 5069.000001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2010	ML-OVL	Mill and Overlay	0.00	0.00	☑	
1/1/1991	IMPORTED	OVERLAY	0.00	2.00	☑	1991 2" P-401 OL
1/1/1971	IMPORTED	BUILT	0.00	3.50	☑	1971 3.5" P-401 OL

Network: JACKSONVILLE EX **Branch:** TW A5 TAXIWAY A5 **Section:** 180 **Surface:** AAC

L.C.D. 1/1/2010 **Use:** TAXIWAY **Rank:** P **Length:** 202.00 (Ft) **Width:** 40.00 (Ft) **True Area:** 8126.000002 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2010	ML-OVL	Mill and Overlay	0.00	0.00	☑	
1/1/1991	IMPORTED	OVERLAY	0.00	2.00	☑	1991 2" P-401 OL
1/1/1971	IMPORTED	BUILT	0.00	1.50	☑	1971 1.5" P-401 OL

Network: JACKSONVILLE EX **Branch:** TW A5 TAXIWAY A5 **Section:** 185 **Surface:** AAC

L.C.D. 1/1/2019 **Use:** TAXIWAY **Rank:** P **Length:** 257.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 13533.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2019	ML-OVL	Mill and Overlay	0.00	0.00	☑	Variable asphalt mill (depth post-mill
1/1/2005	ML-OVL	Mill and Overlay	0.00	0.00	☑	
1/1/1991	IMPORTED	OVERLAY	0.00	2.00	☑	1991 2" P-401 OL
1/1/1971	IMPORTED	BUILT	0.00	1.50	☑	1971 1.5" P-401 OL

Network: JACKSONVILLE EX **Branch:** TW B1 TAXIWAY B1 **Section:** 210 **Surface:** AC

L.C.D. 12/25/199 **Use:** TAXIWAY **Rank:** P **Length:** 163.00 (Ft) **Width:** 40.00 (Ft) **True Area:** 7110.000002 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
12/25/1994	NC-AC	New Construction - AC	0.00	0.00	☑	

Network: JACKSONVILLE EX **Branch:** TW B TAXIWAY B **Section:** 215 **Surface:** AC

L.C.D. 1/1/2005 **Use:** TAXIWAY **Rank:** P **Length:** 2,120.00 (Ft) **Width:** 35.00 (Ft) **True Area:** 29838.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2005	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: JACKSONVILLE EX **Branch:** TW B2 TAXIWAY B2 **Section:** 220 **Surface:** AAC

L.C.D. 1/1/2011 **Use:** TAXIWAY **Rank:** P **Length:** 175.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 3863.000001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2011	ML-OVL	Mill and Overlay	0.00	0.00	☑	
1/1/2003	NC-AC	New Construction - AC	0.00	0.00	☑	

Network: JACKSONVILLE EX **Branch:** TW B2 TAXIWAY B2 **Section:** 240 **Surface:** AC

L.C.D. 1/1/2003 **Use:** TAXIWAY **Rank:** S **Length:** 335.00 (Ft) **Width:** 35.00 (Ft) **True Area:** 11812.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2003	NC-AC	New Construction - AC	0.00	0.00	☑	

Network: JACKSONVILLE EX **Branch:** TW B2 TAXIWAY B2 **Section:** 242 **Surface:** AAC

L.C.D. 1/1/2010 **Use:** TAXIWAY **Rank:** P **Length:** 75.00 (Ft) **Width:** 35.00 (Ft) **True Area:** 4802.000001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2010	ML-OVL	Mill and Overlay	0.00	0.00	☑	
1/1/2003	NC-AC	New Construction - AC	0.00	0.00	☑	

Network: JACKSONVILLE EX **Branch:** TW B2 TAXIWAY B2 **Section:** 243 **Surface:** AAC

L.C.D. 12/25/199 **Use:** TAXIWAY **Rank:** S **Length:** 180.00 (Ft) **Width:** 35.00 (Ft) **True Area:** 6422.000001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
12/25/1994	OL-AS	Overlay - AC Structural	0.00	0.00	☑	
12/24/1994	NC-AC	New Construction - AC	0.00	0.00	☑	

Network: JACKSONVILLE EX **Branch:** TW B TAXIWAY B **Section:** 225 **Surface:** AAC

L.C.D. 1/1/2010 **Use:** TAXIWAY **Rank:** P **Length:** 1,555.00 (Ft) **Width:** 35.00 (Ft) **True Area:** 59500.00001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2010	ML-OVL	Mill and Overlay	0.00	0.00	☑	
1/1/1991	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: JACKSONVILLE EX **Branch:** TW B TAXIWAY B **Section:** 227 **Surface:** AAC

L.C.D. 1/1/2003 **Use:** TAXIWAY **Rank:** P **Length:** 170.00 (Ft) **Width:** 35.00 (Ft) **True Area:** 5899.000001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2003	ML-OVL	Mill and Overlay	0.00	0.00	☑	
12/25/1991	NC-AC	New Construction - AC	0.00	0.00	☑	

Network: JACKSONVILLE EX **Branch:** TW B TAXIWAY B **Section:** 230 **Surface:** AAC

L.C.D. 1/1/2011 **Use:** TAXIWAY **Rank:** P **Length:** 135.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 3679.000001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2011	ML-OVL	Mill and Overlay	0.00	0.00	☑	
1/1/2003	CR-AC	Complete Reconstruction - AC	0.00	0.00	☑	
1/1/1991	IMPORTED	BUILT	0.00	0.00	☑	1991 P-401 OL ON EXISTING SECTION

Network: JACKSONVILLE EX **Branch:** TW B TAXIWAY B **Section:** 235 **Surface:** AC

L.C.D. 1/1/2003 **Use:** TAXIWAY **Rank:** T **Length:** 700.00 (Ft) **Width:** 35.00 (Ft) **True Area:** 26915.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2003	CR-AC	Complete Reconstruction - AC	0.00	0.00	☑	
1/1/1991	IMPORTED	BUILT	0.00	0.00	☑	1991 P-401 OL ON EXISTING SECTION

Network: JACKSONVILLE EX **Branch:** TW B3 TAXIWAY B3 **Section:** 244 **Surface:**AAC

L.C.D. 1/1/2010 **Use:** TAXIWAY **Rank:** P **Length:** 55.00 (Ft) **Width:** 35.00 (Ft) **True Area:** 3380.000001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2010	ML-OVL	Mill and Overlay	0.00	0.00	☑	
12/25/1999	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: JACKSONVILLE EX **Branch:** TW B4 TAXIWAY B4 **Section:** 245 **Surface:**AAC

L.C.D. 1/2/1984 **Use:** TAXIWAY **Rank:** P **Length:** 175.00 (Ft) **Width:** 40.00 (Ft) **True Area:** 9056.000002 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/2/1984	OL-AS	Overlay - AC Structural	0.00	0.00	☑	EXISTING BIT
1/1/1984	IMPORTED	BUILT	0.00	1.50	☑	1984 1.5" P-401 2" P-403 LEVELING

Network: JACKSONVILLE EX **Branch:** TW B4 TAXIWAY B4 **Section:** 250 **Surface:**AAC

L.C.D. 1/1/2010 **Use:** TAXIWAY **Rank:** P **Length:** 405.00 (Ft) **Width:** 35.00 (Ft) **True Area:** 15426.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2010	ML-OVL	Mill and Overlay	0.00	0.00	☑	
1/1/1991	IMPORTED	OVERLAY	0.00	2.00	☑	1991 2" BIT OL
1/2/1971	OL-AS	Overlay - AC Structural	0.00	0.00	☑	1971 1.5" P-401 OL
1/1/1971	NC-AC	New Construction - AC	0.00	0.00	☑	

Network: JACKSONVILLE EX **Branch:** TW B4 TAXIWAY B4 **Section:** 265 **Surface:**AAC

L.C.D. 1/1/2011 **Use:** TAXIWAY **Rank:** P **Length:** 150.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 3169.000000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2011	ML-OVL	Mill and Overlay	0.00	0.00	☑	
1/1/1991	IMPORTED	OVERLAY	0.00	2.00	☑	1991 2" BIT OL
1/2/1971	OL-AS	Overlay - AC Structural	0.00	0.00	☑	
1/1/1971	NC-AC	New Construction - AC	0.00	0.00	☑	

Network: JACKSONVILLE EX **Branch:** TW B5 TAXIWAY B5 **Section:** 255 **Surface:**AC

L.C.D. 1/1/1991 **Use:** TAXIWAY **Rank:** P **Length:** 210.00 (Ft) **Width:** 40.00 (Ft) **True Area:** 4433.000001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/1991	IMPORTED	BUILT	0.00	0.00	☑	EST 1991 BIT SECTION UNKNOWN

Network: JACKSONVILLE EX **Branch:** TW B5 TAXIWAY B5 **Section:** 260 **Surface:**AC

L.C.D. 1/1/2005 **Use:** TAXIWAY **Rank:** P **Length:** 2,120.00 (Ft) **Width:** 35.00 (Ft) **True Area:** 5545.000001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2005	NU-IN	New Construction - Initial	0.00	0.00	☑	

Network: JACKSONVILLE EX **Branch:** TW C TAXIWAY C **Section:** 305 **Surface:**AAC

L.C.D. 1/1/2019 **Use:** TAXIWAY **Rank:** P **Length:** 400.00 (Ft) **Width:** 60.00 (Ft) **True Area:** 24696.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2019	ML-OVL	Mill and Overlay	0.00	0.00	☑	Variable asphalt mill (depth post-mill
1/1/1991	IMPORTED	OVERLAY	0.00	2.00	☑	1991 2" P-401 OL
1/1/1971	IMPORTED	OVERLAY	0.00	3.50	☑	1971 3.5" P-401 OL
1/1/1942	IMPORTED	BUILT	0.00	1.50	☑	1942 1.5" BIT 6" LIMEROCK

Network: JACKSONVILLE EX **Branch:** TW C TAXIWAY C **Section:** 310 **Surface:**AAC

L.C.D. 1/1/2019 **Use:** TAXIWAY **Rank:** P **Length:** 40.00 (Ft) **Width:** 136.00 (Ft) **True Area:** 5648.000001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2019	ML-OVL	Mill and Overlay	0.00	0.00	☑	Variable asphalt mill (depth post-mill
1/1/2005	ML-OVL	Mill and Overlay	0.00	0.00	☑	
1/1/1991	IMPORTED	OVERLAY	0.00	2.00	☑	1991 2" P-401 OL
1/1/1971	IMPORTED	OVERLAY	0.00	3.50	☑	1971 3.5" P-401 OL
1/1/1942	IMPORTED	BUILT	0.00	1.50	☑	1942 1.5" BIT 6" LIMEROCK

Network: JACKSONVILLE EX **Branch:** TW C TAXIWAY C **Section:** 320 **Surface:**AAC

L.C.D. 12/25/201 **Use:** TAXIWAY **Rank:** P **Length:** 209.00 (Ft) **Width:** 80.00 (Ft) **True Area:** 16569.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
12/25/2010	ML-OVL	Mill and Overlay	0.00	0.00	☑	
1/1/1991	IMPORTED	OVERLAY	0.00	2.00	☑	1991 2" P-401 OL
1/1/1971	IMPORTED	OVERLAY	0.00	3.50	☑	1971 3.5" P-401 OL
1/1/1942	IMPORTED	BUILT	0.00	1.50	☑	1942 1.5" BIT 6" LIMEROCK

Network: JACKSONVILLE EX **Branch:** TW D TAXIWAY D **Section:** 455 **Surface:**AC

L.C.D. 1/1/2005 **Use:** TAXIWAY **Rank:** P **Length:** 495.00 (Ft) **Width:** 35.00 (Ft) **True Area:** 12087.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2005	CR-AC	Complete Reconstruction - AC	0.00	0.00	☑	
1/1/1991	OL-AS	Overlay - AC Structural	0.00	2.00	☑	1991 2" P-401 OL
1/1/1970	NC-AC	New Construction - AC	0.00	1.50	☑	1970 1.5" TYPE 2 BIT 6" LIMEROC

Network: JACKSONVILLE EX **Branch:** TW D TAXIWAY D **Section:** 460 **Surface:**AC

L.C.D. 1/1/2005 **Use:** TAXIWAY **Rank:** P **Length:** 235.00 (Ft) **Width:** 35.00 (Ft) **True Area:** 8245.000002 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2005	CR-AC	Complete Reconstruction - AC	0.00	0.00	☑	
12/25/1999	NC-AC	New Construction - AC	0.00	0.00	☑	

Network: JACKSONVILLE EX **Branch:** TW E TAXIWAY E **Section:** 505 **Surface:**AAC

L.C.D. 1/1/2019 **Use:** TAXIWAY **Rank:** P **Length:** 270.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 14164.00000 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2019	ML-OVL	Mill and Overlay	0.00	0.00	☑	Variable asphalt mill (depth post-mill
1/1/1991	IMPORTED	BUILT	0.00	4.00	☑	1991 4" P-401 6" P-211 6" P-154

Network: JACKSONVILLE EX **Branch:** TW F TAXIWAY F **Section:** 605 **Surface:**AAC

L.C.D. 1/1/2019 **Use:** TAXIWAY **Rank:** P **Length:** 164.00 (Ft) **Width:** 60.00 (Ft) **True Area:** 9632.000002 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2019	ML-OVL	Mill and Overlay	0.00	0.00	☑	Variable asphalt mill (depth post-mill
1/1/1991	IMPORTED	BUILT	0.00	4.00	☑	1991 4" P-401 6" P-211 6" P-154

Network: JACKSONVILLE EX **Branch:** TW F TAXIWAY F **Section:** 610 **Surface:**AAC

L.C.D. 1/1/2019 **Use:** TAXIWAY **Rank:** P **Length:** 125.00 (Ft) **Width:** 44.00 (Ft) **True Area:** 5562.000001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2019	ML-OVL	Mill and Overlay	0.00	0.00	☑	Variable asphalt mill (depth post-mill
1/1/1991	OL-AS	Overlay - AC Structural	0.00	0.00	☑	
1/1/1971	OL-AS	Overlay - AC Structural	0.00	0.00	☑	
1/1/1942	NC-AC	New Construction - AC	0.00	0.00	☑	

Network: JACKSONVILLE EX **Branch:** TW G TAXIWAY G **Section:** 765 **Surface:**AC

L.C.D. 1/1/2003 **Use:** TAXIWAY **Rank:** P **Length:** 1,885.00 (Ft) **Width:** 35.00 (Ft) **True Area:** 65079.00001 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2003	CR-AC	Complete Reconstruction - AC	0.00	0.00	☑	
1/1/1991	OL-AS	Overlay - AC Structural	0.00	0.00	☑	
1/1/1970	NC-AC	New Construction - AC	0.00	0.00	☑	

Network: JACKSONVILLE EX **Branch:** TW G TAXIWAY G **Section:** 770 **Surface:**AC

L.C.D. 1/1/2004 **Use:** TAXIWAY **Rank:** P **Length:** 250.00 (Ft) **Width:** 35.00 (Ft) **True Area:** 9691.000002 (SqFt

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
1/1/2004	NC-AC	New Construction - AC	0.00	1.50	☑	

Summary:

Work Description	Section Count	Area Total (SqFt)	Thickness Avg (in)	Thickness STD (in)
BUILT	31	1,820,884.00	2.47	1.83
Complete Reconstruction - AC	8	307,996.00	0.00	0.00
Complete Reconstruction - PCC	1	2,417.00	0.00	0.00
Mill and Overlay	38	1,636,733.00	0.00	0.00
New Construction - AC	24	555,316.00	0.12	0.41
New Construction - Initial	14	229,187.00	0.00	0.00
OVERLAY	22	1,806,221.00	2.11	0.58
Overlay - AC Structural	16	884,856.00	0.12	0.48
Surface Treatment - Seal Coat	4	651,993.00	0.00	0.00

Pavement Database: FDOT

Branch ID	Number of Sections	Sum Section Length (Ft)	Avg Section Width (Ft)	True Area (SqFt)	Use	Average PCI	Standard Deviation PCI	Weighted Average PCI
AP FAA	2	525.00	210.00	153,850.00	APRON	79.00	1.00	79.92
AP MID	3	1,260.00	150.33	312,501.00	APRON	60.00	7.12	67.76
AP NW	2	1,100.00	193.50	245,460.00	APRON	71.50	11.50	79.16
AP RU 14	1	73.00	200.00	24,645.00	APRON	64.00	0.00	64.00
AP RU 23	2	230.00	78.00	18,147.00	APRON	81.50	10.50	78.08
AP RU 5	1	809.00	75.00	22,135.00	APRON	75.00	0.00	75.00
AP S	2	680.00	205.00	201,078.00	APRON	74.00	1.00	73.16
AP SW	7	1,277.00	59.57	77,871.00	APRON	54.57	25.68	58.03
RW 14-32	2	3,933.00	100.00	400,800.00	RUNWAY	91.00	1.00	90.22
RW 5-23	2	3,896.00	100.00	389,600.00	RUNWAY	78.00	15.00	64.99
TL A3	2	1,890.00	45.00	88,204.00	TAXILANE	85.00	7.00	89.33
TL HANG	1	2,040.00	20.00	56,781.00	TAXILANE	79.00	0.00	79.00
TL T-HANG	1	1,370.00	20.00	27,322.00	TAXILANE	74.00	0.00	74.00
TW A	3	4,540.00	40.00	118,791.00	TAXIWAY	70.00	11.86	61.65
TW A1	1	425.00	30.00	22,201.00	TAXIWAY	83.00	0.00	83.00
TW A2	2	205.00	35.00	9,177.00	TAXIWAY	61.00	6.00	59.09
TW A3	3	464.00	40.00	22,579.00	TAXIWAY	80.00	8.29	84.13
TW A4	2	200.00	40.00	10,284.00	TAXIWAY	62.50	0.50	62.50
TW A5	4	659.00	42.50	31,739.00	TAXIWAY	70.00	13.69	74.36
TW B	5	4,680.00	38.00	125,831.00	TAXIWAY	66.20	7.25	62.28
TW B1	1	163.00	40.00	7,110.00	TAXIWAY	56.00	0.00	56.00
TW B2	4	765.00	38.75	26,899.00	TAXIWAY	67.75	16.18	66.07
TW B3	1	55.00	35.00	3,380.00	TAXIWAY	66.00	0.00	66.00
TW B4	3	730.00	41.67	27,651.00	TAXIWAY	58.67	20.07	56.47
TW B5	2	2,330.00	37.50	9,978.00	TAXIWAY	65.00	14.00	66.56
TW C	3	649.00	92.00	46,913.00	TAXIWAY	77.00	18.38	76.23
TW D	2	730.00	35.00	20,332.00	TAXIWAY	69.50	6.50	70.73
TW E	1	270.00	50.00	14,164.00	TAXIWAY	94.00	0.00	94.00
TW F	2	289.00	52.00	15,194.00	TAXIWAY	94.50	0.50	94.37
TW G	2	2,135.00	35.00	74,770.00	TAXIWAY	74.00	1.00	73.26

Pavement Database: FDOT

Use Category	Number of Sections	Total Area (SqFt)	Arithmetic Average PCI	Average STD PCI	Weighted Average PCI
APRON	20	1,055,687.00	65.65	19.19	72.73
RUNWAY	4	790,400.00	84.50	12.46	77.78
TAXILANE	4	172,307.00	80.75	6.76	83.50
TAXIWAY	41	586,993.00	70.51	14.73	68.70
ALL	69	2,605,387.00	70.51	16.48	74.07

