STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

AVIATION OFFICE

Statewide Airfield Pavement Management Program

Apalachicola Regional Airport– AAF
(General Aviation)
Apalachicola, Florida
(District 3)

May 2011

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EXECUTIVE SUMMARY

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

The tasks required to achieve this objective at Apalachicola Regional Airport included:

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

During December 2010, the PCI survey was performed at Apalachicola Regional Airport. The results of the survey indicate that, based on a numerical scale of 0 to 100, the overall area-weighted average PCI of the airfield pavements in 2010 is 62, representing a Fair overall network condition.

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

Table I: Condition Summary by Branch

Branch Name	Area Weighted PCI	Condition Rating	FDOT Minimum Service Level	MicroPAVER Minimum PCI	Action Required
Apron	50	Poor	60	65	X
Runway 13-31	67	Fair	75	65	X
Runway 18-36	68	Fair	75	65	X
Runway 6-24	63	Fair	65	65	X
Taxiway A	54	Poor	65	65	X
Taxiway A2	54	Poor	65	65	X
Taxiway A3	31	Very Poor	65	65	X
Taxiway A4	36	Very Poor	65	65	X
Taxiway A5	54	Poor	65	65	X
Taxiway B1	73	Satisfactory	65	65	
Taxiway B2	50	Poor	65	65	X
Taxiway B3	54	Poor	65	65	X
Taxiway B4	57	Fair	65	65	X
Taxiway B5	53	Poor	65	65	X
Taxiway C	67	Fair	65	65	
Taxiway C1	53	Poor	65	65	X
Taxiway C2	66	Fair	65	65	

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

Table II: Condition Summary by Pavement Use

Use	Average Area-Weighted PCI	Condition Rating
Runway	69	Fair
Taxiway	59	Fair
Apron	50	Poor
All (Weighted)	**62**	**Fair**

Table III: Condition Summary by Pavement Rank

Rank*	Average Area-Weighted PCI	Condition Rating
Primary	60	Fair
Secondary	70	Fair
All (Weighted)	**62**	**Fair**

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

The immediate M&R needs, or needs that have been programmed to be completed in the first year of the 10-year M&R plan based on an unlimited budget at Apalachicola Regional Airport, include: Runways 13-31, 18-36, 6-24, and multiple Taxiways. The distresses in these areas varied from low to high severities and consisted mostly of longitudinal, transverse and diagonal cracking, joint spalling, corner breaks and joint seal damage. In most cases, these distresses justified a concrete pavement restoration, but in areas with greater magnitude full pavement reconstruction is required. The immediate needs are summarized in Table IV below.

Table IV: Immediate Major M&R Needs

Branch Name	Section ID	Surface Type	Section Area (ft^2)	Major M&R Costs*	PCI Before M&R	M&R Activity	PCI After M&R
Apron	4105	PCC	923,000	$5,805,670.46	49	Concrete Pavement Restoration	100
Runway 13-31	6110	PCC	260,000	$1,560,780.16	51	Concrete Pavement Restoration	100
Runway 18-36	6310	PCC	261,000	$1,566,783.16	51	Concrete Pavement Restoration	100
Runway 6-24	6210	PCC	246,750	$574,434.36	64	Concrete Pavement Restoration	100
Taxiway A	220	PCC	169,696	$395,052.54	64	Concrete Pavement Restoration	100
Taxiway A	225	PCC	33,392	$190,868.70	52	Concrete Pavement Restoration	100
Taxiway A2	250	PCC	35,000	$169,925.05	55	Concrete Pavement Restoration	100
Taxiway A2	255	PCC	6,250	$39,312.50	45	Concrete Pavement Restoration	100
Taxiway A3	240	PCC	35,000	$399,735.13	33	Reconstruction	100
Taxiway A3	245	PCC	6,250	$85,125.03	12	Reconstruction	100
Taxiway A4	230	PCC	34,400	$392,882.53	33	Reconstruction	100
Taxiway A4	235	PCC	5,875	$36,953.75	46	Concrete Pavement Restoration	100
Taxiway A5	205	PCC	31,000	$194,990.02	47	Concrete Pavement Restoration	100
Taxiway A5	210	PCC	17,000	$44,217.03	63	Concrete Pavement Restoration	100
Taxiway B2	315	PCC	35,000	$220,150.02	48	Concrete Pavement Restoration	100
Taxiway B2	320	PCC	10,000	$57,160.01	52	Concrete Pavement Restoration	100
Taxiway B3	325	PCC	25,000	$157,250.03	40	Concrete Pavement Restoration	100
Taxiway B4	345	PCC	29,981	$171,371.42	52	Concrete Pavement Restoration	100
Taxiway B5	335	PCC	32,000	$201,280.02	50	Concrete Pavement Restoration	100
Taxiway B5	340	PCC	15,000	$72,825.02	55	Concrete Pavement Restoration	100
Taxiway C	105	PCC	152,250	$479,131.09	61	Concrete Pavement Restoration	100
Taxiway C1	155	PCC	10,500	$143,010.05	9	Reconstruction	100
Taxiway C2	145	PCC	10,500	$47,964.02	56	Concrete Pavement Restoration	100
			Total	**$13,006,872.10**	**47**		**100**

* Costs are adjusted for inflation.

A forecast of Major M&R needs for a 10-year period, starting from 2011, was developed using an unlimited budget. The analysis identified ongoing maintenance needs and major M&R during that interval. The results of this analysis are provided in Table V below.

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

Year	Preventative	Major M&R	Total Year Cost
2011	$163,458.71	$13,006,872.07	$13,170,330.78
2012	$317,538.86	$103,607.77	$421,146.63
2013	$363,104.77	$189,498.08	$552,602.85
2014	$412,466.23	$0.00	$412,466.23
2015	$171,569.66	$3,068,588.54	$3,240,158.20
2016	$102,940.05	$1,565,439.62	$1,668,379.68
2017	$159,905.71	$51,475.63	$211,381.33
2018	$254,558.19	$0.00	$254,558.19
2019	$350,843.79	$32,948.71	$383,792.50
2020	$464,094.84	$0.00	$464,094.84
Total	**$2,760,480.81**	**$18,018,430.42**	**$20,778,911.23**

Note: Costs are adjusted for inflation.

The implementation of the 10-Year major M&R plan is expected to provide an improvement in the overall condition of the airfield pavement, where the area-weighted PCI would increase from 62 in 2010 to 81 in 2020. Appendix F lists the major M&R for the 10-Year program. Appendix G graphically depicts the activity.

It is important to note that although preventative and some major M&R activities would have to be conducted over several years, the area-weighted PCI value for all Apalachicola Regional Airport pavements in 2020 may remain near 81. The airport manager should realize that what is most important is that the pavement repair work (preventative and major M&R) that has been identified for Apalachicola Regional Airport is conducted at some point in the 10-year plan.

1. INTRODUCTION

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

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

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

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

1.1 Purpose

This Florida Airport Pavement Evaluation Report is intended to:

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

1.2 FDOT Statewide Airfield Pavement Management Program

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

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

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

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

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

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

1.3 Organization

1.3.1 *Aviation Office Program Manager Role*

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

1.3.2 *Consultant Role*

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

1.3.3 *Airport Role*

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

1.4 Pavement Types and Pavement Management

1.4.1 *Pavement basics*

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

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

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

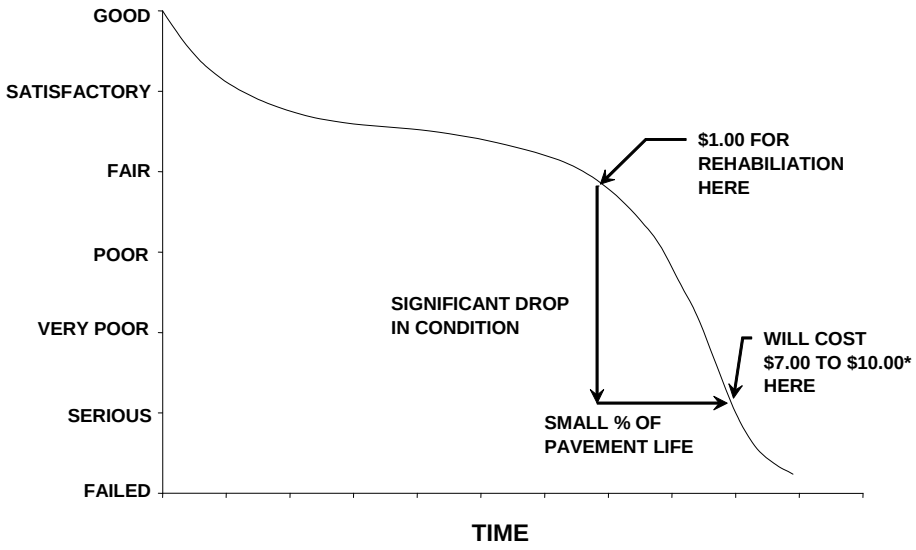
A small percentage of the airport pavements in Florida are composed of asphalt concrete surface over Portland Cement Concrete (APC). This pavement type is known as “composite” pavement.

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

1.4.2 *Pavement Management System Concept*

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

Figure 1-1: Pavement Life Cycle



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

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

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

1.4.3 *Pavement Inspection Methodology for the SAPMP*

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

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

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

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

Table 1-1: Sampling Rate for FDOT Condition Surveys

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

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

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

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

Figure 1-2: PCI Rating Scale

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

1.5 Definitions

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

2. NETWORK DEFINITION AND PAVEMENT INVENTORY

Apalachicola Regional Airport (AAF) consists of three runways; RW 6-24 which is 150-ft wide by 5,271-ft long, RW 13-31 which is 150-ft wide by 5,251-ft long and RW 18-36 which is 150-ft wide by 5,251-ft long. The apron pavement extends from the 6 end of RW 6-24 and continues around towards the 36 end of RW 18-36. Apalachicola Regional Airport is served by two main taxiways, Alpha and Charlie, with access throughout the airport being achieved through a network of ten taxiway facilities to direct traffic off of the runways. Each of these taxiways are 75-ft wide. The pavement throughout the runways, taxiways and apron is composed of Portland Cement Concrete.

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

Apalachicola Regional Airport was originally constructed in 1939 as the Army Air Corps. Once expanded in February 1942, it became a Flexible Gunnery School under 2136th Army Air Forces Base Unit, a sub-base and auxiliary airfield to nearby Tyndall Field. Apalachicola Regional was turned over to the Army Corps of Engineers in February of 1947, after being inactivated in September 1945. The airport eventually discharged to the War Assets Administration (WAA) and was deeded to municipality of Apalachicola and became a civil airport.

The airport is located in Franklin County, Florida and is operated by the County. This airport is designated as a General Aviation airport and is located in District 3 of the Florida Department of Transportation.

2.1 Network Definition

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

2.1.1 *Branch Section Identification*

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

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

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

2.1.2 *System Inventory and Network Definition Update*

The System Inventory and Network Definition drawings are used to identify changes in the network since the most recent update from the 2006/2008 inspections and also to plan the field inspection activities for the 2010 survey. Prior to the field inspection process, the System Inventory drawing was updated from the previous inspection with notes indicating recent construction projects on the various Sections of pavement throughout the airfield. This System Inventory drawing is used to update the Network Definition drawing.

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

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

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

Construction Year	Location	Work Type / Pavement Section
2006	Runway 13-31	Rehab RW 13-31 Repair/Replace Defective Slab Joints, Lights, Striping
2008	Runway 6-24	Rehab RW 6-24 Repair/Replace Defective Slab Joints, Lights, Striping
Future	Runway 18-36	Rehab RW 18-36 Striping, Add Lights

Although specific slabs were rehabilitated based on the aforementioned work, the pavement inspections included all of the sections associated with runways 13-31 and 6-24.

2.2 Pavement Inventory

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

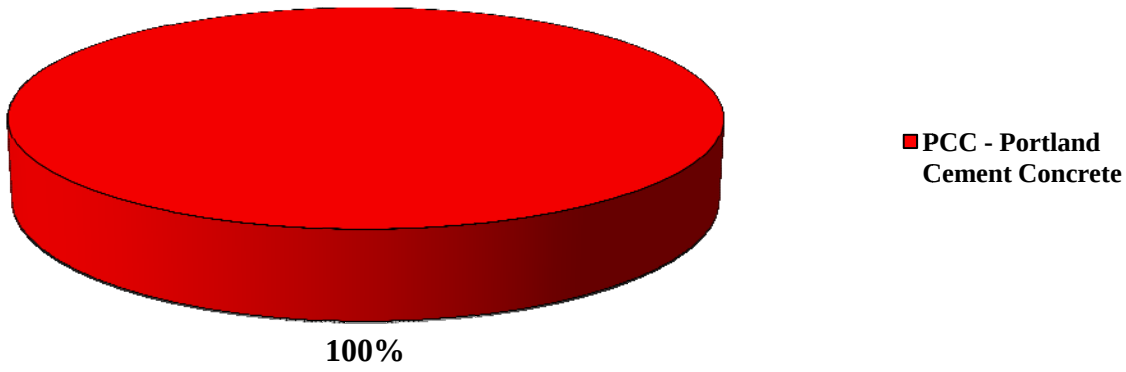
The total airfield pavement area in 2010 at Apalachicola Regional Airport is 4,130,144 square feet. The breakdown of pavement area for each pavement use is provided in Table 2-2.

Table 2-2: Pavement Area by Pavement Use

Use	Area (ft^2)	% of Total Area
Runway	2,304,750	56%
Taxiway	902,394	22%
Apron	923,000	22%
All (Weighted)	**4,130,144**	**100%**

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

Figure 2-1: Pavement Area by Surface Type



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

Table 2-3: Branch and Section Inventory

Branch Name	Branch ID	Section ID	True Area (ft^2)	Section Rank	Surface Type	Last Const. Date	Total Samples Inspected	Sample Units in Section
APRON	AP	4105	923,000	P	PCC	1/1/1940	14	200
RUNWAY 13-31	RW 13-31	6105	520,000	P	PCC	1/1/2006	19	85
RUNWAY 13-31	RW 13-31	6110	260,000	P	PCC	1/1/1940	11	44
RUNWAY 18-36	RW 18-36	6305	522,000	S	PCC	1/1/1940	17	86
RUNWAY 18-36	RW 18-36	6310	261,000	S	PCC	1/1/1940	11	44
RUNWAY 6-24	RW 6-24	6205	495,000	P	PCC	1/1/1940	18	83
RUNWAY 6-24	RW 6-24	6210	246,750	P	PCC	1/1/1940	10	43
TAXIWAY A	TW A	220	169,696	P	PCC	1/1/1940	5	31
TAXIWAY A	TW A	225	33,392	P	PCC	1/1/1942	2	15
TAXIWAY A2	TW A2	250	35,000	P	PCC	1/1/1940	2	8
TAXIWAY A2	TW A2	255	6,250	P	PCC	1/1/1942	1	2
TAXIWAY A3	TW A3	240	35,000	P	PCC	1/1/1940	2	9
TAXIWAY A3	TW A3	245	6,250	P	PCC	1/1/1942	1	2
TAXIWAY A4	TW A4	230	34,400	P	PCC	1/1/1940	3	8
TAXIWAY A4	TW A4	235	5,875	P	PCC	1/1/1942	1	2
TAXIWAY A5	TW A5	205	31,000	P	PCC	1/1/1940	4	6
TAXIWAY A5	TW A5	210	17,000	P	PCC	1/1/1942	1	3
TAXIWAY B1	TW B1	305	30,000	P	PCC	1/1/1940	2	6
TAXIWAY B1	TW B1	310	15,000	P	PCC	1/1/1942	1	3
TAXIWAY B2	TW B2	315	35,000	P	PCC	1/1/1940	2	8
TAXIWAY B2	TW B2	320	10,000	P	PCC	1/1/1942	1	2
TAXIWAY B3	TW B3	325	25,000	P	PCC	1/1/1940	2	8
TAXIWAY B3	TW B3	330	10,000	P	PCC	1/1/1942	1	2
TAXIWAY B4	TW B4	345	29,981	P	PCC	1/1/1940	1	7
TAXIWAY B4	TW B4	350	7,175	P	PCC	1/1/1942	1	2
TAXIWAY B5	TW B5	335	32,000	P	PCC	1/1/1940	2	8
TAXIWAY B5	TW B5	340	15,000	P	PCC	1/1/1942	1	2
TAXIWAY C	TW C	105	152,250	P	PCC	1/1/1940	6	32
TAXIWAY C	TW C	110	76,125	P	PCC	1/1/1942	3	16
TAXIWAY C1	TW C1	155	10,500	P	PCC	1/1/1942	1	2
TAXIWAY C1	TW C1	160	35,000	P	PCC	1/1/1940	2	8
TAXIWAY C2	TW C2	145	10,500	P	PCC	1/1/1942	1	2
TAXIWAY C2	TW C2	150	35,000	P	PCC	1/1/1940	2	8

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

Branch Name	Branch ID	Section ID	True Area (ft^2)	Section Rank	Surface Type	Last Const. Date	Total Samples Inspected	Sample Units in Section
TAXIWAY C2	TW C2	150	35,000	P	PCC	1/1/1940	2	8

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

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

3. PAVEMENT CONDITION

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

3.1 Inspection Methodology

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

Table 3-1: Pavement Distresses for Portland Cement Concrete Surfaces

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

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

Pavement condition inspections at Apalachicola Regional Airport were performed in December 2010. Data were recorded in the field in accordance with FAA Advisory Circular 150/5380-6B "Guidelines and Procedures for Maintenance of Airport Pavements" and ASTM D 5340 "Standard Test Method for Airport Pavement Condition Index Surveys" (2004).

