STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION
AVIATION OFFICE

Statewide Airfield Pavement Management Program
Craig Municipal Airport – CRG
(Reliever)
Jacksonville, Florida
(District 2)

June 11, 2008

Prepared for:
Florida Department of Transportation
Aviation Office

by:
URS Corporation Inc. / MACTEC Engineering & Consulting, Inc. / Planning Technology, Inc. / ASC Geosciences, Inc.

TABLE OF CONTENTS

SECTION **PAGE NO.**

LIST OF FIGURES

LIST OF TABLES:

APPENDIX

EXECUTIVE SUMMARY

URS Corporation, Inc., MACTEC Engineering and Consulting, Inc. (MACTEC), Planning Technology, Inc. (PTI), and ASC Geosciences, Inc. (ASCG) were awarded with a contract to provide services in support of the Florida Department of Transportation (FDOT) Aviation Office for Phase II of the Statewide Aviation Pavement Management program. As part of this contract, MACTEC conducted pavement condition survey for airside pavements at Craig Municipal Airport, evaluated the condition and developed a maintenance and rehabilitation program to improve conditions to prescribed minimum levels.

The total pavement area in 2007 at Craig Municipal Airport is 2,676,465 square feet. The breakdown of pavement area for each pavement use is provided as follows:

Pavement Area by Pavement Use

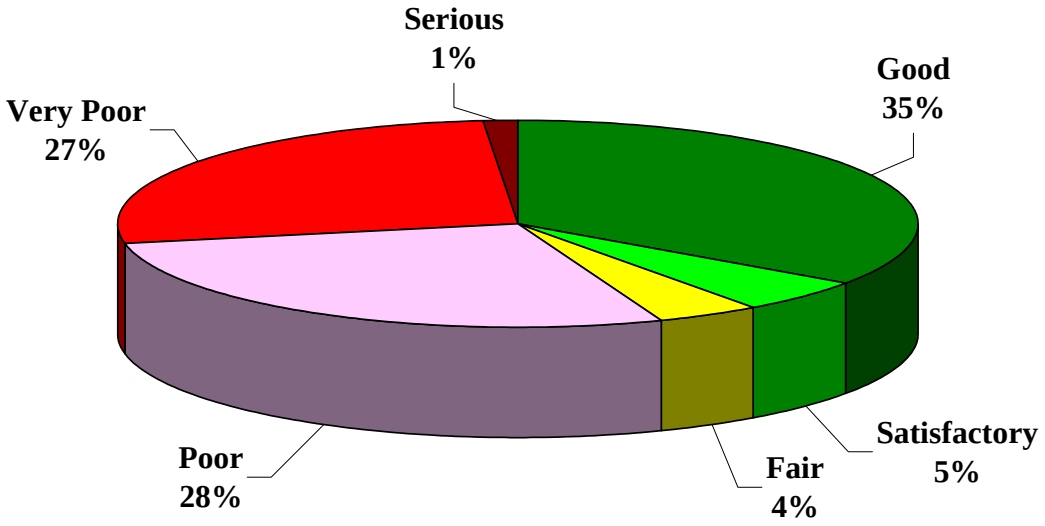
Use	Area, SqFt	% of Total Area
Runway	790,000	30
Taxiway	598,867	22
Apron	1,287,598	48
Total	**2,676,465**	**100**

The overall area-weighted Pavement Condition Index (PCI) of the areas in 2007 is 62, representing a Fair overall network condition.

The figure below provides the PCI distribution by rating category for the network. Approximately 40% of the network is in Good and Satisfactory condition while 56% of the network is in Poor to Serious condition.

The condition summary by pavement use table illustrates the area-weighted PCI computed individually for each use. On average, the aprons are in Poor condition whereas the taxiways and the runways are in Satisfactory and Fair conditions, respectively.

Network PCI Distribution by Rating Category



Condition Summary by Pavement Use

Use	Area-Weighted PCI
Runway	68
Taxiway	74
Apron	52
All	**62**

The immediate M&R needs include Runway 5-23 and several large areas of the aprons (North Apron, Northwest Apron, South Apron, and Southwest Apron). These aprons may not be the highest priority for funding but would need to be programmed over several years. These immediate needs are summarized in the following table.

Immediate Major M&R Needs

Branch	Section	Section Area, SqFt	Major M&R Funded**	PCI Before	Maintenance	PCI After
AP N	4205	15,000	$245,670	32	Major M&R < Critical	100
AP N	4210	269,725	$4,121,937	33	Major M&R < Critical	100
AP N	4215	11,300	$160,302	34	Major M&R < Critical	100
AP N	4220	27,800	$211,558	46	Major M&R < Critical	100
AP NW	4310	215,000	$1,467,161	52	Major M&R < Critical	100
AP NW	4315	7,750	$135,423	31	Major M&R < Critical	100
AP NW	4320	40,800	$623,506	33	Major M&R < Critical	100
AP S	4105	146,250	$2,715,862	23	Major M&R < Critical	100
AP S	4110	30,000	$557,100	22	Major M&R < Critical	100
AP S	4115	16,000	$36,640	65	Major M&R >= Critical	100
AP SW	4405	33,600	$550,301	32	Major M&R < Critical	100
AP SW	4410	20,500	$358,217	31	Major M&R < Critical	100
AP SW	4425	130,050	$2,272,494	31	Major M&R < Critical	100
RW 5-23	6105	390,000	$2,967,901	49	Major M&R < Critical	100
TW A	105	76,650	$583,307	41	Major M&R < Critical	100
TW A	110	7,500	$139,275	24	Major M&R < Critical	100
TW B	205	4,000	$74,280	26	Major M&R < Critical	100
TW B	210	4,000	$14,720	60	Major M&R < Critical	100
TW C	305	18,900	$143,829	45	Major M&R < Critical	100
TW D & K	405	7,000	$25,760	60	Major M&R < Critical	100
TW D & K	410	1,900	$14,459	42	Major M&R < Critical	100
TW D & K	420	17,225	$104,005	54	Major M&R < Critical	100
TW D & K	450	8,400	$23,906	63	Major M&R < Critical	100
TW E	505	9,780	$27,834	63	Major M&R < Critical	100
TW G	705	8,000	$148,560	29	Major M&R < Critical	100
TW H	805	8,000	$139,792	31	Major M&R < Critical	100
TW H	815	15,060	$263,158	31	Major M&R < Critical	100
TW J	1010	4,000	$74,280	21	Major M&R < Critical	100
TW J	1015	4,000	$69,896	31	Major M&R < Critical	100
		Total	**$18,271,133**	**62***	**← Network Avg. PCI →**	**94***

* This table shows the area-weighted PCI before and after Major M&R and routine maintenance work for the first year of the 10-year plan. It includes all pavement sections at Craig Municipal Airport, including those sections not shown in this table.
** Cost figures are rounded down. Sum may be different. Costs are adjusted for inflation.

A forecast of Major M&R needs for a 10-year period was developed using an unlimited budget. The analysis identified ongoing maintenance needs and major M&R during that interval.

10 Year M&R Costs under Unlimited Funding Scenario

Year	Preventive	Major M&R >= Critical	Major M&R < Critical	Total
2008	$23,360	$36,640	$18,234,493	$18,294,493
2009	$95,368	$0	$0	$95,368
2010	$107,574	$0	$113,225	$220,799
2011	$130,055	$0	$30,867	$160,923
2012	$171,030	$0	$0	$171,030
2013	$199,362	$0	$267,783	$467,144
2014	$262,042	$0	$50,901	$312,943
2015	$323,874	$0	$0	$323,874
2016	$390,279	$0	$0	$390,279
2017	$455,455	$0	$42,888	$498,343
Total	**$2,158,399**	**$36,640**	**$18,740,157**	**$20,935,196**

Note: Cost figures are rounded down. Sum may be different. Costs are adjusted for inflation.

The 10 year analysis suggests an annual budget on the order of $2.1 million would be expected to provide an improvement in the overall condition, where the area-weighted PCI would increase from 62 in 2007 to 77 in 2017. However, as stated above, a number of large projects do exist that would need to be programmed over multiple years.

It is important to note that although large projects would have to be conducted over several years, the area-weighted PCI value for all Craig Municipal Airport pavements in 2017 may remain near 77. The airport manager should realize that what is most important is that the pavement repair work that has been identified for Craig Municipal Airport is conducted at some point in the 10-year plan.

1. INTRODUCTION

The State of Florida has more than 100 public airports that are vital to the Florida economy as well as the economy of the United States. These public airports range from small general aviation airports to large international hub airports. These airports serve business travelers, tourism, and cargo operations crucial to the daily life of the people of Florida.

There are millions of square yards of pavement for the runways, taxiways, aprons and other areas that support aircraft operations. The timely and proper maintenance and rehabilitation (M&R) of these pavements allows the airports to operate efficiently, economically and without excessive down time. In order to support the planning, scheduling, and design of the M&R activities, FDOT has implemented pavement management system technology.

This report describes the procedures used to ensure that the appropriate engineering and scientific standards of care, quality budget, and schedule requirements are implemented at your airport as a result of your participation in the Statewide Aviation Pavement Management Program.

1.1 Purpose

This Florida Airport Pavement Evaluation Report is intended to:

- Describe, briefly, the Florida Department of Transportation (FDOT) Aviation Office Statewide Pavement Management Program and the roles and responsibilities of the program's participants
- Provide background information on pavement management principles, objectives, and benefits to the participating airport
- Outline the procedures used to collect, evaluate and report pavement inspection results at your airport
- Present the findings from the inspection and analysis of the needs for maintenance and rehabilitation activities for this airport.

1.2 FDOT Aviation PMS Program

In 1992, FDOT implemented a Pavement Management System (PMS) program to improve the knowledge of pavement conditions at public airports in the State system, identify maintenance needs at individual airports, automate information management, and establish standards to address future needs. The FDOT Aviation Office participated in the development of a proprietary software pavement management system and developed and populated a pavement management database that provided valuable information for establishing M&R policies, estimating M&R costs, and developing recommendations for performing routine pavement maintenance. This system was implemented and condition surveys performed in 1992 and 1993 and again updated in 1998 and 1999. The proprietary system, AIRPAV, is no longer supported.

In 2004, the FDOT Aviation Office undertook a project to update the PMS Program software utilized for the PMS program. The Aviation Office selected a consultant team consisting of URS Corporation, Inc., MACTEC Engineering and Consulting, Inc. (MACTEC), Planning Technology, Inc. (PTI), and ASC Geosciences, Inc. (ASCG) to aid with the implementation of the program update. This project involved a review of the AIRPAV software and other available

PMS software. As a result of this review, MicroPAVER was selected as the software for the update project. Condition data from the 1998/1999 surveys were converted to the MicroPAVER system.

The inventory of the pavement systems and drawings of the pavements were updated to reflect maintenance, rehabilitation, and construction activities since 1998/1999 to the extent that information was available. Detailed, specific procedures for the inspection and collection of pavement data were developed for this project. A web-site (www.floridaairportpavement.com) was developed for the input of data under secure procedures. The site also has a public section for dissemination of information to the general public.

1.3 Organization

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

1.3.1 *Consultant Role*

The Consultant (MACTEC Engineering and Consulting/URS Corporation/Planning Technology/ASC Geosciences) developed the PMS based upon procedures outlined in FAA Advisory Circular 150/5380-6B Guidelines and Procedures for Maintenance of Airport Pavements (FAA/AC) and ASTM D 5340 Standard Test Method for Airport Pavement Condition Index Surveys (2004). The Consultant provides technical and administrative assistance to the Aviation Office PM, during the execution of this program, which involves the continuing evaluation of airport pavements and updating of the PMS. A website is available to view and update airport information, including construction activities and pavement condition data. In addition, pavement evaluation reports will be available for viewing and download from the site (www.floridaairportpavement.com).

1.3.2 *Airport Role*

The airports are the ultimate client for each of the field inspections and reports. Individual airports will be provided final deliverables prepared by the Consultant that have been reviewed and approved by the FDOT Aviation Office. The airport should review system inventory drawings in their folder in the pavement management website and add maintenance and rehabilitation activities conducted on airside pavements on the website system inventory form.

1.4 Pavement Types and Pavement Management

1.4.1 *Pavement basics*

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

- Flexible pavement, composed of asphalt concrete (AC) surface, and
- Rigid pavement composed of Portland cement concrete (PCC) surface.

Both pavement types use a combination of layered materials and thicknesses in order to support the traffic loads and protect the underlying subgrade soil. Flexible pavements (AC) dissipate the load from layer to layer until the load magnitude is small enough to be supported by the subgrade soil. In rigid pavements (PCC), the Portland cement concrete supports most of the load, the base or subbase layer is mainly constructed to provide a smooth and continuous platform for the concrete. Due to the different nature of both pavement types and their materials, flexible and rigid pavements have different distresses and failure mechanisms. Understanding the mechanics and failure modes of both pavement types will assist engineers in making adequate and long lasting repairs or rehabilitation to the pavement structures.

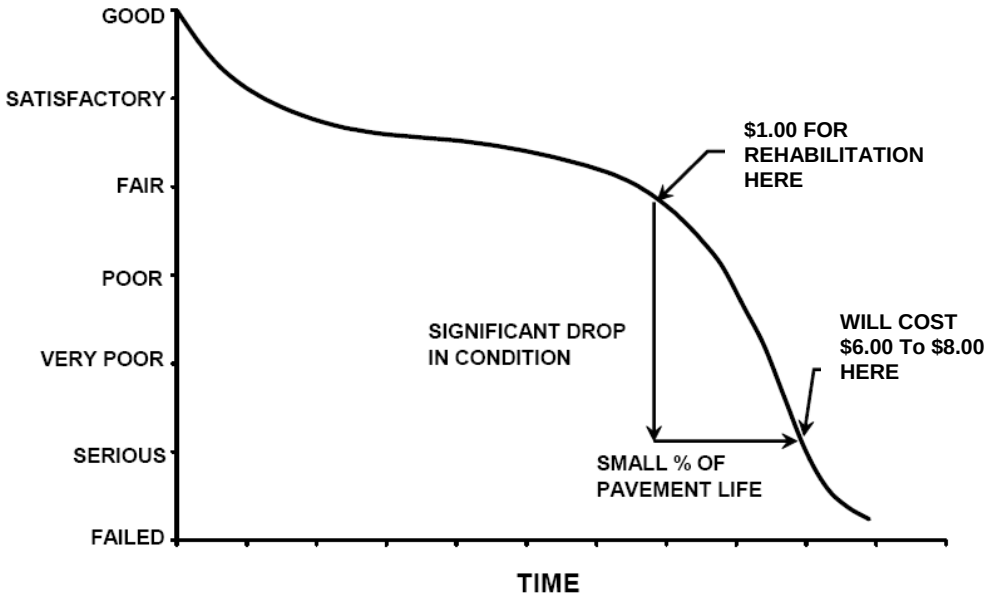
1.4.2 *Pavement Management System Concept*

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

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

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

Figure 1-1: Pavement Life Cycle



Prepared by BX *Checked by TH*

Pavements deteriorate even if they do not carry any traffic. Pavement distresses may be attributed to climate, environment, materials, construction or traffic. Knowing the cause, extent and predominance of pavement distresses helps determine the most appropriate maintenance or rehabilitation work needed. Planning and applying preventive maintenance prolongs pavement life and minimizes future pavement repair costs. By projecting the rate of deterioration, a life cycle cost analysis can be performed for various alternatives, and the optimal time of application of the most feasible alternative can be determined. Such a decision is critical in order to avoid higher M&R costs at a later date.

A PMS enables the managing agency to identify and maintain the pavement conditions, keeping them at the upper end of the service life-condition curve. At this point, the total annual costs between maintaining a good pavement above a critical condition is much less than rehabilitating a poor pavement that has rapidly deteriorated beyond a critical condition level.

A PMS is a long-term planning tool that will result in an overall improvement of the pavement network condition and will also result in savings by applying the appropriate maintenance and rehabilitation activity at the appropriate time. Accurate estimates and timely M&R decisions and budgeting are of great importance when managing approximately 300 million square feet of Florida airside pavements.

1.4.3 *Pavement Inspection Methodology for PMS*

Pavement condition assessment is one of the primary decision variables in any airport pavement management system. Pavement condition assessments generally include visual surveys in

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

Pavement sections are broken down into sample units as established in FAA AC 150/5380-6B and ASTM D 5340. Sample unit sizes are approximately 5000 ± 2000 square feet for AC-surfaced pavements and 20 ± 8 slabs for PCC-surfaced pavements. Before the field inspections, the sampling plan was developed based on previous sampling and modified based on the available knowledge of branches, sections, use patterns, construction types and history. The sampling rate used for FDOT Statewide Pavement Management Program is provided in Table 1-1 below.

Table 1-1: Sampling Rate for FDOT Condition Surveys

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

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

Prepared by BX *Checked by TH*

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

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

Figure 1-2: PCI Rating Scale

Prepared by BX *Checked by TH*

1.5 Definitions

Aviation Office - The Aviation Office is charged with responsibility for promoting the safe development· of aviation to serve the people of the State of Florida. The Aviation Office worked closely with FDOT District Aviation Specialists, during development of this project. District Aviation Specialists will consult with airport owners in implementation of project recommendations.

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

Branch – (Facility in prior system) - A runway, taxiway or apron is called a Branch. This is an easy reference to a recognizable component of airport pavement. In this report, Branch ID maintains the original AirPAV identification where 100 series through 3000 series facilities are taxiways, 4000 and 5000 series facilities are aprons (the 5000 series represent runup aprons and turnarounds), and 6000 series facilities are runways. It also includes the common designation for the item e.g. RW 18-36.

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

- GA – for general aviation or community airports
- RL – for regional relievers or small hubs
- PR – for primary

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

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

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

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

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

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

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

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

Network Definition – (Airport Sketch in prior system) – A Network Definition is a CAD drawing which shows the airport pavement outline with Branch and Section boundaries. This sketch is intended to assist the user of the report to quickly associate information from the text to a location on the airport. This drawing also includes the PCI sample units and is used to identify

those sample units to be surveyed, i.e. the sampling plan. The Network Definition for the airport in this report is in Appendix A along with a table of inventory data.

Pavement Condition Index (PCI) – The Pavement Condition Index is a number which represents the condition of a pavement segment at an instant in time. It is based on visual identification and measurement of specific distress types commonly found in pavement which has been in service for a period of time. The definitions and procedures for determining the PCI are found in ASTM D 5340-04, "Standard Test Method for Airport Pavement Condition Index Surveys," published by ASTM International.

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

Pavement Management – Pavement management is a broad function that uses pavement evaluation and pavement performance trends as a basis for planning, programming, financing, and maintaining a pavement system.