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	4505	1/1/2004	AC	APRON	T	0	147,450.00	7/20/2022	18	80
AP FAA	4510	1/1/2004	PCC	APRON	P	0	6,400.00	7/20/2022	18	78
AP MID	4205	7/1/2018	AAC	APRON	P	0	24,445.00	7/20/2022	4	56
AP MID	4210	7/1/2018	AAC	APRON	P	0	265,650.00	7/20/2022	4	70
AP MID	4215	1/1/2018	AC	APRON	S	0	22,406.00	7/20/2022	4	54
AP NW	4305	1/1/1991	AC	APRON	P	0	41,023.00	7/20/2022	31	60
AP NW	4310	7/1/2018	AAC	APRON	P	0	204,437.00	7/20/2022	4	83
AP RU 14	5310	1/1/2010	AAC	APRON	P	0	24,645.00	7/20/2022	12	64
AP RU 23	5105	1/1/2005	AC	APRON	P	0	12,030.00	7/20/2022	17	71
AP RU 23	5110	1/1/2019	AAC	APRON	P	0	6,117.00	7/20/2022	3	92
AP RU 5	5205	1/1/2003	AC	APRON	T	0	22,135.00	7/20/2022	19	75
AP S	4105	7/1/2018	AAC	APRON	P	0	185,265.00	7/20/2022	4	73
AP S	4115	7/1/2018	AAC	APRON	P	0	15,813.00	7/20/2022	4	75
AP SW	4405	1/1/2000	PCC	APRON	S	0	8,887.00	7/20/2022	22	12
AP SW	4406	1/1/2014	PCC	APRON	S	0	2,417.00	7/20/2022	8	81
AP SW	4407	1/1/2000	AC	APRON	P	0	14,286.00	7/20/2022	22	53
AP SW	4410	1/1/2019	AAC	APRON	S	0	12,829.00	7/20/2022	3	85
AP SW	4415	1/1/2002	AC	APRON	S	0	23,211.00	7/20/2022	20	65
AP SW	4420	1/1/1995	AC	APRON	S	0	12,167.00	7/20/2022	27	63
AP SW	4430	1/1/2006	AC	APRON	S	0	4,074.00	7/20/2022	16	23
RW 14-32	6205	1/1/2019	AAC	RUNWAY	P	0	45,000.00	7/20/2022	3	92
RW 14-32	6210	1/1/2019	AAC	RUNWAY	P	0	355,800.00	7/20/2022	3	90
RW 5-23	6105	1/1/2011	AAC	RUNWAY	S	0	363,800.00	7/20/2022	11	63
RW 5-23	6110	1/1/2019	AAC	RUNWAY	P	0	25,800.00	7/20/2022	3	93
TL A3	153	1/1/2019	AC	TAXILANE	P	0	71,404.00	7/20/2022	3	92
TL A3	155	1/1/2007	AC	TAXILANE	P	0	16,800.00	7/20/2022	15	78
TL HANG NW	3320	7/1/2018	AAC	TAXILANE	P	0	56,781.00	7/20/2022	4	79
TL T-HANG	3220	7/1/2015	AAC	TAXILANE	S	0	27,322.00	7/20/2022	7	74
TW A	105	1/1/2010	AAC	TAXIWAY	P	0	74,656.00	7/20/2022	12	55
TW A	110	1/1/2019	AAC	TAXIWAY	P	0	6,423.00	7/20/2022	3	84
TW A	120	1/1/2005	AC	TAXIWAY	P	0	37,712.00	7/20/2022	17	71
TW A1	130	1/1/2005	AC	TAXIWAY	S	0	22,201.00	7/20/2022	17	83
TW A2	132	1/1/2010	AAC	TAXIWAY	P	0	3,131.00	7/20/2022	12	67
TW A2	135	1/1/1991	AC	TAXIWAY	P	0	6,046.00	7/20/2022	31	55
TW A3	142	1/1/2019	AAC	TAXIWAY	P	0	13,123.00	7/20/2022	3	91
TW A3	145	1/1/2001	AC	TAXIWAY	P	0	4,606.00	7/20/2022	21	71
TW A3	150	1/1/2010	AAC	TAXIWAY	P	0	4,850.00	7/20/2022	12	78
TW A4	160	1/1/2010	AAC	TAXIWAY	P	0	5,193.00	7/20/2022	12	63
TW A4	165	7/1/2018	AAC	TAXIWAY	P	0	5,091.00	7/20/2022	4	62
TW A5	170	7/1/2018	AAC	TAXIWAY	P	0	5,011.00	7/20/2022	4	75
TW A5	175	1/1/2010	AAC	TAXIWAY	P	0	5,069.00	7/20/2022	12	55
TW A5	180	1/1/2010	AAC	TAXIWAY	P	0	8,126.00	7/20/2022	12	60
TW A5	185	1/1/2019	AAC	TAXIWAY	P	0	13,533.00	7/20/2022	3	90
TW B	215	1/1/2005	AC	TAXIWAY	P	0	29,838.00	7/20/2022	17	74
TW B	225	1/1/2010	AAC	TAXIWAY	P	0	59,500.00	7/20/2022	12	53
TW B	227	1/1/2003	AAC	TAXIWAY	P	0	5,899.00	7/20/2022	19	65
TW B	230	1/1/2011	AAC	TAXIWAY	P	0	3,679.00	7/20/2022	11	71
TW B	235	1/1/2003	AC	TAXIWAY	T	0	26,915.00	7/20/2022	19	68

TW B1	210	12/25/1994	AC	TAXIWAY	P	0	7,110.00	7/20/2022	28	56
TW B2	220	1/1/2011	AAC	TAXIWAY	P	0	3,863.00	7/20/2022	11	79
TW B2	240	1/1/2003	AC	TAXIWAY	S	0	11,812.00	7/20/2022	19	69
TW B2	242	1/1/2010	AAC	TAXIWAY	P	0	4,802.00	7/20/2022	12	82
TW B2	243	12/25/1994	AAC	TAXIWAY	S	0	6,422.00	7/20/2022	28	41
TW B3	244	1/1/2010	AAC	TAXIWAY	P	0	3,380.00	7/20/2022	12	66
TW B4	245	1/2/1984	AAC	TAXIWAY	P	0	9,056.00	7/20/2022	38	31
TW B4	250	1/1/2010	AAC	TAXIWAY	P	0	15,426.00	7/20/2022	12	67
TW B4	265	1/1/2011	AAC	TAXIWAY	P	0	3,169.00	7/20/2022	11	78
TW B5	255	1/1/1991	AC	TAXIWAY	P	0	4,433.00	7/20/2022	31	51
TW B5	260	1/1/2005	AC	TAXIWAY	P	0	5,545.00	7/20/2022	17	79
TW C	305	1/1/2019	AAC	TAXIWAY	P	0	24,696.00	7/20/2022	3	90
TW C	310	1/1/2019	AAC	TAXIWAY	P	0	5,648.00	7/20/2022	3	90
TW C	320	12/25/2010	AAC	TAXIWAY	P	0	16,569.00	7/20/2022	12	51
TW D	455	1/1/2005	AC	TAXIWAY	P	0	12,087.00	7/20/2022	17	76
TW D	460	1/1/2005	AC	TAXIWAY	P	0	8,245.00	7/20/2022	17	63
TW E	505	1/1/2019	AAC	TAXIWAY	P	0	14,164.00	7/20/2022	3	94
TW F	605	1/1/2019	AAC	TAXIWAY	P	0	9,632.00	7/20/2022	3	94
TW F	610	1/1/2019	AAC	TAXIWAY	P	0	5,562.00	7/20/2022	3	95
TW G	765	1/1/2003	AC	TAXIWAY	P	0	65,079.00	7/20/2022	19	73
TW G	770	1/1/2004	AC	TAXIWAY	P	0	9,691.00	7/20/2022	18	75

Pavement Database: FDOT

Age Category	Average Age at Inspection	Total Area (SqFt)	Number of Sections	Arithmetic Average PCI	Standard Deviation PCI	Weighted Average PCI
03-05	3	1,394,630.00	23	82.57	12.18	81.21
06-10	8	29,739.00	2	77.50	3.50	74.57
11-15	12	616,658.00	17	66.47	9.62	61.72
16-20	18	450,324.00	17	69.88	12.92	74.44
21-25	22	27,779.00	3	45.33	24.69	42.87
26-30	28	25,699.00	3	53.33	9.18	55.57
31-35	31	51,502.00	3	55.33	3.68	58.64
36-40	38	9,056.00	1	31.00	0.00	31.00
ALL	13	2,605,387.00	69	70.51	16.48	74.07

Appendix B: Maintenance and Rehabilitation Planning Needs

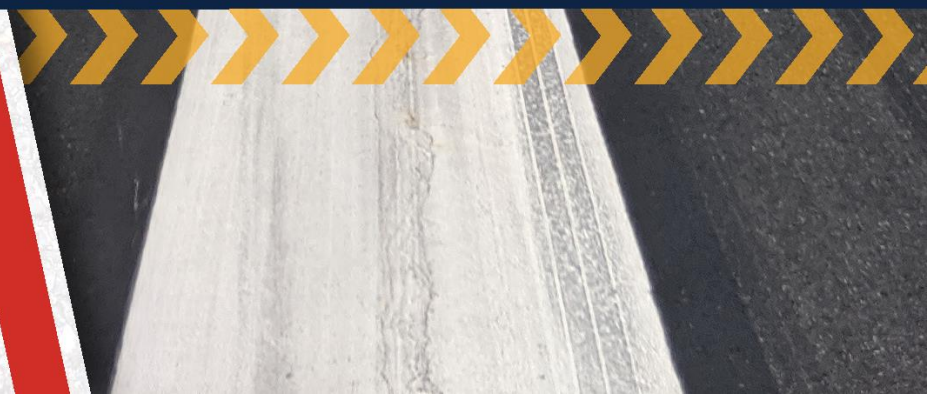


Table B.1: Localized Maintenance and Repair Needs Based on Current Distresses

Network ID	Branch ID	Section ID	Description	Severity	Distress Qty	Distress Unit	Distress Density	Policy Type	Localized Work Type	Work Qty	Work Unit	Unit Cost	Work Cost
CRG	TW A	120	RAVELING	Low	1,886	SF	5.0%	Preventive	Surface Seal	1,886	SF	$ 0.75	$ 1,420
CRG	TW A	120	WEATHERING	Medium	35,826	SF	95.0%	Preventive	Surface Seal	35,827	SF	$ 0.75	$ 26,870
CRG	TW A1	130	WEATHERING	Medium	2,220	SF	10.0%	Preventive	Surface Seal	2,221	SF	$ 0.75	$ 1,670
CRG	TW A3	145	RAVELING	Low	461	SF	10.0%	Preventive	Surface Seal	461	SF	$ 0.75	$ 350
CRG	TW A3	145	WEATHERING	Medium	4,145	SF	90.0%	Preventive	Surface Seal	4,145	SF	$ 0.75	$ 3,110
CRG	TW A3	150	RAVELING	Low	50	SF	1.0%	Preventive	Surface Seal	50	SF	$ 0.75	$ 40
CRG	TW A3	150	WEATHERING	Medium	434	SF	9.0%	Preventive	Surface Seal	434	SF	$ 0.75	$ 330
CRG	TW A5	170	WEATHERING	Medium	50	SF	1.0%	Preventive	Surface Seal	50	SF	$ 0.75	$ 40
CRG	TW B	215	RAVELING	Low	853	SF	2.9%	Preventive	Surface Seal	853	SF	$ 0.75	$ 640
CRG	TW B	215	WEATHERING	Medium	28,985	SF	97.1%	Preventive	Surface Seal	28,985	SF	$ 0.75	$ 21,740
CRG	TW B	230	RAVELING	Low	146	SF	4.0%	Preventive	Surface Seal	146	SF	$ 0.75	$ 110
CRG	TW B	230	WEATHERING	Medium	3,533	SF	96.0%	Preventive	Surface Seal	3,533	SF	$ 0.75	$ 2,650
CRG	TW B2	220	WEATHERING	Medium	1,159	SF	30.0%	Preventive	Surface Seal	1,159	SF	$ 0.75	$ 870
CRG	TW B2	242	WEATHERING	Medium	336	SF	7.0%	Preventive	Surface Seal	336	SF	$ 0.75	$ 260
CRG	TW B4	265	WEATHERING	Medium	475	SF	15.0%	Preventive	Surface Seal	475	SF	$ 0.75	$ 360
CRG	TW B5	260	WEATHERING	Medium	1,108	SF	20.0%	Preventive	Surface Seal	1,108	SF	$ 0.75	$ 840
CRG	TW G	765	L & T CR	Medium	322	LF	0.5%	Preventive	AC Crack Sealing	322	LF	$ 4.00	$ 1,290
CRG	TW G	765	RAVELING	Low	16,921	SF	26.0%	Preventive	Surface Seal	16,921	SF	$ 0.75	$ 12,700
CRG	TW G	770	RAVELING	Low	2,423	SF	25.0%	Preventive	Surface Seal	2,423	SF	$ 0.75	$ 1,820
CRG	TL A3	155	RAVELING	Low	1,680	SF	10.0%	Preventive	Surface Seal	1,680	SF	$ 0.75	$ 1,260
CRG	TL T-HANG	3220	RAVELING	Low	1,331	SF	4.9%	Preventive	Surface Seal	1,330	SF	$ 0.75	$ 1,000
CRG	TL T-HANG	3220	WEATHERING	Medium	620	SF	2.3%	Preventive	Surface Seal	620	SF	$ 0.75	$ 470
CRG	AP FAA	4505	WEATHERING	Medium	17,748	SF	12.0%	Preventive	Surface Seal	17,748	SF	$ 0.75	$ 13,320
CRG	AP FAA	4510	JT SEAL DMG	Medium	64	Slabs	100.0%	Preventive	PCC Joint Seal	1,075	LF	$ 4.25	$ 4,570
CRG	AP RU 23	5105	RAVELING	Low	302	SF	2.5%	Preventive	Surface Seal	303	SF	$ 0.75	$ 230
CRG	AP RU 23	5105	WEATHERING	Medium	11,728	SF	97.5%	Preventive	Surface Seal	11,728	SF	$ 0.75	$ 8,800
CRG	AP RU 5	5205	WEATHERING	Medium	22,135	SF	100.0%	Preventive	Surface Seal	22,135	SF	$ 0.75	$ 16,610
CRG	AP S	4105	WEATHERING	Medium	192	SF	0.1%	Preventive	Surface Seal	192	SF	$ 0.75	$ 150
CRG	AP S	4115	WEATHERING	Medium	103	SF	0.7%	Preventive	Surface Seal	103	SF	$ 0.75	$ 80
CRG	AP SW	4406	JT SEAL DMG	High	17	Slabs	100.0%	Preventive	PCC Joint Seal	285	LF	$ 4.25	$ 1,220
CRG	AP SW	4410	WEATHERING	Medium	275	SF	2.1%	Preventive	Surface Seal	275	SF	$ 0.75	$ 210
CRG	AP SW	4405	CORNER BREAK	Medium	2	Slabs	10.0%	Stopgap	PCC Full-Depth Patching	78	SF	$ 65.00	$ 5,040
CRG	AP SW	4405	LINEAR CR	Medium	5	Slabs	20.0%	Stopgap	PCC Crack Sealing	96	LF	$ 7.00	$ 680
CRG	AP SW	4405	JT SEAL DMG	High	24	Slabs	100.0%	Stopgap	PCC Joint Seal	750	LF	$ 4.25	$ 3,190
CRG	AP SW	4405	SHAT. SLAB	Medium	10	Slabs	40.0%	Stopgap	PCC Crack Sealing	384	LF	$ 7.00	$ 2,690

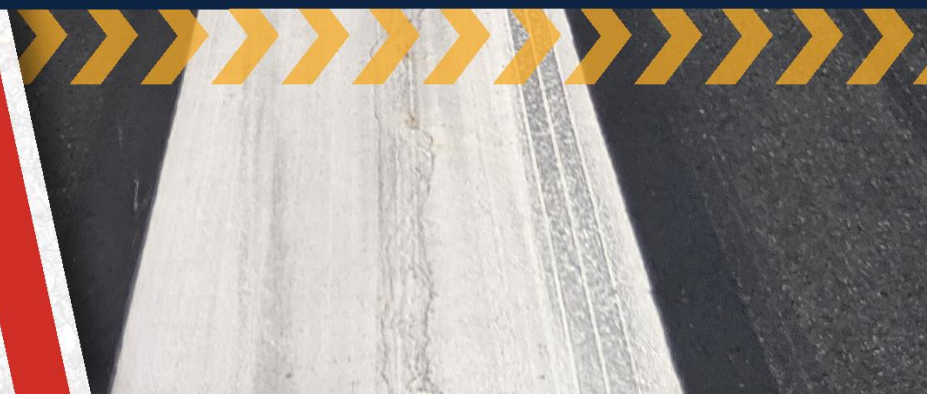
Table B.2: Section-Level 10-Year Major Rehabilitation Needs

Program Year	Network ID	Branch ID	Section ID	Surface	Area (SF)	PCI Before	Rehabilitation Type	Planning Cost Estimate
2023	CRG	RW 5-23	6105	AAC	363,800	61	AC Rehabilitation	$ 3,820,000
2023	CRG	TW A	105	AAC	74,656	54	AC Reconstruction	$ 1,196,000
2023	CRG	TW A	120	AC	37,712	70	AC Rehabilitation	$ 396,000
2023	CRG	TW A2	132	AAC	3,131	66	AC Rehabilitation	$ 33,000
2023	CRG	TW A2	135	AC	6,046	55	AC Reconstruction	$ 83,000
2023	CRG	TW A3	145	AC	4,606	70	AC Rehabilitation	$ 49,000
2023	CRG	TW A4	160	AAC	5,193	62	AC Rehabilitation	$ 55,000
2023	CRG	TW A4	165	AAC	5,091	61	AC Rehabilitation	$ 54,000
2023	CRG	TW A5	175	AAC	5,069	54	AC Reconstruction	$ 82,000
2023	CRG	TW A5	180	AAC	8,126	59	AC Rehabilitation	$ 86,000
2023	CRG	TW B	225	AAC	59,500	52	AC Reconstruction	$ 1,101,000
2023	CRG	TW B	227	AAC	5,899	64	AC Rehabilitation	$ 62,000
2023	CRG	TW B	230	AAC	3,679	70	AC Rehabilitation	$ 39,000
2023	CRG	TW B	235	AC	26,915	67	AC Rehabilitation	$ 283,000
2023	CRG	TW B1	210	AC	7,110	56	AC Rehabilitation	$ 75,000
2023	CRG	TW B2	240	AC	11,812	68	AC Rehabilitation	$ 125,000
2023	CRG	TW B2	243	AAC	6,422	39	AC Reconstruction	$ 119,000
2023	CRG	TW B3	244	AAC	3,380	65	AC Rehabilitation	$ 36,000
2023	CRG	TW B4	245	AAC	9,056	29	AC Reconstruction	$ 168,000
2023	CRG	TW B4	250	AAC	15,426	66	AC Rehabilitation	$ 162,000
2023	CRG	TW B5	255	AC	4,433	50	AC Reconstruction	$ 83,000
2023	CRG	TW C	320	AAC	16,569	50	AC Reconstruction	$ 307,000
2023	CRG	TW D	460	AC	8,245	62	AC Rehabilitation	$ 87,000
2023	CRG	AP MID	4205	AAC	24,445	54	AC Reconstruction	$ 453,000
2023	CRG	AP MID	4210	AAC	265,650	68	AC Rehabilitation	$ 2,790,000
2023	CRG	AP MID	4215	AC	22,406	53	AC Reconstruction	$ 415,000
2023	CRG	AP NW	4305	AC	41,023	59	AC Rehabilitation	$ 431,000
2023	CRG	AP RU 14	5310	AAC	24,645	62	AC Rehabilitation	$ 259,000
2023	CRG	AP RU 23	5105	AC	12,030	70	AC Rehabilitation	$ 127,000
2023	CRG	AP SW	4405	PCC	8,887	11	PCC Reconstruction	$ 400,000