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

3.2 Pavement Condition Index Results

According to the 2010 survey, the overall area-weighted PCI at Apalachicola Regional Airport is 62 representing a Fair overall network condition.

Overall the airport exhibited pavement distresses associated with climate and age distresses. The distresses observed on the Portland Cement Concrete pavement indicate that section is subjected to both climate and load based degradation.

Runways 6-24, 13-31 and 18-36 all exhibited similar pavement distresses throughout which consisted mostly of scaling/map cracking, longitudinal/transverse/diagonal cracking, corner breaks, joint and corner spalling, shrinkage cracking and shattered slabs. All of these distresses varied in severity but most were classified as either low or medium severity. There were many instances though where high severity distresses were recorded.

The taxiways and apron pavement exhibited very similar distresses which could also be associated with climate and age distress.

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

Figure 3-1 provides the PCI distribution by rating category for Apalachicola Regional Airport.

Figure 3-1: Network PCI Distribution by Rating Category

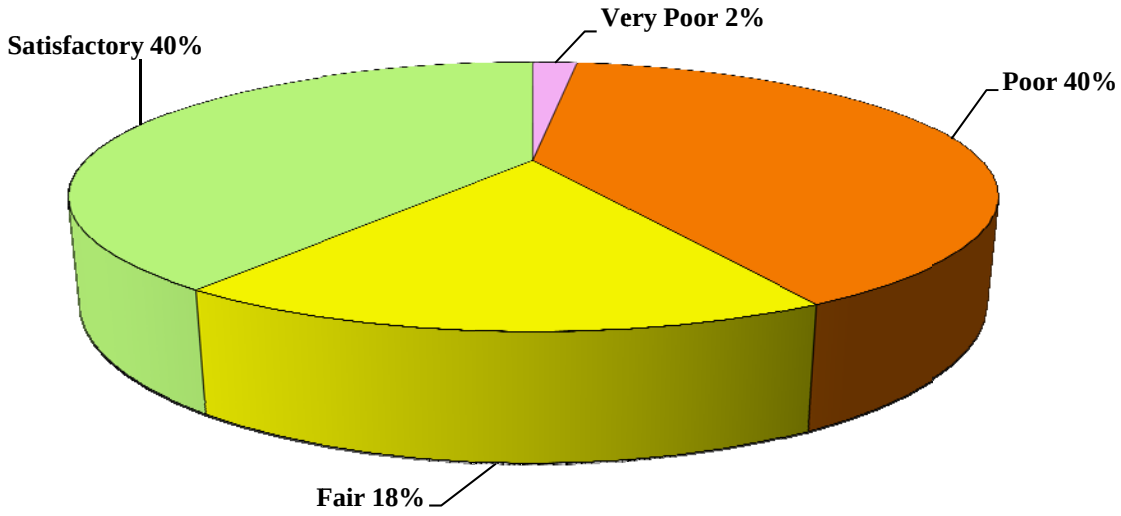


Figure 3-1a: Condition Rating Summary

Condition Rating	Total Area (ft^2)	Percent
Good	0	0%
Satisfactory	1,645,300	40%
Fair	746,196	18%
Poor	1,652,498	40%
Very Poor	69,400	2%
Serious	6,250	0%
Failed	10,500	0%

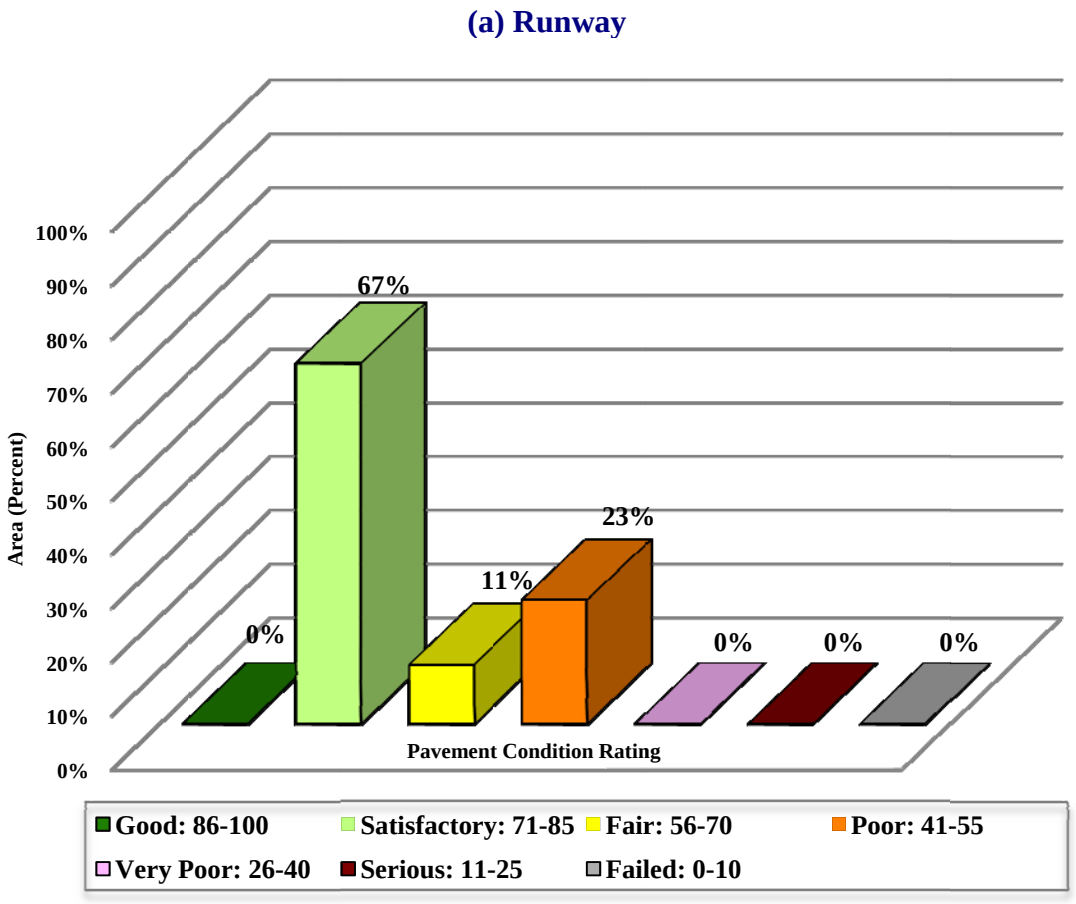
Approximately 58% of the network is in Satisfactory and Fair condition while 42% of the network is in Poor and Very Poor condition. Table 3-3 illustrates the area-weighted PCI computed individually for each pavement use.

Table 3-2: Condition by Pavement Use

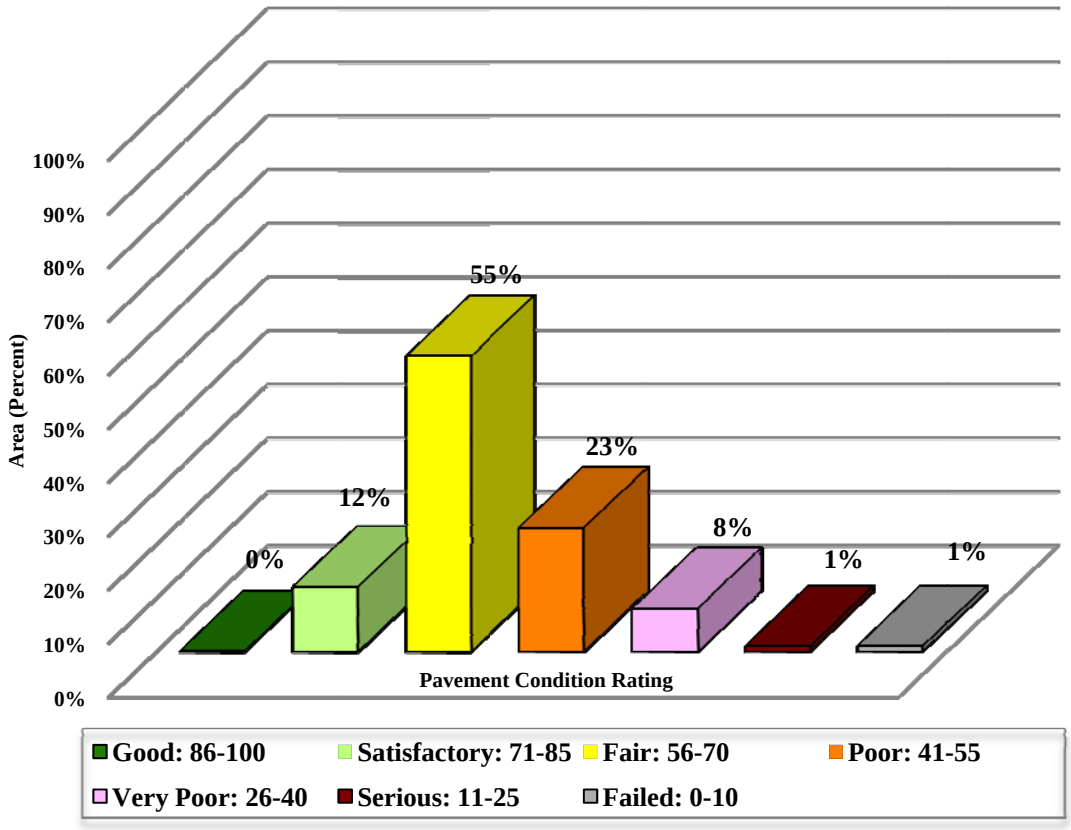
Use	Area-Weighted PCI	Condition Rating
Runway	69	Fair
Taxiway	59	Fair
Apron	50	Poor
All (Weighted)	**62**	**Fair**

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

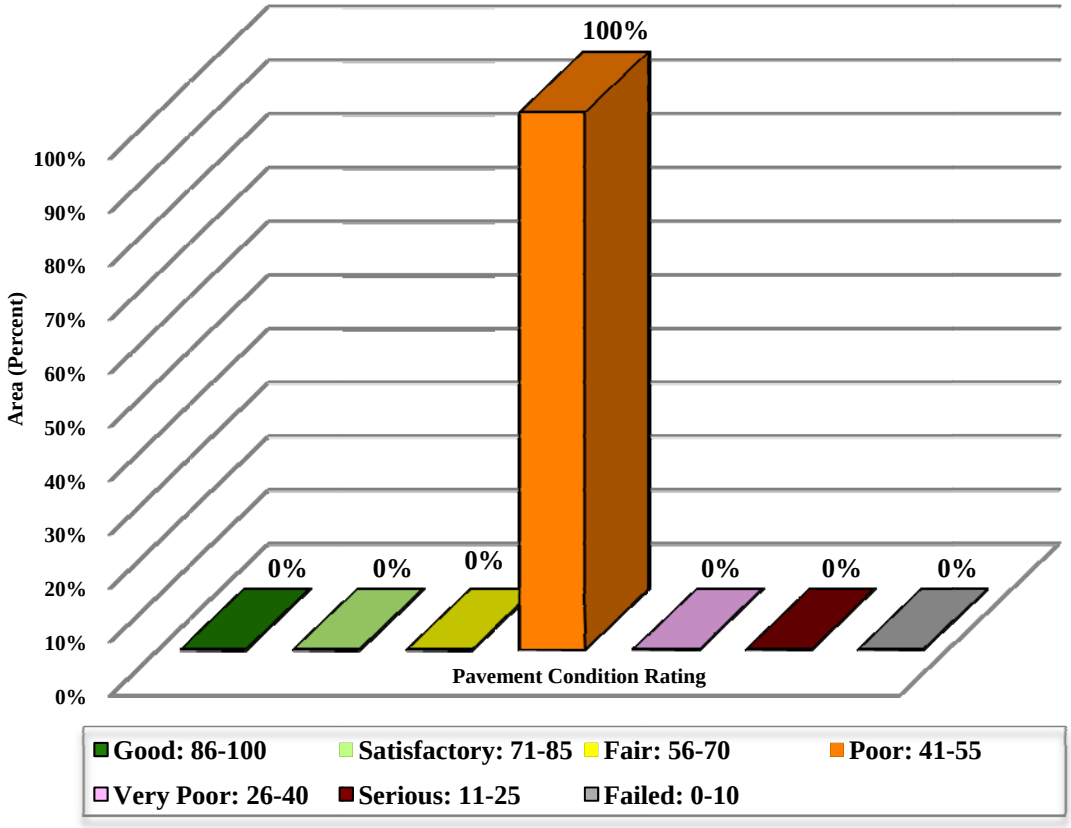
Figure 3-2: Percentage of Pavement Area within Each PCI Range by Pavement Use



(b) Taxiway


100%
90%
80%
70%
60%
50%
40%
30%
20%
10%
0%
Area (Percent)
0%
12%
55%
23%
8%
1%
1%
Pavement Condition Rating
Good: 86-100
Satisfactory: 71-85
Fair: 56-70
Poor: 41-55
Very Poor: 26-40
Serious: 11-25
Failed: 0-10

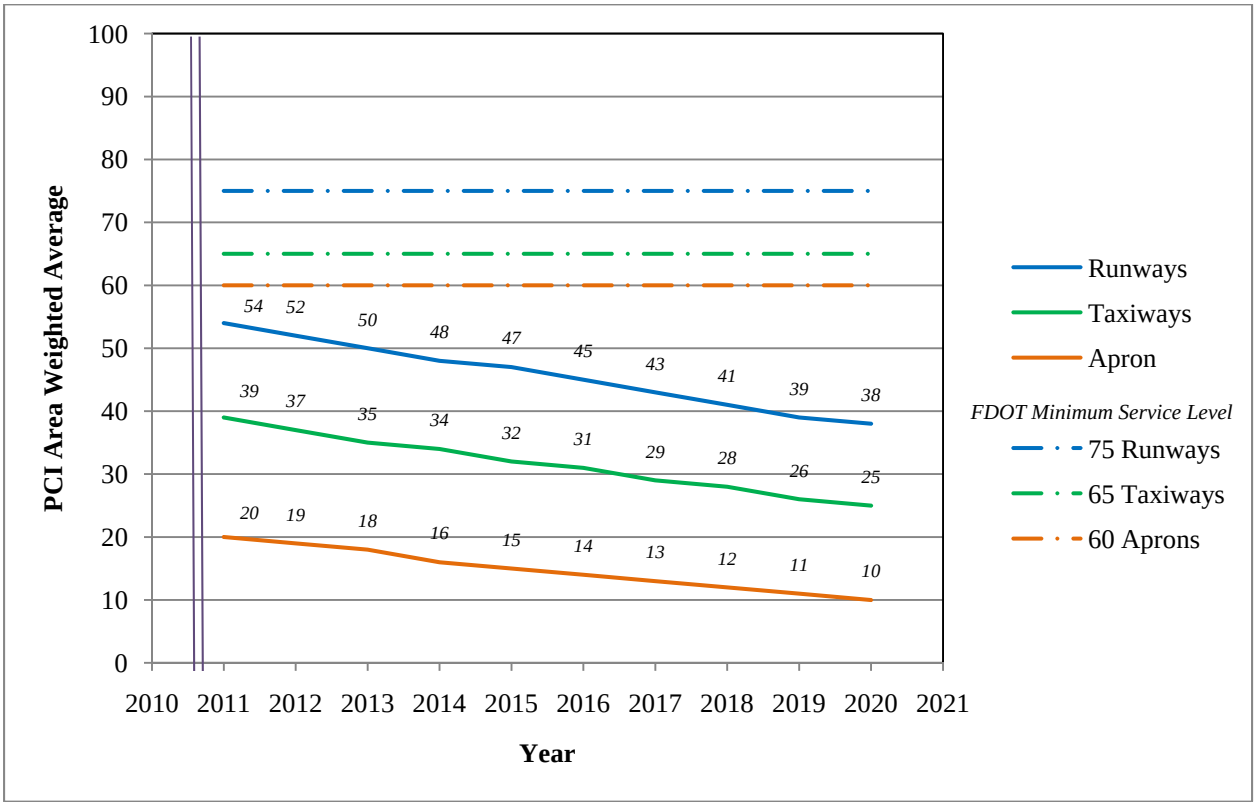
(c) Apron


100%
100%
90%
80%
70%
60%
50%
40%
30%
20%
10%
0%
Area (Percent)
0%
0%
0%
0%
0%
0%
Pavement Condition Rating
Good: 86-100
Satisfactory: 71-85
Fair: 56-70
Poor: 41-55
Very Poor: 26-40
Serious: 11-25
Failed: 0-10

4. PAVEMENT CONDITION PREDICTION

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

Figure 4-1: Predicted PCI by Pavement Use



Appendix D presents the tabular summary of the predicted Section PCI for each year from 2011 to 2020.