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

- P – for Primary pavements, such as primary runways, primary taxiways, and primary aprons
- S – or Secondary pavements, such as secondary runways, secondary taxiways, and secondary aprons
- T – for Tertiary pavements such as "T' hangars and slightly used aprons

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

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

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

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

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

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

2. NETWORK DEFINITION

Craig Municipal Airport (CRG) is a mid-sized airport located eight miles east of Jacksonville, Florida. The airport is directly regulated by the Jacksonville Airport Authority (JAA) and its function within the Jacksonville system of airports is to divert general aviation traffic and large commercial planes away from Jacksonville International Airport. Craig Municipal Airport is served by two converging runways: Runway 5-23 and Runway 14-32. Both runways are served by full-length parallel taxiways. This airport is designated as a Regional Reliever (RL) airport and is located in District 2 of the Florida Department of Transportation.

The pavements within the network are defined in MicroPAVER in terms of manageable units that help to organize the data into similar groups. An organizational hierarchy is used to establish these units. The airport pavement network is subdivided into separate branches (runways, taxiways, or aprons) that have distinctly different uses. Branches are then divided into sections with similar pavement construction and performance that may share other common attributes. Sections are manageable units used to organize the data collection and are treated individually during the rehabilitation planning stage.

The network definition is used to identify changes in the network since the most recent update in 1998/1999 and also to plan the field inspection activities for 2007 survey. Prior to the field inspection process, the network definition drawing was updated. The purpose of this update is to compare the previous airport configuration and history with the current airport configuration and history and update the existing drawing showing network branch, section and sample unit designations to match the current configuration. This drawing serves not only as a primary guide for the airfield inspectors but also as an important history record.

The updated network definition fields of Craig Municipal Airport are provided in Table 2-1 and the updated network definition drawing of the airport is given in Appendix A. The field of ***Rank*** in Table 2-1 is defined in the definitions section in section 1.

Table 2-1: Craig Municipal Airport Network Definition

Branch Name	Section ID	Rank
FAA APRON	5405	T
NORTH APRON	4215	S
	4220	S
	4205	P
	4210	P
NORTHWEST TW	1205	S
NW APRON	4305	P
	4310	P
	4315	P
	4320	P
RUN-UP APRON AT RW 14	5305	P
	5310	P
RUN-UP APRON AT RW 5	135	T

Branch Name	Section ID	Rank
RUNWAY 14-32	6205	P
	6210	P
RUNWAY 5-23	6105	S
SOUTH APRON	4105	P
	4110	P
	4115	P
SOUTHWEST APRON	4405	S
	4410	S
	4415	S
	4420	S
	4425	S
	4430	S
	4435	S
SOUTHWEST TAXIWAY	1305	S
TAXIWAY A	130	P
	105	P
	110	P
	115	P
	120	P
	125	P
	155	P
	160	P
	165	P
	170	P
TAXIWAY B	205	P
	210	P
	220	P
TAXIWAY C	305	P
	310	P
	315	P
TAXIWAY D & K	405	P
	410	P
	420	P
	450	P
TAXIWAY E	505	P
TAXIWAY F	605	P
TAXIWAY G	705	P
TAXIWAY H	805	P
	810	P
	815	P
	820	P
TAXIWAY J	1010	P
	1015	P

Prepared by BX *Checked by TH*

3. PAVEMENT INVENTORY

The detailed pavement inventory was updated to reflect the network definition update and field inspection results.

The total pavement area in 2007 at Craig Municipal Airport is 2,676,465 square feet. The breakdown of pavement area for each pavement use is provided in Table 3-1.

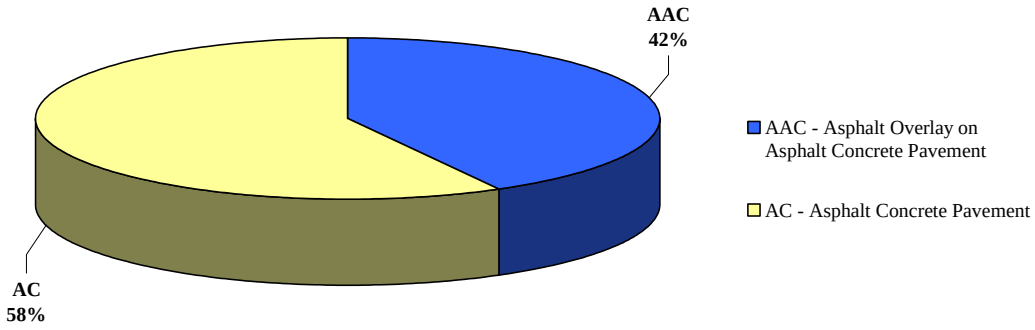
Table 3-1: Pavement Area by Pavement Use

Use	Area, SqFt	% of Total Area
Runway	790,000	30
Taxiway	598,867	22
Apron	1,287,598	48
Total	**2,676,465**	**100**

Prepared by BX *Checked by TH*

Figure 3-1 presents the breakdown of the pavement area at Craig Municipal Airport by surface type.

Figure 3-1: Pavement Area by Surface Type



Prepared by BX *Checked by TH*

Details of pavement section information including section dimensions, rank, surface type, last construction date and last inspection date are given in Appendix A.

4. PAVEMENT CONDITION

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

Pavement condition inspections at Craig Municipal Airport were performed in May 2007. Run-Up Apron at RW 14 and Taxiway B Section 220 were not inspected because they will be undergoing a major repair soon. Data were recorded in the field using hand-held PDA (personal digital assistant) technology. The identifying information for each sample unit was pre-loaded into the PDA, and the survey results were entered directly, at the time of inspection. This simplified data handling and management.

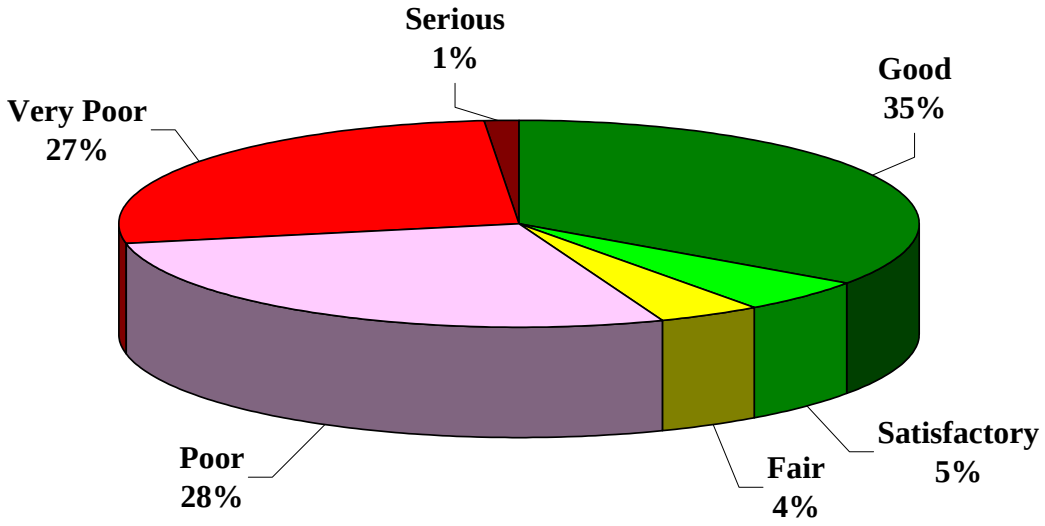
During the inspections Global Positioning System (GPS) coordinates were recorded at the centroid of each sample unit. The centroid is usually the geometric center of the area but in cases where sample units are irregular in shape this is the center of mass. These data are presented in tables on updated Network Definition drawings available from the website.

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

Appendix B includes detailed distress data generated by MicroPAVER, Appendix C contains a table and a map of PCI results by section inspected in 2007, and Appendix D contains a table of PCI results by branch.

According to the 2007 survey, the overall area-weighted PCI at Craig Municipal Airport is 62, representing a Fair overall network condition. Figure 4-1 provides the PCI distribution by rating category for the network.

Figure 4-1: Network PCI Distribution by Rating Category



Prepared by BX *Checked by TH*

Approximately 40% of the network is in Good and Satisfactory condition while 56% of the network is in Poor to Serious condition. Table 4-1 illustrates the area-weighted PCI computed individually for each pavement use.

Table 4-1: Condition by Pavement Use

Use	Area-Weighted PCI
Runway	68
Taxiway	74
Apron	52
All	**62**

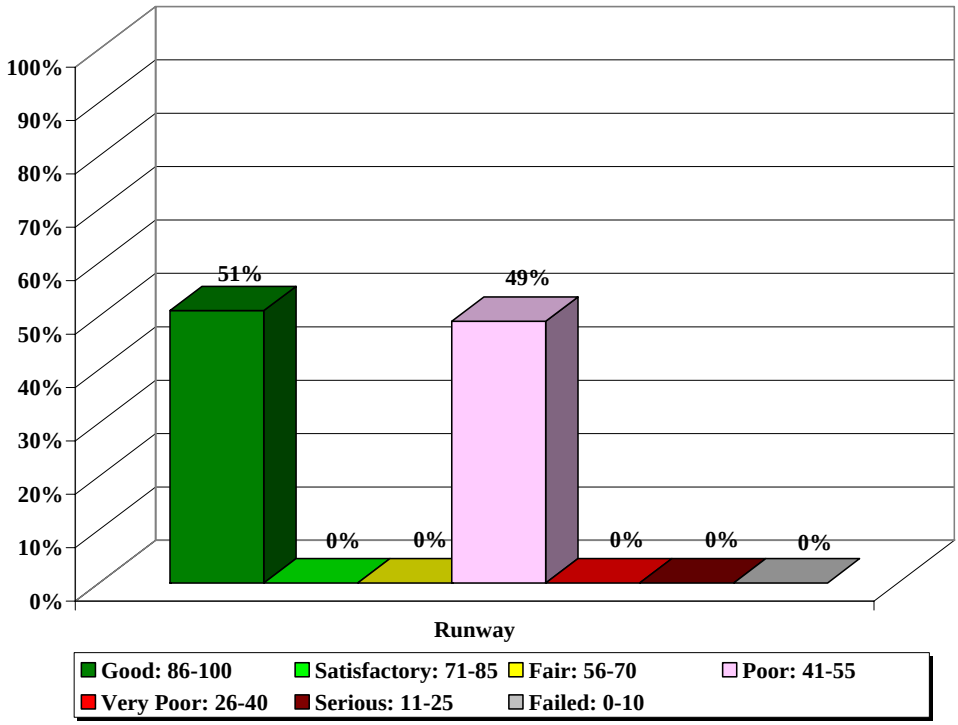
Prepared by BX *Checked by TH*

On average, the aprons are in Poor condition whereas the taxiways are in Satisfactory condition. The average condition of the runways is Fair with RW 14-32 in Good condition and RW 5-23 in Poor condition.

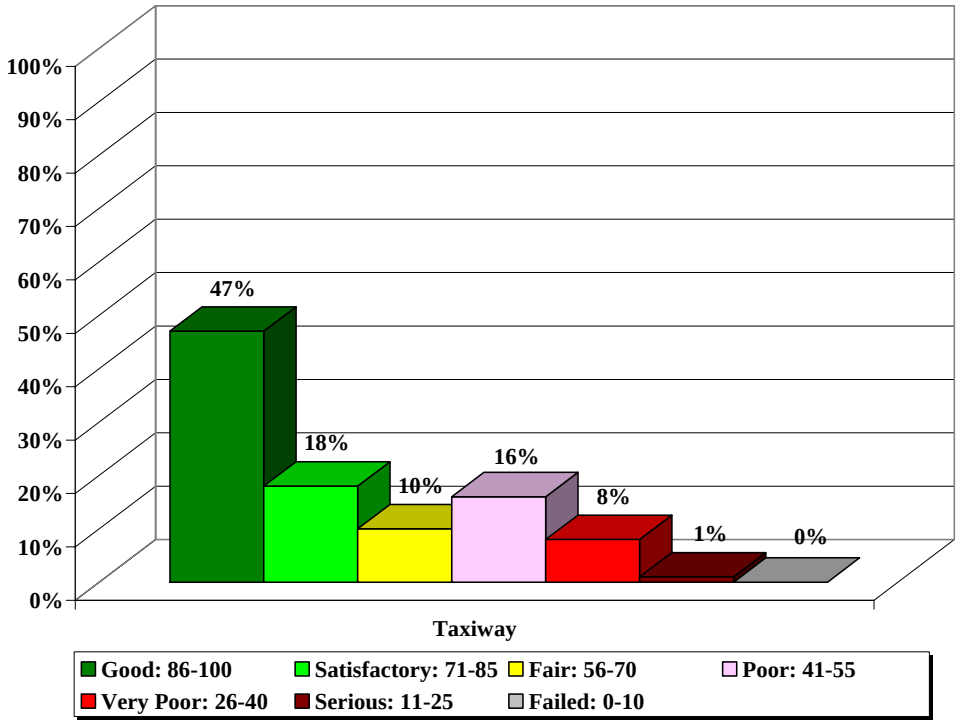
Figure 4-2 presents the breakdown of PCI by range for each pavement use.

Figure 4-2: Percentage of Pavement Area within Each PCI Range by Pavement Use

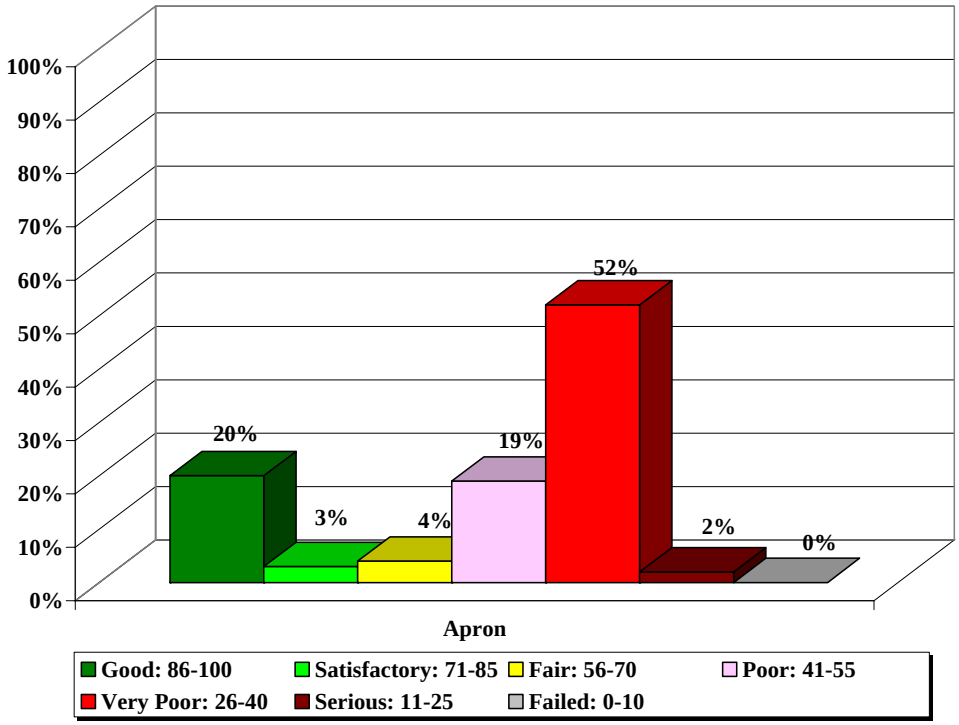
(a) Runway



(b) Taxiway



(c) Apron

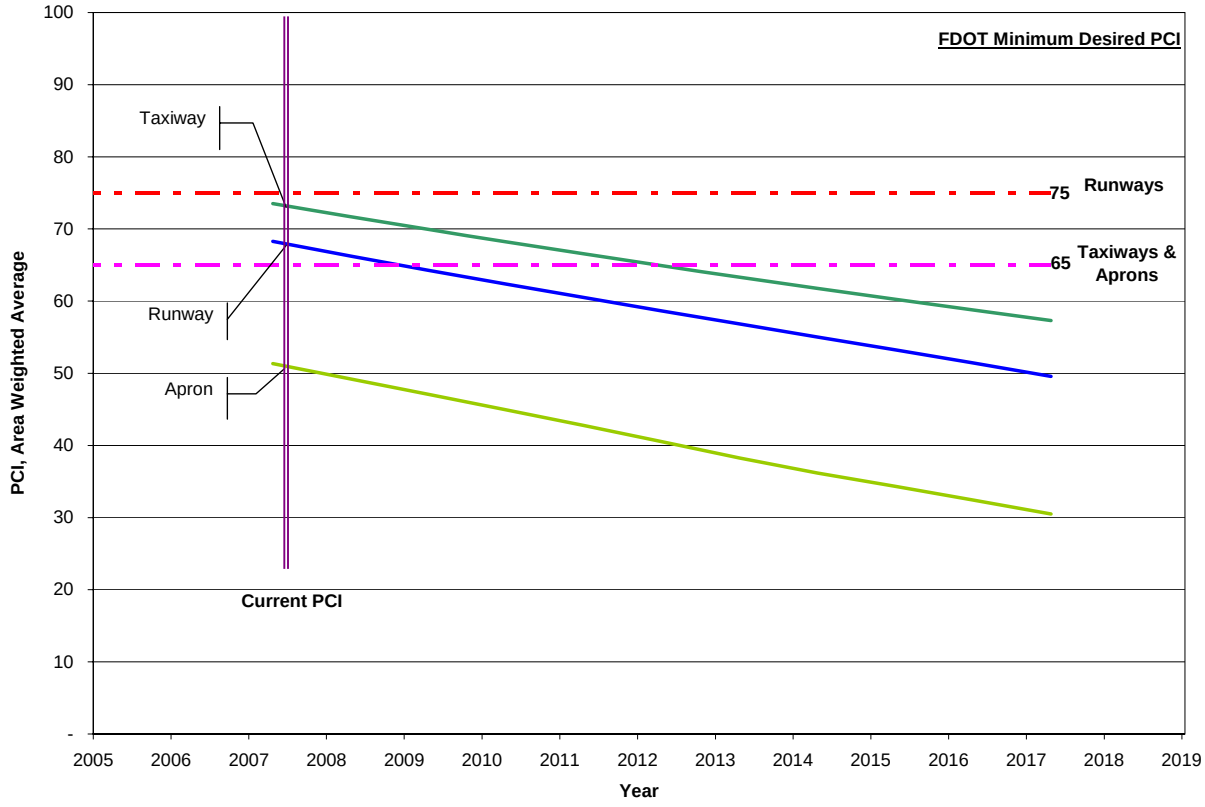


Prepared by BX *Checked by TH*

5. PAVEMENT CONDITION PREDICTION

Performance prediction models or deterioration curves for PCI were used to develop a condition forecast. The performance models were developed for combinations of variables such as pavement use (runway, taxiway or apron), surface type (AC or PCC) and airport category (GA, RL, or PR). Figure 5-1 illustrates the predicted performance of pavements at Craig Municipal Airport based on current condition, age since last construction and the deterioration model appropriate for the type of pavement. The figure presents the forecast for each pavement use and displays the FDOT minimum condition criteria for regional reliever (RL) airports.