Program Year	Network ID	Branch ID	Section ID	Surface	Area (SF)	PCI Before	Rehabilitation Type	Planning Cost Estimate
2023	CRG	AP SW	4407	AC	14,286	53	AC Reconstruction	$ 265,000
2023	CRG	AP SW	4415	AC	23,211	64	AC Rehabilitation	$ 244,000
2023	CRG	AP SW	4420	AC	12,167	62	AC Rehabilitation	$ 128,000
2023	CRG	AP SW	4430	AC	4,074	20	AC Reconstruction	$ 76,000
2024	CRG	AP S	4105	AAC	185,265	69	AC Rehabilitation	$ 2,043,000
2025	CRG	TW G	765	AC	65,079	70	AC Rehabilitation	$ 754,000
2025	CRG	AP S	4115	AAC	15,813	69	AC Rehabilitation	$ 184,000
2026	CRG	TW A5	170	AAC	5,011	70	AC Rehabilitation	$ 61,000
2026	CRG	TW B	215	AC	29,838	70	AC Rehabilitation	$ 363,000
2026	CRG	TL T-HANG	3220	AAC	27,322	69	AC Rehabilitation	$ 333,000
2026	CRG	AP RU 5	5205	AC	22,135	69	AC Rehabilitation	$ 270,000
2027	CRG	TW G	770	AC	9,691	69	AC Rehabilitation	$ 124,000
2028	CRG	TW A3	150	AAC	4,850	70	AC Rehabilitation	$ 65,000
2028	CRG	TW B4	265	AAC	3,169	70	AC Rehabilitation	$ 43,000
2028	CRG	TW D	455	AC	12,087	69	AC Rehabilitation	$ 162,000
2028	CRG	AP FAA	4505	AC	147,450	70	AC Rehabilitation	$ 1,976,000
2028	CRG	AP NW	4310	AAC	204,437	70	AC Rehabilitation	$ 2,740,000
2029	CRG	TW B2	220	AAC	3,863	69	AC Rehabilitation	$ 55,000
2029	CRG	TL A3	155	AC	16,800	70	AC Rehabilitation	$ 237,000
2029	CRG	TL HANG NW	3320	AAC	56,781	69	AC Rehabilitation	$ 799,000
2029	CRG	AP FAA	4510	PCC	6,400	70	PCC Rehabilitation	$ 193,000
2029	CRG	AP SW	4410	AAC	12,829	70	AC Rehabilitation	$ 181,000
2030	CRG	TW B5	260	AC	5,545	69	AC Rehabilitation	$ 82,000
2031	CRG	TW B2	242	AAC	4,802	69	AC Rehabilitation	$ 75,000
2032	CRG	TW A	110	AAC	6,423	69	AC Rehabilitation	$ 105,000
2032	CRG	TW A1	130	AC	22,201	70	AC Rehabilitation	$ 362,000
2032	CRG	AP SW	4406	PCC	2,417	69	PCC Rehabilitation	$ 85,000

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

Appendix C: Technical Exhibits



CRG

AIRFIELD PAVEMENT NETWORK DEFINITION EXHIBIT

Statewide Airfield Pavement Management Program

JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT

FDOT

2022

NORTH

RUNWAY 14-32 100' x 4,008'

RUNWAY 5-23 100' x 4,004'

AAC RW 5-23 6105 15 | 73	AAC RW 5-23 6110 2 | 6	AAC RW 14-32 6205 2 | 9	AAC RW 14-32 6210 15 | 71	AAC TW A 105 4 | 20	AAC TW A 110 1 | 1	AC TW A 120 3 | 10	AC TW A1 130 1 | 5	AAC TW A2 132 1 | 1	AC TW A2 135 1 | 1
AAC TW A3 142 1 | 3	AC TW A3 145 1 | 1	AAC TW A3 150 1 | 1	AAC TW A4 160 1 | 1	AAC TW A4 165 1 | 1	AAC TW A5 170 1 | 1	AAC TW A5 175 1 | 1	AAC TW A5 180 1 | 2	AAC TW A5 185 1 | 3	AC TW B 215 1 | 8
AAC TW B 225 4 | 16	AAC TW B 227 1 | 1	AAC TW B 230 1 | 1	AC TW B 235 2 | 7	AC TW B1 210 1 | 2	AAC TW B2 220 1 | 1	AC TW B2 240 1 | 3	AAC TW B2 242 1 | 1	AAC TW B2 243 1 | 1	AAC TW B3 244 1 | 1
AAC TW B4 245 1 | 2	AAC TW B4 250 1 | 4	AAC TW B4 265 1 | 1	AC TW B5 255 1 | 1	AC TW B5 260 1 | 1	AAC TW C 305 1 | 5	AAC TW C 310 1 | 1	AAC TW C 320 1 | 4	AC TW D 455 1 | 3	AC TW D 460 1 | 2
AAC TW E 505 1 | 3	AAC TW F 605 1 | 2	AAC TW F 610 1 | 1	AC TW G 765 3 | 18	AC TW G 770 1 | 2	AAC TL A3 153 2 | 12	AC TL A3 155 1 | 5	AAC TL HANG NW 3320 3 | 12	AC TL T-HANG 3220 2 | 7	AC AP FAA 4505 5 | 30
PCC AP FAA 4510 1 | 3	AAC AP MID 4205 1 | 5	AAC AP MID 4210 6 | 54	AC AP MID 4215 1 | 5	AC AP NW 4305 1 | 8	AAC AP NW 4310 5 | 43	AAC AP RU 5 5205 1 | 5	AAC AP RU 14 5310 2 | 6	AC AP RU 23 5105 1 | 3	AAC AP RU 23 5110 1 | 1
AAC AP S 4105 5 | 37	AAC AP S 4115 2 | 4	PCC AP SW 4405 1 | 2	PCC AP SW 4406 1 | 1	AC AP SW 4407 1 | 4	AAC AP SW 4410 1 | 3	AAC AP SW 4415 1 | 5	AC AP SW 4420 1 | 3	AC AP SW 4430 1 | 2	

LEGEND

RW 13-31 — TYPICAL RUNWAY BRANCH ID

TW A — TYPICAL TAXIWAY BRANCH ID

AP S — TYPICAL APRON BRANCH ID

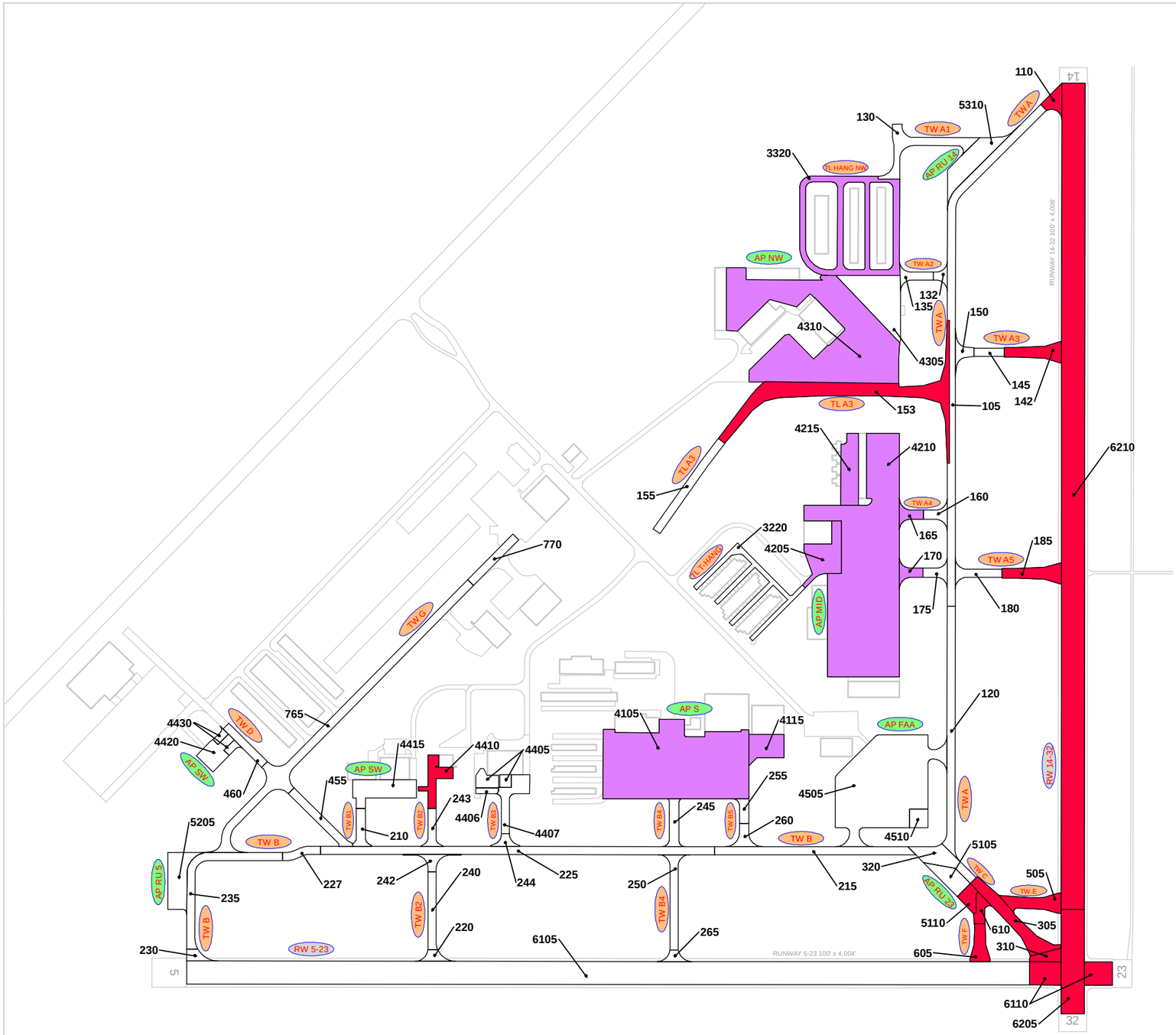
AAC / AP MAIN / 4105 / 10 | 100 — PAVEMENT SURFACE TYPE; PAVEMENT BRANCH ID; SECTION NUMBER; NUMBER OF SAMPLE UNITS IN SECTION; NUMBER OF SAMPLE UNITS TO BE INSPECTED

AAC / AP MAIN / 4105 / 0 | 100 — SECTION NOT INSPECTED DUE TO RECENT CONSTRUCTION. SEE SYSTEM INVENTORY MAP FOR CONSTRUCTION DATES.

100 — INSPECTED SAMPLE UNITS.

TOTAL SAMPLES INSPECTED = 133
AC: 130 PCC: 3

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



RECENT & ANTICIPATED CONSTRUCTION ACTIVITY

CONSTRUCTION YEAR	LOCATION	WORK TYPE / PAVEMENT SECTION
2018	AP MID	Complete Reconstruction - AC
	AP MID, AP NW, AP S, TL HANG NW, TW A4, TW A5	Overlay - AC Structural
2019	RW 5-23, RW 14-32	Mill and Overlay | Variable asphalt mill with 2" P-401 overlay
	RW 14-32	Mill and Overlay | Variable asphalt mill (additional mill along longitudinal joints at 2' width, 2" depth) with 2" P-401 overlay.
	AP RU 23, TW A, TW A3, TW A5, TW C, TW E, TW F	Mill and Overlay | Variable asphalt mill (depth post-mill varies 2"-5") with 2" P-401 overlay
	TL A3	New Construction - AC | 4" P-401 (2LIFTS) OVER 6" P-211 LIMEROCK BASE COURSE OVER 12" STABILIZED SUBBASE
	AP SW	Mill and Overlay

LEGEND

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

PROJECT YEAR

2017		2022	
2018		2023	
2019		2024	
2020		2025	
2021		2026	

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

CRG

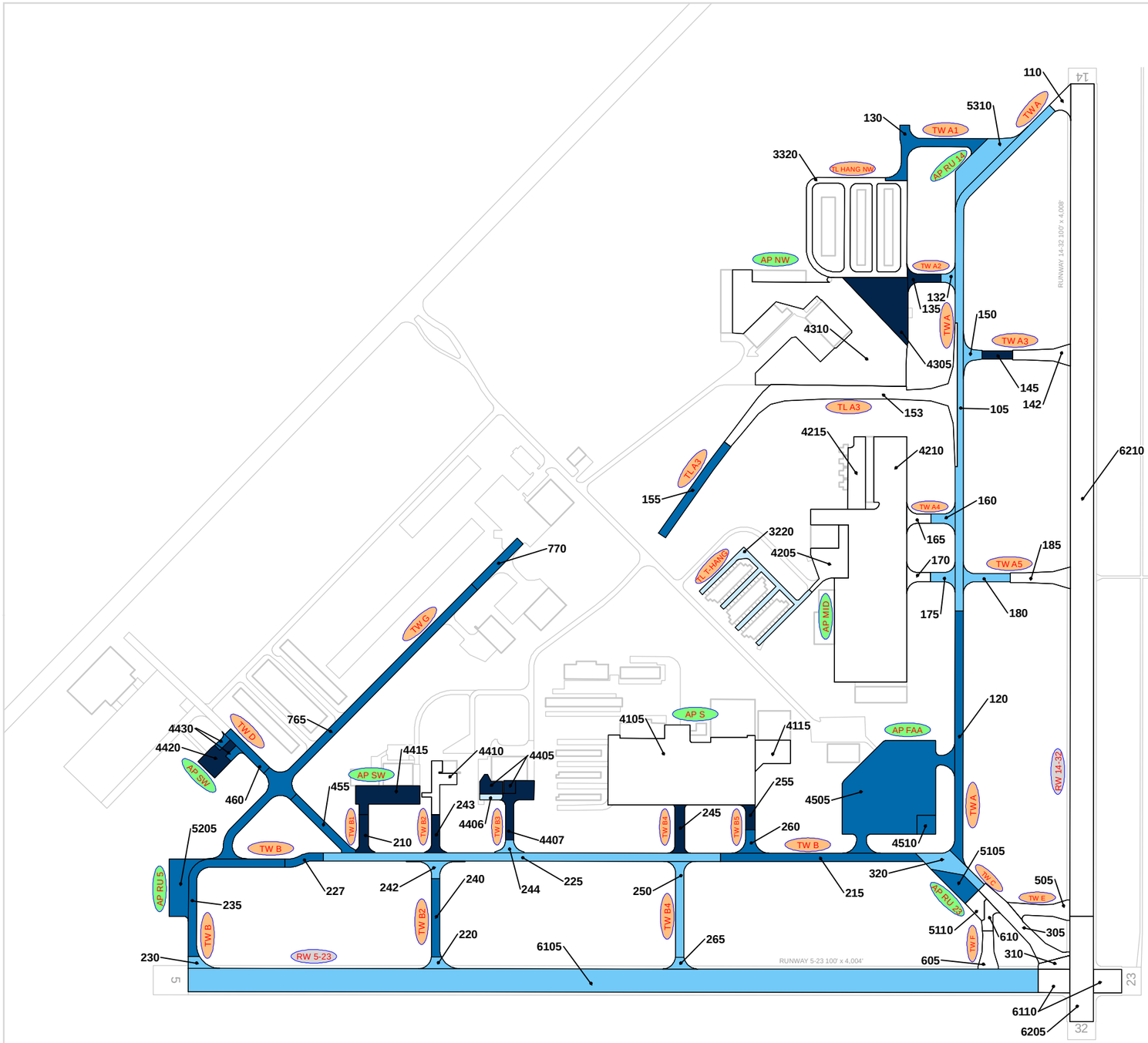
AIRFIELD PAVEMENT SYSTEM INVENTORY EXHIBIT

Statewide Airfield Pavement Management Program

JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT

FDOT

2022



NORTH

LEGEND

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

AGE AT INSPECTION

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

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

CRG

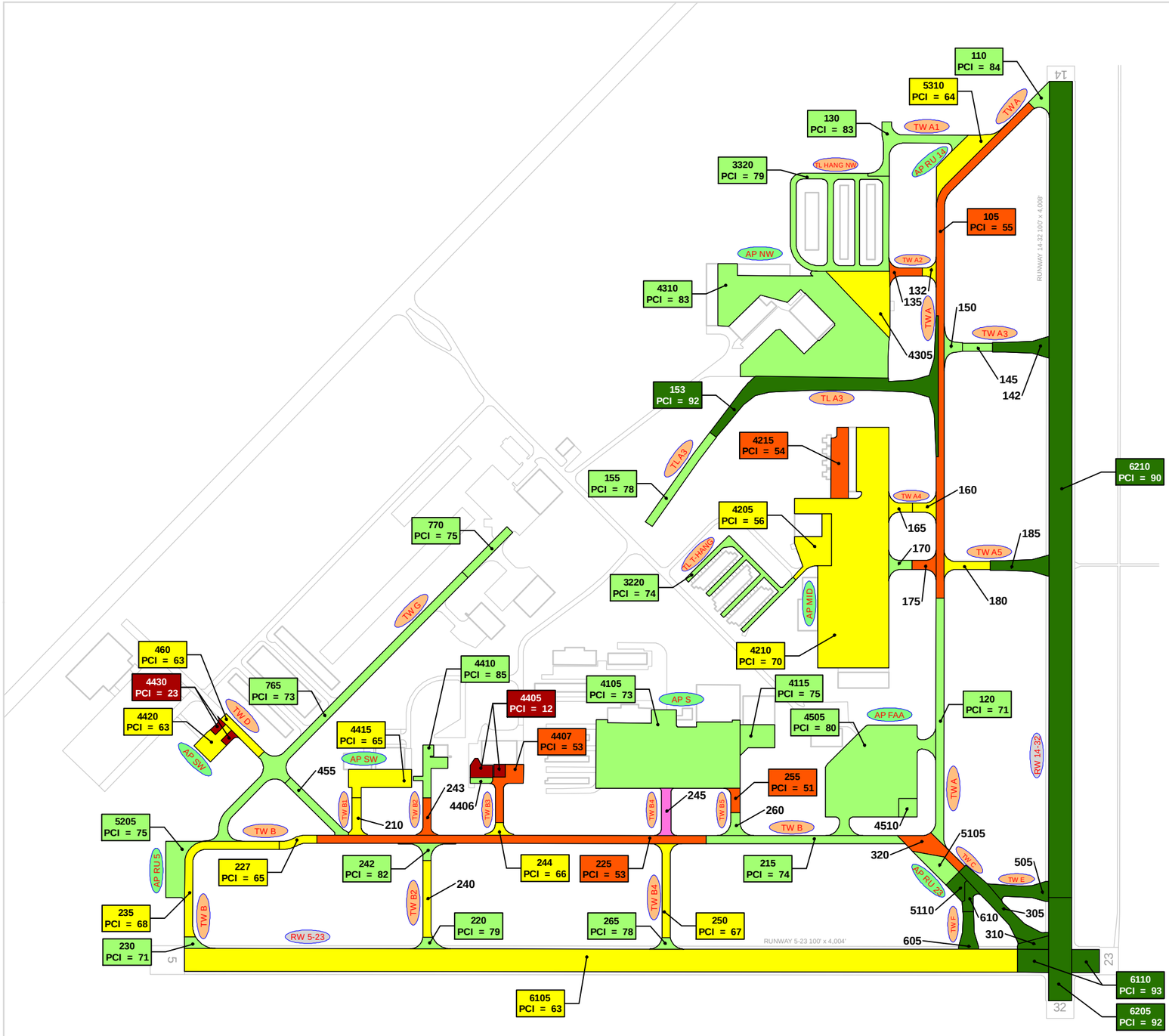
AIRFIELD PAVEMENT ESTIMATED AGE EXHIBIT

Statewide Airfield Pavement Management Program

JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT

FDOT

2022



132 PCI = 67	135 PCI = 55	142 PCI = 91	145 PCI = 71	150 PCI = 78	160 PCI = 63	165 PCI = 62
170 PCI = 75	175 PCI = 55	180 PCI = 60	185 PCI = 90	210 PCI = 56	240 PCI = 69	243 PCI = 41
245 PCI = 31	260 PCI = 79	305 PCI = 90	310 PCI = 90	320 PCI = 51	455 PCI = 76	505 PCI = 94
605 PCI = 94	610 PCI = 95	4305 PCI = 60	4406 PCI = 81	4510 PCI = 78	5105 PCI = 71	5110 PCI = 92