5. MAINTENANCE POLICIES AND COSTS

5.1 Policies

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

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

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

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

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

Table 5-1: Routine Maintenance Activities for Airfield Pavements

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

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

Table 5-2: Critical PCI for General Aviation Airports

Use	Critical PCI
Runway	65
Taxiway	65
Apron	65

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

Table 5-3: FDOT Minimum Service Level PCI for General Aviation Airports

Minimum PCI		
Runway	**Taxiway**	**Apron**
75	65	60

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

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

Table 5-4: M&R Activities for General Aviation Airports

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

5.2 Unit Costs

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

5.3 M&R Activities

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

Table 5-5: Maintenance Unit Costs for FDOT

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

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

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

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

	Activity	PCI Trigger	Cost/SqFt
Maintenance	Crack Sealing and Full-Depth Patching	90	$0.06
		80	$0.24
Rehabilitation	Mill and Overlay (AC) or Concrete Pavement Restoration (PCC)	70	$3.00
		60	$3.42
		50	$6.29
		40	$6.29
	Reconstruction	30	$13.62
		20	$13.62

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

6. PAVEMENT REHABILITATION NEEDS ANALYSIS

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

The objective of the M&R analysis is to observe the effect of different fiscal scenarios on the network condition, over a period of ten years, starting from 2011. The analysis was conducted using an unlimited budget. An unlimited budget allows all M&R needs to be identified along with the associated cost regardless of priority.

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

Table 6-1: Summary of Immediate Major M&R Needs

Branch Name	Section ID	Surface Type	Section Area (ft^2)	Major M&R Costs*	PCI Before M&R	M&R Activity	PCI After M&R
Apron	4105	PCC	923,000	$5,805,670.46	49	Concrete Pavement Restoration	100
Runway 13-31	6110	PCC	260,000	$1,560,780.16	51	Concrete Pavement Restoration	100
Runway 18-36	6310	PCC	261,000	$1,566,783.16	51	Concrete Pavement Restoration	100
Runway 6-24	6210	PCC	246,750	$574,434.36	64	Concrete Pavement Restoration	100
Taxiway A	220	PCC	169,696	$395,052.54	64	Concrete Pavement Restoration	100
Taxiway A	225	PCC	33,392	$190,868.70	52	Concrete Pavement Restoration	100
Taxiway A2	250	PCC	35,000	$169,925.05	55	Concrete Pavement Restoration	100
Taxiway A2	255	PCC	6,250	$39,312.50	45	Concrete Pavement Restoration	100
Taxiway A3	240	PCC	35,000	$399,735.13	33	Reconstruction	100
Taxiway A3	245	PCC	6,250	$85,125.03	12	Reconstruction	100
Taxiway A4	230	PCC	34,400	$392,882.53	33	Reconstruction	100
Taxiway A4	235	PCC	5,875	$36,953.75	46	Concrete Pavement Restoration	100
Taxiway A5	205	PCC	31,000	$194,990.02	47	Concrete Pavement Restoration	100
Taxiway A5	210	PCC	17,000	$44,217.03	63	Concrete Pavement Restoration	100
Taxiway B2	315	PCC	35,000	$220,150.02	48	Concrete Pavement Restoration	100
Taxiway B2	320	PCC	10,000	$57,160.01	52	Concrete Pavement Restoration	100
Taxiway B3	325	PCC	25,000	$157,250.03	40	Concrete Pavement Restoration	100
Taxiway B4	345	PCC	29,981	$171,371.42	52	Concrete Pavement Restoration	100
Taxiway B5	335	PCC	32,000	$201,280.02	50	Concrete Pavement Restoration	100
Taxiway B5	340	PCC	15,000	$72,825.02	55	Concrete Pavement Restoration	100
Taxiway C	105	PCC	152,250	$479,131.09	61	Concrete Pavement Restoration	100
Taxiway C1	155	PCC	10,500	$143,010.05	9	Reconstruction	100
Taxiway C2	145	PCC	10,500	$47,964.02	56	Concrete Pavement Restoration	100
			Total	**$13,006,872.10**	**47**		**100**

* Costs are adjusted for inflation.

In addition to the immediate Major M&R needs, maintenance activities for pavement areas above critical PCI have been recommended by MicroPAVER for Year 1 and are shown in Table 6-2 below. The costs provided in Table 5-5 were used to calculate the costs associated with this work, which is intended to treat specific distress types. A more detailed table is provided in Appendix E.

Table 6-2: Summary of Year 1 Maintenance Activities

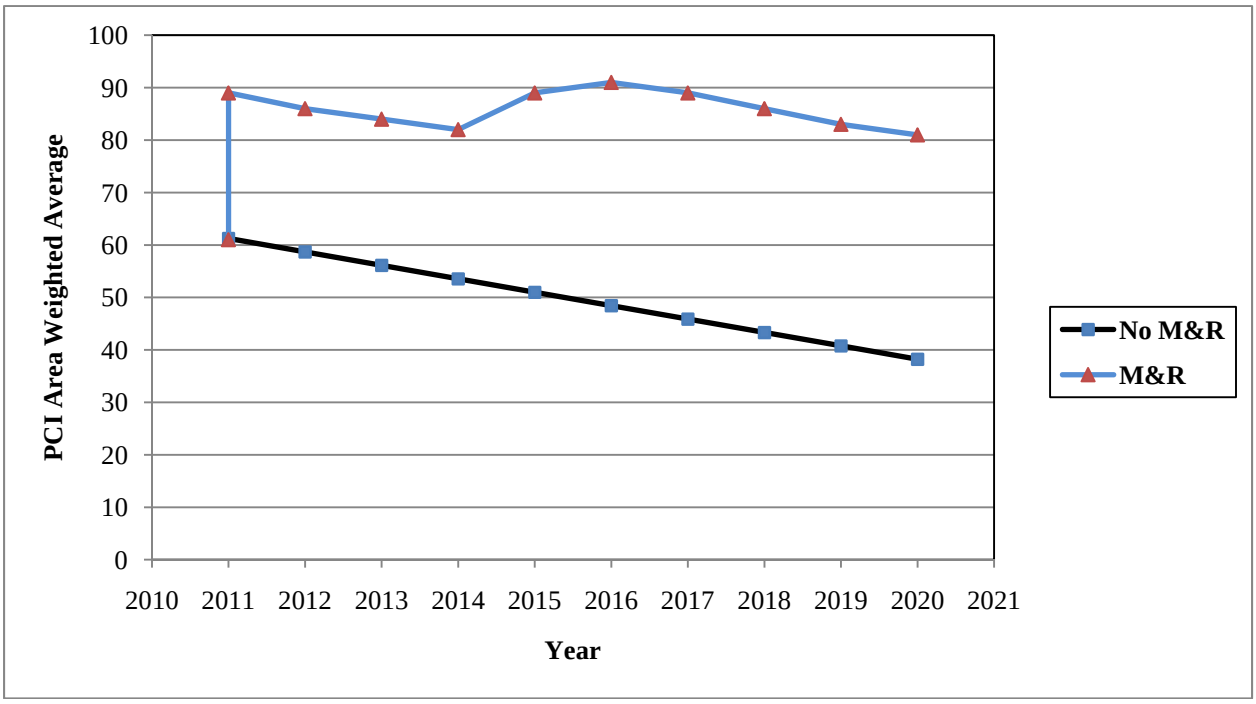
Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
Runway 13-31	RW 13-31	6105	CORNER SPALL	M	Patching - PCC Partial Depth	48.7	SqFt	$19.06	$927.68
Runway 13-31	RW 13-31	6105	JOINT SPALL	M	Patching - PCC Partial Depth	554.9	SqFt	$19.06	$10,575.56
Runway 13-31	RW 13-31	6105	JOINT SPALL	H	Patching - PCC Partial Depth	146	SqFt	$19.06	$2,783.04
Runway 13-31	RW 13-31	6105	LINEAR CR	H	Crack Sealing - PCC	514.3	Ft	$4.24	$2,180.84
Runway 13-31	RW 13-31	6105	LINEAR CR	M	Crack Sealing - PCC	587.8	Ft	$4.24	$2,492.39
Runway 13-31	RW 13-31	6105	CORNER BREAK	M	Patching - PCC Full Depth	146	SqFt	$38.11	$5,564.62
Runway 18-36	RW 18-36	6305	LARGE PATCH	M	Patching - PCC Full Depth	1,007.40	SqFt	$38.11	$38,392.42
Runway 18-36	RW 18-36	6305	JOINT SPALL	H	Patching - PCC Partial Depth	41.3	SqFt	$19.06	$787.45
Runway 18-36	RW 18-36	6305	JOINT SPALL	M	Patching - PCC Partial Depth	396.6	SqFt	$19.06	$7,559.55
Runway 18-36	RW 18-36	6305	CORNER SPALL	M	Patching - PCC Partial Depth	41.3	SqFt	$19.06	$787.45
Runway 18-36	RW 18-36	6305	LINEAR CR	H	Crack Sealing - PCC	415.8	Ft	$4.24	$1,763.03
Runway 18-36	RW 18-36	6305	LINEAR CR	M	Crack Sealing - PCC	166.3	Ft	$4.24	$705.21
Runway 18-36	RW 18-36	6305	SMALL PATCH	M	Patching - PCC Partial Depth	55.1	SqFt	$19.06	$1,049.94
Runway 18-36	RW 18-36	6305	LARGE PATCH	H	Patching - PCC Full Depth	1,007.40	SqFt	$38.11	$38,392.42
Runway 18-36	RW 18-36	6305	CORNER BREAK	M	Patching - PCC Full Depth	826.3	SqFt	$38.11	$31,489.85
Runway 6-24	RW 6-24	6205	CORNER SPALL	H	Patching - PCC Partial Depth	12.3	SqFt	$19.06	$235.08
Runway 6-24	RW 6-24	6205	JOINT SPALL	M	Patching - PCC Partial Depth	88.8	SqFt	$19.06	$1,692.57
Runway 6-24	RW 6-24	6205	LINEAR CR	M	Crack Sealing - PCC	223.4	Ft	$4.24	$947.38
Runway 6-24	RW 6-24	6205	LINEAR CR	H	Crack Sealing - PCC	744.8	Ft	$4.24	$3,157.93
Runway 6-24	RW 6-24	6205	CORNER BREAK	M	Patching - PCC Full Depth	148	SqFt	$38.11	$5,640.42
Taxiway B1	TW B1	305	JOINT SPALL	M	Patching - PCC Partial Depth	20.8	SqFt	$19.06	$396.98
Taxiway B1	TW B1	305	LINEAR CR	M	Crack Sealing - PCC	157.2	Ft	$4.24	$666.61
Taxiway B1	TW B1	310	LINEAR CR	H	Crack Sealing - PCC	26	Ft	$4.24	$110.24
Taxiway B3	TW B3	330	LINEAR CR	M	Crack Sealing - PCC	25	Ft	$4.24	$106.00

Table 6-2: Summary of Year 1 Maintenance Activities (Continued)

Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
Taxiway B4	TW B4	350	LINEAR CR	M	Crack Sealing - PCC	36.3	Ft	$4.24	$153.70
Taxiway C	TW C	110	LINEAR CR	H	Crack Sealing - PCC	178.8	Ft	$4.24	$757.90
Taxiway C	TW C	110	JOINT SPALL	M	Patching - PCC Partial Depth	142.1	SqFt	$19.06	$2,708.11
Taxiway C1	TW C1	160	JOINT SPALL	M	Patching - PCC Partial Depth	17.1	SqFt	$19.06	$326.20
Taxiway C1	TW C1	160	LINEAR CR	M	Crack Sealing - PCC	43.1	Ft	$4.24	$182.59
Taxiway C1	TW C1	160	LINEAR CR	H	Crack Sealing - PCC	43.1	Ft	$4.24	$182.59
Taxiway C2	TW C2	150	CORNER SPALL	M	Patching - PCC Partial Depth	6.1	SqFt	$19.06	$116.57
Taxiway C2	TW C2	150	LINEAR CR	M	Crack Sealing - PCC	36.9	Ft	$4.24	$156.59
Taxiway C2	TW C2	150	LINEAR CR	H	Crack Sealing - PCC	110.8	Ft	$4.24	$469.77
								Total =	$163,458.68

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

Figure 6-1: Budget Scenario Analysis



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

- The PCI will deteriorate from 62 in 2010 to 38 in ten years if no M&R activities are performed.
- The PCI will remain at or above 81 through the 10-year analysis period under the unlimited budget scenario. A 2020 PCI of 81 with this scenario is 43 PCI points higher than a "No M&R" scenario. The total cost for Major M&R over this 10-year period is about $18 million.

7. MAINTENANCE AND REHABILITATION PLAN

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

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

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

Year	Preventative	Major M&R	Total Year Cost
2011	$163,458.71	$13,006,872.07	$13,170,330.78
2012	$317,538.86	$103,607.77	$421,146.63
2013	$363,104.77	$189,498.08	$552,602.85
2014	$412,466.23	$0.00	$412,466.23
2015	$171,569.66	$3,068,588.54	$3,240,158.20
2016	$102,940.05	$1,565,439.62	$1,668,379.68
2017	$159,905.71	$51,475.63	$211,381.33
2018	$254,558.19	$0.00	$254,558.19
2019	$350,843.79	$32,948.71	$383,792.50
2020	$464,094.84	$0.00	$464,094.84
Total	**$2,760,480.81**	**$18,018,430.42**	**$20,778,911.23**

Note: Costs are adjusted for inflation.

Approximately 72% of the total Major M&R cost is required in the first year (2011). According to the 2010 inspections, the following pavement sections were in immediate need of Major M&R Activity:

- **Runway 13-31** – Concrete Pavement restoration activity.
- **Runway 18-36** – Concrete Pavement restoration activity.
- **Runway 6-24** – Concrete Pavement restoration activity.

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

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

8. VISUAL AIDS

8.1 System Inventory and Network Definition Drawings

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

8.2 Condition Map

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

8.3 10-Year M&R Map

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

8.4 Photographs

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

9. RECOMMENDATIONS

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

The following recommendations were made based on the 2010 condition inspection and M&R analysis results:

- **Runway 13-31** – Concrete Pavement restoration activity.
- **Runway 18-36** – Concrete Pavement restoration activity.
- **Runway 6-24** – Concrete Pavement restoration activity.