Figure 5-1: Predicted PCI by Pavement Use



Prepared by BX *Checked by TH*

Appendix C presents the tabular summary of the predicted Section PCI for each year from 2008 to 2017.

6. MAINTENANCE POLICIES AND COSTS

6.1 Policies

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

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

Table 6-1 provides the list of the maintenance activities used in MicroPAVER to treat specific distress types. These repairs are used in an analysis only if there is an inspection within one year prior to the first year of the analysis period. MicroPAVER applies repairs to these distresses and adjusts the PCI based on specific rules.

Rehabilitation is warranted when the pavement condition decreases below a critical point such that the deterioration is extensive or rate of deterioration is so great that routine maintenance is no longer cost-efficient. This critical point is called "Critical PCI." The critical PCI levels for different pavement and branch types established in Phase I of Statewide Pavement Management Program were reviewed and updated for development of the M&R plan for the airport. Sections above critical PCI levels receive routine maintenances while pavements predicted to deteriorate below their respective critical PCI level during the analysis period will be identified for Major M&R. Table 6-2 gives the critical PCI levels for regional relievers.

Table 6-1: Routine Maintenance Activities for Airfield Pavements

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

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

Prepared by BX *Checked by TH*

Table 6-2: Critical PCI for Regional Relievers

Use	Critical PCI
Runway	65
Taxiway	65
Apron	65

Prepared by BX *Checked by TH*

It should be noted that critical PCI is not the same as Minimum PCI or Minimum Condition. The Minimum PCI is a value set by the user so pavement sections are rehabilitated before they fall below the set minimum. Table 6-3 gives the targeted, or desired, Minimum PCI values for runways, taxiways, and aprons of regional relievers.

Table 6-3: Desired Minimum PCI for Regional Relievers

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

Prepared by BX *Checked by TH*

Typical Major M&R activities range from overlays to reconstruction. Based on the critical PCI values in Table 6-2 and our experience with pavement management systems, the PCI trigger range when the likely activity would be a mill and resurface was 31 to 55 and reconstruction at a PCI of 30 or lower. One important concept of pavement management systems is that it is cost effective to maintain pavements that are already in good condition rather than wait for them to get worse and require more expensive rehabilitation. With this objective, microsurfacing has been recommended to maintain pavements that have a PCI from 56 and 79. Microsurfacing is a surface treatment suggested for pavements in Fair to Satisfactory condition to extend the pavement life by five to seven years.

Crack sealing and full-depth patching are the M&R activities recommended to repair pavements with PCI values between 80 and 90. MicroPAVER considers these as preventative M&R with their primary objective being to slow the rate of pavement deterioration. While the trigger PCI for mill and overlay has been set to 55, MicroPAVER also assigns mill and overlay to sections with a PCI greater than 55 if they exhibit some structural distress. Table 6-4 summarizes the M&R activities for regional relievers based on PCI value.

Table 6-4: M&R Activities for Regional Relievers

	Activity	PCI Range
Maintenance	Crack Sealing and Full-Depth Patching	80 and 90
Rehabilitation	Microsurfacing (AC) or Concrete Pavement Restoration (PCC)	56 to 79
	Mill and Overlay (AC) or Concrete Pavement Restoration (PCC)	31 to 55
	Reconstruction	30 and less

Prepared by BX *Checked by TH*

6.2 Unit Costs

FDOT cost databases for airports and highway pavement maintenance and rehabilitation were reviewed in Phase I of Statewide Pavement Mangement Program in order to determine meaningful costs for the program. Table 6-5 presents the unit costs summary.

Table 6-5: Maintenance Unit Costs for FDOT

Code	Name	Cost	Unit
PA-AL	Patching – AC Leveling	$2.00	SqFt
PA-AS	Patching – AC Shallow	$4.00	SqFt
PA-PF	Patching – PCC Full Depth	$50.00	SqFt
PA-PP	Patching – Partial Depth	$35.00	SqFt
SL-PC	Slab Replacement	$15.00	SqFt
CS-PC	Crack Sealing – PCC	$2.00	Ft
UN-PC	Undersealing – PCC	$3.00	Ft
CS-AC	Crack Sealing – AC	$2.00	Ft
GR-PP	Grinding (Localized for PCC)	$20.00	Ft
JS-LC	Joint Seal (Localized)	$1.75	Ft
JS-SI	Joint Seal – Silicon	$2.50	Ft
PA-AD	Patching – AC Deep	$7.00	SqFt
OL-AT	Overlay – AC Thin	$1.50	SqFt
SS-CT	Surface Seal – Coal Tar	$0.20	SqFt
SS-RE	Surface Seal – Rejuvenating	$0.15	SqFt
ST-SS	Surface Treatment – Slurry Seal	$0.25	SqFt
ST-ST	Surface Treatment – Sand Tar	$0.25	SqFt
MI-AC	Microsurfacing	$0.90	SqFt

Prepared by BX *Checked by TH*

The improvement in condition due to maintenance actions applied to specific distresses is only performed when an inspection is recent and only in the first year of the M&R analysis. In subsequent years MicroPAVER calculates M&R costs based on expected unit costs for pavements in a range of PCI. That is, for low PCI it is expected that the repair would be significant (e.g. reconstruction) and therefore very costly. Using available unit cost data the Major M&R Cost By Condition table was set up as shown in Table 6-6. The cost assigned to each range of PCI is based on a Transportation Cost Report provided by Office of Planning Policy of FDOT where the unit costs of reconstruction and resurfacing of airfield pavements were included. These costs were then assigned to the appropriate PCI range to arrive at a cost per square foot necessary to restore pavements at that PCI level to new condition, i.e. a PCI of 100.

Table 6-6: M&R Activities and Unit Costs by Condition for Regional Relievers

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

Prepared by BX *Checked by TH*

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

7. PAVEMENT REHABILITATION NEEDS ANALYSIS

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

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

Table 7-1 presents the M&R needs list of immediate needs for Major M&R, i.e. Year 1 of the forecast. The importance of this listing is that it points out the major activities triggered by the current condition of the pavements.

The 10 year forecast results are shown in Figure 7-1, illustrating the effect on pavement condition (PCI) of doing no maintenance versus having unlimited funds and performing all M&R actions based on the policies.

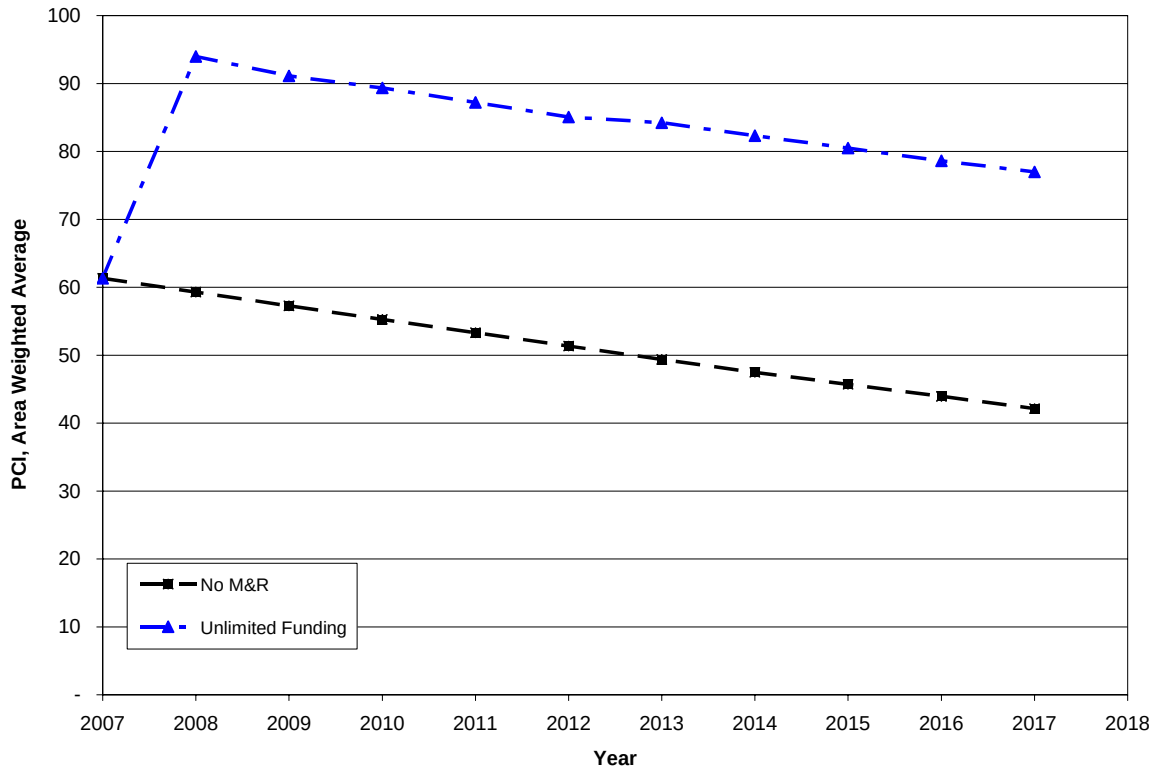
Table 7-1: Summary of Immediate Major M&R Needs

Branch	Section	Section Area, SqFt	Major M&R Funded**	PCI Before	Maintenance	PCI After
AP N	4205	15,000	$245,670	32	Major M&R < Critical	100
AP N	4210	269,725	$4,121,937	33	Major M&R < Critical	100
AP N	4215	11,300	$160,302	34	Major M&R < Critical	100
AP N	4220	27,800	$211,558	46	Major M&R < Critical	100
AP NW	4310	215,000	$1,467,161	52	Major M&R < Critical	100
AP NW	4315	7,750	$135,423	31	Major M&R < Critical	100
AP NW	4320	40,800	$623,506	33	Major M&R < Critical	100
AP S	4105	146,250	$2,715,862	23	Major M&R < Critical	100
AP S	4110	30,000	$557,100	22	Major M&R < Critical	100
AP S	4115	16,000	$36,640	65	Major M&R >= Critical	100
AP SW	4405	33,600	$550,301	32	Major M&R < Critical	100
AP SW	4410	20,500	$358,217	31	Major M&R < Critical	100
AP SW	4425	130,050	$2,272,494	31	Major M&R < Critical	100
RW 5-23	6105	390,000	$2,967,901	49	Major M&R < Critical	100
TW A	105	76,650	$583,307	41	Major M&R < Critical	100
TW A	110	7,500	$139,275	24	Major M&R < Critical	100
TW B	205	4,000	$74,280	26	Major M&R < Critical	100
TW B	210	4,000	$14,720	60	Major M&R < Critical	100
TW C	305	18,900	$143,829	45	Major M&R < Critical	100
TW D & K	405	7,000	$25,760	60	Major M&R < Critical	100
TW D & K	410	1,900	$14,459	42	Major M&R < Critical	100
TW D & K	420	17,225	$104,005	54	Major M&R < Critical	100
TW D & K	450	8,400	$23,906	63	Major M&R < Critical	100
TW E	505	9,780	$27,834	63	Major M&R < Critical	100
TW G	705	8,000	$148,560	29	Major M&R < Critical	100
TW H	805	8,000	$139,792	31	Major M&R < Critical	100
TW H	815	15,060	$263,158	31	Major M&R < Critical	100
TW J	1010	4,000	$74,280	21	Major M&R < Critical	100
TW J	1015	4,000	$69,896	31	Major M&R < Critical	100
		Total	**$18,271,133**	**62***	**← Network Avg. PCI →**	**94***

* This table shows the area-weighted PCI before and after Major M&R and routine maintenance work for the first year of the 10-year plan. It includes all pavement sections at Craig Municipal Airport, including those sections not shown in this table.
** Cost figures are rounded down. Sum may be different. Costs are adjusted for inflation.

Prepared by BX *Checked by TH*

Figure 7-1: Budget Scenario Analysis



Prepared by BX *Checked by TH*

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

- The PCI will deteriorate from 62 to 42 in ten years if no M&R activities are performed.
- The PCI will remain above 62 through the 10-year analysis period under the unlimited budget scenario. A 2017 PCI of 77 with this scenario is 35 PCI points higher than a "No M&R" scenario. The total cost for Major M&R over this 10-year period is about $18.7 million.

8. MAINTENANCE AND REHABILITATION PLAN

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

Table 8-1 provides the summary results under the critical PCI scenario.

Table 8-1: M&R Costs under Unlimited Funding Scenario

Year	Preventive	Major M&R >= Critical	Major M&R < Critical	Total
2008	$23,360	$36,640	$18,234,493	$18,294,493
2009	$95,368	$0	$0	$95,368
2010	$107,574	$0	$113,225	$220,799
2011	$130,055	$0	$30,867	$160,923
2012	$171,030	$0	$0	$171,030
2013	$199,362	$0	$267,783	$467,144
2014	$262,042	$0	$50,901	$312,943
2015	$323,874	$0	$0	$323,874
2016	$390,279	$0	$0	$390,279
2017	$455,455	$0	$42,888	$498,343
Total	**$2,158,399**	**$36,640**	**$18,740,157**	**$20,935,196**

Note: Cost figures are rounded down. Sum may be different. Costs are adjusted for inflation.

Prepared by BX *Checked by TH*

Approximately 97% of the total Major M&R cost is required in the first year (2008). This is a consequence of Runway 5-23 and several very large areas of the aprons (North Apron, Northwest Apron, South Apron, and Southwest Apron) being below Critical PCI.

Runway 5-23 is currently in Poor condition with an average PCI value of 50. This runway has immediate need for repair. In addition, several large areas of the Apron need further evaluation to identify capital project(s) that may be funded separately. The unlimited budget scenario provides the basis for estimating the total repair cost. In reality, it is neither operationally nor fiscally prudent.

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

9. VISUAL AIDS

9.1 GIS Linked Shape File

The pavement inventory data and pavement condition were linked to the airport's shape file to graphically show the inventory and condition of the airport via color coding shown on the shape file. The coding provides a visual representation that illustrates the PCIs for each pavement section.

9.2 Photographs

Selected digital photographs taken during the pavement inspection were provided in an Appendix G to provide visual support to special pavement conditions or distress observed during the inspection of the facility.

10. RECOMMENDATIONS

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

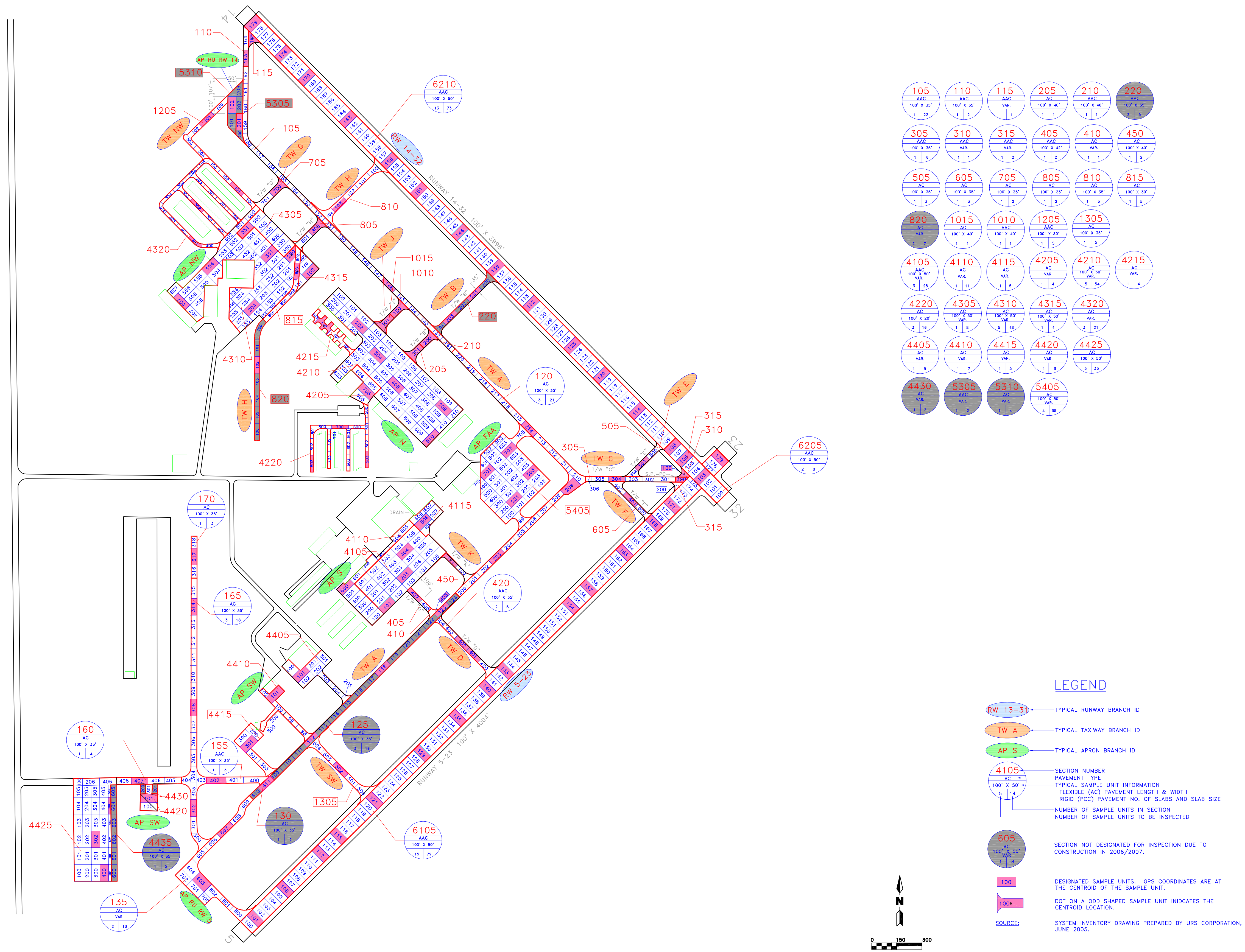
The following recommendations were made based on 2007 condition inspections and M&R analysis results:

- Runway 5-23 is in Poor condition and some immediate repair is needed.
- Several large areas of the aprons (North Apron, Northwest Apron, South Apron, and Southwest Apron) were identified that will require significant funding to restore them above Minimum PCI levels. Further evaluation of these features is necessary in order to develop repair plans and timing for future budgets. These cannot be addressed with typical annual expenditures as they amount to several million dollars.