LEGEND

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

2022 PAVEMENT CONDITION INDEX

- 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 ID"
"PCI VALUE"

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

CRG

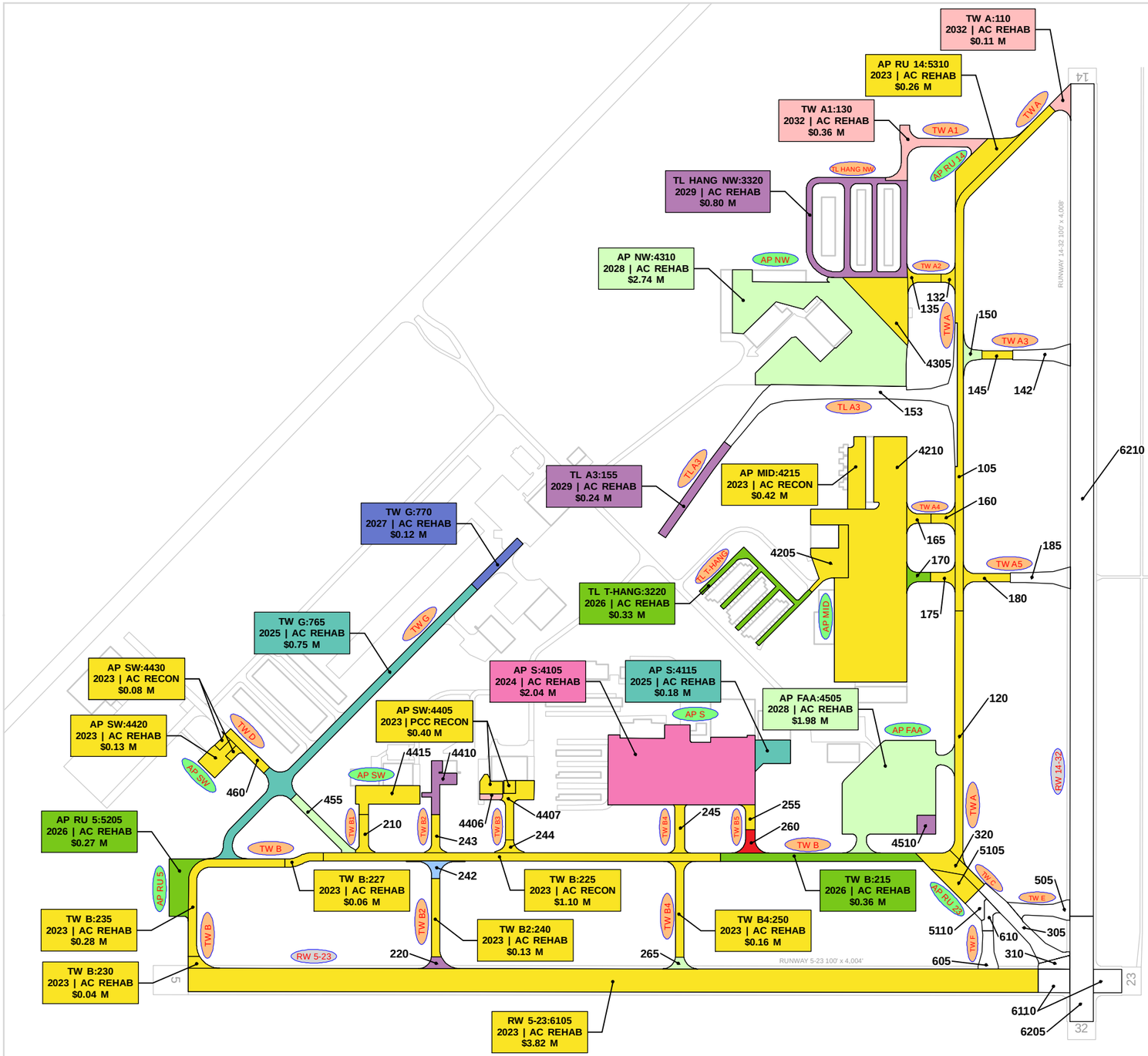
AIRFIELD PAVEMENT CONDITION INDEX EXHIBIT

Statewide Airfield Pavement Management Program

JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT

FDOT

2022



TW A:105 2023 | AC REHAB $1.20 M	TW A:120 2023 | AC REHAB $0.40 M	TW A2:132 2023 | AC REHAB $0.03 M	TW A2:135 2023 | AC REHAB $0.08 M
TW A3:145 2023 | AC REHAB $0.05 M	TW A4:160 2023 | AC REHAB $0.06 M	TW A4:165 2023 | AC REHAB $0.05 M	TW A5:175 2023 | AC REHAB $0.08 M
TW A5:180 2023 | AC REHAB $0.09 M	TW B1:210 2023 | AC REHAB $0.08 M	TW B2:243 2023 | AC RECON $0.12 M	TW B3:244 2023 | AC REHAB $0.04 M
TW B4:245 2023 | AC RECON $0.17 M	TW B5:255 2023 | AC RECON $0.08 M	TW C:320 2023 | AC RECON $0.31 M	TW D:460 2023 | AC REHAB $0.09 M
AP MID:4205 2023 | AC RECON $0.45 M	AP MID:4210 2023 | AC REHAB $2.79 M	AP NW:4305 2023 | AC REHAB $0.43 M	AP SW:4407 2023 | AC RECON $0.27 M
AP SW:4415 2023 | AC REHAB $0.24 M	AP RU 23:5105 2023 | AC REHAB $0.13 M	TW A5:170 2026 | AC REHAB $0.06 M	TW A3:150 2028 | AC REHAB $0.07 M
TW B4:265 2028 | AC REHAB $0.04 M	TW D:455 2028 | AC REHAB $0.16 M	TW B2:220 2029 | AC REHAB $0.06 M	AP SW:4410 2029 | AC REHAB $0.18 M
AP FAA:4510 2029 | PCC REHAB $0.19 M	TW B5:260 2030 | AC REHAB $0.08 M	TW B2:242 2031 | AC REHAB $0.08 M	AP SW:4406 2032 | PCC REHAB $0.09 M

LEGEND

RW 13-31 — TYPICAL RUNWAY BRANCH ID

TW A — TYPICAL TAXIWAY BRANCH ID

AP S — TYPICAL APRON BRANCH ID

PROGRAM YEAR

2023 2028

2024 2029

2025 2030

2026 2031

2027 2032

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

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

CRG

AIRFIELD PAVEMENT MAJOR REHABILITATION EXHIBIT

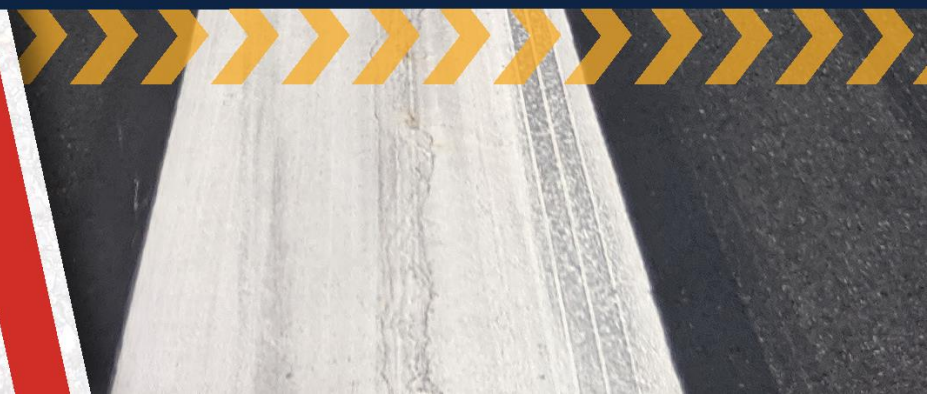
Statewide Airfield Pavement Management Program

JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT

FDOT

2022

Appendix D: Inspection Photograph Documentation



RW 5-23, Section 6105, Sample Unit 135 – Longitudinal & Transverse Cracking

RW 5-23, Section 6105, Sample Unit 168 – Bleeding and Longitudinal & Transverse Cracking

RW 14-32, Section 6210, Sample Unit 120 – Vicinity

RW 14-32, Section 6210, Sample Unit 174 – Vicinity

TW A, Section 105, Sample Unit 158 – Longitudinal & Transverse Cracking and Swelling

TW A, Section 120, Sample Unit 216 – Bleeding

TW B, Section 225, Sample Unit 120 – Longitudinal & Transverse Cracking and Swelling

TW B2, Section 243, Sample Unit 98 – Vicinity

TW B4, Section 245, Sample Unit 407 – Block Cracking

AP FAA, Section 4505, Sample Unit 603 – Depression

AP MID, Section 4210, Sample Unit 209 – Block Cracking

AP NW, Section 4305, Sample Unit 551 – Longitudinal & Transverse Cracking

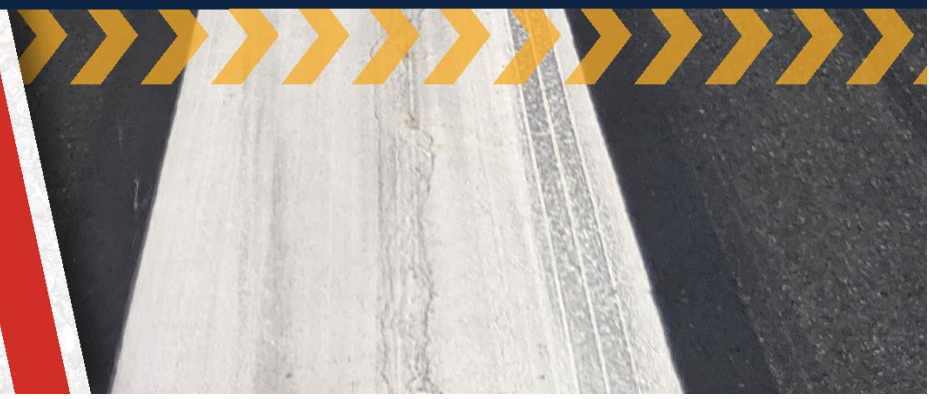
AP S, Section 4105, Sample Unit 203 – Block Cracking

AP SW, Section 4405, Sample Unit 101 – Shattered Slab

AP SW, Section 4430, Sample Unit 200 – Depression

AP RU 14, Section 5310, Sample Unit 102 – Longitudinal & Transverse Cracking and Swelling

Appendix E: Inspection Distress Details



Re-Inspection Report

FDOT
Generated Date 11/17/2022

Network: CRG **Name:** JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT

Branch: AP FAA **Name:** FAA APRON **Use:** APRON **Area:** 153,850 SqFt

Section: 4505 of 2 **From:** - **To:** - **Last Const.:** 1/1/2004

Surface: AC **Family:** CA653-RL-AP-AC **Zone:** **Category:** **Rank:** T

Area: 147,450 SqFt **Length:** 400 Ft **Width:** 370 Ft

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

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

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

Work Date: 1/1/1983 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Work Date: 1/1/2004 **Work Type:** Complete Reconstruction - AC **Code:** CR-AC **Is Major M&R:** True

Last Insp. Date: 7/20/2022 **TotalSamples:** 30 **Surveyed:** 5

Conditions: **PCI:** 80

Inspection Comments:

Sample Number: 201 **Type:** R **Area:** 5000.00 SqFt **PCI:** 78

Sample Comments:

42	BLEEDING	N	2.00	SqFt
45	DEPRESSION	L	105.00	SqFt
57	WEATHERING	L	4500.00	SqFt
57	WEATHERING	M	500.00	SqFt

Sample Number: 303 **Type:** R **Area:** 5000.00 SqFt **PCI:** 82

Sample Comments:

48	L & T CR	L	43.00	Ft
57	WEATHERING	L	4000.00	SqFt
57	WEATHERING	M	1000.00	SqFt

Sample Number: 603 **Type:** R **Area:** 5000.00 SqFt **PCI:** 75

Sample Comments:

45	DEPRESSION	L	156.00	SqFt
57	WEATHERING	L	4500.00	SqFt
57	WEATHERING	M	500.00	SqFt

Sample Number: 701 **Type:** R **Area:** 4550.00 SqFt **PCI:** 76

Sample Comments:

45	DEPRESSION	L	72.00	SqFt
48	L & T CR	L	20.00	Ft
57	WEATHERING	L	4095.00	SqFt
57	WEATHERING	M	455.00	SqFt

Sample Number: 703 **Type:** R **Area:** 5000.00 SqFt **PCI:** 87

Sample Comments:

48	L & T CR	L	6.00	Ft
57	WEATHERING	L	4500.00	SqFt
57	WEATHERING	M	500.00	SqFt

Network: CRG **Name:** JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT

Branch: AP FAA **Name:** FAA APRON **Use:** APRON **Area:** 153,850 SqFt

Section: 4510 of 2 **From:** - **To:** - **Last Const.:** 1/1/2004

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

Area: 6,400 SqFt **Length:** 125 Ft **Width:** 50 Ft

Slabs: 64 **Slab Length:** 10 Ft **Slab Width:** 10 Ft **Joint Length:** 1,075 Ft

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

Section Comments:

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

Last Insp. Date: 7/20/2022 **TotalSamples:** 3 **Surveyed:** 1

Conditions: **PCI:** 78

Inspection Comments:

Sample Number: 852 **Type:** R **Area:** 24.00 Slabs **PCI:** 78

Sample Comments:

65	JT SEAL DMG	M	24.00	Slabs
67	LARGE PATCH	L	1.00	Slabs
73	SHRINKAGE CR	N	13.00	Slabs
74	JOINT SPALL	L	2.00	Slabs
75	CORNER SPALL	L	2.00	Slabs

Network: CRG **Name:** JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT

Branch: AP MID **Name:** MIDFIELD APRON **Use:** APRON **Area:** 312,501 SqFt

Section: 4205 of 3 **From:** - **To:** - **Last Const.:** 7/1/2018

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

Area: 24,445 SqFt **Length:** 200 Ft **Width:** 75 Ft

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

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

Section Comments:

Work Date: 1/1/1947 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 7/1/2018 **Work Type:** Overlay - AC Structural **Code:** OL-AS **Is Major M&R:** True

Last Insp. Date: 7/20/2022 **TotalSamples:** 5 **Surveyed:** 1

Conditions: **PCI:** 56

Inspection Comments:

Sample Number: 705 **Type:** R **Area:** 6427.00 SqFt **PCI:** 56

Sample Comments:

43	BLOCK CR	L	5784.00	SqFt
45	DEPRESSION	L	62.00	SqFt
57	WEATHERING	L	6427.00	SqFt

Network: CRG **Name:** JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT

Branch: AP MID **Name:** MIDFIELD APRON **Use:** APRON **Area:** 312,501 SqFt

Section: 4210 of 3 **From:** - **To:** - **Last Const.:** 7/1/2018

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

Area: 265,650 SqFt **Length:** 750 Ft **Width:** 300 Ft

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

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

Section Comments:

Work Date: 1/1/1983	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/2/1983	**Work Type:** Surface Treatment - Seal Coat	**Code:** ST-SC	**Is Major M&R:** False
Work Date: 7/1/2018	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True

Last Insp. Date: 7/20/2022 **TotalSamples:** 54 **Surveyed:** 6

Conditions: **PCI:** 70

Inspection Comments:

Sample Number: 107 **Type:** R **Area:** 5000.00 SqFt **PCI:** 70

Sample Comments:

43	BLOCK CR	L	400.00	SqFt
45	DEPRESSION	L	4.00	SqFt
48	L & T CR	L	387.00	Ft
57	WEATHERING	L	5000.00	SqFt

Sample Number: 202 **Type:** R **Area:** 5000.00 SqFt **PCI:** 67

Sample Comments:

43	BLOCK CR	L	1250.00	SqFt
48	L & T CR	L	296.00	Ft
57	WEATHERING	L	5000.00	SqFt

Sample Number: 209 **Type:** R **Area:** 5000.00 SqFt **PCI:** 71

Sample Comments:

43	BLOCK CR	L	225.00	SqFt
48	L & T CR	L	346.00	Ft
57	WEATHERING	L	5000.00	SqFt

Sample Number: 304 **Type:** R **Area:** 5000.00 SqFt **PCI:** 72

Sample Comments:

48	L & T CR	L	481.00	Ft
57	WEATHERING	L	5000.00	SqFt

Sample Number: 406 **Type:** R **Area:** 5000.00 SqFt **PCI:** 62

Sample Comments:

48	L & T CR	L	1013.00	Ft
57	WEATHERING	L	5000.00	SqFt

Sample Number: 610 **Type:** R **Area:** 5335.00 SqFt **PCI:** 75

Sample Comments:

48	L & T CR	L	402.00	Ft
57	WEATHERING	L	5335.00	SqFt

Network: CRG **Name:** JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT

Branch: AP MID **Name:** MIDFIELD APRON **Use:** APRON **Area:** 312,501 SqFt

Section: 4215 of 3 **From:** - **To:** - **Last Const.:** 1/1/2018

Surface: AC **Family:** CA653-RL-AP-AC **Zone:** **Category:** **Rank:** S

Area: 22,406 SqFt **Length:** 310 Ft **Width:** 76 Ft

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

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

Section Comments:

Work Date: 12/25/1994 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Work Date: 1/1/2018 **Work Type:** Complete Reconstruction - AC **Code:** CR-AC **Is Major M&R:** True

Last Insp. Date: 7/20/2022 **TotalSamples:** 5 **Surveyed:** 1

Conditions: **PCI:** 54

Inspection Comments:

Sample Number: 401 **Type:** R **Area:** 5000.00 SqFt **PCI:** 54

Sample Comments:

45	DEPRESSION	L	158.00	SqFt
48	L & T CR	L	200.00	Ft
48	L & T CR	M	84.00	Ft
50	PATCHING	L	1100.00	SqFt
52	RAVELING	L	390.00	SqFt
57	WEATHERING	L	3510.00	SqFt

Network: CRG **Name:** JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT

Branch: AP NW **Name:** NORTHWEST APRON **Use:** APRON **Area:** 245,460 SqFt

Section: 4305 of 2 **From:** - **To:** - **Last Const.:** 1/1/1991

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

Area: 41,023 SqFt **Length:** 200 Ft **Width:** 187 Ft

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

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

Section Comments:

Work Date: 1/1/1991 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Last Insp. Date: 7/20/2022 **TotalSamples:** 8 **Surveyed:** 1

Conditions: **PCI:** 60

Inspection Comments:

Sample Number: 551 **Type:** R **Area:** 6793.00 SqFt **PCI:** 60

Sample Comments:

48	L & T CR	L	639.00	Ft
48	L & T CR	M	225.00	Ft
52	RAVELING	L	679.00	SqFt
56	SWELLING	L	55.00	SqFt
57	WEATHERING	L	6114.00	SqFt

Network: CRG **Name:** JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT

Branch: AP NW **Name:** NORTHWEST APRON **Use:** APRON **Area:** 245,460 SqFt

Section: 4310 of 2 **From:** - **To:** - **Last Const.:** 7/1/2018

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

Area: 204,437 SqFt **Length:** 900 Ft **Width:** 200 Ft

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

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

Section Comments:

Work Date: 1/1/1960 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 7/1/2018 **Work Type:** Overlay - AC Structural **Code:** OL-AS **Is Major M&R:** True

Last Insp. Date: 7/20/2022 **TotalSamples:** 43 **Surveyed:** 5

Conditions: **PCI:** 83

Inspection Comments:

Sample Number: 204 **Type:** R **Area:** 5000.00 SqFt **PCI:** 84

Sample Comments:

48	L & T CR	L	160.00	Ft
57	WEATHERING	L	5000.00	SqFt

Sample Number: 251 **Type:** R **Area:** 5000.00 SqFt **PCI:** 90

Sample Comments:

48	L & T CR	L	36.00	Ft
57	WEATHERING	L	5000.00	SqFt

Sample Number: 351 **Type:** R **Area:** 5000.00 SqFt **PCI:** 79

Sample Comments:

48	L & T CR	L	284.00	Ft
57	WEATHERING	L	5000.00	SqFt

Sample Number: 507 **Type:** R **Area:** 5148.00 SqFt **PCI:** 85

Sample Comments:

48	L & T CR	L	155.00	Ft
57	WEATHERING	L	5148.00	SqFt

Sample Number: 554 **Type:** R **Area:** 4900.00 SqFt **PCI:** 75

Sample Comments:

48	L & T CR	L	382.00	Ft
57	WEATHERING	L	4900.00	SqFt

Network: CRG **Name:** JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT

Branch: AP RU 14 **Name:** RUN-UP APRON 14 **Use:** APRON **Area:** 24,645 SqFt

Section: 5310 of 1 **From:** - **To:** - **Last Const.:** 1/1/2010

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

Area: 24,645 SqFt **Length:** 73 Ft **Width:** 200 Ft

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

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

Section Comments:

Work Date: 1/1/1991 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/2010 **Work Type:** Mill and Overlay **Code:** ML-OVL **Is Major M&R:** True

Last Insp. Date: 7/20/2022 **TotalSamples:** 6 **Surveyed:** 2

Conditions: **PCI:** 64

Inspection Comments:

Sample Number: 102 **Type:** R **Area:** 4113.00 SqFt **PCI:** 65

Sample Comments:

48	L & T CR	L	271.00	Ft
48	L & T CR	M	100.00	Ft
56	SWELLING	L	185.00	SqFt
57	WEATHERING	L	4013.00	SqFt
57	WEATHERING	M	100.00	SqFt

Sample Number: 201 **Type:** R **Area:** 5000.00 SqFt **PCI:** 64

Sample Comments:

48	L & T CR	L	365.00	Ft
48	L & T CR	M	80.00	Ft
56	SWELLING	L	145.00	SqFt
57	WEATHERING	L	4900.00	SqFt
57	WEATHERING	M	100.00	SqFt

Network: CRG **Name:** JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT

Branch: AP RU 23 **Name:** RUN-UP APRON 23 **Use:** APRON **Area:** 18,147 SqFt

Section: 5105 of 2 **From:** - **To:** - **Last Const.:** 1/1/2005

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

Area: 12,030 SqFt **Length:** 150 Ft **Width:** 80 Ft

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

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

Section Comments:

Work Date: 1/1/2005 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/20/2022 **TotalSamples:** 3 **Surveyed:** 1

Conditions: **PCI:** 71

Inspection Comments:

Sample Number: 401 **Type:** R **Area:** 3982.00 SqFt **PCI:** 71

Sample Comments:

48	L & T CR	L	32.00	Ft
52	RAVELING	L	100.00	SqFt
57	WEATHERING	M	3882.00	SqFt

Network: CRG **Name:** JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT

Branch: AP RU 23 **Name:** RUN-UP APRON 23 **Use:** APRON **Area:** 18,147 SqFt

Section: 5110 of 2 **From:** - **To:** - **Last Const.:** 1/1/2019

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

Area: 6,117 SqFt **Length:** 80 Ft **Width:** 76 Ft

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

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

Section Comments:

Work Date: 1/1/2005	**Work Type:** New Construction - Initial	**Code:** NU-IN	**Is Major M&R:** True
Work Date: 1/1/2019	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True

Last Insp. Date: 7/20/2022 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 92

Inspection Comments:

Sample Number: 400 **Type:** R **Area:** 6117.00 SqFt **PCI:** 92

Sample Comments:

48	L & T CR	L	15.00	Ft
57	WEATHERING	L	3058.00	SqFt

Network: CRG **Name:** JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT

Branch: AP RU 5 **Name:** RUN-UP APRON 5 **Use:** APRON **Area:** 22,135 SqFt

Section: 5205 of 1 **From:** - **To:** - **Last Const.:** 1/1/2003

Surface: AC **Family:** CA653-RL-AP-AC **Zone:** **Category:** **Rank:** T

Area: 22,135 SqFt **Length:** 809 Ft **Width:** 75 Ft

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

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

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

Work Date: 1/1/1991 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/2003 **Work Type:** Complete Reconstruction - AC **Code:** CR-AC **Is Major M&R:** True

Last Insp. Date: 7/20/2022 **TotalSamples:** 5 **Surveyed:** 1

Conditions: **PCI:** 75

Inspection Comments:

Sample Number: 302 **Type:** R **Area:** 4125.00 SqFt **PCI:** 75

Sample Comments:

48	L & T CR	L	43.00	Ft
57	WEATHERING	M	4125.00	SqFt

Network: CRG **Name:** JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT

Branch: AP S **Name:** SOUTH APRON **Use:** APRON **Area:** 201,078 SqFt

Section: 4105 of 2 **From:** - **To:** - **Last Const.:** 7/1/2018

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

Area: 185,265 SqFt **Length:** 580 Ft **Width:** 250 Ft

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

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

Section Comments:

Work Date: 1/1/1986	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/2/1986	**Work Type:** Surface Treatment - Seal Coat	**Code:** ST-SC	**Is Major M&R:** False
Work Date: 1/1/2010	**Work Type:** Surface Treatment - Seal Coat	**Code:** ST-SC	**Is Major M&R:** False
Work Date: 7/1/2018	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True

Last Insp. Date: 7/20/2022 **TotalSamples:** 37 **Surveyed:** 5

Conditions: **PCI:** 73

Inspection Comments:

Sample Number: 101 **Type:** R **Area:** 5000.00 SqFt **PCI:** 73

Sample Comments:

48	L & T CR	L	440.00	Ft
57	WEATHERING	L	5000.00	SqFt

Sample Number: 200 **Type:** R **Area:** 5000.00 SqFt **PCI:** 70

Sample Comments:

48	L & T CR	L	567.00	Ft
57	WEATHERING	L	5000.00	SqFt

Sample Number: 203 **Type:** R **Area:** 5000.00 SqFt **PCI:** 75

Sample Comments:

43	BLOCK CR	L	225.00	SqFt
48	L & T CR	L	265.00	Ft
57	WEATHERING	L	5000.00	SqFt

Sample Number: 404 **Type:** R **Area:** 5000.00 SqFt **PCI:** 69

Sample Comments:

43	BLOCK CR	L	250.00	SqFt
48	L & T CR	L	360.00	Ft
56	SWELLING	L	12.00	SqFt
57	WEATHERING	L	5000.00	SqFt

Sample Number: 600 **Type:** R **Area:** 4114.00 SqFt **PCI:** 77

Sample Comments:

48	L & T CR	L	244.00	Ft
57	WEATHERING	L	4089.00	SqFt
57	WEATHERING	M	25.00	SqFt

Network: CRG **Name:** JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT

Branch: AP S **Name:** SOUTH APRON **Use:** APRON **Area:** 201,078 SqFt

Section: 4115 of 2 **From:** - **To:** - **Last Const.:** 7/1/2018

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

Area: 15,813 SqFt **Length:** 100 Ft **Width:** 160 Ft

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

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

Section Comments:

Work Date: 1/1/1986	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/2007	**Work Type:** Surface Treatment - Seal Coat	**Code:** ST-SC	**Is Major M&R:** False
Work Date: 7/1/2018	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True

Last Insp. Date: 7/20/2022 **TotalSamples:** 4 **Surveyed:** 2

Conditions: **PCI:** 75

Inspection Comments:

Sample Number: 506 **Type:** R **Area:** 3550.00 SqFt **PCI:** 70

Sample Comments:

48	L & T CR	L	360.00	Ft
57	WEATHERING	L	3500.00	SqFt
57	WEATHERING	M	50.00	SqFt

Sample Number: 607 **Type:** R **Area:** 4104.00 SqFt **PCI:** 79

Sample Comments:

48	L & T CR	L	225.00	Ft
57	WEATHERING	L	4104.00	SqFt

Network: CRG **Name:** JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT

Branch: AP SW **Name:** SOUTHWEST APRON **Use:** APRON **Area:** 77,871 SqFt

Section: 4405 of 7 **From:** - **To:** - **Last Const.:** 1/1/2000

Surface: PCC **Family:** CA653-RL-AP-PCC **Zone:** **Category:** **Rank:** S

Area: 8,887 SqFt **Length:** 150 Ft **Width:** 60 Ft

Slabs: 24 **Slab Length:** 15 Ft **Slab Width:** 25 Ft **Joint Length:** 750 Ft

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

Section Comments:

Work Date: 1/1/2000 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/20/2022 **TotalSamples:** 2 **Surveyed:** 1

Conditions: **PCI:** 12

Inspection Comments:

Sample Number: 101 **Type:** R **Area:** 10.00 Slabs **PCI:** 12

Sample Comments:

62	CORNER BREAK	L	1.00	Slabs
62	CORNER BREAK	M	1.00	Slabs
63	LINEAR CR	L	1.00	Slabs
63	LINEAR CR	M	2.00	Slabs
65	JT SEAL DMG	H	10.00	Slabs
67	LARGE PATCH	L	1.00	Slabs
72	SHAT. SLAB	L	2.00	Slabs
72	SHAT. SLAB	M	4.00	Slabs
73	SHRINKAGE CR	N	6.00	Slabs
75	CORNER SPALL	L	1.00	Slabs

Network: CRG **Name:** JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT

Branch: AP SW **Name:** SOUTHWEST APRON **Use:** APRON **Area:** 77,871 SqFt

Section: 4406 of 7 **From:** - **To:** - **Last Const.:** 1/1/2014

Surface: PCC **Family:** CA653-RL-AP-PCC **Zone:** **Category:** **Rank:** S

Area: 2,417 SqFt **Length:** 98 Ft **Width:** 25 Ft

Slabs: 17 **Slab Length:** 12 Ft **Slab Width:** 12 Ft **Joint Length:** 285 Ft

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

Section Comments:

Work Date: 1/1/2000 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

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

Last Insp. Date: 7/20/2022 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 81

Inspection Comments:

Sample Number: 102 **Type:** R **Area:** 16.00 Slabs **PCI:** 81

Sample Comments:

65	JT SEAL DMG	H	16.00	Slabs
74	JOINT SPALL	L	1.00	Slabs
75	CORNER SPALL	L	2.00	Slabs

Network: CRG **Name:** JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT

Branch: AP SW **Name:** SOUTHWEST APRON **Use:** APRON **Area:** 77,871 SqFt

Section: 4407 of 7 **From:** - **To:** - **Last Const.:** 1/1/2000

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

Area: 14,286 SqFt **Length:** 245 Ft **Width:** 60 Ft

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

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

Section Comments:

Work Date: 1/1/2000 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/20/2022 **TotalSamples:** 4 **Surveyed:** 1

Conditions: **PCI:** 53

Inspection Comments:

Sample Number: 204 **Type:** R **Area:** 3020.00 SqFt **PCI:** 53

Sample Comments:

48	L & T CR	L	302.00	Ft
48	L & T CR	M	170.00	Ft
56	SWELLING	L	56.00	SqFt
57	WEATHERING	L	2718.00	SqFt
57	WEATHERING	M	302.00	SqFt

Network: CRG **Name:** JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT

Branch: AP SW **Name:** SOUTHWEST APRON **Use:** APRON **Area:** 77,871 SqFt

Section: 4410 of 7 **From:** - **To:** - **Last Const.:** 1/1/2019

Surface: AAC **Family:** CA653-RL-AP-AAC-APC **Zone:** **Category:** **Rank:** S

Area: 12,829 SqFt **Length:** 350 Ft **Width:** 35 Ft

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

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

Section Comments:

Work Date: 1/1/1995 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Work Date: 1/1/2019 **Work Type:** Mill and Overlay **Code:** ML-OVL **Is Major M&R:** True

Last Insp. Date: 7/20/2022 **TotalSamples:** 3 **Surveyed:** 1

Conditions: **PCI:** 85

Inspection Comments:

Sample Number: 102 **Type:** R **Area:** 3504.00 SqFt **PCI:** 85

Sample Comments:

48	L & T CR	L	79.00	Ft
57	WEATHERING	L	3429.00	SqFt
57	WEATHERING	M	75.00	SqFt

Network: CRG **Name:** JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT

Branch: AP SW **Name:** SOUTHWEST APRON **Use:** APRON **Area:** 77,871 SqFt

Section: 4415 of 7 **From:** - **To:** - **Last Const.:** 1/1/2002

Surface: AC **Family:** CA653-RL-AP-AC **Zone:** **Category:** **Rank:** S

Area: 23,211 SqFt **Length:** 275 Ft **Width:** 78 Ft

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

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

Section Comments:

Work Date: 1/1/2002 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Last Insp. Date: 7/20/2022 **TotalSamples:** 5 **Surveyed:** 1

Conditions: **PCI:** 65

Inspection Comments:

Sample Number: 301 **Type:** R **Area:** 5800.00 SqFt **PCI:** 65

Sample Comments:

45	DEPRESSION	L	56.00	SqFt
48	L & T CR	L	67.00	Ft
50	PATCHING	L	400.00	SqFt
57	WEATHERING	M	5400.00	SqFt

Network: CRG **Name:** JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT

Branch: AP SW **Name:** SOUTHWEST APRON **Use:** APRON **Area:** 77,871 SqFt

Section: 4420 of 7 **From:** - **To:** - **Last Const.:** 1/1/1995

Surface: AC **Family:** CA653-RL-AP-AC **Zone:** **Category:** **Rank:** S

Area: 12,167 SqFt **Length:** 100 Ft **Width:** 100 Ft

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

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

Section Comments:

Work Date: 1/1/1995 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Last Insp. Date: 7/20/2022 **TotalSamples:** 3 **Surveyed:** 1

Conditions: **PCI:** 63

Inspection Comments:

Sample Number: 101 **Type:** R **Area:** 4991.00 SqFt **PCI:** 63

Sample Comments:

48	L & T CR	L	198.00	Ft
50	PATCHING	L	8.00	SqFt
50	PATCHING	M	260.00	SqFt
52	RAVELING	L	1250.00	SqFt
56	SWELLING	L	12.00	SqFt
57	WEATHERING	L	3473.00	SqFt

Network: CRG **Name:** JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT

Branch: AP SW **Name:** SOUTHWEST APRON **Use:** APRON **Area:** 77,871 SqFt

Section: 4430 of 7 **From:** - **To:** - **Last Const.:** 1/1/2006

Surface: AC **Family:** CA653-RL-AP-AC **Zone:** **Category:** **Rank:** S

Area: 4,074 SqFt **Length:** 59 Ft **Width:** 59 Ft

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

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

Section Comments:

Work Date: 1/1/2006 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/20/2022 **TotalSamples:** 2 **Surveyed:** 1

Conditions: **PCI:** 23

Inspection Comments:

Sample Number: 200 **Type:** R **Area:** 1967.00 SqFt **PCI:** 23

Sample Comments:

45	DEPRESSION	L	40.00	SqFt
45	DEPRESSION	M	540.00	SqFt
48	L & T CR	L	68.00	Ft
52	RAVELING	L	984.00	SqFt
56	SWELLING	L	35.00	SqFt
57	WEATHERING	L	983.00	SqFt

Network: CRG **Name:** JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT

Branch: RW 14-32 **Name:** RUNWAY 14-32 **Use:** RUNWAY **Area:** 400,800 SqFt

Section: 6205 of 2 **From:** - **To:** - **Last Const.:** 1/1/2019

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

Area: 45,000 SqFt **Length:** 375 Ft **Width:** 100 Ft

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

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

Section Comments:

Work Date: 1/1/1942	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1971	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1991	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/2005	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True
Work Date: 1/1/2019	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True

Last Insp. Date: 7/20/2022 **TotalSamples:** 9 **Surveyed:** 2

Conditions: **PCI:** 92

Inspection Comments:

Sample Number: 103 **Type:** R **Area:** 5000.00 SqFt **PCI:** 91

Sample Comments:

48	L & T CR	L	27.00	Ft
57	WEATHERING	L	2500.00	SqFt

Sample Number: 106 **Type:** R **Area:** 5000.00 SqFt **PCI:** 93

Sample Comments:

48	L & T CR	L	2.00	Ft
57	WEATHERING	L	2500.00	SqFt

Network: CRG **Name:** JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT

Branch: RW 14-32 **Name:** RUNWAY 14-32 **Use:** RUNWAY **Area:** 400,800 SqFt

Section: 6210 of 2 **From:** - **To:** - **Last Const.:** 1/1/2019

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

Area: 355,800 SqFt **Length:** 3,558 Ft **Width:** 100 Ft

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

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

Section Comments:

Work Date: 1/1/1942	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1971	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1991	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/2005	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True
Work Date: 1/1/2019	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True