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

APPENDIX A

NETWORK DEFINITION MAP

SYSTEM INVENTORY MAP

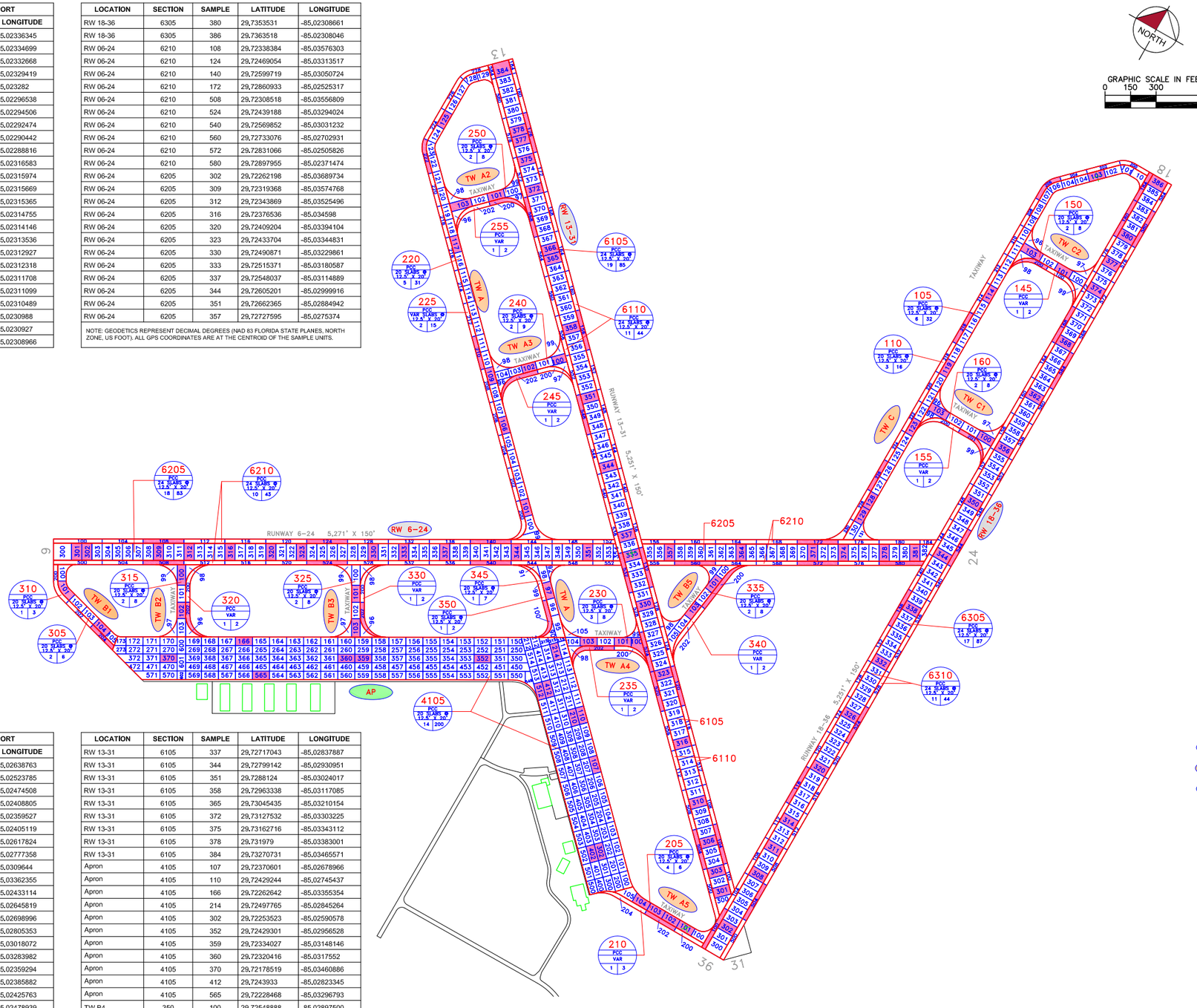
PAVEMENT INVENTORY TABLE

WORK HISTORY REPORT

GPS COORDINATES - APALACHICOLA MUNICIPAL AIRPORT				
LOCATION	SECTION	SAMPLE	LATITUDE	LONGITUDE
RW 18-36	6310	100	29.72236717	-85.02336345
RW 18-36	6310	116	29.7250425	-85.02334699
RW 18-36	6310	136	29.72834219	-85.02332668
RW 18-36	6310	168	29.73362169	-85.02329419
RW 18-36	6310	180	29.7356015	-85.023282
RW 18-36	6310	504	29.72306084	-85.02296538
RW 18-36	6310	524	29.72636053	-85.02294506
RW 18-36	6310	544	29.72966022	-85.02292474
RW 18-36	6310	564	29.73295991	-85.02290442
RW 18-36	6310	580	29.73559966	-85.02288816
RW 18-36	6305	302	29.72248431	-85.02316583
RW 18-36	6305	308	29.72347422	-85.02315974
RW 18-36	6305	311	29.72396917	-85.02315669
RW 18-36	6305	314	29.72446413	-85.02315365
RW 18-36	6305	320	29.72545403	-85.02314755
RW 18-36	6305	326	29.72644394	-85.02314146
RW 18-36	6305	332	29.72743385	-85.02313536
RW 18-36	6305	338	29.72842376	-85.02312927
RW 18-36	6305	344	29.72941366	-85.02312318
RW 18-36	6305	350	29.73040357	-85.02311708
RW 18-36	6305	356	29.73139348	-85.02311099
RW 18-36	6305	362	29.73238338	-85.02310489
RW 18-36	6305	368	29.73337329	-85.0230988
RW 18-36	6305	374	29.7343632	-85.0230927
RW 18-36	6305	377	29.73485815	-85.02308966

LOCATION	SECTION	SAMPLE	LATITUDE	LONGITUDE
RW 18-36	6305	380	29.7353531	-85.02308661
RW 18-36	6305	386	29.7363518	-85.02308046
RW 06-24	6210	108	29.72338384	-85.03576303
RW 06-24	6210	124	29.72469054	-85.03313517
RW 06-24	6210	140	29.72599719	-85.03050724
RW 06-24	6210	172	29.72860933	-85.02525317
RW 06-24	6210	508	29.72308518	-85.03556809
RW 06-24	6210	524	29.72439188	-85.03294024
RW 06-24	6210	540	29.72569852	-85.03031232
RW 06-24	6210	560	29.72733076	-85.02702931
RW 06-24	6210	572	29.72831066	-85.02505826
RW 06-24	6210	580	29.72897955	-85.02371474
RW 06-24	6205	302	29.72262198	-85.03689734
RW 06-24	6205	309	29.72319368	-85.03574768
RW 06-24	6205	312	29.72343869	-85.03525496
RW 06-24	6205	316	29.72376536	-85.034598
RW 06-24	6205	320	29.72409204	-85.03394104
RW 06-24	6205	323	29.72433704	-85.03344831
RW 06-24	6205	330	29.72490871	-85.03229861
RW 06-24	6205	333	29.72515371	-85.03180587
RW 06-24	6205	337	29.72548037	-85.03114889
RW 06-24	6205	344	29.72605201	-85.02999916
RW 06-24	6205	351	29.72662365	-85.02884942
RW 06-24	6205	357	29.72727595	-85.0275374

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



GPS COORDINATES - APALACHICOLA MUNICIPAL AIRPORT				
LOCATION	SECTION	SAMPLE	LATITUDE	LONGITUDE
RW 06-24	6205	364	29.72784756	-85.02638763
RW 06-24	6205	371	29.72841917	-85.02523785
RW 06-24	6205	374	29.72866414	-85.02474508
RW 06-24	6205	378	29.72899076	-85.02408805
RW 06-24	6205	381	29.72923573	-85.02359527
RW 13-31	6110	104	29.72359675	-85.02405119
RW 13-31	6110	120	29.72547337	-85.02617824
RW 13-31	6110	132	29.7268808	-85.02777358
RW 13-31	6110	156	29.72969562	-85.0309644
RW 13-31	6110	176	29.73204124	-85.03362355
RW 13-31	6110	504	29.72335502	-85.02433114
RW 13-31	6110	520	29.72523162	-85.02645819
RW 13-31	6110	524	29.72570077	-85.02698996
RW 13-31	6110	532	29.72663906	-85.02805353
RW 13-31	6110	548	29.7285156	-85.03018072
RW 13-31	6110	568	29.73086124	-85.03283982
RW 13-31	6105	301	29.72294808	-85.02359294
RW 13-31	6105	303	29.72318266	-85.02385882
RW 13-31	6105	306	29.72353453	-85.02425763
RW 13-31	6105	310	29.72400368	-85.02478939
RW 13-31	6105	316	29.72470741	-85.02558703
RW 13-31	6105	323	29.72552843	-85.02651763
RW 13-31	6105	330	29.72634943	-85.02744824
RW 13-31	6105	335	29.72693586	-85.02811298

LOCATION	SECTION	SAMPLE	LATITUDE	LONGITUDE
RW 13-31	6105	337	29.72717043	-85.02837887
RW 13-31	6105	344	29.72799142	-85.02930951
RW 13-31	6105	351	29.7288124	-85.03024017
RW 13-31	6105	358	29.72963338	-85.03117085
RW 13-31	6105	365	29.73045435	-85.03210154
RW 13-31	6105	372	29.73127532	-85.03303225
RW 13-31	6105	375	29.73162716	-85.03343112
RW 13-31	6105	378	29.731979	-85.03383001
RW 13-31	6105	384	29.73270731	-85.03465571
Apron	4105	107	29.72370601	-85.02678966
Apron	4105	110	29.72429244	-85.02745437
Apron	4105	166	29.72262642	-85.03355354
Apron	4105	214	29.72497765	-85.02845264
Apron	4105	302	29.72253523	-85.02590578
Apron	4105	352	29.72429301	-85.02956528
Apron	4105	359	29.72334027	-85.03148146
Apron	4105	360	29.72320416	-85.0317552
Apron	4105	370	29.72178519	-85.03460886
Apron	4105	412	29.7243933	-85.02823345
Apron	4105	565	29.72228468	-85.03296793
TW B4	350	100	29.72548888	-85.02897500
TW B4	345	97	29.72577222	-85.02913173
TW B5	340	200	29.72728112	-85.02637806

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

GPS COORDINATES - APALACHICOLA MUNICIPAL AIRPORT				
LOCATION	SECTION	SAMPLE	LATITUDE	LONGITUDE
TW B5	335	101	29.72719567	-85.02654103
TW B5	335	103	29.72665117	-85.02662955
TW B3	330	202	29.72387287	-85.0317243
TW B3	325	101	29.7241866	-85.03219154
TW B3	325	103	29.72370874	-85.03187966
TW B2	320	202	29.72247909	-85.03452734
TW B2	315	100	29.72305562	-85.03516613
TW B2	315	102	29.72255866	-85.03484176
TW B1	310	204	29.72155173	-85.03586549
TW B1	305	101	29.72191949	-85.0368882
TW B1	305	104	29.72168137	-85.03595652
TW A2	255	200	29.73088379	-85.03329214
TW A2	250	101	29.73088923	-85.03359178
TW A2	250	103	29.73047582	-85.03407049
TW A3	245	202	29.72841017	-85.03156601
TW A3	240	100	29.72909697	-85.03107577
TW A3	240	102	29.72874256	-85.03148617
TW A4	235	202	29.72526652	-85.02790288
TW A4	230	100	29.72566489	-85.0270844
TW A4	230	101	29.72565018	-85.0274667
TW A4	230	103	29.72537883	-85.02801787
Taxiway Alpha	225	210	29.72854148	-85.03243715
Taxiway Alpha	225	222	29.7308793	-85.03506897
Taxiway Alpha	220	101	29.72675704	-85.03024809
Taxiway Alpha	220	106	29.7277344	-85.03135601
Taxiway Alpha	220	109	29.7283208	-85.03202078
Taxiway Alpha	220	117	29.72988454	-85.03379353
Taxiway Alpha	220	125	29.73153591	-85.03511782
TW A5	210	202	29.72204343	-85.02430898
TW A5	205	102	29.7221453	-85.02415084
TW A5	205	104	29.72215545	-85.02478662
TW C1	160	100	29.73140166	-85.02350477
TW C1	160	103	29.73140634	-85.02450508
TW C1	155	201	29.73120418	-85.02361003
TW C2	150	101	29.73437832	-85.02379366
TW C2	150	103	29.73438149	-85.02447105
TW C2	145	200	29.73417739	-85.02443997
TW Charlie	110	206	29.73542004	-85.02481919
TW Charlie	110	216	29.73276967	-85.02488267
TW Charlie	110	226	29.73001992	-85.02489955
TW Charlie	105	103	29.73597324	-85.02413056
TW Charlie	105	114	29.73345655	-85.0247603
TW Charlie	105	119	29.73208168	-85.02476874
TW Charlie	105	123	29.73098178	-85.02477549
TW Charlie	105	129	29.72933194	-85.02478562

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

LEGEND

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

TOTAL SAMPLES INSPECTED = 151

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

NUMBER	DATE	REVISIONS

DESIGNED: ELT | DRAWN: ALB | CHECKED: DRB | DATE:

K:\DRS_Aviation\14270000\CAD\PLANSHEETS\AAF\EXHIBIT2.DGN - AAF - EXPW7634.dwg PLOTTED: July 11, 2011 - 11:48 AM, BY: Stanford, Rex

NETWORK DEFINITION MAP

APALACHICOLA MUNICIPAL AIRPORT
FRANKLIN COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION OFFICE

IDENTIFIER: AAF

FDOT DISTRICT: 3

CONSTRUCTION SINCE LAST INSPECTION
& ANTICIPATED CONSTRUCTION ACTIVITY

CONSTRUCTION YEAR	LOCATION	WORK TYPE / PAVEMENT SECTION
2006	RW 13/31	REHAB RW 13/31 REPAIR / REPLACE DEFECTIVE SLAB JOINTS, LIGHTS, STRIPING
2008	RW 06/24	REHAB RW 06/24 REPAIR / REPLACE DEFECTIVE SLAB JOINTS, LIGHTS, STRIPING
FUTURE	RW 18/36	REHAB RW 18/36 STRIPING, ADD LIGHTS

LEGEND

- PROJECTS YEAR 2006
- PROJECTS YEAR 2007
- PROJECTS YEAR 2008
- PROJECTS YEAR 2009
- PROJECTS YEAR 2010
- PROJECTS YEAR 2011
- PROJECTS YEAR 2012
- PROJECTS YEAR 2013
- PROJECTS YEAR 2014
- PROJECTS YEAR 2015
- PROJECTS YEAR 2016
- PROJECTS YEAR 2017

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

NUMBER	DATE	REVISIONS

DESIGNED: ELT | DRAWN: ALB | CHECKED: DRB | DATE:

K:\DPB_Aviation\14377000\CAD\PLANSHEETS\AAF\EXHIBIT2(02)-AAF-INVENTORY.dwg PLOTTED: July 11, 2011 - 1:07 PM, BY Stanford, Rex