APPENDIX A

NETWORK DEFINITION MAP
AND
PAVEMENT INVENTORY TABLE

GPS COORDINATES – CRAIG MUNICIPAL AIRPORT									
Location	Section Number	Sample Unit	Latitude	Longitude	Location	Section Number	Sample Unit	Latitude	Longitude
AP	4425	400	30.3297732	-81.52160545	RW 23 RIGHT			30.336764	-81.51009253
AP	4425	302	30.3303229	-81.52181532	RW 14/32	6205	103	30.3363412	-81.51036786
AP N	4210	202	30.3387485	-81.51690021	RW 14/32	6205	106	30.3366365	-81.51071165
AP N	4210	304	30.3382486	-81.51655795	RW 14/32	6210	108	30.3368297	-81.5109331
AP N	4210	406	30.3378005	-81.516236	RW 14/32	6210	111	30.3371185	-81.51126121
AP N	4210	209	30.3373888	-81.51530816	RW 14/32	6210	114	30.3374074	-81.51160382
AP N	4210	610	30.3369229	-81.51556261	RW 14/32	6210	120	30.3379849	-81.51227573
AP N	4205	705	30.3376622	-81.51677582	RW 14/32	6210	125	30.3384748	-81.51283204
AP N	4215	102	30.3387561	-81.5174855	RW 14/32	6210	132	30.3391536	-81.51361238
AP N	4220	700	30.3370905	-81.51721817	RW 14/32	6210	138	30.3397283	-81.51428164
AP N	4220	803	30.3365133	-81.517744	RW 14/32	6210	144	30.340305	-81.51495381
AP NW	4315	100	30.3396315	-81.51781494	RW 14/32	6210	151	30.3409824	-81.51572663
AP NW	4310	250	30.3399655	-81.51816685	RW 14/32	6210	156	30.3414677	-81.51629474
AP NW	4310	351	30.3399727	-81.51859762	RW 14/32	6210	163	30.3421486	-81.51707859
AP NW	4305	551	30.3403309	-81.51902708	RW 14/32	6210	170	30.3428152	-81.51785735
AP NW	4320	401	30.3401133	-81.51997584	RW 14/32	6210	174	30.3432106	-81.51829681
AP NW	4320	101	30.3410316	-81.51922408	RW 14/32	6210	179	30.3437073	-81.51887653
AP SW	4425	504	30.3308776	-81.52151592	RW 32 CENTER			30.3359803	-81.50996895
AP SW	4420	101	30.3309965	-81.5207807	RW 32 LEFT			30.3358883	-81.51009233
AP SW	106	507	30.33128	-81.5209234	RW 32 RIGHT			30.336094	-81.50987029
AP SW	155	402	30.3312677	-81.52071803	SW	106	507	30.3312963	-81.52093578
AP SW	155	402	30.3313012	-81.51934806	SW	106	507	30.3312981	-81.52092434
RW 05/23	6105	101	30.3290412	-81.51877735	SW	106	507	30.3312884	-81.5209307
RW 05/23	6105	106	30.3295236	-81.51820878	TW A	120	214	30.3370644	-81.51357779
RW 05/23	6105	112	30.3301066	-81.51754632	TW A	105	146	30.3393872	-81.5162648
RW 05/23	6105	115	30.3303937	-81.51722226	TW A	105	156	30.3413189	-81.51851564
RW 05/23	6105	121	30.330976	-81.51655748	TW A	105	161	30.3425132	-81.51901507
RW 05/23	6105	129	30.3317489	-81.51566222	TW A	115	165	30.3433888	-81.51895768
RW 05/23	6105	135	30.3323132	-81.51499858	TW A	110	163	30.3431102	-81.51902855
RW 05/23	6105	140	30.3328186	-81.51444208	TW AP	4425	206	30.3312599	-81.5219212
RW 05/23	6105	143	30.3331027	-81.51409808	TW B	210	200	30.3385479	-81.51556669
RW 05/23	6105	149	30.3336762	-81.513433	TW B	205	201	30.3383399	-81.51579873
RW 05/23	6105	154	30.3341454	-81.51288092	TW D	420	401	30.3333799	-81.51467105
RW 05/23	6105	157	30.3344286	-81.51256146	TW D	420	402	30.3335768	-81.51488829
RW 05/23	6105	163	30.3350257	-81.51187629	TW F	605	601	30.3359441	-81.51169822
RW 05/23	6105	168	30.335509	-81.51130714	TW G	705	700	30.3410288	-81.51844184
RW 05/23	6105	171	30.3358014	-81.51096563	TW H	805	800	30.3403848	-81.51770118
RW 05/23	6105	179	30.3366203	-81.5100415	TW H	810	103	30.3407437	-81.51727563
RW 05 CENTER			30.3288762	-81.51894554	TW H	815	803	30.3396907	-81.51806012
RW 05 LEFT			30.3289889	-81.5190651	TW J	1015	101	30.3388225	-81.51635713
RW 05 RIGHT			30.3287648	-81.51880972	TW J	1010	100	30.3390107	-81.51613832
RW 23 LEFT			30.3365741	-81.50987208	TW NW	1205	501	30.3421549	-81.51972722
RW 23 CENTER			30.3366507	-81.5099564	TW SW	1305	502	30.331471	-81.51716347
			Notes: Geodetics represent decimal degrees (GS-84 Datum)						
			All GPS coordinates are at the centroid of the sample units.						



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

NUMBER	DATE	REVISIONS
0	Feb-06	Initial Submittal

DESIGNED: FL DRAWN: BB CHECKED: DATE: 9-07-2007

URS

MACTEC
Engineering and Consulting, Inc.
Tallahassee, Florida
850-656-1293

NETWORK DEFINITION DRAWING

CRAIG MUNICIPAL AIRPORT
DUVAL COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION OFFICE

IDENTIFIER CRG

15

FDOT DISTRICT 2

Table A-1: Pavement Inventory

Network Name	Network ID	Branch Name	Branch ID	Section ID	Length, Ft	Width, Ft	Area, SqFt	Rank	Surface	Last Const. Date	Last Insp. Date
CRAIG MUNICIPAL	CRG	FAA APRON	AP FAA	5405	400	370	143,317	T	AC	1/1/2004	5/7/2007
CRAIG MUNICIPAL	CRG	NORTH APRON	AP N	4205	75	200	15,000	P	AC	1/1/1947	5/7/2007
CRAIG MUNICIPAL	CRG	NORTH APRON	AP N	4210	750	300	269,725	P	AC	1/1/1983	5/7/2007
CRAIG MUNICIPAL	CRG	NORTH APRON	AP N	4215	325	20	11,300	S	AC	12/25/1999	5/7/2007
CRAIG MUNICIPAL	CRG	NORTH APRON	AP N	4220	1,390	20	27,800	S	AC	12/25/1999	5/7/2007
CRAIG MUNICIPAL	CRG	NW APRON	AP NW	4305	200	188	37,500	P	AC	1/1/1991	5/7/2007
CRAIG MUNICIPAL	CRG	NW APRON	AP NW	4310	1,075	200	215,000	P	AC	1/1/1960	5/7/2007
CRAIG MUNICIPAL	CRG	NW APRON	AP NW	4315	155	50	7,750	P	AC	1/1/1970	5/7/2007
CRAIG MUNICIPAL	CRG	NW APRON	AP NW	4320	2,040	20	40,800	P	AC	12/25/1999	5/7/2007
CRAIG MUNICIPAL	CRG	RUN-UP APRON AT RW 5	AP RU RW 5	135	809	75	60,675	T	AC	1/1/2005	5/7/2007
CRAIG MUNICIPAL	CRG	RUN-UP APRON AT RW 14	AP RU RW14	5305	37	200	7,500	P	AAC	1/1/1991	11/8/1999
CRAIG MUNICIPAL	CRG	RUN-UP APRON AT RW 14	AP RU RW14	5310	73	200	14,600	P	AC	1/1/1991	11/8/1999
CRAIG MUNICIPAL	CRG	SOUTH APRON	AP S	4105	580	250	146,250	P	AAC	1/1/1986	5/7/2007
CRAIG MUNICIPAL	CRG	SOUTH APRON	AP S	4110	600	50	30,000	P	AC	1/1/1986	5/7/2007
CRAIG MUNICIPAL	CRG	SOUTH APRON	AP S	4115	100	160	16,000	P	AC	1/1/1986	5/7/2007

See note at end of table.

Table A-1: Pavement Inventory

Network Name	Network ID	Branch Name	Branch ID	Section ID	Length, Ft	Width, Ft	Area, SqFt	Rank	Surface	Last Const. Date	Last Insp. Date
CRAIG MUNICIPAL	CRG	SOUTHWEST APRON	AP SW	4405	250	100	33,600	S	AC	12/25/1999	5/7/2007
CRAIG MUNICIPAL	CRG	SOUTHWEST APRON	AP SW	4410	400	30	20,500	S	AC	12/25/1999	5/7/2007
CRAIG MUNICIPAL	CRG	SOUTHWEST APRON	AP SW	4415	300	40	24,000	S	AC	1/1/2005	5/7/2007
CRAIG MUNICIPAL	CRG	SOUTHWEST APRON	AP SW	4420	100	100	12,800	S	AC	12/25/1999	5/7/2007
CRAIG MUNICIPAL	CRG	SOUTHWEST APRON	AP SW	4425	600	215	130,050	S	AC	12/25/1999	5/7/2007
CRAIG MUNICIPAL	CRG	SOUTHWEST APRON	AP SW	4430	59	59	3,481	S	AC	1/1/2006	1/1/2006
CRAIG MUNICIPAL	CRG	SOUTHWEST APRON	AP SW	4435	570	35	19,950	S	AC	1/1/2007	1/1/2007
CRAIG MUNICIPAL	CRG	RUNWAY 14-32	RW 14-32	6205	375	100	37,500	P	AAC	1/1/2001	5/7/2007
CRAIG MUNICIPAL	CRG	RUNWAY 14-32	RW 14-32	6210	3,625	100	362,500	P	AAC	1/1/2001	5/7/2007
CRAIG MUNICIPAL	CRG	RUNWAY 5-23	RW 5-23	6105	3,900	100	390,000	S	AAC	1/1/1991	5/7/2007
CRAIG MUNICIPAL	CRG	TAXIWAY A	TW A	105	2,190	35	76,650	P	AAC	1/1/1991	5/7/2007
CRAIG MUNICIPAL	CRG	TAXIWAY A	TW A	110	210	35	7,500	P	AAC	1/1/1991	5/7/2007
CRAIG MUNICIPAL	CRG	TAXIWAY A	TW A	115	70	45	3,262	P	AAC	1/1/1991	5/7/2007
CRAIG MUNICIPAL	CRG	TAXIWAY A	TW A	120	2,120	35	74,200	P	AC	1/1/2005	5/7/2007
CRAIG MUNICIPAL	CRG	TAXIWAY A	TW A	125	1,555	35	54,425	P	AC	1/1/2007	1/1/2007

See note at end of table.

Table A-1: Pavement Inventory

Network Name	Network ID	Branch Name	Branch ID	Section ID	Length, Ft	Width, Ft	Area, SqFt	Rank	Surface	Last Const. Date	Last Insp. Date
CRAIG MUNICIPAL	CRG	TAXIWAY A	TW A	130	1,145	35	41,075	P	AC	1/1/2007	1/1/2007
CRAIG MUNICIPAL	CRG	TAXIWAY A	TW A	155	495	35	21,325	P	AAC	1/1/2007	1/1/2007
CRAIG MUNICIPAL	CRG	TAXIWAY A	TW A	160	360	35	12,600	P	AC	1/1/2007	1/1/2007
CRAIG MUNICIPAL	CRG	TAXIWAY A	TW A	165	1,885	35	86,875	P	AC	1/1/2005	5/7/2007
CRAIG MUNICIPAL	CRG	TAXIWAY A	TW A	170	250	35	8,750	P	AC	1/1/2004	5/7/2007
CRAIG MUNICIPAL	CRG	TAXIWAY B	TW B	205	100	40	4,000	P	AC	1/1/1983	5/7/2007
CRAIG MUNICIPAL	CRG	TAXIWAY B	TW B	210	100	40	4,000	P	AAC	1/1/1991	5/7/2007
CRAIG MUNICIPAL	CRG	TAXIWAY B	TW B	220	460	35	18,100	P	AAC	1/1/1991	11/8/1999
CRAIG MUNICIPAL	CRG	TAXIWAY C	TW C	305	540	35	18,900	P	AAC	1/1/1991	5/7/2007
CRAIG MUNICIPAL	CRG	TAXIWAY C	TW C	310	70	35	2,450	P	AAC	1/1/2001	5/7/2007
CRAIG MUNICIPAL	CRG	TAXIWAY C	TW C	315	50	40	3,300	P	AAC	1/1/2001	5/7/2007
CRAIG MUNICIPAL	CRG	TAXIWAY D & K	TW D & K	405	175	40	7,000	P	AAC	1/1/1984	5/7/2007
CRAIG MUNICIPAL	CRG	TAXIWAY D & K	TW D & K	410	35	40	1,900	P	AC	1/1/1984	5/7/2007
CRAIG MUNICIPAL	CRG	TAXIWAY D & K	TW D & K	420	450	35	17,225	P	AAC	1/1/1991	5/7/2007
CRAIG MUNICIPAL	CRG	TAXIWAY D & K	TW D & K	450	210	40	8,400	P	AC	1/1/1991	5/7/2007

See note at end of table.

Table A-1: Pavement Inventory

Network Name	Network ID	Branch Name	Branch ID	Section ID	Length, Ft	Width, Ft	Area, SqFt	Rank	Surface	Last Const. Date	Last Insp. Date
CRAIG MUNICIPAL	CRG	TAXIWAY E	TW E	505	250	35	9,780	P	AC	1/1/1991	5/7/2007
CRAIG MUNICIPAL	CRG	TAXIWAY F	TW F	605	310	35	11,000	P	AC	1/1/1991	5/7/2007
CRAIG MUNICIPAL	CRG	TAXIWAY G	TW G	705	210	35	8,000	P	AC	1/1/1991	5/7/2007
CRAIG MUNICIPAL	CRG	TAXIWAY H	TW H	805	210	35	8,000	P	AC	1/1/1991	5/7/2007
CRAIG MUNICIPAL	CRG	TAXIWAY H	TW H	810	460	35	16,600	P	AC	1/1/2005	5/7/2007
CRAIG MUNICIPAL	CRG	TAXIWAY H	TW H	815	502	30	15,060	P	AC	1/1/2005	5/7/2007
CRAIG MUNICIPAL	CRG	TAXIWAY H	TW H	820	733	30	21,990	P	AC	1/1/2007	1/1/2007
CRAIG MUNICIPAL	CRG	TAXIWAY J	TW J	1010	100	40	4,000	P	AAC	1/1/1991	5/7/2007
CRAIG MUNICIPAL	CRG	TAXIWAY J	TW J	1015	100	40	4,000	P	AC	1/1/1983	5/7/2007
CRAIG MUNICIPAL	CRG	NORTHWEST TW	TW NW	1205	425	30	12,750	S	AC	1/1/2005	5/7/2007
CRAIG MUNICIPAL	CRG	SOUTHWEST TAXIWAY	TW SW	1305	450	35	15,750	S	AC	1/1/2005	5/7/2007

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

APPENDIX B

PCI RE-INSPECTION REPORT

Re-inspection Report

FDOT_COMBINED_12_22
Report Generated Date: 12/4/2007
Site Name:

Network: CRG Name: CRAIG MUNICIPAL AIRPORT

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

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

Last Insp. Date: 5/7/2007 Total Samples: 7 Surveyed: 4
Conditions: PCI:98.00 |
Inspection Comments:

Sample Number: 201 Type: R Area: 5,000.00 SqFt PCI = 100
Sample Comments:
<NO DISTRESSES>

Sample Number: 303 Type: R Area: 5,000.00 SqFt PCI = 100
Sample Comments:
<NO DISTRESSES>

Sample Number: 701 Type: R Area: 5,000.00 SqFt PCI = 95
Sample Comments:
50 L 49 L

Sample Number: 703 Type: R Area: 5,000.00 SqFt PCI = 98
Sample Comments:
50 L

Re-inspection Report

FDOT_COMBINED_12_22
Report Generated Date: 12/4/2007
Site Name:

Network: CRG Name: CRAIG MUNICIPAL AIRPORT

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

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

Last Insp. Date: 5/7/2007 Total Samples: 4 Surveyed: 1
Conditions: PCI:34.00 |
Inspection Comments:

Sample Number: 705 Type: R Area: 5,000.00 SqFt PCI = 34
Sample Comments:
43 M 50 M

Re-inspection Report

FDOT_COMBINED_12_22
Report Generated Date: 12/4/2007
Site Name:

Network: CRG Name: CRAIG MUNICIPAL AIRPORT

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

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

Last Insp. Date: 5/7/2007 Total Samples: 67 Surveyed: 5
Conditions: PCI:35.00 |
Inspection Comments:

Sample Number: 202 Type: R Area: 5,000.00 SqFt PCI = 33
Sample Comments:
52 M 48 L 48 M

Sample Number: 209 Type: R Area: 5,000.00 SqFt PCI = 36
Sample Comments:
52 M 49 L 48 L

Sample Number: 304 Type: R Area: 5,000.00 SqFt PCI = 36
Sample Comments:
42 L 48 L 52 M

Sample Number: 406 Type: R Area: 5,000.00 SqFt PCI = 33
Sample Comments:
42 L 43 L 48 L 52 M

Sample Number: 610 Type: R Area: 5,000.00 SqFt PCI = 38
Sample Comments:
52 M 48 L

Re-inspection Report

FDOT_COMBINED_12_22
Report Generated Date: 12/4/2007
Site Name:

Network: CRG Name: CRAIG MUNICIPAL AIRPORT

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

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

Last Insp. Date: 5/7/2007 Total Samples: 2 Surveyed: 1
Conditions: PCI:36.00 |
Inspection Comments:

Sample Number: 102 Type: R Area: 5,000.00 SqFt PCI = 36
Sample Comments:
50 L 52 M 48 L

Re-inspection Report

FDOT_COMBINED_12_22
Report Generated Date: 12/4/2007
Site Name:

Network: CRG Name: CRAIG MUNICIPAL AIRPORT

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

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

Last Insp. Date: 5/7/2007 Total Samples: 6 Surveyed: 3
Conditions: PCI:48.00 |
Inspection Comments:

Sample Number: 503 Type: R Area: 2,000.00 SqFt PCI = 41
Sample Comments:
52 L 48 L 50 M 43 M

Sample Number: 700 Type: R Area: 2,000.00 SqFt PCI = 70
Sample Comments:
52 L 48 L

Sample Number: 803 Type: R Area: 2,000.00 SqFt PCI = 34
Sample Comments:
48 L 43 L 52 M

Re-inspection Report

FDOT_COMBINED_12_22
Report Generated Date: 12/4/2007
Site Name:

Network: CRG Name: CRAIG MUNICIPAL AIRPORT

Branch: AP NW Name: NW APRON Use: APRON Area: 301,050.00 SqFt

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

Last Insp. Date: 5/7/2007 Total Samples: 11 Surveyed: 1
Conditions: PCI:67.00 |
Inspection Comments:

Sample Number: 551 Type: R Area: 5,000.00 SqFt PCI = 67
Sample Comments:
48 L 50 L 52 L

Re-inspection Report

FDOT_COMBINED_12_22
Report Generated Date: 12/4/2007
Site Name:

Network: CRG Name: CRAIG MUNICIPAL AIRPORT

Branch: AP NW Name: NW APRON Use: APRON Area: 301,050.00 SqFt

Section: 4310 of 4 From: - To: - Last Const.: 1/1/1960
Surface: AC Family: FDOT-RL-AP-AC Zone: Category: Rank: P
Area: 215,000.00 SqFt Length: 1,075.00 Ft Width: 200.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 5/7/2007 Total Samples: 54 Surveyed: 5
Conditions: PCI:53.00 |
Inspection Comments:

Sample Number: 204 Type: R Area: 5,000.00 SqFt PCI = 59
Sample Comments:
43 L 52 L

Sample Number: 250 Type: R Area: 5,000.00 SqFt PCI = 59
Sample Comments:
43 L 52 L

Sample Number: 351 Type: R Area: 5,000.00 SqFt PCI = 59
Sample Comments:
52 L 43 L

Sample Number: 507 Type: R Area: 5,000.00 SqFt PCI = 31
Sample Comments:
52 L 52 H 43 M 45 M 52 M

Sample Number: 554 Type: R Area: 5,000.00 SqFt PCI = 56
Sample Comments:
45 L 52 L 52 M 43 L

Re-inspection Report

FDOT_COMBINED_12_22
Report Generated Date: 12/4/2007
Site Name:

Network: CRG Name: CRAIG MUNICIPAL AIRPORT

Branch: AP NW Name: NW APRON Use: APRON Area: 301,050.00 SqFt

Section: 4315 of 4 From: - To: - Last Const.: 1/1/1970
Surface: AC Family: FDOT-RL-AP-AC Zone: Category: Rank: P
Area: 7,750.00 SqFt Length: 155.00 Ft Width: 50.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 5/7/2007 Total Samples: 2 Surveyed: 1
Conditions: PCI:33.00 |
Inspection Comments:

Sample Number: 100 Type: R Area: 5,000.00 SqFt PCI = 33
Sample Comments:
48 L 52 M 52 H

Re-inspection Report

FDOT_COMBINED_12_22
Report Generated Date: 12/4/2007
Site Name:

Network: CRG Name: CRAIG MUNICIPAL AIRPORT

Branch: AP NW Name: NW APRON Use: APRON Area: 301,050.00 SqFt

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

Last Insp. Date: 5/7/2007 Total Samples: 9 Surveyed: 3
Conditions: PCI:35.00 |
Inspection Comments:

Sample Number: 101 Type: R Area: 2,500.00 SqFt PCI = 41
Sample Comments:
52 H 42 L 48 L 50 L 52 L

Sample Number: 302 Type: R Area: 2,500.00 SqFt PCI = 47
Sample Comments:
42 L 43 L 52 L 52 M 48 L

Sample Number: 401 Type: R Area: 2,500.00 SqFt PCI = 18
Sample Comments:
45 H 41 M 52 M 45 L 48 L 41 L

Re-inspection Report

FDOT_COMBINED_12_22
Report Generated Date: 12/4/2007
Site Name:

Network: CRG Name: CRAIG MUNICIPAL AIRPORT

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

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

Last Insp. Date: 5/7/2007 Total Samples: 13 Surveyed: 2
Conditions: PCI:98.00 |
Inspection Comments:

Sample Number: 603 Type: R Area: 6,000.00 SqFt PCI = 98
Sample Comments:
50 L

Sample Number: 607 Type: R Area: 3,500.00 SqFt PCI = 98
Sample Comments:
50 L

Re-inspection Report

FDOT_COMBINED_12_22
Report Generated Date: 12/4/2007
Site Name:

Network: CRG Name: CRAIG MUNICIPAL AIRPORT

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

Section: 5305 of 2 From: - To: - Last Const.: 1/1/1991
Surface: AAC Family: FDOT-RL-AP-AAC Zone: Category: Rank: P
Area: 7,500.00 SqFt Length: 37.50 Ft Width: 200.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 11/8/1999 Total Samples: 2 Surveyed: 1
Conditions: PCI:92.00 |
Inspection Comments: IMPORTED FROM AIRPAV

Sample Number: 201 Type: R Area: 3,500.00 SqFt PCI = 92
Sample Comments:
48 L 56 L

Re-inspection Report

FDOT_COMBINED_12_22
Report Generated Date: 12/4/2007
Site Name:

Network: CRG Name: CRAIG MUNICIPAL AIRPORT

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

Section: 5310 of 2 From: - To: - Last Const.: 1/1/1991
Surface: AC Family: FDOT-RL-AP-AC Zone: Category: Rank: P
Area: 14,600.00 SqFt Length: 73.00 Ft Width: 200.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 11/8/1999 Total Samples: 4 Surveyed: 1
Conditions: PCI:100.00 |
Inspection Comments: IMPORTED FROM AIRPAV

Sample Number: 102 Type: R Area: 5,000.00 SqFt PCI = 100
Sample Comments:
<NO DISTRESSES>

Re-inspection Report

FDOT_COMBINED_12_22
Report Generated Date: 12/4/2007
Site Name:

Network: CRG Name: CRAIG MUNICIPAL AIRPORT

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

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

Last Insp. Date: 5/7/2007 Total Samples: 37 Surveyed: 3
Conditions: PCI:28.00 |
Inspection Comments:

Sample Number: 101 Type: R Area: 5,000.00 SqFt PCI = 13
Sample Comments:
48 L 50 H 52 M 43 L 48 M

Sample Number: 203 Type: R Area: 5,000.00 SqFt PCI = 36
Sample Comments:
52 M 43 L

Sample Number: 404 Type: R Area: 6,250.00 SqFt PCI = 33
Sample Comments:
50 M 52 M 43 L

Re-inspection Report

FDOT_COMBINED_12_22
Report Generated Date: 12/4/2007
Site Name:

Network: CRG Name: CRAIG MUNICIPAL AIRPORT

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

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

Last Insp. Date: 5/7/2007 Total Samples: 7 Surveyed: 1
Conditions: PCI:25.00 |
Inspection Comments:

Sample Number: 600 Type: R Area: 5,000.00 SqFt PCI = 25
Sample Comments:
48 M 50 H 52 M 50 M 43 L 50 L 48 L

Re-inspection Report

FDOT_COMBINED_12_22
Report Generated Date: 12/4/2007
Site Name:

Network: CRG Name: CRAIG MUNICIPAL AIRPORT

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

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

Last Insp. Date: 5/7/2007 Total Samples: 4 Surveyed: 1
Conditions: PCI:66.00 |
Inspection Comments:

Sample Number: 506 Type: R Area: 5,000.00 SqFt PCI = 66
Sample Comments:
41 L 43 L 45 L

Re-inspection Report

FDOT_COMBINED_12_22
Report Generated Date: 12/4/2007
Site Name:

Network: CRG Name: CRAIG MUNICIPAL AIRPORT

Branch: AP SW Name: SOUTHWEST APRON Use: APRON Area: 244,381.00 SqFt

Section: 4405 of 7 From: - To: - Last Const.: 12/25/199
Surface: AC Family: FDOT-RL-AP-AC Zone: Category: Rank: S
Area: 33,600.00 SqFt Length: 250.00 Ft Width: 100.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 5/7/2007 Total Samples: 50 Surveyed: 1
Conditions: PCI:34.00 |
Inspection Comments:

Sample Number: 101 Type: R Area: 5,000.00 SqFt PCI = 34
Sample Comments:
50 M 52 L

Re-inspection Report

FDOT_COMBINED_12_22
Report Generated Date: 12/4/2007
Site Name:

Network: CRG Name: CRAIG MUNICIPAL AIRPORT

Branch: AP SW Name: SOUTHWEST APRON Use: APRON Area: 244,381.00 SqFt

Section: 4410 of 7 From: - To: - Last Const.: 12/25/199
Surface: AC Family: FDOT-RL-AP-AC Zone: Category: Rank: S
Area: 20,500.00 SqFt Length: 400.00 Ft Width: 30.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 5/7/2007 Total Samples: 3 Surveyed: 1
Conditions: PCI:33.00 |
Inspection Comments:

Sample Number: 101 Type: R Area: 5,500.00 SqFt PCI = 33
Sample Comments:
52 M 45 L 48 L

Re-inspection Report

FDOT_COMBINED_12_22
Report Generated Date: 12/4/2007
Site Name:

Network: CRG Name: CRAIG MUNICIPAL AIRPORT

Branch: AP SW Name: SOUTHWEST APRON Use: APRON Area: 244,381.00 SqFt

Section: 4415 of 7 From: - To: - Last Const.: 1/1/2005
Surface: AC Family: FDOT-RL-AP-AC Zone: Category: Rank: S
Area: 24,000.00 SqFt Length: 300.00 Ft Width: 40.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 5/7/2007 Total Samples: 3 Surveyed: 1
Conditions: PCI:78.00 |
Inspection Comments:

Sample Number: 301 Type: R Area: 4,000.00 SqFt PCI = 78
Sample Comments:
52 M 52 L

Re-inspection Report

FDOT_COMBINED_12_22
Report Generated Date: 12/4/2007
Site Name:

Network: CRG Name: CRAIG MUNICIPAL AIRPORT

Branch: AP SW Name: SOUTHWEST APRON Use: APRON Area: 244,381.00 SqFt

Section: 4420 of 7 From: - To: - Last Const.: 12/25/199
Surface: AC Family: FDOT-RL-AP-AC Zone: Category: Rank: S
Area: 12,800.00 SqFt Length: 100.00 Ft Width: 100.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 5/7/2007 Total Samples: 2 Surveyed: 1
Conditions: PCI:77.00 |
Inspection Comments:

Sample Number: 101 Type: R Area: 5,000.00 SqFt PCI = 77
Sample Comments:
52 L 52 M 48 L

Re-inspection Report

FDOT_COMBINED_12_22
Report Generated Date: 12/4/2007
Site Name:

Network: CRG Name: CRAIG MUNICIPAL AIRPORT

Branch: AP SW Name: SOUTHWEST APRON Use: APRON Area: 244,381.00 SqFt

Section: 4425 of 7 From: - To: - Last Const.: 12/25/199
Surface: AC Family: FDOT-RL-AP-AC Zone: Category: Rank: S
Area: 130,050.00 SqFt Length: 600.00 Ft Width: 215.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 5/7/2007 Total Samples: 30 Surveyed: 3
Conditions: PCI:33.00 |
Inspection Comments:

Sample Number: 302 Type: R Area: 5,000.00 SqFt PCI = 22
Sample Comments:
52 M 43 L 52 L 43 M 48 L 50 L 52 H

Sample Number: 400 Type: R Area: 5,000.00 SqFt PCI = 31
Sample Comments:
48 H 52 L 43 M 45 M 48 M 48 L 50 M

Sample Number: 504 Type: R Area: 5,000.00 SqFt PCI = 45
Sample Comments:
43 M 50 L 52 M

Re-inspection Report

FDOT_COMBINED_12_22
Report Generated Date: 12/4/2007
Site Name:

Network: CRG Name: CRAIG MUNICIPAL AIRPORT

Branch: AP SW Name: SOUTHWEST APRON Use: APRON Area: 244,381.00 SqFt

Section: 4430 of 7 From: - To: - Last Const.: 1/1/2006
Surface: AC Family: FDOT-RL-AP-AC Zone: Category: Rank: S
Area: 3,481.00 SqFt Length: 59.00 Ft Width: 59.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 1/1/2006 Total Samples: 0 Surveyed: 0
Conditions: PCI:100.00 |
Inspection Comments: Construction/Major M&R inspection record.

Sample Number: Type: Area: 0.00
<NO SAMPLE RECORDS>

Re-inspection Report

FDOT_COMBINED_12_22
Report Generated Date: 12/4/2007
Site Name:

Network: CRG Name: CRAIG MUNICIPAL AIRPORT

Branch: AP SW Name: SOUTHWEST APRON Use: APRON Area: 244,381.00 SqFt

Section: 4435 of 7 From: - To: - Last Const.: 1/1/2007
Surface: AC Family: FDOT-RL-AP-AC Zone: Category: Rank: S
Area: 19,950.00 SqFt Length: 570.00 Ft Width: 35.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 1/1/2007 Total Samples: 0 Surveyed: 0
Conditions: PCI:100.00 |
Inspection Comments: Construction/Major M&R inspection record.

Sample Number: Type: Area: 0.00
<NO SAMPLE RECORDS>

Re-inspection Report

FDOT_COMBINED_12_22
Report Generated Date: 12/4/2007
Site Name:

Network: CRG Name: CRAIG MUNICIPAL AIRPORT

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

Section: 6205 of 2 From: - To: - Last Const.: 1/1/2001
Surface: AAC Family: FDOT-RL-RW-AAC Zone: Category: Rank: P
Area: 37,500.00 SqFt Length: 375.00 Ft Width: 100.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 5/7/2007 Total Samples: 9 Surveyed: 2
Conditions: PCI:90.00 |
Inspection Comments:

Sample Number: 103 Type: R Area: 5,000.00 SqFt PCI = 88
Sample Comments:
50 L 48 L 50 M

Sample Number: 106 Type: R Area: 5,000.00 SqFt PCI = 92
Sample Comments:
48 L 50 L

Re-inspection Report

FDOT_COMBINED_12_22
Report Generated Date: 12/4/2007
Site Name:

Network: CRG Name: CRAIG MUNICIPAL AIRPORT

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

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

Last Insp. Date: 5/7/2007 Total Samples: 91 Surveyed: 13
Conditions: PCI:86.00 |
Inspection Comments:

Sample Number: 108 Type: R Area: 5,000.00 SqFt PCI = 94
Sample Comments:
42 L 48 L 52 L

Sample Number: 114 Type: R Area: 5,000.00 SqFt PCI = 82
Sample Comments:
48 L 50 L

Sample Number: 120 Type: R Area: 5,000.00 SqFt PCI = 93
Sample Comments:
42 L 48 L

Sample Number: 125 Type: R Area: 5,000.00 SqFt PCI = 86
Sample Comments:
48 L 52 L

Sample Number: 132 Type: R Area: 5,000.00 SqFt PCI = 73
Sample Comments:
42 L 48 L 41 L

Sample Number: 138 Type: R Area: 5,000.00 SqFt PCI = 82
Sample Comments:
48 L 52 L

Sample Number: 144 Type: R Area: 5,000.00 SqFt PCI = 89
Sample Comments:
50 L 42 L 48 L

Sample Number: 151 Type: R Area: 5,000.00 SqFt PCI = 79
Sample Comments:
52 L 42 L 48 L 50 L

Sample Number: 156 Type: R Area: 5,000.00 SqFt PCI = 90
Sample Comments:
48 L

Sample Number: 163 Type: R Area: 5,000.00 SqFt PCI = 82
Sample Comments:
48 L 50 L 52 L

Sample Number: 170 Type: R Area: 5,000.00 SqFt PCI = 95
Sample Comments:

Re-inspection Report

FDOT_COMBINED_12_22
Report Generated Date: 12/4/2007
Site Name:

48 L 50 L

Sample Number: 174 Type: R Area: 5,000.00 SqFt PCI = 83
Sample Comments:
42 L 48 L 50 L

Sample Number: 179 Type: R Area: 7,500.00 SqFt PCI = 92
Sample Comments:
50 L 48 L

Re-inspection Report

FDOT_COMBINED_12_22
Report Generated Date: 12/4/2007
Site Name:

Network: CRG Name: CRAIG MUNICIPAL AIRPORT

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

Section: 6105 of 1 From: - To: - Last Const.: 1/1/1991
Surface: AAC Family: FDOT-RL-RW-AAC Zone: Category: Rank: S
Area: 390,000.00 SqFt Length: 3,900.00 Ft Width: 100.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 5/7/2007 Total Samples: 98 Surveyed: 15
Conditions: PCI:50.00 |
Inspection Comments:

Sample Number: 101 Type: R Area: 5,000.00 SqFt PCI = 38
Sample Comments:
52 L 48 L 52 M 48 M

Sample Number: 106 Type: R Area: 5,000.00 SqFt PCI = 53
Sample Comments:
41 L 48 L 52 L 52 M 48 M

Sample Number: 112 Type: R Area: 5,000.00 SqFt PCI = 55
Sample Comments:
52 M 52 L 48 L 41 L 48 M

Sample Number: 115 Type: R Area: 5,000.00 SqFt PCI = 58
Sample Comments:
52 M 48 L 52 L 41 L 50 L

Sample Number: 121 Type: R Area: 5,000.00 SqFt PCI = 43
Sample Comments:
52 M 50 L 48 M 52 L 48 L 41 L

Sample Number: 129 Type: R Area: 5,000.00 SqFt PCI = 48
Sample Comments:
52 L 48 L 48 M 41 L

Sample Number: 135 Type: R Area: 5,000.00 SqFt PCI = 55
Sample Comments:
48 M 52 L 41 L 48 L

Sample Number: 140 Type: R Area: 5,000.00 SqFt PCI = 53
Sample Comments:
41 L 52 L 48 L 48 M 50 L

Sample Number: 143 Type: R Area: 5,000.00 SqFt PCI = 52
Sample Comments:
48 M 41 L 48 L 52 L

Sample Number: 149 Type: R Area: 5,000.00 SqFt PCI = 54
Sample Comments:
52 L 48 L 41 L 48 M

Re-inspection Report

FDOT_COMBINED_12_22
Report Generated Date: 12/4/2007
Site Name:

Sample Number: 154 Type: R Area: 5,000.00 SqFt PCI = 56
Sample Comments:
52 L 48 M 48 L

Sample Number: 157 Type: R Area: 5,000.00 SqFt PCI = 46
Sample Comments:
48 L 52 L 41 L 48 M

Sample Number: 163 Type: R Area: 5,000.00 SqFt PCI = 50
Sample Comments:
41 L 48 L 52 L 48 M

Sample Number: 168 Type: R Area: 5,000.00 SqFt PCI = 45
Sample Comments:
48 L 48 M 52 L 41 L

Sample Number: 171 Type: R Area: 4,500.00 SqFt PCI = 37
Sample Comments:
48 H 52 L 48 L 48 M 52 M 41 L

Re-inspection Report

FDOT_COMBINED_12_22
Report Generated Date: 12/4/2007
Site Name:

Network: CRG Name: CRAIG MUNICIPAL AIRPORT

Branch: TW A Name: TAXIWAY A Use: TAXIWAY Area: 386,662.00 SqFt

Section: 105 of 10 From: - To: - Last Const.: 1/1/1991
Surface: AAC Family: FDOT-RL-TW-AAC Zone: Category: Rank: P
Area: 76,650.00 SqFt Length: 2,190.00 Ft Width: 35.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 5/7/2007 Total Samples: 56 Surveyed: 1
Conditions: PCI:43.00 |
Inspection Comments:

Sample Number: 146 Type: R Area: 3,500.00 SqFt PCI = 43
Sample Comments:
48 L 52 L 56 L 41 L 48 M