Last Insp. Date: 7/20/2022 **TotalSamples:** 71 **Surveyed:** 15

Conditions: **PCI:** 90

Inspection Comments:

Sample Number: 109 **Type:** R **Area:** 5000.00 SqFt **PCI:** 90

Sample Comments:

48	L & T CR	L	51.00	Ft
57	WEATHERING	L	2500.00	SqFt

Sample Number: 114 **Type:** R **Area:** 5000.00 SqFt **PCI:** 91

Sample Comments:

48	L & T CR	L	42.00	Ft
57	WEATHERING	L	2500.00	SqFt

Sample Number: 120 **Type:** R **Area:** 5000.00 SqFt **PCI:** 88

Sample Comments:

48	L & T CR	L	91.00	Ft
57	WEATHERING	L	2500.00	SqFt

Sample Number: 125 **Type:** R **Area:** 5000.00 SqFt **PCI:** 93

Sample Comments:

48	L & T CR	L	5.00	Ft
57	WEATHERING	L	2500.00	SqFt

Sample Number: 128 **Type:** R **Area:** 5000.00 SqFt **PCI:** 90

Sample Comments:

48	L & T CR	L	54.00	Ft
57	WEATHERING	L	2500.00	SqFt

Sample Number: 132 **Type:** R **Area:** 5000.00 SqFt **PCI:** 91

Sample Comments:

48	L & T CR	L	37.00	Ft
57	WEATHERING	L	2500.00	SqFt

Sample Number: 138 **Type:** R **Area:** 5000.00 SqFt **PCI:** 88

Sample Comments:

48	L & T CR	L	98.00	Ft
57	WEATHERING	L	2500.00	SqFt

Sample Number: 144 **Type:** R **Area:** 5000.00 SqFt **PCI:** 91

Sample Comments:

48	L & T CR	L	21.00	Ft
57	WEATHERING	L	2500.00	SqFt

Sample Number: 147 **Type:** R **Area:** 5000.00 SqFt **PCI:** 92

Sample Comments:

48	L & T CR	L	14.00	Ft
57	WEATHERING	L	2500.00	SqFt

Sample Number: 151 **Type:** R **Area:** 5000.00 SqFt **PCI:** 93

Sample Comments:

48	L & T CR	L	5.00	Ft
57	WEATHERING	L	2500.00	SqFt

Sample Number: 156 **Type:** R **Area:** 5000.00 SqFt **PCI:** 91

Sample Comments:

48	L & T CR	L	17.00	Ft
57	WEATHERING	L	2500.00	SqFt

Sample Number: 163 **Type:** R **Area:** 5000.00 SqFt **PCI:** 89

Sample Comments:

48	L & T CR	L	71.00	Ft
57	WEATHERING	L	2500.00	SqFt

Sample Number: 170 **Type:** R **Area:** 5000.00 SqFt **PCI:** 91

Sample Comments:

48	L & T CR	L	36.00	Ft
57	WEATHERING	L	2500.00	SqFt

Sample Number: 174 **Type:** R **Area:** 5000.00 SqFt **PCI:** 89

Sample Comments:

48	L & T CR	L	72.00	Ft
57	WEATHERING	L	2500.00	SqFt

Sample Number: 179 **Type:** R **Area:** 5800.00 SqFt **PCI:** 87

Sample Comments:

48	L & T CR	L	107.00	Ft
56	SWELLING	L	5.00	SqFt
57	WEATHERING	L	2900.00	SqFt

Network: CRG **Name:** JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT

Branch: RW 5-23 **Name:** RUNWAY 5-23 **Use:** RUNWAY **Area:** 389,600 SqFt

Section: 6105 of 2 **From:** - **To:** - **Last Const.:** 1/1/2011

Surface: AAC **Family:** CA653-RL-RW-AAC-APC **Zone:** **Category:** **Rank:** S

Area: 363,800 SqFt **Length:** 3,638 Ft **Width:** 100 Ft

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

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

Section Comments:

Work Date: 1/1/1942	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1971	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1991	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/2011	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True

Last Insp. Date: 7/20/2022 **TotalSamples:** 73 **Surveyed:** 15

Conditions: **PCI:** 63

Inspection Comments:

Sample Number: 101 **Type:** R **Area:** 5000.00 SqFt **PCI:** 70

Sample Comments:

48	L & T CR	L	301.00	Ft
52	RAVELING	L	1250.00	SqFt
57	WEATHERING	L	3500.00	SqFt
57	WEATHERING	M	250.00	SqFt

Sample Number: 106 **Type:** R **Area:** 5000.00 SqFt **PCI:** 63

Sample Comments:

42	BLEEDING	N	2.00	SqFt
48	L & T CR	L	372.00	Ft
48	L & T CR	M	50.00	Ft
52	RAVELING	L	35.00	SqFt
57	WEATHERING	L	4469.00	SqFt
57	WEATHERING	M	496.00	SqFt

Sample Number: 112 **Type:** R **Area:** 5000.00 SqFt **PCI:** 58

Sample Comments:

42	BLEEDING	N	25.00	SqFt
48	L & T CR	L	410.00	Ft
48	L & T CR	M	150.00	Ft
56	SWELLING	L	60.00	SqFt
57	WEATHERING	L	4250.00	SqFt
57	WEATHERING	M	750.00	SqFt

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

Sample Comments:

48	L & T CR	L	340.00	Ft
48	L & T CR	M	100.00	Ft
52	RAVELING	L	50.00	SqFt
56	SWELLING	L	5.00	SqFt
57	WEATHERING	L	4455.00	SqFt
57	WEATHERING	M	495.00	SqFt

Sample Number: 121 **Type:** R **Area:** 5000.00 SqFt **PCI:** 64

Sample Comments:

48	L & T CR	L	377.00	Ft
52	RAVELING	L	100.00	SqFt
56	SWELLING	L	30.00	SqFt
57	WEATHERING	L	4165.00	SqFt
57	WEATHERING	M	735.00	SqFt

Sample Number: 129 **Type:** R **Area:** 5000.00 SqFt **PCI:** 54

Sample Comments:

42	BLEEDING	N	1.00	SqFt
48	L & T CR	L	594.00	Ft
48	L & T CR	M	60.00	Ft
56	SWELLING	L	92.00	SqFt
57	WEATHERING	L	4250.00	SqFt
57	WEATHERING	M	750.00	SqFt

Sample Number: 135 **Type:** R **Area:** 5000.00 SqFt **PCI:** 56

Sample Comments:

48	L & T CR	L	555.00	Ft
48	L & T CR	M	100.00	Ft
56	SWELLING	L	74.00	SqFt
57	WEATHERING	L	4500.00	SqFt
57	WEATHERING	M	500.00	SqFt

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

Sample Comments:

42	BLEEDING	N	10.00	SqFt
48	L & T CR	L	336.00	Ft
48	L & T CR	M	100.00	Ft
57	WEATHERING	L	4250.00	SqFt
57	WEATHERING	M	750.00	SqFt

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

Sample Comments:

42	BLEEDING	N	5.00	SqFt
48	L & T CR	L	380.00	Ft
48	L & T CR	M	100.00	Ft
57	WEATHERING	L	4500.00	SqFt
57	WEATHERING	M	500.00	SqFt

Sample Number: 149 **Type:** R **Area:** 5000.00 SqFt **PCI:** 66

Sample Comments:

48	L & T CR	L	374.00	Ft
48	L & T CR	M	50.00	Ft
57	WEATHERING	L	4500.00	SqFt
57	WEATHERING	M	500.00	SqFt

Sample Number: 154 **Type:** R **Area:** 5000.00 SqFt **PCI:** 60

Sample Comments:

42	BLEEDING	N	28.00	SqFt
48	L & T CR	L	287.00	Ft
48	L & T CR	M	25.00	Ft
52	RAVELING	L	250.00	SqFt
57	WEATHERING	L	4275.00	SqFt
57	WEATHERING	M	475.00	SqFt

Sample Number: 157 **Type:** R **Area:** 5000.00 SqFt **PCI:** 66

Sample Comments:

42	BLEEDING	N	2.00	SqFt
48	L & T CR	L	364.00	Ft
48	L & T CR	M	100.00	Ft
56	SWELLING	L	6.00	SqFt
57	WEATHERING	L	4750.00	SqFt
57	WEATHERING	M	250.00	SqFt

Sample Number: 163 **Type:** R **Area:** 5000.00 SqFt **PCI:** 69

Sample Comments:

48	L & T CR	L	279.00	Ft
48	L & T CR	M	74.00	Ft
57	WEATHERING	L	4496.00	SqFt
57	WEATHERING	M	504.00	SqFt

Sample Number: 168 **Type:** R **Area:** 5000.00 SqFt **PCI:** 51

Sample Comments:

42	BLEEDING	N	23.00	SqFt
48	L & T CR	L	450.00	Ft
48	L & T CR	M	91.00	Ft
50	PATCHING	L	7.00	SqFt
52	RAVELING	L	585.00	SqFt
56	SWELLING	L	30.00	SqFt
57	WEATHERING	L	3967.00	SqFt
57	WEATHERING	M	441.00	SqFt

Sample Number: 171 **Type:** R **Area:** 5000.00 SqFt **PCI:** 78

Sample Comments:

48	L & T CR	L	55.00	Ft
52	RAVELING	L	200.00	SqFt
57	WEATHERING	L	4050.00	SqFt
57	WEATHERING	M	750.00	SqFt

Network: CRG **Name:** JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT

Branch: RW 5-23 **Name:** RUNWAY 5-23 **Use:** RUNWAY **Area:** 389,600 SqFt

Section: 6110 of 2 **From:** - **To:** - **Last Const.:** 1/1/2019

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

Area: 25,800 SqFt **Length:** 258 Ft **Width:** 100 Ft

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

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

Section Comments:

Work Date: 1/1/1942	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1971	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1991	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/2005	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True
Work Date: 1/1/2019	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True

Last Insp. Date: 7/20/2022 **TotalSamples:** 6 **Surveyed:** 2

Conditions: **PCI:** 93

Inspection Comments:

Sample Number: 175 **Type:** R **Area:** 5600.00 SqFt **PCI:** 91

Sample Comments:

48	L & T CR	L	22.00	Ft
57	WEATHERING	L	2800.00	SqFt

Sample Number: 180 **Type:** R **Area:** 4000.00 SqFt **PCI:** 95

Sample Comments:

57	WEATHERING	L	2000.00	SqFt

Network: CRG **Name:** JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT

Branch: TL A3 **Name:** TAXILANE A3 **Use:** TAXILANE **Area:** 88,204 SqFt

Section: 153 of 2 **From:** - **To:** - **Last Const.:** 1/1/2019

Surface: AC **Family:** CA653-RL-TW-AC **Zone:** **Category:** **Rank:** P

Area: 71,404 SqFt **Length:** 1,080 Ft **Width:** 55 Ft

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

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

Section Comments:

Work Date: 1/1/2019 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Last Insp. Date: 7/20/2022 **TotalSamples:** 12 **Surveyed:** 2

Conditions: **PCI:** 92

Inspection Comments:

Sample Number: 93 **Type:** R **Area:** 6821.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	5116.00	SqFt

Sample Number: 98 **Type:** R **Area:** 5840.00 SqFt **PCI:** 90

Sample Comments:

48	L & T CR	L	29.00	Ft
57	WEATHERING	L	5840.00	SqFt

Network: CRG **Name:** JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT

Branch: TL A3 **Name:** TAXILANE A3 **Use:** TAXILANE **Area:** 88,204 SqFt

Section: 155 of 2 **From:** - **To:** - **Last Const.:** 1/1/2007

Surface: AC **Family:** CA653-RL-TW-AC **Zone:** **Category:** **Rank:** P

Area: 16,800 SqFt **Length:** 810 Ft **Width:** 35 Ft

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

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

Section Comments:

Work Date: 1/1/2007 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/20/2022 **TotalSamples:** 5 **Surveyed:** 1

Conditions: **PCI:** 78

Inspection Comments:

Sample Number: 103 **Type:** R **Area:** 3500.00 SqFt **PCI:** 78

Sample Comments:

48	L & T CR	L	116.00	Ft
52	RAVELING	L	350.00	SqFt
56	SWELLING	L	10.00	SqFt
57	WEATHERING	L	3150.00	SqFt

Network: CRG **Name:** JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT

Branch: TL HANG NW **Name:** NORTHWEST T-HANGAR TAXILANE **Use:** TAXILANE **Area:** 56,781 SqFt

Section: 3320 of 1 **From:** - **To:** - **Last Const.:** 7/1/2018

Surface: AAC **Family:** CA653-RL-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 56,781 SqFt **Length:** 2,040 Ft **Width:** 20 Ft

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

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

Section Comments:

Work Date: 12/25/1994 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Work Date: 7/1/2018 **Work Type:** Overlay - AC Structural **Code:** OL-AS **Is Major M&R:** True

Last Insp. Date: 7/20/2022 **TotalSamples:** 12 **Surveyed:** 3

Conditions: **PCI:** 79

Inspection Comments:

Sample Number: 100 **Type:** R **Area:** 5028.00 SqFt **PCI:** 77

Sample Comments:

48	L & T CR	L	341.00	Ft
57	WEATHERING	L	5028.00	SqFt

Sample Number: 302 **Type:** R **Area:** 5327.00 SqFt **PCI:** 86

Sample Comments:

48	L & T CR	L	130.00	Ft
57	WEATHERING	L	5327.00	SqFt

Sample Number: 404 **Type:** R **Area:** 4948.00 SqFt **PCI:** 74

Sample Comments:

45	DEPRESSION	L	7.00	SqFt
48	L & T CR	L	392.00	Ft
57	WEATHERING	L	4948.00	SqFt

Network: CRG **Name:** JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT

Branch: TL T-HANG **Name:** T-HANGAR TAXILANE **Use:** TAXILANE **Area:** 27,322 SqFt

Section: 3220 of 1 **From:** - **To:** - **Last Const.:** 7/1/2015

Surface: AAC **Family:** CA653-RL-TW-AAC-APC **Zone:** **Category:** **Rank:** S

Area: 27,322 SqFt **Length:** 1,370 Ft **Width:** 20 Ft

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

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

Section Comments:

Work Date: 12/25/1994 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Work Date: 7/1/2015 **Work Type:** Mill and Overlay **Code:** ML-OVL **Is Major M&R:** True

Last Insp. Date: 7/20/2022 **TotalSamples:** 7 **Surveyed:** 2

Conditions: **PCI:** 74

Inspection Comments:

Sample Number: 502 **Type:** R **Area:** 3323.00 SqFt **PCI:** 68

Sample Comments:

48	L & T CR	L	195.00	Ft
50	PATCHING	L	59.00	SqFt
52	RAVELING	L	163.00	SqFt
57	WEATHERING	L	3101.00	SqFt

Sample Number: 600 **Type:** R **Area:** 3021.00 SqFt **PCI:** 80

Sample Comments:

48	L & T CR	L	47.00	Ft
52	RAVELING	L	146.00	SqFt
57	WEATHERING	L	2731.00	SqFt
57	WEATHERING	M	144.00	SqFt

Network: CRG **Name:** JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT

Branch: TW A **Name:** TAXIWAY A **Use:** TAXIWAY **Area:** 118,791 SqFt

Section: 105 of 3 **From:** - **To:** - **Last Const.:** 1/1/2010

Surface: AAC **Family:** CA653-RL-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 74,656 SqFt **Length:** 2,300 Ft **Width:** 35 Ft

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

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

Section Comments:

Work Date: 1/1/1971	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1991	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/2010	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True

Last Insp. Date: 7/20/2022 **TotalSamples:** 20 **Surveyed:** 4

Conditions: **PCI:** 55

Inspection Comments:

Sample Number: 146 **Type:** R **Area:** 3500.00 SqFt **PCI:** 59

Sample Comments:

48	L & T CR	L	299.00	Ft
48	L & T CR	M	130.00	Ft
52	RAVELING	L	175.00	SqFt
56	SWELLING	L	56.00	SqFt
57	WEATHERING	L	3325.00	SqFt

Sample Number: 150 **Type:** R **Area:** 3180.00 SqFt **PCI:** 50

Sample Comments:

48	L & T CR	L	300.00	Ft
48	L & T CR	M	147.00	Ft
52	RAVELING	L	159.00	SqFt
56	SWELLING	L	120.00	SqFt
56	SWELLING	M	20.00	SqFt
57	WEATHERING	L	3021.00	SqFt

Sample Number: 158 **Type:** R **Area:** 3500.00 SqFt **PCI:** 53

Sample Comments:

48	L & T CR	L	374.00	Ft
48	L & T CR	M	190.00	Ft
52	RAVELING	L	175.00	SqFt
56	SWELLING	L	270.00	SqFt
57	WEATHERING	L	3325.00	SqFt

Sample Number: 160 **Type:** R **Area:** 4035.00 SqFt **PCI:** 56

Sample Comments:

48	L & T CR	L	427.00	Ft
48	L & T CR	M	65.00	Ft
52	RAVELING	L	605.00	SqFt
56	SWELLING	L	243.00	SqFt
57	WEATHERING	L	3430.00	SqFt

Network: CRG **Name:** JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT

Branch: TW A **Name:** TAXIWAY A **Use:** TAXIWAY **Area:** 118,791 SqFt

Section: 110 of 3 **From:** - **To:** - **Last Const.:** 1/1/2019

Surface: AAC **Family:** CA653-RL-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 6,423 SqFt **Length:** 120 Ft **Width:** 50 Ft

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

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

Section Comments:

Work Date: 1/1/1971	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1991	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/2005	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True
Work Date: 1/1/2019	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True

Last Insp. Date: 7/20/2022 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 84

Inspection Comments:

Sample Number: 161 **Type:** R **Area:** 6423.00 SqFt **PCI:** 84

Sample Comments:

48	L & T CR	L	90.00	Ft
56	SWELLING	L	122.00	SqFt
57	WEATHERING	L	6423.00	SqFt

Network: CRG **Name:** JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT

Branch: TW A **Name:** TAXIWAY A **Use:** TAXIWAY **Area:** 118,791 SqFt

Section: 120 of 3 **From:** - **To:** - **Last Const.:** 1/1/2005

Surface: AC **Family:** CA653-RL-TW-AC **Zone:** **Category:** **Rank:** P

Area: 37,712 SqFt **Length:** 2,120 Ft **Width:** 35 Ft

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

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

Section Comments:

Work Date: 1/1/2005 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/20/2022 **TotalSamples:** 10 **Surveyed:** 3

Conditions: **PCI:** 71

Inspection Comments:

Sample Number: 214 **Type:** R **Area:** 3500.00 SqFt **PCI:** 75

Sample Comments:

52	RAVELING	L	175.00	SqFt
57	WEATHERING	M	3325.00	SqFt

Sample Number: 216 **Type:** R **Area:** 3500.00 SqFt **PCI:** 64

Sample Comments:

42	BLEEDING	N	195.00	SqFt
52	RAVELING	L	175.00	SqFt
57	WEATHERING	M	3325.00	SqFt

Sample Number: 219 **Type:** R **Area:** 3500.00 SqFt **PCI:** 75

Sample Comments:

52	RAVELING	L	175.00	SqFt
57	WEATHERING	M	3325.00	SqFt

Network: CRG **Name:** JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT

Branch: TW A1 **Name:** TAXIWAY A1 **Use:** TAXIWAY **Area:** 22,201 SqFt

Section: 130 of 1 **From:** - **To:** - **Last Const.:** 1/1/2005

Surface: AC **Family:** CA653-RL-TW-AC **Zone:** **Category:** **Rank:** S

Area: 22,201 SqFt **Length:** 425 Ft **Width:** 30 Ft

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

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

Section Comments:

Work Date: 1/1/2005 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/20/2022 **TotalSamples:** 5 **Surveyed:** 1

Conditions: **PCI:** 83

Inspection Comments:

Sample Number: 501 **Type:** R **Area:** 3500.00 SqFt **PCI:** 83

Sample Comments:

48	L & T CR	L	58.00	Ft
57	WEATHERING	L	3150.00	SqFt
57	WEATHERING	M	350.00	SqFt

Network: CRG **Name:** JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT

Branch: TW A2 **Name:** TAXIWAY A2 **Use:** TAXIWAY **Area:** 9,177 SqFt

Section: 132 of 2 **From:** - **To:** - **Last Const.:** 1/1/2010

Surface: AAC **Family:** CA653-RL-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 3,131 SqFt **Length:** 60 Ft **Width:** 35 Ft

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

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

Section Comments:

Work Date: 1/1/1991 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/2010 **Work Type:** Mill and Overlay **Code:** ML-OVL **Is Major M&R:** True

Last Insp. Date: 7/20/2022 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 67

Inspection Comments:

Sample Number: 700 **Type:** R **Area:** 3131.00 SqFt **PCI:** 67

Sample Comments:

48	L & T CR	L	65.00	Ft
50	PATCHING	L	385.00	SqFt
52	RAVELING	L	50.00	SqFt
57	WEATHERING	L	2546.00	SqFt
57	WEATHERING	M	150.00	SqFt

Network: CRG **Name:** JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT

Branch: TW A2 **Name:** TAXIWAY A2 **Use:** TAXIWAY **Area:** 9,177 SqFt

Section: 135 of 2 **From:** - **To:** - **Last Const.:** 1/1/1991

Surface: AC **Family:** CA653-RL-TW-AC **Zone:** **Category:** **Rank:** P

Area: 6,046 SqFt **Length:** 145 Ft **Width:** 35 Ft

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

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

Section Comments:

Work Date: 1/1/1991 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Last Insp. Date: 7/20/2022 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 55

Inspection Comments:

Sample Number: 701 **Type:** R **Area:** 6046.00 SqFt **PCI:** 55

Sample Comments:

48	L & T CR	L	640.00	Ft
48	L & T CR	M	205.00	Ft
52	RAVELING	L	1814.00	SqFt
56	SWELLING	L	108.00	SqFt
57	WEATHERING	M	4232.00	SqFt

Network: CRG **Name:** JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT

Branch: TW A3 **Name:** TAXIWAY A3 **Use:** TAXIWAY **Area:** 22,579 SqFt

Section: 142 of 3 **From:** - **To:** - **Last Const.:** 1/1/2019

Surface: AAC **Family:** CA653-RL-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 13,123 SqFt **Length:** 247 Ft **Width:** 50 Ft

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

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

Section Comments:

Work Date: 1/1/2001	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 1/1/2005	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True
Work Date: 1/1/2019	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True

Last Insp. Date: 7/20/2022 **TotalSamples:** 3 **Surveyed:** 1

Conditions: **PCI:** 91

Inspection Comments:

Sample Number: 100 **Type:** R **Area:** 5329.00 SqFt **PCI:** 91

Sample Comments:

48	L & T CR	L	9.00	Ft
57	WEATHERING	L	5329.00	SqFt

Network: CRG **Name:** JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT

Branch: TW A3 **Name:** TAXIWAY A3 **Use:** TAXIWAY **Area:** 22,579 SqFt

Section: 145 of 3 **From:** - **To:** - **Last Const.:** 1/1/2001

Surface: AC **Family:** CA653-RL-TW-AC **Zone:** **Category:** **Rank:** P

Area: 4,606 SqFt **Length:** 132 Ft **Width:** 35 Ft

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

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

Section Comments:

Work Date: 1/1/2001 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Last Insp. Date: 7/20/2022 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 71

Inspection Comments:

Sample Number: 103 **Type:** R **Area:** 4606.00 SqFt **PCI:** 71

Sample Comments:

48	L & T CR	L	28.00	Ft
52	RAVELING	L	461.00	SqFt
57	WEATHERING	M	4145.00	SqFt

Network: CRG **Name:** JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT

Branch: TW A3 **Name:** TAXIWAY A3 **Use:** TAXIWAY **Area:** 22,579 SqFt

Section: 150 of 3 **From:** - **To:** - **Last Const.:** 1/1/2010

Surface: AAC **Family:** CA653-RL-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 4,850 SqFt **Length:** 85 Ft **Width:** 35 Ft

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

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

Section Comments:

Work Date: 1/1/2001 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Work Date: 1/1/2010 **Work Type:** Mill and Overlay **Code:** ML-OVL **Is Major M&R:** True

Last Insp. Date: 7/20/2022 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 78

Inspection Comments:

Sample Number: 104 **Type:** R **Area:** 4850.00 SqFt **PCI:** 78

Sample Comments:

48	L & T CR	L	131.00	Ft
52	RAVELING	L	50.00	SqFt
57	WEATHERING	L	4366.00	SqFt
57	WEATHERING	M	434.00	SqFt

Network: CRG **Name:** JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT

Branch: TW A4 **Name:** TAXIWAY A4 **Use:** TAXIWAY **Area:** 10,284 SqFt

Section: 160 of 2 **From:** - **To:** - **Last Const.:** 1/1/2010

Surface: AAC **Family:** CA653-RL-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 5,193 SqFt **Length:** 100 Ft **Width:** 40 Ft

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

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

Section Comments:

Work Date: 1/1/1971	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1991	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/2010	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True

Last Insp. Date: 7/20/2022 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 63

Inspection Comments:

Sample Number: 100 **Type:** R **Area:** 5193.00 SqFt **PCI:** 63

Sample Comments:

48	L & T CR	L	270.00	Ft
48	L & T CR	M	107.00	Ft
50	PATCHING	M	82.00	SqFt
56	SWELLING	L	42.00	SqFt
57	WEATHERING	L	4855.00	SqFt
57	WEATHERING	M	256.00	SqFt

Network: CRG **Name:** JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT

Branch: TW A4 **Name:** TAXIWAY A4 **Use:** TAXIWAY **Area:** 10,284 SqFt

Section: 165 of 2 **From:** - **To:** - **Last Const.:** 7/1/2018

Surface: AAC **Family:** CA653-RL-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 5,091 SqFt **Length:** 100 Ft **Width:** 40 Ft

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

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

Section Comments:

Work Date: 1/1/1983 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 7/1/2018 **Work Type:** Overlay - AC Structural **Code:** OL-AS **Is Major M&R:** True

Last Insp. Date: 7/20/2022 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 62

Inspection Comments:

Sample Number: 101 **Type:** R **Area:** 5091.00 SqFt **PCI:** 62

Sample Comments:

48	L & T CR	L	717.00	Ft
48	L & T CR	M	20.00	Ft
57	WEATHERING	L	5091.00	SqFt

Network: CRG **Name:** JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT

Branch: TW A5 **Name:** TAXIWAY A5 **Use:** TAXIWAY **Area:** 31,739 SqFt

Section: 170 of 4 **From:** - **To:** - **Last Const.:** 7/1/2018

Surface: AAC **Family:** CA653-RL-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 5,011 SqFt **Length:** 100 Ft **Width:** 40 Ft

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

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

Section Comments:

Work Date: 1/1/1983 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 7/1/2018 **Work Type:** Overlay - AC Structural **Code:** OL-AS **Is Major M&R:** True

Last Insp. Date: 7/20/2022 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 75

Inspection Comments:

Sample Number: 201 **Type:** R **Area:** 5011.00 SqFt **PCI:** 75

Sample Comments:

48	L & T CR	L	325.00	Ft
57	WEATHERING	L	4961.00	SqFt
57	WEATHERING	M	50.00	SqFt

Network: CRG **Name:** JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT

Branch: TW A5 **Name:** TAXIWAY A5 **Use:** TAXIWAY **Area:** 31,739 SqFt

Section: 175 of 4 **From:** - **To:** - **Last Const.:** 1/1/2010

Surface: AAC **Family:** CA653-RL-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 5,069 SqFt **Length:** 100 Ft **Width:** 40 Ft

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

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

Section Comments:

Work Date: 1/1/1971	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1991	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/2010	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True

Last Insp. Date: 7/20/2022 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 55

Inspection Comments:

Sample Number: 200 **Type:** R **Area:** 5069.00 SqFt **PCI:** 55

Sample Comments:

42	BLEEDING	N	24.00	SqFt
45	DEPRESSION	L	40.00	SqFt
48	L & T CR	L	300.00	Ft
48	L & T CR	M	79.00	Ft
52	RAVELING	L	253.00	SqFt
56	SWELLING	L	215.00	SqFt
57	WEATHERING	L	4816.00	SqFt

Network: CRG **Name:** JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT

Branch: TW A5 **Name:** TAXIWAY A5 **Use:** TAXIWAY **Area:** 31,739 SqFt

Section: 180 of 4 **From:** - **To:** - **Last Const.:** 1/1/2010

Surface: AAC **Family:** CA653-RL-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 8,126 SqFt **Length:** 202 Ft **Width:** 40 Ft

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

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

Section Comments:

Work Date: 1/1/1971	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1991	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/2010	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True

Last Insp. Date: 7/20/2022 **TotalSamples:** 2 **Surveyed:** 1

Conditions: **PCI:** 60

Inspection Comments:

Sample Number: 203 **Type:** R **Area:** 3500.00 SqFt **PCI:** 60

Sample Comments:

45	DEPRESSION	L	16.00	SqFt
48	L & T CR	L	213.00	Ft
48	L & T CR	M	65.00	Ft
52	RAVELING	L	175.00	SqFt
56	SWELLING	L	100.00	SqFt
57	WEATHERING	L	3325.00	SqFt

Network: CRG **Name:** JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT

Branch: TW A5 **Name:** TAXIWAY A5 **Use:** TAXIWAY **Area:** 31,739 SqFt

Section: 185 of 4 **From:** - **To:** - **Last Const.:** 1/1/2019

Surface: AAC **Family:** CA653-RL-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 13,533 SqFt **Length:** 257 Ft **Width:** 50 Ft

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

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

Section Comments:

Work Date: 1/1/1971	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1991	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/2005	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True
Work Date: 1/1/2019	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True

Last Insp. Date: 7/20/2022 **TotalSamples:** 3 **Surveyed:** 1

Conditions: **PCI:** 90

Inspection Comments:

Sample Number: 200 **Type:** R **Area:** 5329.00 SqFt **PCI:** 90

Sample Comments:

48	L & T CR	L	23.00	Ft
57	WEATHERING	L	3997.00	SqFt

Network: CRG **Name:** JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT

Branch: TW B **Name:** TAXIWAY B **Use:** TAXIWAY **Area:** 125,831 SqFt

Section: 215 of 5 **From:** - **To:** - **Last Const.:** 1/1/2005

Surface: AC **Family:** CA653-RL-TW-AC **Zone:** **Category:** **Rank:** P

Area: 29,838 SqFt **Length:** 2,120 Ft **Width:** 35 Ft

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

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

Section Comments:

Work Date: 1/1/2005 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/20/2022 **TotalSamples:** 8 **Surveyed:** 1

Conditions: **PCI:** 74

Inspection Comments:

Sample Number: 106 **Type:** R **Area:** 3500.00 SqFt **PCI:** 74

Sample Comments:

42	BLEEDING	N	7.00	SqFt
52	RAVELING	L	100.00	SqFt
57	WEATHERING	M	3400.00	SqFt

Network: CRG **Name:** JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT

Branch: TW B **Name:** TAXIWAY B **Use:** TAXIWAY **Area:** 125,831 SqFt

Section: 225 of 5 **From:** - **To:** - **Last Const.:** 1/1/2010

Surface: AAC **Family:** CA653-RL-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 59,500 SqFt **Length:** 1,555 Ft **Width:** 35 Ft

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

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

Section Comments:

Work Date: 1/1/1991 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 1/1/2010 **Work Type:** Mill and Overlay **Code:** ML-OVL **Is Major M&R:** True

Last Insp. Date: 7/20/2022 **TotalSamples:** 16 **Surveyed:** 4

Conditions: **PCI:** 53

Inspection Comments:

Sample Number: 109 **Type:** R **Area:** 4900.00 SqFt **PCI:** 55

Sample Comments:

42	BLEEDING	N	2.00	SqFt
48	L & T CR	L	574.00	Ft
48	L & T CR	M	94.00	Ft
56	SWELLING	L	135.00	SqFt
57	WEATHERING	L	4410.00	SqFt
57	WEATHERING	M	490.00	SqFt

Sample Number: 114 **Type:** R **Area:** 3500.00 SqFt **PCI:** 56

Sample Comments:

48	L & T CR	L	434.00	Ft
48	L & T CR	M	30.00	Ft
52	RAVELING	L	175.00	SqFt
56	SWELLING	L	32.00	SqFt
57	WEATHERING	L	3325.00	SqFt

Sample Number: 120 **Type:** R **Area:** 3500.00 SqFt **PCI:** 50

Sample Comments:

48	L & T CR	L	462.00	Ft
48	L & T CR	M	76.00	Ft
50	PATCHING	L	27.00	SqFt
52	RAVELING	L	174.00	SqFt
56	SWELLING	L	212.00	SqFt
57	WEATHERING	L	3299.00	SqFt

Sample Number: 124 **Type:** R **Area:** 5600.00 SqFt **PCI:** 53

Sample Comments:

48	L & T CR	L	775.00	Ft
48	L & T CR	M	40.00	Ft
56	SWELLING	L	98.00	SqFt
57	WEATHERING	L	5040.00	SqFt
57	WEATHERING	M	560.00	SqFt

Network: CRG **Name:** JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT

Branch: TW B **Name:** TAXIWAY B **Use:** TAXIWAY **Area:** 125,831 SqFt

Section: 227 of 5 **From:** - **To:** - **Last Const.:** 1/1/2003

Surface: AAC **Family:** CA653-RL-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 5,899 SqFt **Length:** 170 Ft **Width:** 35 Ft

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

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

Section Comments:

Work Date: 12/25/1991 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Work Date: 1/1/2003 **Work Type:** Mill and Overlay **Code:** ML-OVL **Is Major M&R:** True

Last Insp. Date: 7/20/2022 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 65

Inspection Comments:

Sample Number: 125 **Type:** R **Area:** 5899.00 SqFt **PCI:** 65

Sample Comments:

42	BLEEDING	N	9.00	SqFt
48	L & T CR	L	396.00	Ft
48	L & T CR	M	25.00	Ft
52	RAVELING	L	295.00	SqFt
57	WEATHERING	M	5604.00	SqFt

Network: CRG **Name:** JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT

Branch: TW B **Name:** TAXIWAY B **Use:** TAXIWAY **Area:** 125,831 SqFt

Section: 230 of 5 **From:** - **To:** - **Last Const.:** 1/1/2011

Surface: AAC **Family:** CA653-RL-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 3,679 SqFt **Length:** 135 Ft **Width:** 50 Ft

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

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

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

Work Date: 1/1/1991	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/2003	**Work Type:** Complete Reconstruction - AC	**Code:** CR-AC	**Is Major M&R:** True
Work Date: 1/1/2011	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True

Last Insp. Date: 7/20/2022 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 71

Inspection Comments:

Sample Number: 133 **Type:** R **Area:** 3679.00 SqFt **PCI:** 71

Sample Comments:

48	L & T CR	L	12.00	Ft
52	RAVELING	L	146.00	SqFt
57	WEATHERING	M	3533.00	SqFt

Network: CRG **Name:** JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT

Branch: TW B **Name:** TAXIWAY B **Use:** TAXIWAY **Area:** 125,831 SqFt

Section: 235 of 5 **From:** - **To:** - **Last Const.:** 1/1/2003

Surface: AC **Family:** CA653-RL-TW-AC **Zone:** **Category:** **Rank:** T

Area: 26,915 SqFt **Length:** 700 Ft **Width:** 35 Ft

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

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

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

Work Date: 1/1/1991 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/2003 **Work Type:** Complete Reconstruction - AC **Code:** CR-AC **Is Major M&R:** True

Last Insp. Date: 7/20/2022 **TotalSamples:** 7 **Surveyed:** 2

Conditions: **PCI:** 68

Inspection Comments:

Sample Number: 126 **Type:** R **Area:** 4200.00 SqFt **PCI:** 66

Sample Comments:

42	BLEEDING	N	2.00	SqFt
45	DEPRESSION	L	60.00	SqFt
48	L & T CR	L	24.00	Ft
52	RAVELING	L	210.00	SqFt
57	WEATHERING	M	3990.00	SqFt

Sample Number: 130 **Type:** R **Area:** 3343.00 SqFt **PCI:** 70

Sample Comments:

48	L & T CR	L	76.00	Ft
52	RAVELING	L	334.00	SqFt
57	WEATHERING	M	3009.00	SqFt

Network: CRG **Name:** JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT

Branch: TW B1 **Name:** TAXIWAY B1 **Use:** TAXIWAY **Area:** 7,110 SqFt

Section: 210 of 1 **From:** - **To:** - **Last Const.:** 12/25/1994

Surface: AC **Family:** CA653-RL-TW-AC **Zone:** **Category:** **Rank:** P

Area: 7,110 SqFt **Length:** 163 Ft **Width:** 40 Ft

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

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

Section Comments:

Work Date: 12/25/1994 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Last Insp. Date: 7/20/2022 **TotalSamples:** 2 **Surveyed:** 1

Conditions: **PCI:** 56

Inspection Comments:

Sample Number: 302 **Type:** R **Area:** 4000.00 SqFt **PCI:** 56

Sample Comments:

48	L & T CR	L	413.00	Ft
48	L & T CR	M	107.00	Ft
52	RAVELING	L	400.00	SqFt
56	SWELLING	L	200.00	SqFt
57	WEATHERING	L	3600.00	SqFt

Network: CRG **Name:** JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT

Branch: TW B2 **Name:** TAXIWAY B2 **Use:** TAXIWAY **Area:** 26,899 SqFt

Section: 220 of 4 **From:** - **To:** - **Last Const.:** 1/1/2011

Surface: AAC **Family:** CA653-RL-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 3,863 SqFt **Length:** 175 Ft **Width:** 50 Ft

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

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

Section Comments:

Work Date: 1/1/2003 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Work Date: 1/1/2011 **Work Type:** Mill and Overlay **Code:** ML-OVL **Is Major M&R:** True

Last Insp. Date: 7/20/2022 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 79

Inspection Comments:

Sample Number: 500 **Type:** R **Area:** 3863.00 SqFt **PCI:** 79

Sample Comments:

48	L & T CR	L	38.00	Ft
57	WEATHERING	L	2704.00	SqFt
57	WEATHERING	M	1159.00	SqFt

Network: CRG **Name:** JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT

Branch: TW B2 **Name:** TAXIWAY B2 **Use:** TAXIWAY **Area:** 26,899 SqFt

Section: 240 of 4 **From:** - **To:** - **Last Const.:** 1/1/2003

Surface: AC **Family:** CA653-RL-TW-AC **Zone:** **Category:** **Rank:** S

Area: 11,812 SqFt **Length:** 335 Ft **Width:** 35 Ft

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

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

Section Comments:

Work Date: 1/1/2003 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Last Insp. Date: 7/20/2022 **TotalSamples:** 3 **Surveyed:** 1

Conditions: **PCI:** 69

Inspection Comments:

Sample Number: 502 **Type:** R **Area:** 3325.00 SqFt **PCI:** 69

Sample Comments:

48	L & T CR	L	76.00	Ft
52	RAVELING	L	100.00	SqFt
56	SWELLING	L	4.00	SqFt
57	WEATHERING	M	3225.00	SqFt

Network: CRG **Name:** JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT

Branch: TW B2 **Name:** TAXIWAY B2 **Use:** TAXIWAY **Area:** 26,899 SqFt

Section: 242 of 4 **From:** - **To:** - **Last Const.:** 1/1/2010

Surface: AAC **Family:** CA653-RL-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 4,802 SqFt **Length:** 75 Ft **Width:** 35 Ft

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

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

Section Comments:

Work Date: 1/1/2003 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Work Date: 1/1/2010 **Work Type:** Mill and Overlay **Code:** ML-OVL **Is Major M&R:** True

Last Insp. Date: 7/20/2022 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 82

Inspection Comments:

Sample Number: 504 **Type:** R **Area:** 4803.00 SqFt **PCI:** 82

Sample Comments:

48	L & T CR	L	112.00	Ft
57	WEATHERING	L	4467.00	SqFt
57	WEATHERING	M	336.00	SqFt

Network: CRG **Name:** JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT

Branch: TW B2 **Name:** TAXIWAY B2 **Use:** TAXIWAY **Area:** 26,899 SqFt

Section: 243 of 4 **From:** - **To:** - **Last Const.:** 12/25/1994

Surface: AAC **Family:** CA653-RL-TW-AAC-APC **Zone:** **Category:** **Rank:** S

Area: 6,422 SqFt **Length:** 180 Ft **Width:** 35 Ft

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

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

Section Comments:

Work Date: 12/24/1994 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Work Date: 12/25/1994 **Work Type:** Overlay - AC Structural **Code:** OL-AS **Is Major M&R:** True

Last Insp. Date: 7/20/2022 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 41

Inspection Comments:

Sample Number: 98 **Type:** R **Area:** 6422.00 SqFt **PCI:** 41

Sample Comments:

43	BLOCK CR	L	4657.00	SqFt
50	PATCHING	L	1765.00	SqFt
52	RAVELING	L	4191.00	SqFt
53	RUTTING	L	132.00	SqFt
56	SWELLING	L	460.00	SqFt
57	WEATHERING	M	466.00	SqFt

Network: CRG **Name:** JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT

Branch: TW B3 **Name:** TAXIWAY B3 **Use:** TAXIWAY **Area:** 3,380 SqFt

Section: 244 of 1 **From:** - **To:** - **Last Const.:** 1/1/2010

Surface: AAC **Family:** CA653-RL-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 3,380 SqFt **Length:** 55 Ft **Width:** 35 Ft

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

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

Section Comments:

Work Date: 12/25/1999 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 1/1/2010 **Work Type:** Mill and Overlay **Code:** ML-OVL **Is Major M&R:** True

Last Insp. Date: 7/20/2022 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 66

Inspection Comments:

Sample Number: 205 **Type:** R **Area:** 3385.00 SqFt **PCI:** 66

Sample Comments:

48	L & T CR	L	176.00	Ft
48	L & T CR	M	6.00	Ft
52	RAVELING	L	169.00	SqFt
56	SWELLING	L	42.00	SqFt
57	WEATHERING	L	3216.00	SqFt

Network: CRG **Name:** JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT

Branch: TW B4 **Name:** TAXIWAY B4 **Use:** TAXIWAY **Area:** 27,651 SqFt

Section: 245 of 3 **From:** - **To:** - **Last Const.:** 1/2/1984

Surface: AAC **Family:** CA653-RL-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 9,056 SqFt **Length:** 175 Ft **Width:** 40 Ft

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

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

Section Comments:

Work Date: 1/1/1984 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/2/1984 **Work Type:** Overlay - AC Structural **Code:** OL-AS **Is Major M&R:** True

Last Insp. Date: 7/20/2022 **TotalSamples:** 2 **Surveyed:** 1

Conditions: **PCI:** 31

Inspection Comments:

Sample Number: 407 **Type:** R **Area:** 4529.00 SqFt **PCI:** 31

Sample Comments:

41	ALLIGATOR CR	L	56.00	SqFt
43	BLOCK CR	L	2236.00	SqFt
43	BLOCK CR	M	2013.00	SqFt
48	L & T CR	M	22.00	Ft
52	RAVELING	L	226.00	SqFt
56	SWELLING	L	265.00	SqFt
57	WEATHERING	M	4303.00	SqFt

Network: CRG **Name:** JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT

Branch: TW B4 **Name:** TAXIWAY B4 **Use:** TAXIWAY **Area:** 27,651 SqFt

Section: 250 of 3 **From:** - **To:** - **Last Const.:** 1/1/2010

Surface: AAC **Family:** CA653-RL-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 15,426 SqFt **Length:** 405 Ft **Width:** 35 Ft

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

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

Section Comments:

Work Date: 1/1/1971	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 1/2/1971	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True
Work Date: 1/1/1991	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/2010	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True

Last Insp. Date: 7/20/2022 **TotalSamples:** 4 **Surveyed:** 1

Conditions: **PCI:** 67

Inspection Comments:

Sample Number: 402 **Type:** R **Area:** 3500.00 SqFt **PCI:** 67

Sample Comments:

43	BLOCK CR	L	190.00	SqFt
48	L & T CR	L	185.00	Ft
56	SWELLING	L	55.00	SqFt
57	WEATHERING	L	3325.00	SqFt
57	WEATHERING	M	175.00	SqFt

Network: CRG **Name:** JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT

Branch: TW B4 **Name:** TAXIWAY B4 **Use:** TAXIWAY **Area:** 27,651 SqFt

Section: 265 of 3 **From:** - **To:** - **Last Const.:** 1/1/2011

Surface: AAC **Family:** CA653-RL-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 3,169 SqFt **Length:** 150 Ft **Width:** 50 Ft

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

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

Section Comments:

Work Date: 1/1/1971	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 1/2/1971	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True
Work Date: 1/1/1991	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/2011	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True

Last Insp. Date: 7/20/2022 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 78

Inspection Comments:

Sample Number: 400 **Type:** R **Area:** 3169.00 SqFt **PCI:** 78

Sample Comments:

48	L & T CR	L	122.00	Ft
57	WEATHERING	L	2694.00	SqFt
57	WEATHERING	M	475.00	SqFt

Network: CRG **Name:** JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT

Branch: TW B5 **Name:** TAXIWAY B5 **Use:** TAXIWAY **Area:** 9,978 SqFt

Section: 255 of 2 **From:** - **To:** - **Last Const.:** 1/1/1991

Surface: AC **Family:** CA653-RL-TW-AC **Zone:** **Category:** **Rank:** P

Area: 4,433 SqFt **Length:** 210 Ft **Width:** 40 Ft

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

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

Section Comments:

Work Date: 1/1/1991 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Last Insp. Date: 7/20/2022 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 51

Inspection Comments:

Sample Number: 101 **Type:** R **Area:** 4433.00 SqFt **PCI:** 51

Sample Comments:

48	L & T CR	L	668.00	Ft
48	L & T CR	M	56.00	Ft
52	RAVELING	L	222.00	SqFt
56	SWELLING	L	318.00	SqFt
57	WEATHERING	M	4211.00	SqFt

Network: CRG **Name:** JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT

Branch: TW B5 **Name:** TAXIWAY B5 **Use:** TAXIWAY **Area:** 9,978 SqFt

Section: 260 of 2 **From:** - **To:** - **Last Const.:** 1/1/2005

Surface: AC **Family:** CA653-RL-TW-AC **Zone:** **Category:** **Rank:** P

Area: 5,545 SqFt **Length:** 2,120 Ft **Width:** 35 Ft

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

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

Section Comments:

Work Date: 1/1/2005 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 7/20/2022 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 79

Inspection Comments:

Sample Number: 100 **Type:** R **Area:** 5545.00 SqFt **PCI:** 79

Sample Comments:

42	BLEEDING	N	25.00	SqFt
48	L & T CR	L	43.00	Ft
57	WEATHERING	L	4437.00	SqFt
57	WEATHERING	M	1108.00	SqFt

Network: CRG **Name:** JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT

Branch: TW C **Name:** TAXIWAY C **Use:** TAXIWAY **Area:** 46,913 SqFt

Section: 305 of 3 **From:** - **To:** - **Last Const.:** 1/1/2019

Surface: AAC **Family:** CA653-RL-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 24,696 SqFt **Length:** 400 Ft **Width:** 60 Ft

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

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

Section Comments: Part of this section was removed on 2005

Work Date: 1/1/1942	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1971	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1991	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/2019	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True

Last Insp. Date: 7/20/2022 **TotalSamples:** 5 **Surveyed:** 1

Conditions: **PCI:** 90

Inspection Comments:

Sample Number: 304 **Type:** R **Area:** 5007.00 SqFt **PCI:** 90

Sample Comments:

48	L & T CR	L	28.00	Ft
57	WEATHERING	L	3755.00	SqFt

Network: CRG **Name:** JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT

Branch: TW C **Name:** TAXIWAY C **Use:** TAXIWAY **Area:** 46,913 SqFt

Section: 310 of 3 **From:** - **To:** - **Last Const.:** 1/1/2019

Surface: AAC **Family:** CA653-RL-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 5,648 SqFt **Length:** 40 Ft **Width:** 136 Ft

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

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

Section Comments:

Work Date: 1/1/1942	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1971	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1991	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/2005	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True
Work Date: 1/1/2019	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True

Last Insp. Date: 7/20/2022 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 90

Inspection Comments:

Sample Number: 300 **Type:** R **Area:** 5648.00 SqFt **PCI:** 90

Sample Comments:

48	L & T CR	L	52.00	Ft
57	WEATHERING	L	2824.00	SqFt

Network: CRG **Name:** JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT

Branch: TW C **Name:** TAXIWAY C **Use:** TAXIWAY **Area:** 46,913 SqFt

Section: 320 of 3 **From:** - **To:** - **Last Const.:** 12/25/2010

Surface: AAC **Family:** CA653-RL-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 16,569 SqFt **Length:** 209 Ft **Width:** 80 Ft

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

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

Section Comments: Part of this section was removed on 2005

Work Date: 1/1/1942	**Work Type:** BUILT	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1971	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 1/1/1991	**Work Type:** OVERLAY	**Code:** IMPORTED	**Is Major M&R:** True
Work Date: 12/25/2010	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True

Last Insp. Date: 7/20/2022 **TotalSamples:** 4 **Surveyed:** 1

Conditions: **PCI:** 51

Inspection Comments:

Sample Number: 405 **Type:** R **Area:** 3960.00 SqFt **PCI:** 51

Sample Comments:

48	L & T CR	L	128.00	Ft
48	L & T CR	M	23.00	Ft
50	PATCHING	L	658.00	SqFt
50	PATCHING	M	47.00	SqFt
52	RAVELING	L	326.00	SqFt
56	SWELLING	L	78.00	SqFt
57	WEATHERING	L	2929.00	SqFt

Network: CRG **Name:** JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT

Branch: TW D **Name:** TAXIWAY D **Use:** TAXIWAY **Area:** 20,332 SqFt

Section: 455 of 2 **From:** - **To:** - **Last Const.:** 1/1/2005

Surface: AC **Family:** CA653-RL-TW-AC **Zone:** **Category:** **Rank:** P

Area: 12,087 SqFt **Length:** 495 Ft **Width:** 35 Ft

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

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

Section Comments:

Work Date: 1/1/1970	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 1/1/1991	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True
Work Date: 1/1/2005	**Work Type:** Complete Reconstruction - AC	**Code:** CR-AC	**Is Major M&R:** True

Last Insp. Date: 7/20/2022 **TotalSamples:** 3 **Surveyed:** 1

Conditions: **PCI:** 76

Inspection Comments:

Sample Number: 402 **Type:** R **Area:** 4790.00 SqFt **PCI:** 76

Sample Comments:

48	L & T CR	L	222.00	Ft
56	SWELLING	L	250.00	SqFt
57	WEATHERING	L	4790.00	SqFt

Network: CRG **Name:** JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT

Branch: TW D **Name:** TAXIWAY D **Use:** TAXIWAY **Area:** 20,332 SqFt

Section: 460 of 2 **From:** - **To:** - **Last Const.:** 1/1/2005

Surface: AC **Family:** CA653-RL-TW-AC **Zone:** **Category:** **Rank:** P

Area: 8,245 SqFt **Length:** 235 Ft **Width:** 35 Ft

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

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

Section Comments:

Work Date: 12/25/1999 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Work Date: 1/1/2005 **Work Type:** Complete Reconstruction - AC **Code:** CR-AC **Is Major M&R:** True

Last Insp. Date: 7/20/2022 **TotalSamples:** 2 **Surveyed:** 1

Conditions: **PCI:** 63

Inspection Comments:

Sample Number: 406 **Type:** R **Area:** 3669.00 SqFt **PCI:** 63

Sample Comments:

48	L & T CR	L	481.00	Ft
56	SWELLING	L	183.00	SqFt
57	WEATHERING	L	3669.00	SqFt

Network: CRG **Name:** JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT

Branch: TW E **Name:** TAXIWAY E **Use:** TAXIWAY **Area:** 14,164 SqFt

Section: 505 of 1 **From:** - **To:** - **Last Const.:** 1/1/2019

Surface: AAC **Family:** CA653-RL-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 14,164 SqFt **Length:** 270 Ft **Width:** 50 Ft

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

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

Section Comments:

Work Date: 1/1/1991 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/2019 **Work Type:** Mill and Overlay **Code:** ML-OVL **Is Major M&R:** True

Last Insp. Date: 7/20/2022 **TotalSamples:** 3 **Surveyed:** 1

Conditions: **PCI:** 94

Inspection Comments:

Sample Number: 501 **Type:** R **Area:** 5749.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	4312.00	SqFt

Network: CRG **Name:** JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT

Branch: TW F **Name:** TAXIWAY F **Use:** TAXIWAY **Area:** 15,194 SqFt

Section: 605 of 2 **From:** - **To:** - **Last Const.:** 1/1/2019

Surface: AAC **Family:** CA653-RL-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 9,632 SqFt **Length:** 164 Ft **Width:** 60 Ft

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

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

Section Comments:

Work Date: 1/1/1991 **Work Type:** BUILT **Code:** IMPORTED **Is Major M&R:** True

Work Date: 1/1/2019 **Work Type:** Mill and Overlay **Code:** ML-OVL **Is Major M&R:** True

Last Insp. Date: 7/20/2022 **TotalSamples:** 2 **Surveyed:** 1

Conditions: **PCI:** 94

Inspection Comments:

Sample Number: 601 **Type:** R **Area:** 5560.00 SqFt **PCI:** 94

Sample Comments:

57	WEATHERING	L	5560.00	SqFt

Network: CRG **Name:** JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT

Branch: TW F **Name:** TAXIWAY F **Use:** TAXIWAY **Area:** 15,194 SqFt

Section: 610 of 2 **From:** - **To:** - **Last Const.:** 1/1/2019

Surface: AAC **Family:** CA653-RL-TW-AAC-APC **Zone:** **Category:** **Rank:** P

Area: 5,562 SqFt **Length:** 125 Ft **Width:** 44 Ft

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

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

Section Comments:

Work Date: 1/1/1942	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 1/1/1971	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True
Work Date: 1/1/1991	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True
Work Date: 1/1/2019	**Work Type:** Mill and Overlay	**Code:** ML-OVL	**Is Major M&R:** True

Last Insp. Date: 7/20/2022 **TotalSamples:** 1 **Surveyed:** 1

Conditions: **PCI:** 95

Inspection Comments:

Sample Number: 602 **Type:** R **Area:** 5562.00 SqFt **PCI:** 95

Sample Comments:

57	WEATHERING	L	2781.00	SqFt

Network: CRG **Name:** JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT

Branch: TW G **Name:** TAXIWAY G **Use:** TAXIWAY **Area:** 74,770 SqFt

Section: 765 of 2 **From:** - **To:** - **Last Const.:** 1/1/2003

Surface: AC **Family:** CA653-RL-TW-AC **Zone:** **Category:** **Rank:** P

Area: 65,079 SqFt **Length:** 1,885 Ft **Width:** 35 Ft

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

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

Section Comments:

Work Date: 1/1/1970	**Work Type:** New Construction - AC	**Code:** NC-AC	**Is Major M&R:** True
Work Date: 1/1/1991	**Work Type:** Overlay - AC Structural	**Code:** OL-AS	**Is Major M&R:** True
Work Date: 1/1/2003	**Work Type:** Complete Reconstruction - AC	**Code:** CR-AC	**Is Major M&R:** True

Last Insp. Date: 7/20/2022 **TotalSamples:** 18 **Surveyed:** 3

Conditions: **PCI:** 73

Inspection Comments:

Sample Number: 302 **Type:** R **Area:** 3500.00 SqFt **PCI:** 76

Sample Comments:

48	L & T CR	L	11.00	Ft
52	RAVELING	L	875.00	SqFt
57	WEATHERING	L	2625.00	SqFt

Sample Number: 308 **Type:** R **Area:** 3500.00 SqFt **PCI:** 68

Sample Comments:

42	BLEEDING	N	8.00	SqFt
48	L & T CR	L	55.00	Ft
48	L & T CR	M	52.00	Ft
52	RAVELING	L	875.00	SqFt
57	WEATHERING	L	2625.00	SqFt

Sample Number: 314 **Type:** R **Area:** 3500.00 SqFt **PCI:** 74

Sample Comments:

48	L & T CR	L	112.00	Ft
52	RAVELING	L	980.00	SqFt
57	WEATHERING	L	2520.00	SqFt

Network: CRG **Name:** JACKSONVILLE EXECUTIVE AT CRAIG AIRPORT

Branch: TW G **Name:** TAXIWAY G **Use:** TAXIWAY **Area:** 74,770 SqFt

Section: 770 of 2 **From:** - **To:** - **Last Const.:** 1/1/2004

Surface: AC **Family:** CA653-RL-TW-AC **Zone:** **Category:** **Rank:** P

Area: 9,691 SqFt **Length:** 250 Ft **Width:** 35 Ft

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

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

Section Comments:

Work Date: 1/1/2004 **Work Type:** New Construction - AC **Code:** NC-AC **Is Major M&R:** True

Last Insp. Date: 7/20/2022 **TotalSamples:** 2 **Surveyed:** 1

Conditions: **PCI:** 75

Inspection Comments:

Sample Number: 317 **Type:** R **Area:** 6191.00 SqFt **PCI:** 75

Sample Comments:

48	L & T CR	L	132.00	Ft
52	RAVELING	L	1548.00	SqFt
57	WEATHERING	L	4643.00	SqFt

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