SYSTEM INVENTORY MAP

APALACHICOLA MUNICIPAL AIRPORT
FRANKLIN COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION OFFICE

IDENTIFIER: AAF
FDOT DISTRICT: 3

Table A-1: Pavement Inventory

Branch Name	Branch ID	Branch Use	Section ID	Length (ft)	Width (ft)	True Area (ft^2)	Section Rank	Surface Type	Last Const. Date	Last Insp. Date	Total Samples
APRON	AP	APRON	4105	3,600	250	923,000	P	PCC	1/1/1940	12/1/2010	200
RUNWAY 13-31	RW 13-31	RUNWAY	6105	5,200	100	520,000	P	PCC	1/1/2006	12/1/2010	85
RUNWAY 13-31	RW 13-31	RUNWAY	6110	10,400	25	260,000	P	PCC	1/1/1940	12/1/2010	44
RUNWAY 18-36	RW 18-36	RUNWAY	6305	5,220	100	522,000	S	PCC	1/1/1940	12/1/2010	86
RUNWAY 18-36	RW 18-36	RUNWAY	6310	10,440	25	261,000	S	PCC	1/1/1940	12/1/2010	44
RUNWAY 6-24	RW 6-24	RUNWAY	6205	4,950	100	495,000	P	PCC	1/1/1940	12/1/2010	83
RUNWAY 6-24	RW 6-24	RUNWAY	6210	9,870	25	246,750	P	PCC	1/1/1940	12/1/2010	43
TAXIWAY A	TW A	TAXIWAY	220	3,100	50	169,696	P	PCC	1/1/1940	12/1/2010	31
TAXIWAY A	TW A	TAXIWAY	225	3,030	12	33,392	P	PCC	1/1/1942	12/1/2010	15
TAXIWAY A2	TW A2	TAXIWAY	250	450	50	35,000	P	PCC	1/1/1940	12/1/2010	8
TAXIWAY A2	TW A2	TAXIWAY	255	500	12	6,250	P	PCC	1/1/1942	12/1/2010	2
TAXIWAY A3	TW A3	TAXIWAY	240	450	50	35,000	P	PCC	1/1/1940	12/1/2010	9
TAXIWAY A3	TW A3	TAXIWAY	245	500	12	6,250	P	PCC	1/1/1942	12/1/2010	2
TAXIWAY A4	TW A4	TAXIWAY	230	420	50	34,400	P	PCC	1/1/1940	12/1/2010	8
TAXIWAY A4	TW A4	TAXIWAY	235	470	12	5,875	P	PCC	1/1/1942	12/1/2010	2
TAXIWAY A5	TW A5	TAXIWAY	205	500	50	31,000	P	PCC	1/1/1940	12/1/2010	6
TAXIWAY A5	TW A5	TAXIWAY	210	600	25	17,000	P	PCC	1/1/1942	12/1/2010	3
TAXIWAY B1	TW B1	TAXIWAY	305	570	50	30,000	P	PCC	1/1/1940	12/1/2010	6
TAXIWAY B1	TW B1	TAXIWAY	310	600	12	15,000	P	PCC	1/1/1942	12/1/2010	3
TAXIWAY B2	TW B2	TAXIWAY	315	420	50	35,000	P	PCC	1/1/1940	12/1/2010	8
TAXIWAY B2	TW B2	TAXIWAY	320	500	12	10,000	P	PCC	1/1/1942	12/1/2010	2
TAXIWAY B3	TW B3	TAXIWAY	325	420	50	25,000	P	PCC	1/1/1940	12/1/2010	8
TAXIWAY B3	TW B3	TAXIWAY	330	500	12	10,000	P	PCC	1/1/1942	12/1/2010	2

Table A-1: Pavement Inventory (Continued)

Branch Name	Branch ID	Branch Use	Section ID	Length (ft)	Width (ft)	True Area (ft^2)	Section Rank	Surface Type	Last Const. Date	Last Insp. Date	Total Samples
TAXIWAY B4	TW B4	TAXIWAY	345	430	50	29,981	P	PCC	1/1/1940	12/1/2010	7
TAXIWAY B4	TW B4	TAXIWAY	350	430	12	7,175	P	PCC	1/1/1942	12/1/2010	2
TAXIWAY B5	TW B5	TAXIWAY	335	560	50	32,000	P	PCC	1/1/1940	12/1/2010	8
TAXIWAY B5	TW B5	TAXIWAY	340	700	12	15,000	P	PCC	1/1/1942	12/1/2010	2
TAXIWAY C	TW C	TAXIWAY	105	3,045	50	152,250	P	PCC	1/1/1940	12/1/2010	32
TAXIWAY C	TW C	TAXIWAY	110	3,045	25	76,125	P	PCC	1/1/1942	12/1/2010	16
TAXIWAY C1	TW C1	TAXIWAY	155	500	16	10,500	P	PCC	1/1/1942	12/1/2010	2
TAXIWAY C1	TW C1	TAXIWAY	160	460	50	35,000	P	PCC	1/1/1940	12/1/2010	8
TAXIWAY C2	TW C2	TAXIWAY	145	500	16	10,500	P	PCC	1/1/1942	12/1/2010	2
TAXIWAY C2	TW C2	TAXIWAY	150	460	50	35,000	P	PCC	1/1/1940	12/1/2010	8

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

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

Network: AAF **Branch:** AP (APRON) **Section:** 4105 **Surface:** PCC
L.C.D.: 01/01/1940 **Use:** APRON **Rank:** P **Length:** 3,600.00 Ft **Width:** 250.00 Ft **True Area:** 923,000.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2006			$0	0.00	False	
01/01/1940	IMPORTED	BUILT		10.00	True	EST 1940 8-10" PCC PAVEMENT

Network: AAF **Branch:** RW 13-31 (RUNWAY 13-31) **Section:** 6105 **Surface:** PCC
L.C.D.: 01/01/1940 **Use:** RUNWAY **Rank:** P **Length:** 5,200.00 Ft **Width:** 100.00 Ft **True Area:** 520,000.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2006	SL-PC	Slab Replacement - PCC	$0	0.00	False	
01/01/1940	IMPORTED	BUILT		10.00	True	EST 1940 8-10" PCC PAVEMENT

Network: AAF **Branch:** RW 13-31 (RUNWAY 13-31) **Section:** 6110 **Surface:** PCC
L.C.D.: 01/01/1940 **Use:** RUNWAY **Rank:** P **Length:** 10,400.00 Ft **Width:** 25.00 Ft **True Area:** 260,000.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1940	IMPORTED	BUILT		10.00	True	EST 1940 8-10" PCC PAVEMENT

Network: AAF **Branch:** RW 18-36 (RUNWAY 18-36) **Section:** 6305 **Surface:** PCC
L.C.D.: 01/01/1940 **Use:** RUNWAY **Rank:** S **Length:** 5,220.00 Ft **Width:** 100.00 Ft **True Area:** 522,000.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2008	SL-PC	Slab Replacement - PCC	$0	0.00	False	
01/01/1940	IMPORTED	BUILT		10.00	True	EST 1940 8-10" PCC PAVEMENT

Network: AAF **Branch:** RW 18-36 (RUNWAY 18-36) **Section:** 6310 **Surface:** PCC
L.C.D.: 01/01/1940 **Use:** RUNWAY **Rank:** S **Length:** 10,440.00 Ft **Width:** 25.00 Ft **True Area:** 261,000.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1940	IMPORTED	BUILT		10.00	True	EST 1940 8-10" PCC PAVEMENT

Network: AAF **Branch:** RW 6-24 (RUNWAY 6-24) **Section:** 6205 **Surface:** PCC
L.C.D.: 01/01/1940 **Use:** RUNWAY **Rank:** P **Length:** 4,950.00 Ft **Width:** 100.00 Ft **True Area:** 495,000.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1940	IMPORTED	BUILT		10.00	True	EST 1940 8-10" PCC PAVEMENT

Network: AAF **Branch:** RW 6-24 (RUNWAY 6-24) **Section:** 6210 **Surface:** PCC
L.C.D.: 01/01/1940 **Use:** RUNWAY **Rank:** P **Length:** 9,870.00 Ft **Width:** 25.00 Ft **True Area:** 246,750.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/2008	SL-PC	Slab Replacement - PCC	$0	0.00	False	
01/01/1940	IMPORTED	BUILT		10.00	True	EST 1940 8-10" PCC PAVEMENT

Network: AAF **Branch:** TW A (TAXIWAY A) **Section:** 220 **Surface:** PCC
L.C.D.: 01/01/1940 **Use:** TAXIWAY **Rank:** P **Length:** 3,100.00 Ft **Width:** 50.00 Ft **True Area:** 169,696.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1940	IMPORTED	BUILT		10.00	True	EST 1940 8-10" PCC PAVEMENT

Network: AAF **Branch:** TW A (TAXIWAY A) **Section:** 225 **Surface:** PCC
L.C.D.: 01/01/1942 **Use:** TAXIWAY **Rank:** P **Length:** 3,030.00 Ft **Width:** 12.50 Ft **True Area:** 33,392.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments

01/01/1942	IMPORTED	BUILT		10.00	True	EST 1942 8-10" PCC PAVEMENT

Network: AAF **Branch:** TW A2 (TAXIWAY A2) **Section:** 250 **Surface:** PCC
L.C.D.: 01/01/1940 **Use:** TAXIWAY **Rank:** P **Length:** 450.00 Ft **Width:** 50.00 Ft **True Area:** 35,000.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1940	IMPORTED	BUILT		10.00	True	EST 1940 8-10" PCC PAVEMENT

Network: AAF **Branch:** TW A2 (TAXIWAY A2) **Section:** 255 **Surface:** PCC
L.C.D.: 01/01/1942 **Use:** TAXIWAY **Rank:** P **Length:** 500.00 Ft **Width:** 12.50 Ft **True Area:** 6,250.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1942	IMPORTED	BUILT		10.00	True	EST 1942 8-10" PCC PAVEMENT

Network: AAF **Branch:** TW A3 (TAXIWAY A3) **Section:** 240 **Surface:** PCC
L.C.D.: 01/01/1940 **Use:** TAXIWAY **Rank:** P **Length:** 450.00 Ft **Width:** 50.00 Ft **True Area:** 35,000.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1940	IMPORTED	BUILT		10.00	True	EST 1940 8-10" PCC PAVEMENT

Network: AAF **Branch:** TW A3 (TAXIWAY A3) **Section:** 245 **Surface:** PCC
L.C.D.: 01/01/1942 **Use:** TAXIWAY **Rank:** P **Length:** 500.00 Ft **Width:** 12.50 Ft **True Area:** 6,250.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1942	IMPORTED	BUILT		10.00	True	EST 1942 8-10" PCC PAVEMENT

Network: AAF **Branch:** TW A4 (TAXIWAY A4) **Section:** 230 **Surface:** PCC
L.C.D.: 01/01/1940 **Use:** TAXIWAY **Rank:** P **Length:** 420.00 Ft **Width:** 50.00 Ft **True Area:** 34,400.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1940	IMPORTED	BUILT		10.00	True	EST 1940 8-10" PCC PAVEMENT

Network: AAF **Branch:** TW A4 (TAXIWAY A4) **Section:** 235 **Surface:** PCC
L.C.D.: 01/01/1942 **Use:** TAXIWAY **Rank:** P **Length:** 470.00 Ft **Width:** 12.50 Ft **True Area:** 5,875.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1942	IMPORTED	BUILT		10.00	True	EST 1942 8-10" PCC PAVEMENT

Network: AAF **Branch:** TW A5 (TAXIWAY A5) **Section:** 205 **Surface:** PCC
L.C.D.: 01/01/1940 **Use:** TAXIWAY **Rank:** P **Length:** 500.00 Ft **Width:** 50.00 Ft **True Area:** 31,000.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1940	IMPORTED	BUILT		10.00	True	EST 1940 8-10" PCC PAVEMENT

Network: AAF **Branch:** TW A5 (TAXIWAY A5) **Section:** 210 **Surface:** PCC
L.C.D.: 01/01/1942 **Use:** TAXIWAY **Rank:** P **Length:** 600.00 Ft **Width:** 25.00 Ft **True Area:** 17,000.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1942	IMPORTED	BUILT		10.00	True	EST 1942 8-10" PCC PAVEMENT

Network: AAF **Branch:** TW B1 (TAXIWAY B1) **Section:** 305 **Surface:** PCC
L.C.D.: 01/01/1940 **Use:** TAXIWAY **Rank:** P **Length:** 570.00 Ft **Width:** 50.00 Ft **True Area:** 30,000.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1940	IMPORTED	BUILT		10.00	True	EST 1940 8-10" PCC PAVEMENT

Network: AAF **Branch:** TW B1 (TAXIWAY B1) **Section:** 310 **Surface:** PCC
L.C.D.: 01/01/1942 **Use:** TAXIWAY **Rank:** P **Length:** 600.00 Ft **Width:** 12.50 Ft **True Area:** 15.000.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1942	IMPORTED	BUILT		10.00	True	EST 1942 8-10" PCC PAVEMENT

Network: AAF **Branch:** TW B2 (TAXIWAY B2) **Section:** 315 **Surface:** PCC
L.C.D.: 01/01/1940 **Use:** TAXIWAY **Rank:** P **Length:** 420.00 Ft **Width:** 50.00 Ft **True Area:** 35.000.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1940	IMPORTED	BUILT		10.00	True	EST 1940 8-10" PCC PAVEMENT

Network: AAF **Branch:** TW B2 (TAXIWAY B2) **Section:** 320 **Surface:** PCC
L.C.D.: 01/01/1942 **Use:** TAXIWAY **Rank:** P **Length:** 500.00 Ft **Width:** 12.50 Ft **True Area:** 10.000.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1942	IMPORTED	BUILT		10.00	True	EST 1942 8-10" PCC PAVEMENT

Network: AAF **Branch:** TW B3 (TAXIWAY B3) **Section:** 325 **Surface:** PCC
L.C.D.: 01/01/1940 **Use:** TAXIWAY **Rank:** P **Length:** 420.00 Ft **Width:** 50.00 Ft **True Area:** 25.000.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1940	IMPORTED	BUILT		10.00	True	EST 1940 8-10" PCC PAVEMENT

Network: AAF **Branch:** TW B3 (TAXIWAY B3) **Section:** 330 **Surface:** PCC
L.C.D.: 01/01/1942 **Use:** TAXIWAY **Rank:** P **Length:** 500.00 Ft **Width:** 12.50 Ft **True Area:** 10.000.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1942	IMPORTED	BUILT		10.00	True	EST 1942 8-10" PCC PAVEMENT

Network: AAF **Branch:** TW B4 (TAXIWAY B4) **Section:** 345 **Surface:** PCC
L.C.D.: 01/01/1940 **Use:** TAXIWAY **Rank:** P **Length:** 430.00 Ft **Width:** 50.00 Ft **True Area:** 29.981.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1940	INITIAL	Initial Construction	$0	0.00	True	

Network: AAF **Branch:** TW B4 (TAXIWAY B4) **Section:** 350 **Surface:** PCC
L.C.D.: 01/01/1942 **Use:** TAXIWAY **Rank:** P **Length:** 430.00 Ft **Width:** 12.50 Ft **True Area:** 7.175.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1942	INITIAL	Initial Construction	$0	0.00	True	

Network: AAF **Branch:** TW B5 (TAXIWAY B5) **Section:** 335 **Surface:** PCC
L.C.D.: 01/01/1940 **Use:** TAXIWAY **Rank:** P **Length:** 560.00 Ft **Width:** 50.00 Ft **True Area:** 32.000.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1940	IMPORTED	BUILT		10.00	True	EST 1940 8-10" PCC PAVEMENT

Network: AAF **Branch:** TW B5 (TAXIWAY B5) **Section:** 340 **Surface:** PCC
L.C.D.: 01/01/1942 **Use:** TAXIWAY **Rank:** P **Length:** 700.00 Ft **Width:** 12.50 Ft **True Area:** 15.000.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1942	IMPORTED	BUILT		10.00	True	EST 1942 8-10" PCC PAVEMENT

Network: AAF **Branch:** TW C (TAXIWAY C) **Section:** 105 **Surface:** PCC
L.C.D.: 01/01/1940 **Use:** TAXIWAY **Rank:** P **Length:** 3,045.00 Ft **Width:** 50.00 Ft **True Area:** 152,250.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1940	IMPORTED	BUILT		10.00	True	EST 1940 8-10" PCC PAVEMENT

Network: AAF **Branch:** TW C (TAXIWAY C) **Section:** 110 **Surface:** PCC
L.C.D.: 01/01/1942 **Use:** TAXIWAY **Rank:** P **Length:** 3,045.00 Ft **Width:** 25.00 Ft **True Area:** 76,125.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1942	IMPORTED	BUILT		10.00	True	EST 1942 8-10" PCC PAVEMENT

Network: AAF **Branch:** TW C1 (TAXIWAY C1) **Section:** 155 **Surface:** PCC
L.C.D.: 01/01/1942 **Use:** TAXIWAY **Rank:** P **Length:** 500.00 Ft **Width:** 16.00 Ft **True Area:** 10,500.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1942	IMPORTED	BUILT		10.00	True	EST 1942 8-10" PCC PAVEMENT

Network: AAF **Branch:** TW C1 (TAXIWAY C1) **Section:** 160 **Surface:** PCC
L.C.D.: 01/01/1940 **Use:** TAXIWAY **Rank:** P **Length:** 460.00 Ft **Width:** 50.00 Ft **True Area:** 35,000.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1940	IMPORTED	BUILT		10.00	True	EST 1940 8-10" PCC PAVEMENT