Re-inspection Report

FDOT_COMBINED_12_22
Report Generated Date: 12/4/2007
Site Name:

Network: CRG Name: CRAIG MUNICIPAL AIRPORT

Branch: TW A Name: TAXIWAY A Use: TAXIWAY Area: 386,662.00 SqFt

Section: 110 of 10 From: - To: - Last Const.: 1/1/1991
Surface: AAC Family: FDOT-RL-TW-AAC Zone: Category: Rank: P
Area: 7,500.00 SqFt Length: 210.00 Ft Width: 35.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 5/7/2007 Total Samples: 2 Surveyed: 1
Conditions: PCI:26.00 |
Inspection Comments:

Sample Number: 163 Type: R Area: 3,500.00 SqFt PCI = 26
Sample Comments:
42 L 50 L 43 L 52 M 41 L 48 L

Re-inspection Report

FDOT_COMBINED_12_22
Report Generated Date: 12/4/2007
Site Name:

Network: CRG Name: CRAIG MUNICIPAL AIRPORT

Branch: TW A Name: TAXIWAY A Use: TAXIWAY Area: 386,662.00 SqFt

Section: 115 of 10 From: - To: - Last Const.: 1/1/1991
Surface: AAC Family: FDOT-RL-TW-AAC Zone: Category: Rank: P
Area: 3,262.00 SqFt Length: 70.00 Ft Width: 45.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 5/7/2007 Total Samples: 1 Surveyed: 1
Conditions: PCI:77.00 |
Inspection Comments:

Sample Number: 165 Type: R Area: 2,500.00 SqFt PCI = 77
Sample Comments:
52 M 48 L

Re-inspection Report

FDOT_COMBINED_12_22
Report Generated Date: 12/4/2007
Site Name:

Network: CRG Name: CRAIG MUNICIPAL AIRPORT

Branch: TW A Name: TAXIWAY A Use: TAXIWAY Area: 386,662.00 SqFt

Section: 120 of 10 From: - To: - Last Const.: 1/1/2005
Surface: AC Family: FDOT-RL-TW-AC Zone: Category: Rank: P
Area: 74,200.00 SqFt Length: 2,120.00 Ft Width: 35.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 5/7/2007 Total Samples: 15 Surveyed: 3
Conditions: PCI:71.00 |
Inspection Comments:

Sample Number: 203 Type: R Area: 3,500.00 SqFt PCI = 100
Sample Comments:
<NO DISTRESSES>

Sample Number: 209 Type: R Area: 5,000.00 SqFt PCI = 50
Sample Comments:
52 L 50 L 43 L 50 M 48 M 48 L

Sample Number: 214 Type: R Area: 3,500.00 SqFt PCI = 72
Sample Comments:
50 L 52 L

Re-inspection Report

FDOT_COMBINED_12_22
Report Generated Date: 12/4/2007
Site Name:

Network: CRG Name: CRAIG MUNICIPAL AIRPORT

Branch: TW A Name: TAXIWAY A Use: TAXIWAY Area: 386,662.00 SqFt

Section: 125 of 10 From: - To: - Last Const.: 1/1/2007
Surface: AC Family: FDOT-RL-TW-AC Zone: Category: Rank: P
Area: 54,425.00 SqFt Length: 1,555.00 Ft Width: 35.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

NOTE: * Pre-Construction PCI *****
Last Insp. Date: 11/8/1999 Total Samples: 2 Surveyed: 2
Conditions: PCI:58.00 |
Inspection Comments:

Sample Number: 112 Type: R Area: 3,500.00 SqFt PCI = 59
Sample Comments:
48 M 48 L 52 L 56 L

Sample Number: 123 Type: R Area: 3,500.00 SqFt PCI = 56
Sample Comments:
48 M 48 L 52 L 56 L

Re-inspection Report

FDOT_COMBINED_12_22
Report Generated Date: 12/4/2007
Site Name:

Network: CRG Name: CRAIG MUNICIPAL AIRPORT

Branch: TW A Name: TAXIWAY A Use: TAXIWAY Area: 386,662.00 SqFt

Section: 130 of 10 From: - To: - Last Const.: 1/1/2007
Surface: AC Family: FDOT-RL-TW-AC Zone: Category: Rank: P
Area: 41,075.00 SqFt Length: 1,145.00 Ft Width: 35.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 1/1/2007 Total Samples: 0 Surveyed: 0
Conditions: PCI:100.00 |
Inspection Comments: Construction/Major M&R inspection record.

Sample Number: Type: Area: 0.00
<NO SAMPLE RECORDS>

Re-inspection Report

FDOT_COMBINED_12_22
Report Generated Date: 12/4/2007
Site Name:

Network: CRG Name: CRAIG MUNICIPAL AIRPORT

Branch: TW A Name: TAXIWAY A Use: TAXIWAY Area: 386,662.00 SqFt

Section: 155 of 10 From: - To: - Last Const.: 1/1/2007
Surface: AAC Family: FDOT-RL-TW-AAC Zone: Category: Rank: P
Area: 21,325.00 SqFt Length: 495.00 Ft Width: 35.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

NOTE: * Pre-Construction PCI *****
Last Insp. Date: 11/8/1999 Total Samples: 2 Surveyed: 1
Conditions: PCI:75.00 |
Inspection Comments: IMPORTED FROM AIRPAV

Sample Number: 100 Type: R Area: 3,618.00 SqFt PCI = 75
Sample Comments:
48 L 56 L

Re-inspection Report

FDOT_COMBINED_12_22
Report Generated Date: 12/4/2007
Site Name:

Network: CRG Name: CRAIG MUNICIPAL AIRPORT

Branch: TW A Name: TAXIWAY A Use: TAXIWAY Area: 386,662.00 SqFt

Section: 160 of 10 From: - To: - Last Const.: 1/1/2007
Surface: AC Family: FDOT-RL-TW-AC Zone: Category: Rank: P
Area: 12,600.00 SqFt Length: 360.00 Ft Width: 35.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 1/1/2007 Total Samples: 0 Surveyed: 0
Conditions: PCI:100.00 |
Inspection Comments: Construction/Major M&R inspection record.

Sample Number: Type: Area: 0.00
<NO SAMPLE RECORDS>

Re-inspection Report

FDOT_COMBINED_12_22
Report Generated Date: 12/4/2007
Site Name:

Network: CRG Name: CRAIG MUNICIPAL AIRPORT

Branch: TW A Name: TAXIWAY A Use: TAXIWAY Area: 386,662.00 SqFt

Section: 165 of 10 From: - To: - Last Const.: 1/1/2005
Surface: AC Family: FDOT-RL-TW-AC Zone: Category: Rank: P
Area: 86,875.00 SqFt Length: 1,885.00 Ft Width: 35.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 5/7/2007 Total Samples: 13 Surveyed: 3
Conditions: PCI:91.00 |
Inspection Comments:

Sample Number: 302 Type: R Area: 3,500.00 SqFt PCI = 98
Sample Comments:
50 L

Sample Number: 308 Type: R Area: 3,500.00 SqFt PCI = 78
Sample Comments:
50 L

Sample Number: 314 Type: R Area: 3,500.00 SqFt PCI = 98
Sample Comments:
50 L

Re-inspection Report

FDOT_COMBINED_12_22
Report Generated Date: 12/4/2007
Site Name:

Network: CRG Name: CRAIG MUNICIPAL AIRPORT

Branch: TW A Name: TAXIWAY A Use: TAXIWAY Area: 386,662.00 SqFt

Section: 170 of 10 From: - To: - Last Const.: 1/1/2004
Surface: AC Family: FDOT-RL-TW-AAC Zone: Category: Rank: P
Area: 8,750.00 SqFt Length: 250.00 Ft Width: 35.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments: This section was removed on 2005

Last Insp. Date: 5/7/2007 Total Samples: 3 Surveyed: 1
Conditions: PCI:98.00 |
Inspection Comments:

Sample Number: 317 Type: R Area: 3,500.00 SqFt PCI = 98
Sample Comments:
50 L

Re-inspection Report

FDOT_COMBINED_12_22
Report Generated Date: 12/4/2007
Site Name:

Network: CRG Name: CRAIG MUNICIPAL AIRPORT

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

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

Last Insp. Date: 5/7/2007 Total Samples: 1 Surveyed: 1
Conditions: PCI:28.00 |
Inspection Comments:

Sample Number: 201 Type: R Area: 4,000.00 SqFt PCI = 28
Sample Comments:
52 M 48 L 48 M 52 H

Re-inspection Report

FDOT_COMBINED_12_22
Report Generated Date: 12/4/2007
Site Name:

Network: CRG Name: CRAIG MUNICIPAL AIRPORT

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

Section: 210 of 3 From: - To: - Last Const.: 1/1/1991
Surface: AAC Family: FDOT-RL-TW-AAC Zone: Category: Rank: P
Area: 4,000.00 SqFt Length: 100.00 Ft Width: 40.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 5/7/2007 Total Samples: 1 Surveyed: 1
Conditions: PCI:61.00 |
Inspection Comments:

Sample Number: 200 Type: R Area: 4,000.00 SqFt PCI = 61
Sample Comments:
52 L 48 L 48 M 45 L

Re-inspection Report

FDOT_COMBINED_12_22
Report Generated Date: 12/4/2007
Site Name:

Network: CRG Name: CRAIG MUNICIPAL AIRPORT

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

Section: 220 of 3 From: - To: - Last Const.: 1/1/1991
Surface: AAC Family: FDOT-RL-TW-AAC Zone: Category: Rank: P
Area: 18,100.00 SqFt Length: 460.00 Ft Width: 35.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 11/8/1999 Total Samples: 5 Surveyed: 2
Conditions: PCI:90.00 |
Inspection Comments: IMPORTED FROM AIRPAV

Sample Number: 201 Type: R Area: 3,500.00 SqFt PCI = 98
Sample Comments:
48 L

Sample Number: 203 Type: R Area: 2,500.00 SqFt PCI = 80
Sample Comments:
48 L 56 L

Re-inspection Report

FDOT_COMBINED_12_22
Report Generated Date: 12/4/2007
Site Name:

Network: CRG Name: CRAIG MUNICIPAL AIRPORT

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

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

Last Insp. Date: 5/7/2007 Total Samples: 9 Surveyed: 1
Conditions: PCI:47.00 |
Inspection Comments:

Sample Number: 304 Type: R Area: 3,500.00 SqFt PCI = 47
Sample Comments:
52 L 48 L 41 L 48 M

Re-inspection Report

FDOT_COMBINED_12_22
Report Generated Date: 12/4/2007
Site Name:

Network: CRG Name: CRAIG MUNICIPAL AIRPORT

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

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

Last Insp. Date: 5/7/2007 Total Samples: 1 Surveyed: 1
Conditions: PCI:94.00 |
Inspection Comments:

Sample Number: 300 Type: R Area: 2,450.00 SqFt PCI = 94
Sample Comments:
48 L

Re-inspection Report

FDOT_COMBINED_12_22
Report Generated Date: 12/4/2007
Site Name:

Network: CRG Name: CRAIG MUNICIPAL AIRPORT

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

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

Last Insp. Date: 5/7/2007 Total Samples: 2 Surveyed: 1
Conditions: PCI:92.00 |
Inspection Comments:

Sample Number: 100 Type: R Area: 2,000.00 SqFt PCI = 92
Sample Comments:
52 L 48 L

Re-inspection Report

FDOT_COMBINED_12_22
Report Generated Date: 12/4/2007
Site Name:

Network: CRG Name: CRAIG MUNICIPAL AIRPORT

Branch: TW D & K Name: TAXIWAY D & K Use: TAXIWAY Area: 34,525.00 SqFt

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

Last Insp. Date: 5/7/2007 Total Samples: 2 Surveyed: 1
Conditions: PCI:61.00 |
Inspection Comments:

Sample Number: 407 Type: R Area: 4,200.00 SqFt PCI = 61
Sample Comments:
43 L 52 L 48 L

Re-inspection Report

FDOT_COMBINED_12_22
Report Generated Date: 12/4/2007
Site Name:

Network: CRG Name: CRAIG MUNICIPAL AIRPORT

Branch: TW D & K Name: TAXIWAY D & K Use: TAXIWAY Area: 34,525.00 SqFt

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

Last Insp. Date: 5/7/2007 Total Samples: 1 Surveyed: 1
Conditions: PCI:43.00 |
Inspection Comments:

Sample Number: 405 Type: R Area: 1,400.00 SqFt PCI = 43
Sample Comments:
43 L 48 L 52 L 52 M 48 M

Re-inspection Report

FDOT_COMBINED_12_22
Report Generated Date: 12/4/2007
Site Name:

Network: CRG Name: CRAIG MUNICIPAL AIRPORT

Branch: TW D & K Name: TAXIWAY D & K Use: TAXIWAY Area: 34,525.00 SqFt

Section: 420 of 4 From: - To: - Last Const.: 1/1/1991
Surface: AAC Family: FDOT-RL-TW-AAC Zone: Category: Rank: P
Area: 17,225.00 SqFt Length: 450.00 Ft Width: 35.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 5/7/2007 Total Samples: 4 Surveyed: 2
Conditions: PCI:56.00 |
Inspection Comments:

Sample Number: 401 Type: R Area: 3,500.00 SqFt PCI = 43
Sample Comments:
41 L 48 L 50 L 52 L 48 M

Sample Number: 402 Type: R Area: 3,500.00 SqFt PCI = 69
Sample Comments:
52 L 48 L

Re-inspection Report

FDOT_COMBINED_12_22
Report Generated Date: 12/4/2007
Site Name:

Network: CRG Name: CRAIG MUNICIPAL AIRPORT

Branch: TW D & K Name: TAXIWAY D & K Use: TAXIWAY Area: 34,525.00 SqFt

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

Last Insp. Date: 5/7/2007 Total Samples: 2 Surveyed: 1
Conditions: PCI:64.00 |
Inspection Comments:

Sample Number: 101 Type: R Area: 4,000.00 SqFt PCI = 64
Sample Comments:
52 L 50 M 48 L

Re-inspection Report

FDOT_COMBINED_12_22
Report Generated Date: 12/4/2007
Site Name:

Network: CRG Name: CRAIG MUNICIPAL AIRPORT

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

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

Last Insp. Date: 5/7/2007 Total Samples: 2 Surveyed: 1
Conditions: PCI:64.00 |
Inspection Comments:

Sample Number: 501 Type: R Area: 3,500.00 SqFt PCI = 64
Sample Comments:
52 L 48 L 48 M

Re-inspection Report

FDOT_COMBINED_12_22
Report Generated Date: 12/4/2007
Site Name:

Network: CRG Name: CRAIG MUNICIPAL AIRPORT

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

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

Last Insp. Date: 5/7/2007 Total Samples: 3 Surveyed: 1
Conditions: PCI:69.00 |
Inspection Comments:

Sample Number: 601 Type: R Area: 3,500.00 SqFt PCI = 69
Sample Comments:
52 L 48 L

Re-inspection Report

FDOT_COMBINED_12_22
Report Generated Date: 12/4/2007
Site Name:

Network: CRG Name: CRAIG MUNICIPAL AIRPORT

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

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

Last Insp. Date: 5/7/2007 Total Samples: 2 Surveyed: 1
Conditions: PCI:31.00 |
Inspection Comments:

Sample Number: 700 Type: R Area: 3,500.00 SqFt PCI = 31
Sample Comments:
48 L 45 L 41 L 52 M

Re-inspection Report

FDOT_COMBINED_12_22
Report Generated Date: 12/4/2007
Site Name:

Network: CRG Name: CRAIG MUNICIPAL AIRPORT

Branch: TW H Name: TAXIWAY H Use: TAXIWAY Area: 61,650.00 SqFt

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

Last Insp. Date: 5/7/2007 Total Samples: 2 Surveyed: 1
Conditions: PCI:33.00 |
Inspection Comments:

Sample Number: 800 Type: R Area: 3,500.00 SqFt PCI = 33
Sample Comments:
48 L 52 M 43 L

Re-inspection Report

FDOT_COMBINED_12_22
Report Generated Date: 12/4/2007
Site Name:

Network: CRG Name: CRAIG MUNICIPAL AIRPORT

Branch: TW H Name: TAXIWAY H Use: TAXIWAY Area: 61,650.00 SqFt

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

Last Insp. Date: 5/7/2007 Total Samples: 4 Surveyed: 1
Conditions: PCI:72.00 |
Inspection Comments:

Sample Number: 103 Type: R Area: 3,500.00 SqFt PCI = 72
Sample Comments:
52 L 50 L

Re-inspection Report

FDOT_COMBINED_12_22
Report Generated Date: 12/4/2007
Site Name:

Network: CRG Name: CRAIG MUNICIPAL AIRPORT

Branch: TW H Name: TAXIWAY H Use: TAXIWAY Area: 61,650.00 SqFt

Section: 815 of 4 From: - To: - Last Const.: 1/1/2005
Surface: AC Family: FDOT-RL-TW-AC Zone: Category: Rank: P
Area: 15,060.00 SqFt Length: 502.00 Ft Width: 30.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 5/7/2007 Total Samples: 3 Surveyed: 1
Conditions: PCI:33.00 |
Inspection Comments:

Sample Number: 803 Type: R Area: 3,500.00 SqFt PCI = 33
Sample Comments:
52 M 43 L 48 L

Re-inspection Report

FDOT_COMBINED_12_22
Report Generated Date: 12/4/2007
Site Name:

Network: CRG Name: CRAIG MUNICIPAL AIRPORT

Branch: TW H Name: TAXIWAY H Use: TAXIWAY Area: 61,650.00 SqFt

Section: 820 of 4 From: - To: - Last Const.: 1/1/2007
Surface: AC Family: FDOT-RL-TW-AC Zone: Category: Rank: P
Area: 21,990.00 SqFt Length: 733.00 Ft Width: 30.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 1/1/2007 Total Samples: 0 Surveyed: 0
Conditions: PCI:100.00 |
Inspection Comments: Construction/Major M&R inspection record.