Network: AAF **Branch:** TW C2 (TAXIWAY C2) **Section:** 145 **Surface:** PCC
L.C.D.: 01/01/1942 **Use:** TAXIWAY **Rank:** P **Length:** 500.00 Ft **Width:** 16.00 Ft **True Area:** 10,500.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1942	IMPORTED	BUILT		10.00	True	EST 1942 8-10" PCC PAVEMENT

Network: AAF **Branch:** TW C2 (TAXIWAY C2) **Section:** 150 **Surface:** PCC
L.C.D.: 01/01/1940 **Use:** TAXIWAY **Rank:** P **Length:** 460.00 Ft **Width:** 50.00 Ft **True Area:** 35,000.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1940	IMPORTED	BUILT		10.00	True	EST 1940 8-10" PCC PAVEMENT

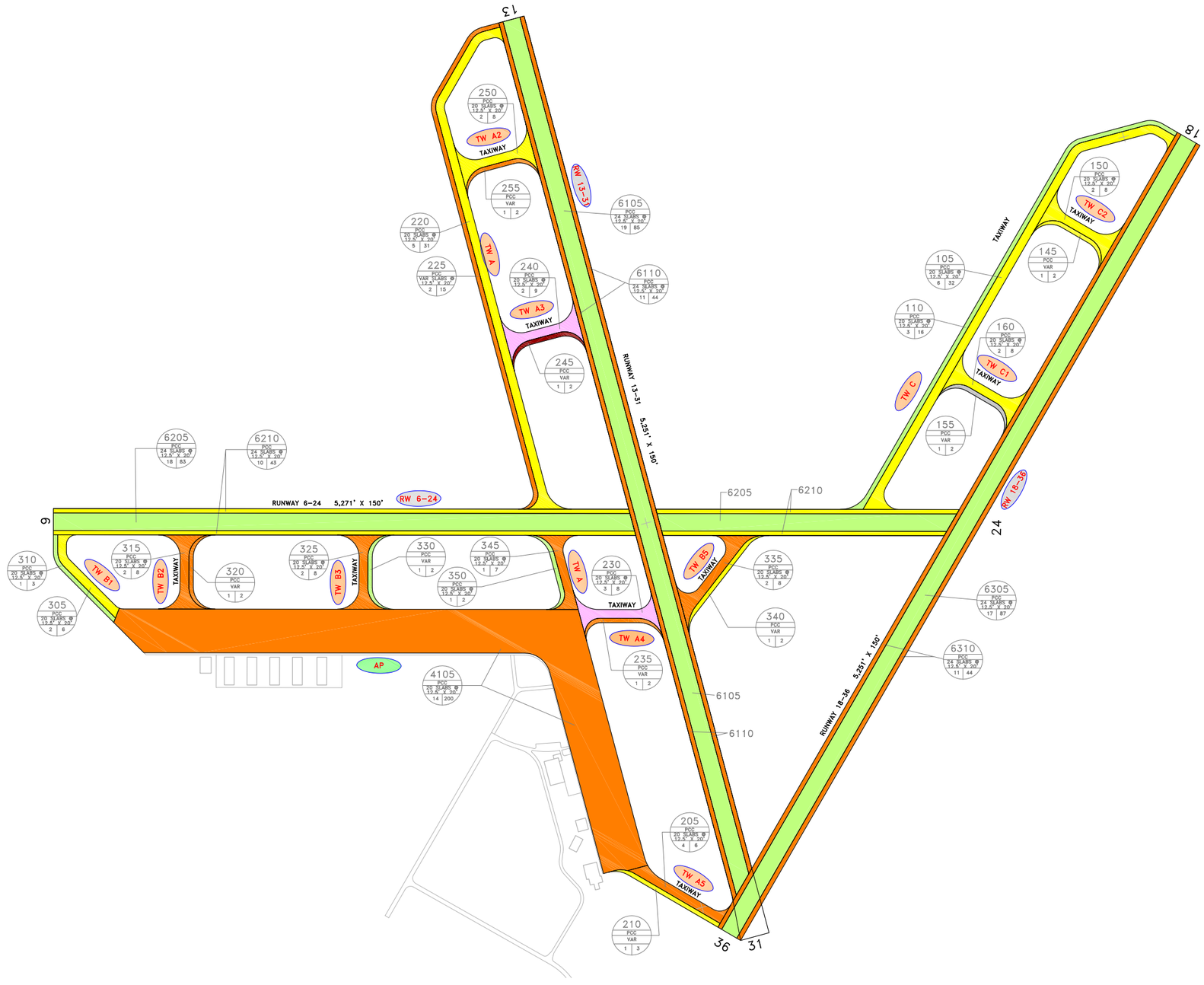
Summary:

Work Description	Section Count	Area Total (SqFt)	Thickness Avg (in)	Thickness STD (in)
	0	923,000.00	.00	
BUILT	31	4,092,988.00	10.00	.00
Initial Construction	2	37,156.00	.00	.00
Slab Replacement - PCC	3	1,288,750.00	.00	.00

STD = Standard Deviation

APPENDIX B

2011 CONDITION MAP
PAVEMENT CONDITION INDEX TABLE



NORTH

GRAPHIC SCALE IN FEET
0 150 300 600

LEGEND

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

- PCI 86-100 GOOD
- PCI 71-85 SATISFACTORY
- PCI 56-70 FAIR
- PCI 41-55 POOR
- PCI 26-40 VERY POOR
- PCI 11-25 SERIOUS
- PCI 0-10 FAILED

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

NUMBER	DATE	REVISIONS

DESIGNED: ELT | DRAWN: ALB | CHECKED: DRB | DATE:

K:\3PD_Aviation\14270001\CAD\PLANSHEETS\AAF\2011SITE\2011-AAF-CONDITION.dwg PLOTTED: July 11, 2011 - 1:10 PM BY: Stanford, Rae

2011 CONDITION MAP

APALACHICOLA MUNICIPAL AIRPORT
FRANKLIN COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION OFFICE

IDENTIFIER
AAF
FDOT DISTRICT
3

Table B-1: Pavement Condition Index

Branch Name	Branch ID	Branch Use	Section ID	True Area (ft^2)	Section Rank	Surface Type	Total Samples Inspected	Total Samples	PCI	PCI Category
APRON	AP	APRON	4105	923,000	P	PCC	14	200	50	Poor
RUNWAY 13-31	RW 13-31	RUNWAY	6105	520,000	P	PCC	19	85	74	Satisfactory
RUNWAY 13-31	RW 13-31	RUNWAY	6110	260,000	P	PCC	11	44	52	Poor
RUNWAY 18-36	RW 18-36	RUNWAY	6305	522,000	S	PCC	17	86	76	Satisfactory
RUNWAY 18-36	RW 18-36	RUNWAY	6310	261,000	S	PCC	11	44	52	Poor
RUNWAY 6-24	RW 6-24	RUNWAY	6205	495,000	P	PCC	18	83	78	Satisfactory
RUNWAY 6-24	RW 6-24	RUNWAY	6210	246,750	P	PCC	10	43	65	Fair
TAXIWAY A	TW A	TAXIWAY	220	169,696	P	PCC	5	31	65	Fair
TAXIWAY A	TW A	TAXIWAY	225	33,392	P	PCC	2	15	53	Poor
TAXIWAY A2	TW A2	TAXIWAY	250	35,000	P	PCC	2	8	56	Fair
TAXIWAY A2	TW A2	TAXIWAY	255	6,250	P	PCC	1	2	46	Poor
TAXIWAY A3	TW A3	TAXIWAY	240	35,000	P	PCC	2	9	34	Very Poor
TAXIWAY A3	TW A3	TAXIWAY	245	6,250	P	PCC	1	2	13	Serious
TAXIWAY A4	TW A4	TAXIWAY	230	34,400	P	PCC	3	8	34	Very Poor
TAXIWAY A4	TW A4	TAXIWAY	235	5,875	P	PCC	1	2	47	Poor
TAXIWAY A5	TW A5	TAXIWAY	205	31,000	P	PCC	4	6	48	Poor
TAXIWAY A5	TW A5	TAXIWAY	210	17,000	P	PCC	1	3	64	Fair
TAXIWAY B1	TW B1	TAXIWAY	305	30,000	P	PCC	2	6	70	Fair
TAXIWAY B1	TW B1	TAXIWAY	310	15,000	P	PCC	1	3	79	Satisfactory
TAXIWAY B2	TW B2	TAXIWAY	315	35,000	P	PCC	2	8	49	Poor
TAXIWAY B2	TW B2	TAXIWAY	320	10,000	P	PCC	1	2	53	Poor
TAXIWAY B3	TW B3	TAXIWAY	325	25,000	P	PCC	2	8	41	Poor
TAXIWAY B3	TW B3	TAXIWAY	330	10,000	P	PCC	1	2	85	Satisfactory

Table B-1: Pavement Condition Index (Continued)

Branch Name	Branch ID	Branch Use	Section ID	True Area (ft^2)	Section Rank	Surface Type	Total Samples Inspected	Total Samples	PCI	PCI Category
TAXIWAY B4	TW B4	TAXIWAY	345	29,981	P	PCC	1	7	53	Poor
TAXIWAY B4	TW B4	TAXIWAY	350	7,175	P	PCC	1	2	76	Satisfactory
TAXIWAY B5	TW B5	TAXIWAY	335	32,000	P	PCC	2	8	51	Poor
TAXIWAY B5	TW B5	TAXIWAY	340	15,000	P	PCC	1	2	56	Fair
TAXIWAY C	TW C	TAXIWAY	105	152,250	P	PCC	6	32	62	Fair
TAXIWAY C	TW C	TAXIWAY	110	76,125	P	PCC	3	16	77	Satisfactory
TAXIWAY C1	TW C1	TAXIWAY	155	10,500	P	PCC	1	2	10	Failed
TAXIWAY C1	TW C1	TAXIWAY	160	35,000	P	PCC	2	8	66	Fair
TAXIWAY C2	TW C2	TAXIWAY	145	10,500	P	PCC	1	2	57	Fair
TAXIWAY C2	TW C2	TAXIWAY	150	35,000	P	PCC	2	8	69	Fair

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

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

APPENDIX C

BRANCH CONDITION REPORT
SECTION CONDITION REPORT

Date: 6 /1/2011

Branch Condition Report

Pavement Database: NetworkID: AAF

Branch ID	Number of Sections	Sum Section Length (Ft)	Avg Section Width (Ft)	True Area (SqFt)	Use	Average PCI	PCI Standard Deviation	Weighted Average PCI
AP (APRON)	1	3,600.00	250.00	923,000.00	APRON	50.00	0.00	50.00
RW 13-31 (RUNWAY 13-31)	2	15,600.00	62.50	780,000.00	RUNWAY	63.00	11.00	66.67
RW 18-36 (RUNWAY 18-36)	2	15,660.00	62.50	783,000.00	RUNWAY	64.00	12.00	68.00
RW 6-24 (RUNWAY 6-24)	2	14,820.00	62.50	741,750.00	RUNWAY	71.50	6.50	73.68
TW A (TAXIWAY A)	2	6,130.00	31.25	203,088.00	TAXIWAY	59.00	6.00	63.03
TW A2 (TAXIWAY A2)	2	950.00	31.25	41,250.00	TAXIWAY	51.00	5.00	54.48
TW A3 (TAXIWAY A3)	2	950.00	31.25	41,250.00	TAXIWAY	23.50	10.50	30.82
TW A4 (TAXIWAY A4)	2	890.00	31.25	40,275.00	TAXIWAY	40.50	6.50	35.90
TW A5 (TAXIWAY A5)	2	1,100.00	37.50	48,000.00	TAXIWAY	56.00	8.00	53.67
TW B1 (TAXIWAY B1)	2	1,170.00	31.25	45,000.00	TAXIWAY	74.50	4.50	73.00
TW B2 (TAXIWAY B2)	2	920.00	31.25	45,000.00	TAXIWAY	51.00	2.00	49.89
TW B3 (TAXIWAY B3)	2	920.00	31.25	35,000.00	TAXIWAY	63.00	22.00	53.57
TW B4 (TAXIWAY B4)	2	860.00	31.25	37,156.00	TAXIWAY	64.50	11.50	57.44
TW B5 (TAXIWAY B5)	2	1,260.00	31.25	47,000.00	TAXIWAY	53.50	2.50	52.60
TW C (TAXIWAY C)	2	6,090.00	37.50	228,375.00	TAXIWAY	69.50	7.50	67.00
TW C1 (TAXIWAY C1)	2	960.00	33.00	45,500.00	TAXIWAY	38.00	28.00	53.08

Branch Condition Report

Pavement Database: NetworkID: AAF

Branch ID	Number of Sections	Sum Section Length (Ft)	Avg Section Width (Ft)	True Area (SqFt)	Use	Average PCI	PCI Standard Deviation	Weighted Average PCI
TW C2 (TAXIWAY C2)	2	960.00	33.00	45,500.00	TAXIWAY	63.00	6.00	66.23

Use Category	Number of Sections	Total Area (SqFt)	Arithmetic Average PCI	Average PCI STD.	Weighted Average PCI
APRON	1	923,000.00	50.00	0.00	50.00
RUNWAY	6	2,304,750.00	66.17	10.81	69.38
TAXIWAY	26	902,394.00	54.38	17.86	58.82
All	33	4,130,144.00	56.39	17.16	62.74

STD = Standard Deviation

Date: 6 /1/2011

Section Condition Report

Pavement Database: *NetworkID: AAF*

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
AP (APRON)	4105	01/01/1940	PCC	APRON	P	0	923,000.00	12/01/2010	70	50.00
RW 13-31 (RUNWAY 13-31)	6105	01/01/1940	PCC	RUNWAY	P	0	520,000.00	12/01/2010	70	74.00
RW 13-31 (RUNWAY 13-31)	6110	01/01/1940	PCC	RUNWAY	P	0	260,000.00	12/01/2010	70	52.00
RW 18-36 (RUNWAY 18-36)	6305	01/01/1940	PCC	RUNWAY	S	0	522,000.00	12/01/2010	70	76.00
RW 18-36 (RUNWAY 18-36)	6310	01/01/1940	PCC	RUNWAY	S	0	261,000.00	12/01/2010	70	52.00
RW 6-24 (RUNWAY 6-24)	6205	01/01/1940	PCC	RUNWAY	P	0	495,000.00	12/01/2010	70	78.00
RW 6-24 (RUNWAY 6-24)	6210	01/01/1940	PCC	RUNWAY	P	0	246,750.00	12/01/2010	70	65.00
TW A (TAXIWAY A)	220	01/01/1940	PCC	TAXIWAY	P	0	169,696.00	12/01/2010	70	65.00
TW A (TAXIWAY A)	225	01/01/1942	PCC	TAXIWAY	P	0	33,392.00	12/01/2010	68	53.00
TW A2 (TAXIWAY A2)	250	01/01/1940	PCC	TAXIWAY	P	0	35,000.00	12/01/2010	70	56.00
TW A2 (TAXIWAY A2)	255	01/01/1942	PCC	TAXIWAY	P	0	6,250.00	12/01/2010	68	46.00
TW A3 (TAXIWAY A3)	240	01/01/1940	PCC	TAXIWAY	P	0	35,000.00	12/01/2010	70	34.00
TW A3 (TAXIWAY A3)	245	01/01/1942	PCC	TAXIWAY	P	0	6,250.00	12/01/2010	68	13.00
TW A4 (TAXIWAY A4)	230	01/01/1940	PCC	TAXIWAY	P	0	34,400.00	12/01/2010	70	34.00
TW A4 (TAXIWAY A4)	235	01/01/1942	PCC	TAXIWAY	P	0	5,875.00	12/01/2010	68	47.00
TW A5 (TAXIWAY A5)	205	01/01/1940	PCC	TAXIWAY	P	0	31,000.00	12/01/2010	70	48.00
TW A5 (TAXIWAY A5)	210	01/01/1942	PCC	TAXIWAY	P	0	17,000.00	12/01/2010	68	64.00
TW B1 (TAXIWAY B1)	305	01/01/1940	PCC	TAXIWAY	P	0	30,000.00	12/01/2010	70	70.00
TW B1 (TAXIWAY B1)	310	01/01/1942	PCC	TAXIWAY	P	0	15,000.00	12/01/2010	68	79.00
TW B2 (TAXIWAY B2)	315	01/01/1940	PCC	TAXIWAY	P	0	35,000.00	12/01/2010	70	49.00
TW B2 (TAXIWAY B2)	320	01/01/1942	PCC	TAXIWAY	P	0	10,000.00	12/01/2010	68	53.00
TW B3 (TAXIWAY B3)	325	01/01/1940	PCC	TAXIWAY	P	0	25,000.00	12/01/2010	70	41.00
TW B3 (TAXIWAY B3)	330	01/01/1942	PCC	TAXIWAY	P	0	10,000.00	12/01/2010	68	85.00
TW B4 (TAXIWAY B4)	345	01/01/1940	PCC	TAXIWAY	P	0	29,981.00	12/01/2010	70	53.00
TW B4 (TAXIWAY B4)	350	01/01/1942	PCC	TAXIWAY	P	0	7,175.00	12/01/2010	68	76.00
TW B5 (TAXIWAY B5)	335	01/01/1940	PCC	TAXIWAY	P	0	32,000.00	12/01/2010	70	51.00