Sample Number: Type: Area: 0.00
<NO SAMPLE RECORDS>

Re-inspection Report

FDOT_COMBINED_12_22
Report Generated Date: 12/4/2007
Site Name:

Network: CRG Name: CRAIG MUNICIPAL AIRPORT

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

Section: 1010 of 2 From: - To: - Last Const.: 1/1/1991
Surface: AAC Family: FDOT-RL-TW-AAC Zone: Category: Rank: P
Area: 4,000.00 SqFt Length: 100.00 Ft Width: 40.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 5/7/2007 Total Samples: 1 Surveyed: 1
Conditions: PCI:23.00 |
Inspection Comments:

Sample Number: 100 Type: R Area: 4,000.00 SqFt PCI = 23
Sample Comments:
52 M 48 M 50 H 48 L 41 L

Re-inspection Report

FDOT_COMBINED_12_22
Report Generated Date: 12/4/2007
Site Name:

Network: CRG Name: CRAIG MUNICIPAL AIRPORT

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

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

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

Sample Number: 101 Type: R Area: 4,000.00 SqFt PCI = 33
Sample Comments:
52 M 48 M 48 L

Re-inspection Report

FDOT_COMBINED_12_22
Report Generated Date: 12/4/2007
Site Name:

Network: CRG Name: CRAIG MUNICIPAL AIRPORT

Branch: TW NW Name: NORTHWEST TW Use: TAXIWAY Area: 12,750.00 SqFt

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

Last Insp. Date: 5/7/2007 Total Samples: 3 Surveyed: 1
Conditions: PCI:98.00 |
Inspection Comments:

Sample Number: 501 Type: R Area: 3,000.00 SqFt PCI = 98
Sample Comments:
42 L 50 L

Re-inspection Report

FDOT_COMBINED_12_22
Report Generated Date: 12/4/2007
Site Name:

Network: CRG Name: CRAIG MUNICIPAL AIRPORT

Branch: TW SW Name: SOUTHWEST TAXIWAY Use: TAXIWAY Area: 15,750.00 SqFt

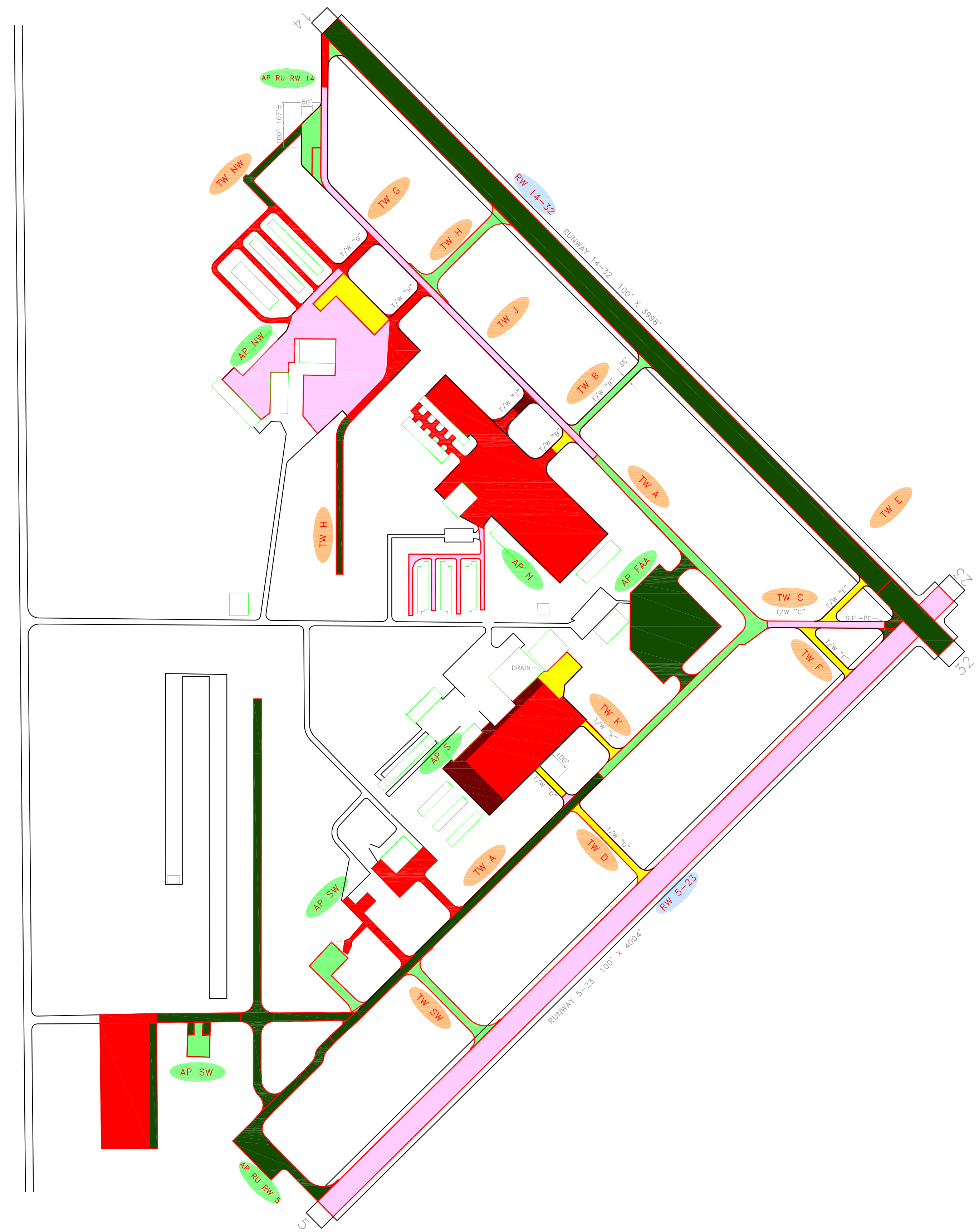
Section: 1305 of 1 From: - To: - Last Const.: 1/1/2005
Surface: AC Family: FDOT-RL-TW-AC Zone: Category: Rank: S
Area: 15,750.00 SqFt Length: 450.00 Ft Width: 35.00 Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 5/7/2007 Total Samples: 4 Surveyed: 1
Conditions: PCI:71.00 |
Inspection Comments:

Sample Number: 502 Type: R Area: 3,500.00 SqFt PCI = 71
Sample Comments:
48 L 52 L

APPENDIX C

2007 CONDITION MAP AND TABLES



LEGEND

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

- Good
- Satisfactory
- Fair
- Poor
- Very Poor
- Serious
- Failed

N

0 150 300

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

NUMBER	DATE	REVISIONS
2	Dec-07	Final Report, Checked by BX
1	Oct-07	Draft Report, Drawn by KJ, Checked by BX
0	Feb-06	Initial Submittal

DESIGNED: FL | DRAWN: BB | CHECKED: | DATE: 9-07-2007

P:\COM_SHARED\FDOT AVIATION\CAD DRAWINGS\SYSTEM INVENTORY\AUTOCAD\CRAIGMUNICIPAL.DWG, BB-BB 02/23/06 11:01:05

MACTEC
Engineering and Consulting, Inc.
Tallahassee, Florida
850-656-1293

2007 Condition Map

CRAIG MUNICIPAL AIRPORT
DUVAL COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION OFFICE

15

IDENTIFIER
CRG

FDOT DISTRICT
2

Table C-1: Pavement Condition Index

Network Name	Network ID	Branch Name	Branch ID	Section ID	Length, Ft	Width, Ft	Area, SqFt	Rank	Surface	Last Const. Date	Last Insp. Date	2007 PCI
CRAIG MUNICIPAL	CRG	FAA APRON	AP FAA	5405	400	370	143,317	T	AC	1/1/2004	5/7/2007	98
CRAIG MUNICIPAL	CRG	NORTH APRON	AP N	4205	75	200	15,000	P	AC	1/1/1947	5/7/2007	34
CRAIG MUNICIPAL	CRG	NORTH APRON	AP N	4210	750	300	269,725	P	AC	1/1/1983	5/7/2007	35
CRAIG MUNICIPAL	CRG	NORTH APRON	AP N	4215	325	20	11,300	S	AC	12/25/1999	5/7/2007	36
CRAIG MUNICIPAL	CRG	NORTH APRON	AP N	4220	1,390	20	27,800	S	AC	12/25/1999	5/7/2007	48
CRAIG MUNICIPAL	CRG	NW APRON	AP NW	4305	200	188	37,500	P	AC	1/1/1991	5/7/2007	67
CRAIG MUNICIPAL	CRG	NW APRON	AP NW	4310	1,075	200	215,000	P	AC	1/1/1960	5/7/2007	53
CRAIG MUNICIPAL	CRG	NW APRON	AP NW	4315	155	50	7,750	P	AC	1/1/1970	5/7/2007	33
CRAIG MUNICIPAL	CRG	NW APRON	AP NW	4320	2,040	20	40,800	P	AC	12/25/1999	5/7/2007	35
CRAIG MUNICIPAL	CRG	RUN-UP APRON AT RW 5	AP RU RW 5	135	809	75	60,675	T	AC	1/1/2005	5/7/2007	98
CRAIG MUNICIPAL	CRG	RUN-UP APRON AT RW 14	AP RU RW14	5305	37	200	7,500	P	AAC	1/1/1991	11/8/1999	80
CRAIG MUNICIPAL	CRG	RUN-UP APRON AT RW 14	AP RU RW14	5310	73	200	14,600	P	AC	1/1/1991	11/8/1999	84
CRAIG MUNICIPAL	CRG	SOUTH APRON	AP S	4105	580	250	146,250	P	AAC	1/1/1986	5/7/2007	28
CRAIG MUNICIPAL	CRG	SOUTH APRON	AP S	4110	600	50	30,000	P	AC	1/1/1986	5/7/2007	25
CRAIG MUNICIPAL	CRG	SOUTH APRON	AP S	4115	100	160	16,000	P	AC	1/1/1986	5/7/2007	66

See note at end of table.

Table C-1: Pavement Condition Index

Network Name	Network ID	Branch Name	Branch ID	Section ID	Length, Ft	Width, Ft	Area, SqFt	Rank	Surface	Last Const. Date	Last Insp. Date	2007 PCI
CRAIG MUNICIPAL	CRG	SOUTHWEST APRON	AP SW	4405	250	100	33,600	S	AC	12/25/1999	5/7/2007	34
CRAIG MUNICIPAL	CRG	SOUTHWEST APRON	AP SW	4410	400	30	20,500	S	AC	12/25/1999	5/7/2007	33
CRAIG MUNICIPAL	CRG	SOUTHWEST APRON	AP SW	4415	300	40	24,000	S	AC	1/1/2005	5/7/2007	78
CRAIG MUNICIPAL	CRG	SOUTHWEST APRON	AP SW	4420	100	100	12,800	S	AC	12/25/1999	5/7/2007	77
CRAIG MUNICIPAL	CRG	SOUTHWEST APRON	AP SW	4425	600	215	130,050	S	AC	12/25/1999	5/7/2007	33
CRAIG MUNICIPAL	CRG	SOUTHWEST APRON	AP SW	4430	59	59	3,481	S	AC	1/1/2006	1/1/2006	97
CRAIG MUNICIPAL	CRG	SOUTHWEST APRON	AP SW	4435	570	35	19,950	S	AC	1/1/2007	1/1/2007	100
CRAIG MUNICIPAL	CRG	RUNWAY 14-32	RW 14-32	6205	375	100	37,500	P	AAC	1/1/2001	5/7/2007	90
CRAIG MUNICIPAL	CRG	RUNWAY 14-32	RW 14-32	6210	3,625	100	362,500	P	AAC	1/1/2001	5/7/2007	86
CRAIG MUNICIPAL	CRG	RUNWAY 5-23	RW 5-23	6105	3,900	100	390,000	S	AAC	1/1/1991	5/7/2007	50
CRAIG MUNICIPAL	CRG	TAXIWAY A	TW A	105	2,190	35	76,650	P	AAC	1/1/1991	5/7/2007	43
CRAIG MUNICIPAL	CRG	TAXIWAY A	TW A	110	210	35	7,500	P	AAC	1/1/1991	5/7/2007	26
CRAIG MUNICIPAL	CRG	TAXIWAY A	TW A	115	70	45	3,262	P	AAC	1/1/1991	5/7/2007	77
CRAIG MUNICIPAL	CRG	TAXIWAY A	TW A	120	2,120	35	74,200	P	AC	1/1/2005	5/7/2007	71
CRAIG MUNICIPAL	CRG	TAXIWAY A	TW A	125	1,555	35	54,425	P	AC	1/1/2007	1/1/2007	100

See note at end of table.

Table C-1: Pavement Condition Index

Network Name	Network ID	Branch Name	Branch ID	Section ID	Length, Ft	Width, Ft	Area, SqFt	Rank	Surface	Last Const. Date	Last Insp. Date	2007 PCI
CRAIG MUNICIPAL	CRG	TAXIWAY A	TW A	130	1,145	35	41,075	P	AC	1/1/2007	1/1/2007	100
CRAIG MUNICIPAL	CRG	TAXIWAY A	TW A	155	495	35	21,325	P	AAC	1/1/2007	1/1/2007	100
CRAIG MUNICIPAL	CRG	TAXIWAY A	TW A	160	360	35	12,600	P	AC	1/1/2007	1/1/2007	100
CRAIG MUNICIPAL	CRG	TAXIWAY A	TW A	165	1,885	35	86,875	P	AC	1/1/2005	5/7/2007	91
CRAIG MUNICIPAL	CRG	TAXIWAY A	TW A	170	250	35	8,750	P	AC	1/1/2004	5/7/2007	98
CRAIG MUNICIPAL	CRG	TAXIWAY B	TW B	205	100	40	4,000	P	AC	1/1/1983	5/7/2007	28
CRAIG MUNICIPAL	CRG	TAXIWAY B	TW B	210	100	40	4,000	P	AAC	1/1/1991	5/7/2007	61
CRAIG MUNICIPAL	CRG	TAXIWAY B	TW B	220	460	35	18,100	P	AAC	1/1/1991	11/8/1999	74
CRAIG MUNICIPAL	CRG	TAXIWAY C	TW C	305	540	35	18,900	P	AAC	1/1/1991	5/7/2007	47
CRAIG MUNICIPAL	CRG	TAXIWAY C	TW C	310	70	35	2,450	P	AAC	1/1/2001	5/7/2007	94
CRAIG MUNICIPAL	CRG	TAXIWAY C	TW C	315	50	40	3,300	P	AAC	1/1/2001	5/7/2007	92
CRAIG MUNICIPAL	CRG	TAXIWAY D & K	TW D & K	405	175	40	7,000	P	AAC	1/1/1984	5/7/2007	61
CRAIG MUNICIPAL	CRG	TAXIWAY D & K	TW D & K	410	35	40	1,900	P	AC	1/1/1984	5/7/2007	43
CRAIG MUNICIPAL	CRG	TAXIWAY D & K	TW D & K	420	450	35	17,225	P	AAC	1/1/1991	5/7/2007	56
CRAIG MUNICIPAL	CRG	TAXIWAY D & K	TW D & K	450	210	40	8,400	P	AC	1/1/1991	5/7/2007	64

See note at end of table.

Table C-1: Pavement Condition Index

Network Name	Network ID	Branch Name	Branch ID	Section ID	Length, Ft	Width, Ft	Area, SqFt	Rank	Surface	Last Const. Date	Last Insp. Date	2007 PCI
CRAIG MUNICIPAL	CRG	TAXIWAY E	TW E	505	250	35	9,780	P	AC	1/1/1991	5/7/2007	64
CRAIG MUNICIPAL	CRG	TAXIWAY F	TW F	605	310	35	11,000	P	AC	1/1/1991	5/7/2007	69
CRAIG MUNICIPAL	CRG	TAXIWAY G	TW G	705	210	35	8,000	P	AC	1/1/1991	5/7/2007	31
CRAIG MUNICIPAL	CRG	TAXIWAY H	TW H	805	210	35	8,000	P	AC	1/1/1991	5/7/2007	33
CRAIG MUNICIPAL	CRG	TAXIWAY H	TW H	810	460	35	16,600	P	AC	1/1/2005	5/7/2007	72
CRAIG MUNICIPAL	CRG	TAXIWAY H	TW H	815	502	30	15,060	P	AC	1/1/2005	5/7/2007	33
CRAIG MUNICIPAL	CRG	TAXIWAY H	TW H	820	733	30	21,990	P	AC	1/1/2007	1/1/2007	100
CRAIG MUNICIPAL	CRG	TAXIWAY J	TW J	1010	100	40	4,000	P	AAC	1/1/1991	5/7/2007	23
CRAIG MUNICIPAL	CRG	TAXIWAY J	TW J	1015	100	40	4,000	P	AC	1/1/1983	5/7/2007	33
CRAIG MUNICIPAL	CRG	NORTHWEST TW	TW NW	1205	425	30	12,750	S	AC	1/1/2005	5/7/2007	98
CRAIG MUNICIPAL	CRG	SOUTHWEST TAXIWAY	TW SW	1305	450	35	15,750	S	AC	1/1/2005	5/7/2007	71

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

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

Table C-2: Pavement Condition Prediction

Network ID	Branch ID	Section ID	2007 PCI	PCI Forecast									
				2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
CRG	AP FAA	5405	98	95	93	91	89	87	85	83	81	80	78
CRG	AP N	4205	34	32	30	28	25	23	21	18	15	12	9
CRG	AP N	4210	35	33	31	29	27	24	22	19	17	14	11
CRG	AP N	4215	36	34	32	30	28	26	23	21	18	15	13
CRG	AP N	4220	48	47	45	44	42	41	39	37	35	34	32
CRG	AP NW	4305	67	66	65	64	62	61	60	59	58	57	56
CRG	AP NW	4310	53	52	51	49	48	47	45	44	42	41	39
CRG	AP NW	4315	33	31	29	27	24	22	19	17	14	11	8
CRG	AP NW	4320	35	33	31	29	27	24	22	19	17	14	11
CRG	AP RU RW 5	135	98	95	93	91	89	87	86	84	82	81	80
CRG	AP RU RW14	5305	80	78	77	76	75	74	72	71	70	69	67
CRG	AP RU RW14	5310	84	82	80	79	77	76	74	73	71	70	69
CRG	AP S	4105	28	23	19	15	11	7	2	0	0	0	0
CRG	AP S	4110	25	22	20	17	15	12	9	6	2	0	0
CRG	AP S	4115	66	65	64	63	62	60	59	58	57	56	55
CRG	AP SW	4405	34	32	30	28	25	23	21	18	15	12	9
CRG	AP SW	4410	33	31	29	27	24	22	19	17	14	11	8
CRG	AP SW	4415	78	76	75	74	72	71	70	68	67	66	65
CRG	AP SW	4420	77	75	74	73	71	70	69	68	66	65	64
CRG	AP SW	4425	33	31	29	27	24	22	19	17	14	11	8
CRG	AP SW	4430	97	94	92	90	88	86	84	82	80	79	77
CRG	AP SW	4435	100	96	94	92	90	88	86	84	82	80	79
CRG	RW 14-32	6205	90	87	84	81	78	76	74	72	70	68	66
CRG	RW 14-32	6210	86	83	80	78	75	73	71	69	68	66	65
CRG	RW 5-23	6105	50	49	48	46	45	44	42	40	38	36	34
CRG	TW A	105	43	41	39	38	36	34	32	31	29	27	25
CRG	TW A	110	26	24	22	21	19	17	15	14	12	10	8
CRG	TW A	115	77	75	74	73	72	71	70	69	68	67	67
CRG	TW A	120	71	70	68	67	66	65	64	63	62	61	60
CRG	TW A	125	100	97	95	93	91	89	87	85	83	82	80
CRG	TW A	130	100	97	95	93	91	89	87	85	83	82	80

See note at end of table.

Table C-2: Pavement Condition Prediction

Network ID	Branch ID	Section ID	2007 PCI	PCI Forecast									
				2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
CRG	TW A	155	100	95	92	89	86	84	82	80	78	76	75
CRG	TW A	160	100	97	95	93	91	89	87	85	83	82	80
CRG	TW A	165	91	89	87	85	84	82	80	79	77	76	74
CRG	TW A	170	98	94	91	88	86	83	81	79	77	76	74
CRG	TW B	205	28	26	24	23	21	19	17	15	13	11	9
CRG	TW B	210	61	60	59	58	57	55	53	52	50	48	46
CRG	TW B	220	74	73	72	71	70	69	68	68	67	66	66
CRG	TW C	305	47	45	43	42	40	38	36	35	33	31	29
CRG	TW C	310	94	91	88	85	83	81	79	77	76	74	73
CRG	TW C	315	92	89	86	84	82	80	78	76	75	73	72
CRG	TW D & K	405	61	60	59	58	57	55	53	52	50	48	46
CRG	TW D & K	410	43	42	40	39	38	36	35	34	32	30	29
CRG	TW D & K	420	56	54	53	51	49	47	45	44	42	40	38
CRG	TW D & K	450	64	63	62	61	60	59	58	57	56	55	54
CRG	TW E	505	64	63	62	61	60	59	58	57	56	55	54
CRG	TW F	605	69	68	67	65	64	63	62	61	60	59	58
CRG	TW G	705	31	29	28	26	24	22	20	18	17	15	13
CRG	TW H	805	33	31	30	28	26	25	23	21	19	17	15
CRG	TW H	810	72	71	69	68	67	66	65	64	63	62	60
CRG	TW H	815	33	31	30	28	26	25	23	21	19	17	15
CRG	TW H	820	100	97	95	93	91	89	87	85	83	82	80
CRG	TW J	1010	23	21	19	18	16	14	12	11	9	7	5
CRG	TW J	1015	33	31	30	28	26	25	23	21	19	17	15
CRG	TW NW	1205	98	96	94	92	90	88	86	84	83	81	79
CRG	TW SW	1305	71	70	68	67	66	65	64	63	62	61	60

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

APPENDIX D

AREA-WEIGHTED PCI RESULTS BY BRANCH

Table D-1 Condition Summary by Branch

Network	Branch Name	2007 PCI
Craig Municipal	FAA APRON	98
Craig Municipal	NORTH APRON	36
Craig Municipal	NW APRON	52
Craig Municipal	RUN-UP APRON AT RW 5	98
Craig Municipal	RUN-UP APRON AT RW 14	82
Craig Municipal	SOUTH APRON	30
Craig Municipal	SOUTHWEST APRON	46
Craig Municipal	RUNWAY 14-32	86
Craig Municipal	RUNWAY 5-23	50
Craig Municipal	TAXIWAY A	79
Craig Municipal	TAXIWAY B	65
Craig Municipal	TAXIWAY C	58
Craig Municipal	TAXIWAY D & K	58
Craig Municipal	TAXIWAY E	64
Craig Municipal	TAXIWAY F	69
Craig Municipal	TAXIWAY G	31
Craig Municipal	TAXIWAY H	67
Craig Municipal	TAXIWAY J	28
Craig Municipal	NORTHWEST TW	98
Craig Municipal	SOUTHWEST TAXIWAY	71

APPENDIX E

MAJOR M&R PLAN BY YEAR

Table E-1: Major M&R Plan by Year

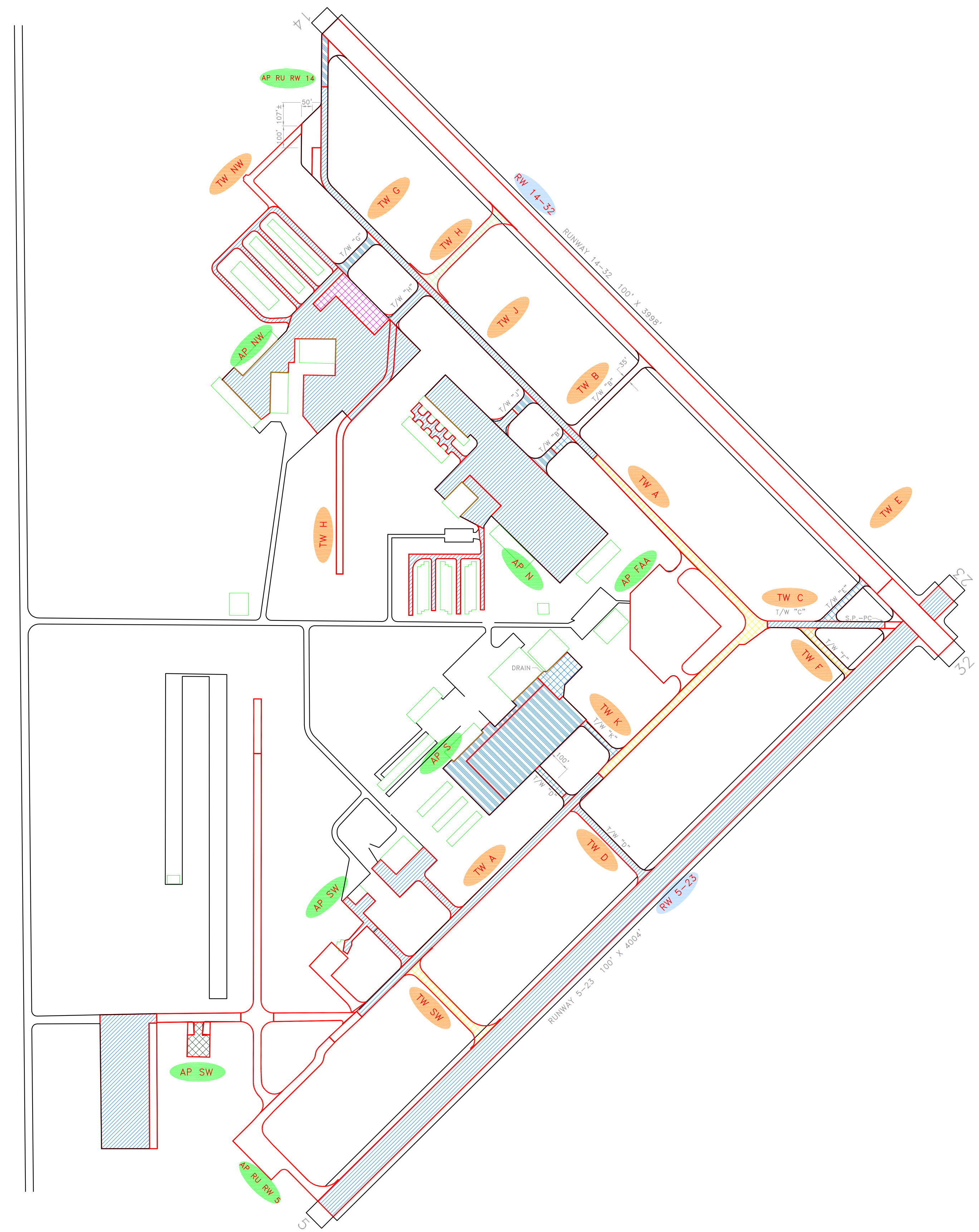
Network	Branch Use	Branch ID	Section ID	Surface	Area, SqFt	Year	PCI Before Maint.	Activities	PCI After Maint.	Cost
CRG	APRON	AP N	4205	AC	15,000	2008	32	Mill & Overlay	100	$245,670
CRG	APRON	AP N	4210	AC	269,725	2008	33	Mill & Overlay	100	$4,121,937
CRG	APRON	AP N	4215	AC	11,300	2008	34	Mill & Overlay	100	$160,302
CRG	APRON	AP N	4220	AC	27,800	2008	46	Mill & Overlay	100	$211,558
CRG	APRON	AP NW	4310	AC	215,000	2008	52	Mill & Overlay	100	$1,467,161
CRG	APRON	AP NW	4315	AC	7,750	2008	31	Mill & Overlay	100	$135,423
CRG	APRON	AP NW	4320	AC	40,800	2008	33	Mill & Overlay	100	$623,506
CRG	APRON	AP S	4105	AAC	146,250	2008	23	Reconstruction	100	$2,715,862
CRG	APRON	AP S	4110	AC	30,000	2008	22	Reconstruction	100	$557,100
CRG	APRON	AP S	4115	AC	16,000	2008	65	Microsurfacing	100	$36,640
CRG	APRON	AP SW	4405	AC	33,600	2008	32	Mill & Overlay	100	$550,301
CRG	APRON	AP SW	4410	AC	20,500	2008	31	Mill & Overlay	100	$358,217
CRG	APRON	AP SW	4425	AC	158,000	2008	31	Mill & Overlay	100	$2,272,494
CRG	RUNWAY	RW 5-23	6105	AAC	390,000	2008	49	Mill & Overlay	100	$2,967,901
CRG	TAXIWAY	TW A	105	AAC	76,650	2008	41	Mill & Overlay	100	$583,307
CRG	TAXIWAY	TW A	110	AAC	7,500	2008	24	Reconstruction	100	$139,275
CRG	TAXIWAY	TW B	205	AC	4,000	2008	26	Reconstruction	100	$74,280
CRG	TAXIWAY	TW B	210	AAC	4,000	2008	60	Microsurfacing	100	$14,720
CRG	TAXIWAY	TW C	305	AAC	18,900	2008	45	Mill & Overlay	100	$143,829
CRG	TAXIWAY	TW D & K	405	AAC	7,000	2008	60	Microsurfacing	100	$25,760
CRG	TAXIWAY	TW D & K	410	AC	1,900	2008	42	Mill & Overlay	100	$14,459
CRG	TAXIWAY	TW D & K	420	AAC	17,225	2008	54	Mill & Overlay	100	$104,005
CRG	TAXIWAY	TW D & K	450	AC	8,400	2008	63	Microsurfacing	100	$23,906
CRG	TAXIWAY	TW E	505	AC	9,780	2008	63	Microsurfacing	100	$27,834
CRG	TAXIWAY	TW G	705	AC	8,000	2008	29	Reconstruction	100	$148,560
CRG	TAXIWAY	TW H	805	AC	8,000	2008	31	Mill & Overlay	100	$139,792
CRG	TAXIWAY	TW H	815	AC	37,050	2008	31	Mill & Overlay	100	$263,158
CRG	TAXIWAY	TW J	1010	AAC	4,000	2008	21	Reconstruction	100	$74,280
CRG	TAXIWAY	TW J	1015	AC	4,000	2008	31	Mill & Overlay	100	$69,896

Table E-1: Major M&R Plan by Year

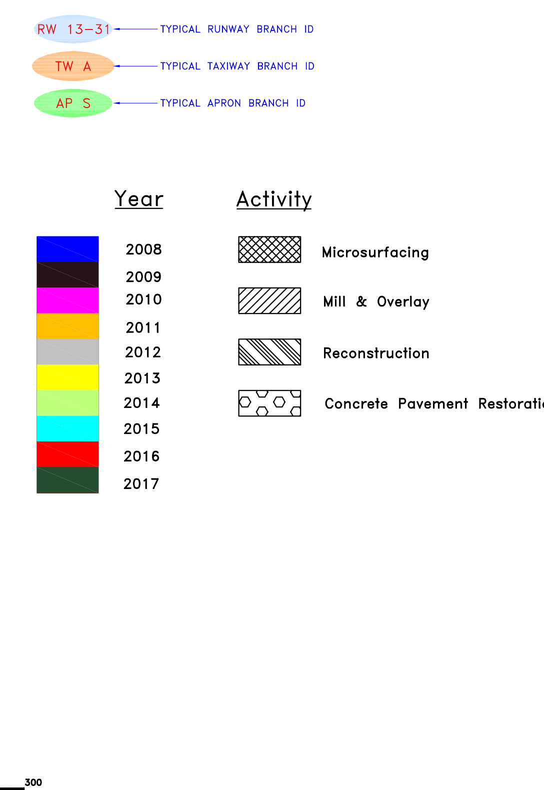
Network	Branch Use	Branch ID	Section ID	Surface	Area, SqFt	Year	PCI Before Maint.	Activities	PCI After Maint.	Cost
CRG	APRON	AP NW	4305	AC	37,500	2010	63	Microsurfacing	100	$113,225
CRG	TAXIWAY	TW F	605	AC	11,000	2011	64	Microsurfacing	100	$30,867
CRG	TAXIWAY	TW A	120	AC	74,200	2013	64	Microsurfacing	100	$220,895
CRG	TAXIWAY	TW SW	1305	AC	15,750	2013	64	Microsurfacing	100	$46,888
CRG	TAXIWAY	TW H	810	AC	16,600	2014	64	Microsurfacing	100	$50,901
CRG	APRON	AP SW	4420	AC	12,800	2017	64	Microsurfacing	100	$42,888

APPENDIX F

10-YEAR M&R MAP



LEGEND



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

NUMBER	DATE	REVISIONS
2	Dec-07	Final Report, Checked by BX
1	Oct-07	Draft Report, Drawn by KJ, Checked by BX
0	Feb-06	Initial Submittal

DESIGNED: FL | DRAWN: BB | CHECKED: | DATE: 9-07-2007

P:\COM_SHARED\FDOT AVIATION\CAD DRAWINGS\SYSTEM INVENTORY\AUTOCAD\CRAIGMUNICIPAL.DWG, BB-BB 02/23/06 11:01:05

URS

MACTEC
Engineering and Consulting, Inc.
Tallahassee, Florida
850-656-1293

10-Year M&R Map

CRAIG MUNICIPAL AIRPORT
DUVAL COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION OFFICE

15

IDENTIFIER: **CRG**

FDOT DISTRICT: 2

APPENDIX G

PHOTOGRAPHS

TW G Section 705: Low Severity Linear/Transverse Cracking (May 10, 2007)

TW H Section 805: Low Severity Block Cracking (May 10, 2007)

TW H Section 805 SU 800: Low Severity Block Cracking (May 10, 2007)

TW H Section 810: Low Severity Weathering (May 10, 2007)

TW J Section 1015: Medium Severity Weathering (May 10, 2007)

TW J Section 1010: Medium Severity Linear/Transverse Cracking (May 10, 2007)

TW B Section 210: Low Severity Linear/Transverse Cracking (May 10, 2007)

TW B Section 205 SU 201: Medium Severity Linear/Transverse Cracking (May 10, 2007)

AP N Section 4210: Medium Severity Weathering (May 10, 2007)

AP N Section 4205 SU 705: Medium Severity Block Cracking (May 10, 2007)

AP N Section 4205 SU 705: Medium Severity Block Cracking (May 10, 2007)

AP N Section 4215 SU 102: Medium Severity Weathering (May 10, 2007)

AP NW Section 4305: Low Severity Weathering (May 10, 2007)

AP NW Section 4310: Low Severity Weathering (May 10, 2007)

RW 5-23 Section 6105: Medium Severity L/T Cracking (May 9, 2007)

TW D& K Section 420: Medium Severity Linear/Transverse Cracking (May 9, 2007)

TW SW Section 1305: Low Severity Weathering (May 9, 2007)

TW F Section 605: Low Severity Linear/Transverse Cracking (May 9, 2007)

AP SW Section 4425: Medium Severity Block Cracking (May 9, 2007)

AP SW Section 4420: Low Severity Linear/Transverse Cracking (May 9, 2007)

RW 14-32 Section 6205: Low Severity Linear/Transverse Cracking (May 10, 2007)

RW 14-32 Section 6210: Section Overview (May 10, 2007)

TW A Section 110: Low Severity Linear/Transverse Cracking (May 10, 2007)

TW A Section 105: Low Severity Linear/Transverse Cracking (May 10, 2007)

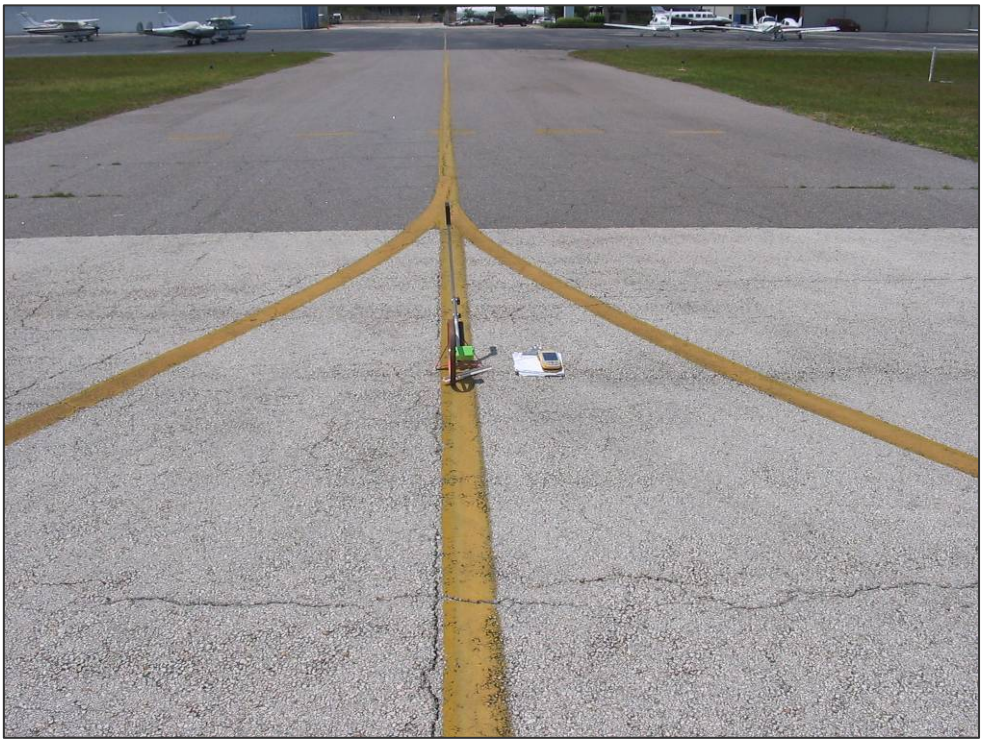
TW E Section 505: Low Severity Linear/Transverse Cracking (May 10, 2007)

TW C Section 315: Low Severity Linear/Transverse Cracking (May 10, 2007)

TW C Section 310: Low Severity Linear/Transverse Cracking (May 10, 2007)

TW C Section 305: Low Severity Linear/Transverse Cracking (May 10, 2007)

AP SW Section 4410: Low Severity Weathering (May 10, 2007)



TW D & K Section 410: Low Severity Block Cracking (May 10, 2007)

TW D& K Section 405: Low Severity Block Cracking (May 10, 2007)

AP S Section 4110: Medium Severity Weathering (May 10, 2007)

AP S Section 4105: Medium Severity Weathering (May 10, 2007)

AP S Section 4115: Low Severity Linear/Transverse Cracking (May 10, 2007)

AP FAA Section 5405: Section Overview (May 10, 2007)