Section Condition Report

Pavement Database: *NetworkID: AAF*

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
TW B5 (TAXIWAY B5)	340	01/01/1942	PCC	TAXIWAY	P	0	15,000.00	12/01/2010	68	56.00
TW C (TAXIWAY C)	105	01/01/1940	PCC	TAXIWAY	P	0	152,250.00	12/01/2010	70	62.00
TW C (TAXIWAY C)	110	01/01/1942	PCC	TAXIWAY	P	0	76,125.00	12/01/2010	68	77.00
TW C1 (TAXIWAY C1)	155	01/01/1942	PCC	TAXIWAY	P	0	10,500.00	12/01/2010	68	10.00
TW C1 (TAXIWAY C1)	160	01/01/1940	PCC	TAXIWAY	P	0	35,000.00	12/01/2010	70	66.00
TW C2 (TAXIWAY C2)	145	01/01/1942	PCC	TAXIWAY	P	0	10,500.00	12/01/2010	68	57.00
TW C2 (TAXIWAY C2)	150	01/01/1940	PCC	TAXIWAY	P	0	35,000.00	12/01/2010	70	69.00

Section Condition Report

Pavement Database:

Age Category	Average Age At Inspection	Total Area (SqFt)	Number of Sections	Arithmetic Average PCI	PCI Standard Deviation	Weighted Average PCI
over 40	69.21	4,130,144.00	33	56.39	17.16	62.74
All	69.21	4,130,144.00	33	56.39	17.16	62.74

APPENDIX D

PAVEMENT CONDITION PREDICTION TABLE
PREDICTED PCI BY PAVEMENT USE GRAPH

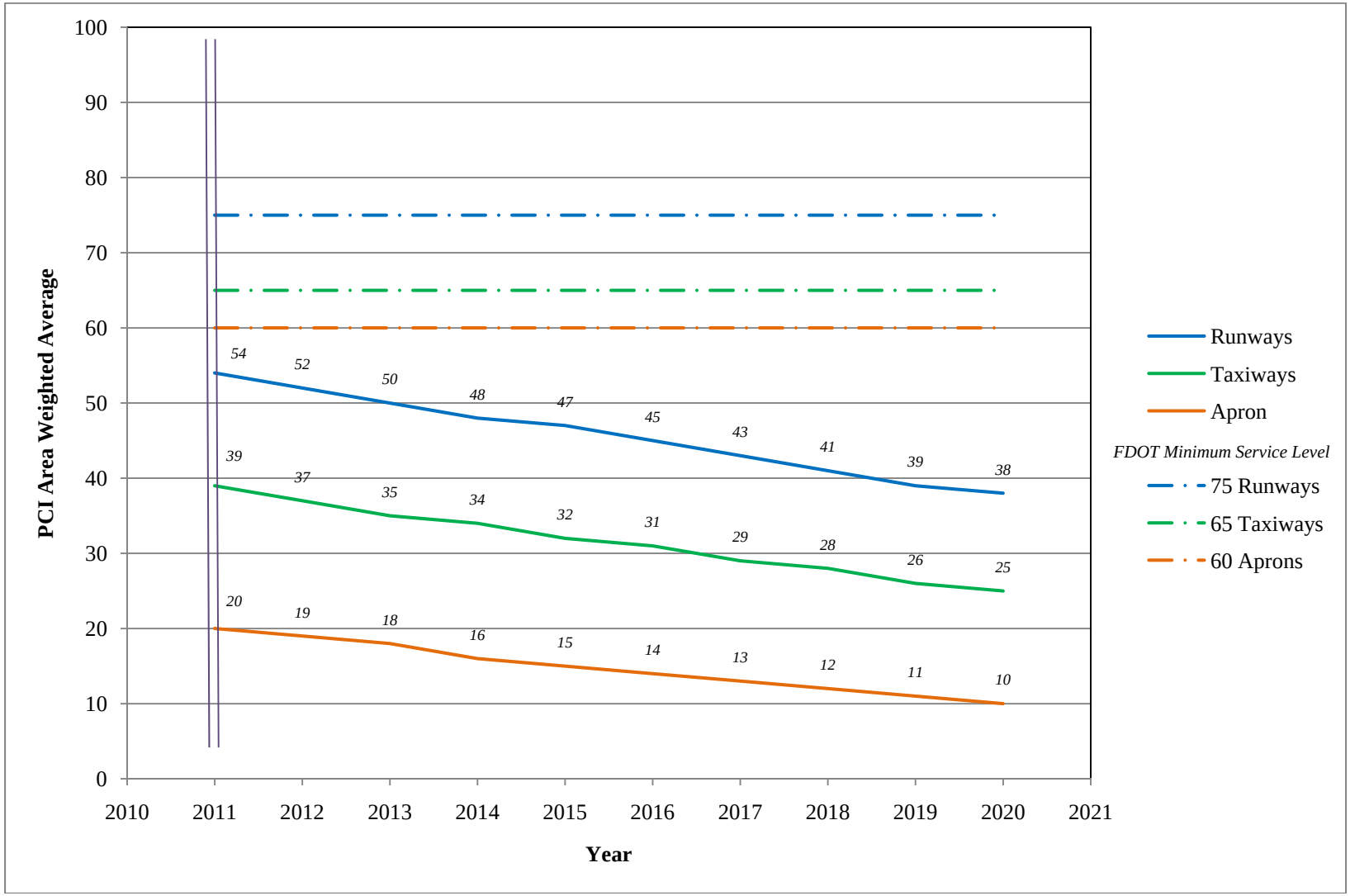
Table D-1: Pavement Condition Prediction

Branch Name	Branch ID	Section ID	Current PCI	PCI Forecast									
				2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
APRON	AP	4105	50	49	46	43	41	38	36	33	31	28	25
RUNWAY 13-31	RW 13-31	6105	74	73	70	67	65	62	60	57	55	52	49
RUNWAY 13-31	RW 13-31	6110	52	51	48	45	43	40	38	35	33	30	27
RUNWAY 18-36	RW 18-36	6305	76	75	72	69	67	64	62	59	57	54	51
RUNWAY 18-36	RW 18-36	6310	52	51	48	45	43	40	38	35	33	30	27
RUNWAY 6-24	RW 6-24	6205	78	77	74	71	69	66	64	61	59	56	53
RUNWAY 6-24	RW 6-24	6210	65	64	61	58	56	53	51	48	46	43	40
TAXIWAY A	TW A	220	65	64	61	58	56	53	51	48	46	43	40
TAXIWAY A	TW A	225	53	52	49	46	44	41	39	36	34	31	28
TAXIWAY A2	TW A2	250	56	55	52	49	47	44	42	39	37	34	31
TAXIWAY A2	TW A2	255	46	45	42	39	37	34	32	29	27	24	21
TAXIWAY A3	TW A3	240	34	33	30	27	25	22	20	17	15	12	9
TAXIWAY A3	TW A3	245	13	12	9	6	4	1	0	0	0	0	0
TAXIWAY A4	TW A4	230	34	33	30	27	25	22	20	17	15	12	9
TAXIWAY A4	TW A4	235	47	46	43	40	38	35	33	30	28	25	22
TAXIWAY A5	TW A5	205	48	47	44	41	39	36	34	31	29	26	23
TAXIWAY A5	TW A5	210	64	63	60	57	55	52	50	47	45	42	39
TAXIWAY B1	TW B1	305	70	69	66	63	61	58	56	53	51	48	45
TAXIWAY B1	TW B1	310	79	78	75	72	70	67	65	62	60	57	54
TAXIWAY B2	TW B2	315	49	48	45	42	40	37	35	32	30	27	24
TAXIWAY B2	TW B2	320	53	52	49	46	44	41	39	36	34	31	28
TAXIWAY B3	TW B3	325	41	40	37	34	32	29	27	24	22	19	16
TAXIWAY B3	TW B3	330	85	84	81	78	76	73	71	68	66	63	60
TAXIWAY B4	TW B4	345	53	52	49	46	44	41	39	36	34	31	28

Table D-1: Pavement Condition Prediction (Continued)

Branch Name	Branch ID	Section ID	Current PCI	PCI Forecast									
				2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
TAXIWAY B4	TW B4	350	76	75	72	69	67	64	62	59	57	54	51
TAXIWAY B5	TW B5	335	51	50	47	44	42	39	37	34	32	29	26
TAXIWAY B5	TW B5	340	56	55	52	49	47	44	42	39	37	34	31
TAXIWAY C	TW C	105	62	61	58	55	53	50	48	45	43	40	37
TAXIWAY C	TW C	110	77	76	73	70	68	65	63	60	58	55	52
TAXIWAY C1	TW C1	155	10	9	6	3	1	0	0	0	0	0	0
TAXIWAY C1	TW C1	160	66	65	62	59	57	54	52	49	47	44	41
TAXIWAY C2	TW C2	145	57	56	53	50	48	45	43	40	38	35	32
TAXIWAY C2	TW C2	150	69	68	65	62	60	57	55	52	50	47	44

Figure D-1: Predicted PCI by Pavement Use



APPENDIX E

YEAR 1 MAINTENANCE ACTIVITIES TABLE

Table E-1: Year 1 Maintenance Activities

Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
Runway 13-31	RW 13-31	6105	CORNER SPALL	M	Patching - PCC Partial Depth	48.7	SqFt	$19.06	$927.68
Runway 13-31	RW 13-31	6105	JOINT SPALL	M	Patching - PCC Partial Depth	554.9	SqFt	$19.06	$10,575.56
Runway 13-31	RW 13-31	6105	JOINT SPALL	H	Patching - PCC Partial Depth	146	SqFt	$19.06	$2,783.04
Runway 13-31	RW 13-31	6105	LINEAR CR	H	Crack Sealing - PCC	514.3	Ft	$4.24	$2,180.84
Runway 13-31	RW 13-31	6105	LINEAR CR	M	Crack Sealing - PCC	587.8	Ft	$4.24	$2,492.39
Runway 13-31	RW 13-31	6105	CORNER BREAK	M	Patching - PCC Full Depth	146	SqFt	$38.11	$5,564.62
Runway 18-36	RW 18-36	6305	LARGE PATCH	M	Patching - PCC Full Depth	1,007.40	SqFt	$38.11	$38,392.42
Runway 18-36	RW 18-36	6305	JOINT SPALL	H	Patching - PCC Partial Depth	41.3	SqFt	$19.06	$787.45
Runway 18-36	RW 18-36	6305	JOINT SPALL	M	Patching - PCC Partial Depth	396.6	SqFt	$19.06	$7,559.55
Runway 18-36	RW 18-36	6305	CORNER SPALL	M	Patching - PCC Partial Depth	41.3	SqFt	$19.06	$787.45
Runway 18-36	RW 18-36	6305	LINEAR CR	H	Crack Sealing - PCC	415.8	Ft	$4.24	$1,763.03
Runway 18-36	RW 18-36	6305	LINEAR CR	M	Crack Sealing - PCC	166.3	Ft	$4.24	$705.21
Runway 18-36	RW 18-36	6305	SMALL PATCH	M	Patching - PCC Partial Depth	55.1	SqFt	$19.06	$1,049.94
Runway 18-36	RW 18-36	6305	LARGE PATCH	H	Patching - PCC Full Depth	1,007.40	SqFt	$38.11	$38,392.42
Runway 18-36	RW 18-36	6305	CORNER BREAK	M	Patching - PCC Full Depth	826.3	SqFt	$38.11	$31,489.85
Runway 6-24	RW 6-24	6205	CORNER SPALL	H	Patching - PCC Partial Depth	12.3	SqFt	$19.06	$235.08
Runway 6-24	RW 6-24	6205	JOINT SPALL	M	Patching - PCC Partial Depth	88.8	SqFt	$19.06	$1,692.57
Runway 6-24	RW 6-24	6205	LINEAR CR	M	Crack Sealing - PCC	223.4	Ft	$4.24	$947.38
Runway 6-24	RW 6-24	6205	LINEAR CR	H	Crack Sealing - PCC	744.8	Ft	$4.24	$3,157.93
Runway 6-24	RW 6-24	6205	CORNER BREAK	M	Patching - PCC Full Depth	148	SqFt	$38.11	$5,640.42
Taxiway B1	TW B1	305	JOINT SPALL	M	Patching - PCC Partial Depth	20.8	SqFt	$19.06	$396.98
Taxiway B1	TW B1	305	LINEAR CR	M	Crack Sealing - PCC	157.2	Ft	$4.24	$666.61
Taxiway B1	TW B1	310	LINEAR CR	H	Crack Sealing - PCC	26	Ft	$4.24	$110.24
Taxiway B3	TW B3	330	LINEAR CR	M	Crack Sealing - PCC	25	Ft	$4.24	$106.00

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

Branch Name	Branch ID	Section ID	Distress Description	Distress Severity	Work Description	Work Quantity	Work Unit	Unit Cost	Work Cost
Taxiway B4	TW B4	350	LINEAR CR	M	Crack Sealing - PCC	36.3	Ft	$4.24	$153.70
Taxiway C	TW C	110	LINEAR CR	H	Crack Sealing - PCC	178.8	Ft	$4.24	$757.90
Taxiway C	TW C	110	JOINT SPALL	M	Patching - PCC Partial Depth	142.1	SqFt	$19.06	$2,708.11
Taxiway C1	TW C1	160	JOINT SPALL	M	Patching - PCC Partial Depth	17.1	SqFt	$19.06	$326.20
Taxiway C1	TW C1	160	LINEAR CR	M	Crack Sealing - PCC	43.1	Ft	$4.24	$182.59
Taxiway C1	TW C1	160	LINEAR CR	H	Crack Sealing - PCC	43.1	Ft	$4.24	$182.59
Taxiway C2	TW C2	150	CORNER SPALL	M	Patching - PCC Partial Depth	6.1	SqFt	$19.06	$116.57
Taxiway C2	TW C2	150	LINEAR CR	M	Crack Sealing - PCC	36.9	Ft	$4.24	$156.59
Taxiway C2	TW C2	150	LINEAR CR	H	Crack Sealing - PCC	110.8	Ft	$4.24	$469.77
								Total =	$163,458.68

APPENDIX F

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

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

Year	Branch Name	Section ID	Surface Type	Section Area (ft^2)	Major M&R Costs*	PCI Before M&R	M&R Activity	PCI After M&R
2011	Apron	4105	PCC	923,000	$5,805,670.46	49	Concrete Pavement Restoration	100
2011	Runway 13-31	6110	PCC	260,000	$1,560,780.16	51	Concrete Pavement Restoration	100
2011	Runway 18-36	6310	PCC	261,000	$1,566,783.16	51	Concrete Pavement Restoration	100
2011	Runway 6-24	6210	PCC	246,750	$574,434.36	64	Concrete Pavement Restoration	100
2011	Taxiway A	220	PCC	169,696	$395,052.54	64	Concrete Pavement Restoration	100
2011	Taxiway A	225	PCC	33,392	$190,868.70	52	Concrete Pavement Restoration	100
2011	Taxiway A2	250	PCC	35,000	$169,925.05	55	Concrete Pavement Restoration	100
2011	Taxiway A2	255	PCC	6,250	$39,312.50	45	Concrete Pavement Restoration	100
2011	Taxiway A3	240	PCC	35,000	$399,735.13	33	Reconstruction	100
2011	Taxiway A3	245	PCC	6,250	$85,125.03	12	Reconstruction	100
2011	Taxiway A4	230	PCC	34,400	$392,882.53	33	Reconstruction	100
2011	Taxiway A4	235	PCC	5,875	$36,953.75	46	Concrete Pavement Restoration	100
2011	Taxiway A5	205	PCC	31,000	$194,990.02	47	Concrete Pavement Restoration	100
2011	Taxiway A5	210	PCC	17,000	$44,217.03	63	Concrete Pavement Restoration	100
2011	Taxiway B2	315	PCC	35,000	$220,150.02	48	Concrete Pavement Restoration	100
2011	Taxiway B2	320	PCC	10,000	$57,160.01	52	Concrete Pavement Restoration	100
2011	Taxiway B3	325	PCC	25,000	$157,250.03	40	Concrete Pavement Restoration	100
2011	Taxiway B4	345	PCC	29,981	$171,371.42	52	Concrete Pavement Restoration	100
2011	Taxiway B5	335	PCC	32,000	$201,280.02	50	Concrete Pavement Restoration	100
2011	Taxiway B5	340	PCC	15,000	$72,825.02	55	Concrete Pavement Restoration	100
2011	Taxiway C	105	PCC	152,250	$479,131.09	61	Concrete Pavement Restoration	100
2011	Taxiway C1	155	PCC	10,500	$143,010.05	9	Reconstruction	100
2011	Taxiway C2	145	PCC	10,500	$47,964.02	56	Concrete Pavement Restoration	100
2012	Taxiway C1	160	PCC	35,000	$103,607.77	62	Concrete Pavement Restoration	100

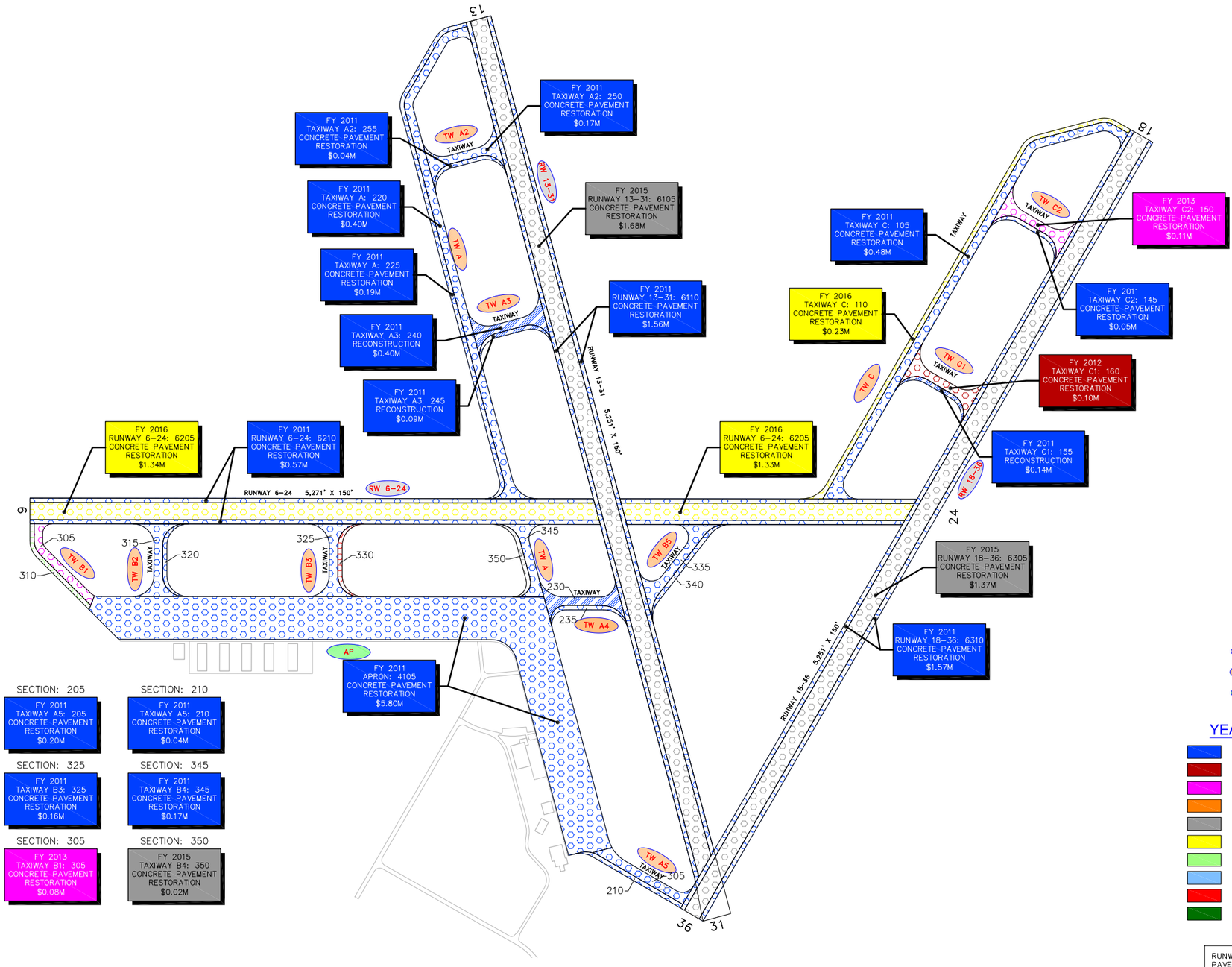
Table F-1: Major M&R Plan by Year under Unlimited Funding Scenario (Continued)

Year	Branch Name	Section ID	Surface Type	Section Area (ft^2)	Major M&R Costs*	PCI Before M&R	M&R Activity	PCI After M&R
2013	Taxiway B1	305	PCC	30,000	$82,782.08	63	Concrete Pavement Restoration	100
2013	Taxiway C2	150	PCC	35,000	$106,716.00	62	Concrete Pavement Restoration	100
2015	Runway 13-31	6105	PCC	520,000	$1,682,051.53	62	Concrete Pavement Restoration	100
2015	Runway 18-36	6305	PCC	522,000	$1,367,737.17	64	Concrete Pavement Restoration	100
2015	Taxiway B4	350	PCC	7,175	$18,799.84	64	Concrete Pavement Restoration	100
2016	Runway 6-24	6205	PCC	495,000	$1,335,901.91	64	Concrete Pavement Restoration	100
2016	Taxiway C	110	PCC	76,125	$229,537.71	63	Concrete Pavement Restoration	100
2017	Taxiway B1	310	PCC	15,000	$51,475.63	62	Concrete Pavement Restoration	100
2019	Taxiway B3	330	PCC	10,000	$32,948.71	63	Concrete Pavement Restoration	100
				Total	**$18,018,430.45**	**52**		**100**

* Costs are adjusted for inflation.

APPENDIX G

10-YEAR M&R MAP



SECTION: 230
FY 2011 TAXIWAY A4: 230 RECONSTRUCTION $0.39M

SECTION: 235
FY 2011 TAXIWAY A4: 235 CONCRETE PAVEMENT RESTORATION $0.04M

SECTION: 205
FY 2011 TAXIWAY A5: 205 CONCRETE PAVEMENT RESTORATION $0.20M

SECTION: 210
FY 2011 TAXIWAY A5: 210 CONCRETE PAVEMENT RESTORATION $0.04M

SECTION: 315
FY 2011 TAXIWAY B2: 315 CONCRETE PAVEMENT RESTORATION $0.22M

SECTION: 320
FY 2011 TAXIWAY B2: 320 CONCRETE PAVEMENT RESTORATION $0.06M

SECTION: 325
FY 2011 TAXIWAY B3: 325 CONCRETE PAVEMENT RESTORATION $0.16M

SECTION: 345
FY 2011 TAXIWAY B4: 345 CONCRETE PAVEMENT RESTORATION $0.17M

SECTION: 335
FY 2011 TAXIWAY B5: 335 CONCRETE PAVEMENT RESTORATION $0.20M

SECTION: 340
FY 2011 TAXIWAY B5: 340 CONCRETE PAVEMENT RESTORATION $0.07M

SECTION: 305
FY 2013 TAXIWAY B1: 305 CONCRETE PAVEMENT RESTORATION $0.08M

SECTION: 350
FY 2015 TAXIWAY B4: 350 CONCRETE PAVEMENT RESTORATION $0.02M

SECTION: 310
FY 2017 TAXIWAY B1: 310 CONCRETE PAVEMENT RESTORATION $0.05M

SECTION: 330
FY 2019 TAXIWAY B3: 330 CONCRETE PAVEMENT RESTORATION $0.03M

LEGEND

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

YEAR		ACTIVITY	
	2011		MICROSURFACING
	2012		MILL AND OVERLAY
	2013		RECONSTRUCTION
	2014		CONCRETE PAVEMENT RESTORATION
	2015		
	2016		
	2017		
	2018		
	2019		
	2020		

"PLAN YEAR"
"BRANCH": "SECTION"
"M AND R ACTIVITY"
"EST. COST"

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

NUMBER	DATE	REVISIONS

DESIGNED: ELT | DRAWN: | ALB | CHECKED: | DRB | DATE:

PLOTTED: July 15, 2011 – 1:12 PM, BY: Stanford, Rex

10 - YEAR M & R MAP

APALACHICOLA MUNICIPAL AIRPORT
FRANKLIN COUNTY, FLORIDA

FLORIDA DEPARTMENT OF TRANSPORTATION - AVIATION OFFICE

IDENTIFIER
AAF
FDOT DISTRICT
3

APPENDIX H

PHOTOGRAPHS

Apron, Section 4105, Sample Unit 360 – High severity (62) Corner Break, high severity (63) Longitudinal/Transverse/Diagonal Cracking, medium severity (65) Joint Seal Damage, low, medium and high severity (74) Joint Spalling, medium severity (75) Corner Spalling

Apron, Section 4105, Sample Unit 360 – High severity (62) Corner Break, high severity (63) Longitudinal/Transverse/Diagonal Cracking, medium severity (65) Joint Seal Damage, low, medium and high severity (74) Joint Spalling, medium severity (75) Corner Spalling

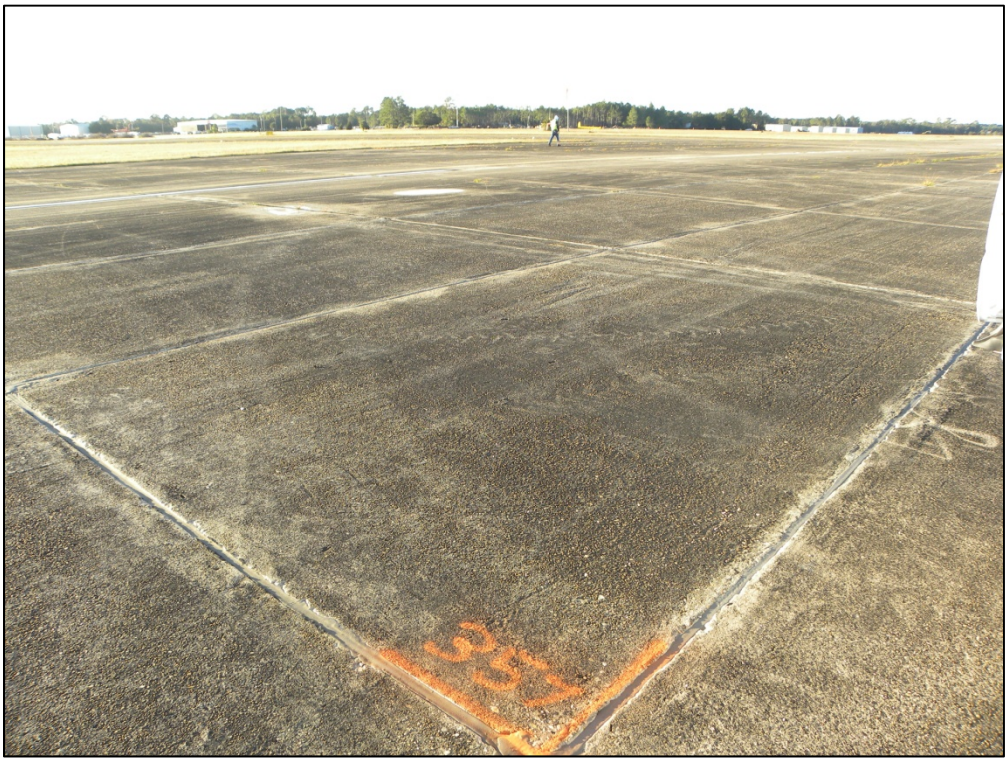
Apron, Section 4105, Sample Unit 166 – Medium and high severity (63) Longitudinal/Transverse/Diagonal Cracking, medium severity (65) Joint Seal Damage, low severity (66) Patching, high severity (72) Shattered Slab, (73) Shrinkage Cracking, medium severity (74) Joint Spalling, low severity (75) Corner Spalling

Apron, Section 4105, Sample Unit 214 – Medium and high severity (62) Corner Break, medium and high severity (63) Longitudinal/Transverse/Diagonal Cracking, medium severity (65) Joint Seal Damage, (68) Popouts, low severity (74) Joint Spalling

Runway 18-36, Section 6305, Sample Unit 380 – High severity (63) Longitudinal/Transverse/Diagonal Cracking, medium severity (65) Joint Seal Damage, low severity (66) Patching, low severity (74) Joint Spalling, low severity (75) Corner Spalling

Runway 18-36, Section 6305, Sample Unit 380 – High severity (63) Longitudinal/Transverse/Diagonal Cracking, medium severity (65) Joint Seal Damage, low severity (66) Patching, low severity (74) Joint Spalling, low severity (75) Corner Spalling

Runway 13-31, Section 6105, Sample Unit 384 – Low, medium and high severity (63) Longitudinal/Transverse/Diagonal Cracking, medium severity (65) Joint Seal Damage, low and medium severity (74) Joint Spalling



Runway 6-24, Section 6205, Sample Unit 357 – High severity (63) Longitudinal/Transverse/Diagonal Cracking, low severity (65) Joint Seal Damage, low severity (74) Joint Spalling, low severity (75) Corner Spalling

Taxiway A4, Section 230, Sample Unit 103 – High severity (62) Corner Break, high severity (63) Longitudinal/Transverse/Diagonal Cracking, low severity (65) Joint Seal Damage, low, medium and high severity (74) Joint Spalling, medium severity (75) Corner Spalling

Taxiway A5, Section 210, Sample Unit 202 – Medium severity (65) Joint Seal Damage, high severity (71) Settlement or Faulting, medium severity (75) Corner Spalling

Taxiway Charlie, Section 105, Sample Unit 119 – Medium and high severity (65) Joint Seal Damage, low and high severity (74) Joint Spalling, medium severity (75) Corner Spalling

Taxiway B5, Section 335, Sample Unit 103 – Medium and high severity (62) Corner Spalling, low, medium and high severity (63) Longitudinal/Transverse/Diagonal Cracking, low severity (65) Joint Seal Damage, low severity (67) Patching, low and high severity (74) Joint Spalling

APPENDIX I

PCI RE-INSPECTION REPORT

Re-inspection Report

FDOT
Report Generated Date: 6/1/2011
Site Name:

Network: AAF Name: APALACHICOLA MUNICIPAL AIRPORT

Branch: AP Name: APRON Use: APRON Area: 923,000.00SqFt

Section: 4105 of 1 From: - To: - Last Const.: 1/1/1940
Surface: PCC Family: FDOT-GA-PCC Zone: Category: Rank: P
Area: 923,000.00SqFt Length: 3,600.00Ft Width: 250.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 12/1/2010 Total Samples: 200 Surveyed: 14
Conditions: PCI:50.00 |
Inspection Comments: KHA INSPECTION

Sample Number: 107 Type: R Area: 20.00Slabs PCI = 67
Sample Comments:

73 SHRINKAGE CRACKING	N	1.00 Slabs	Comments:
63 LINEAR CRACKING	M	2.00 Slabs	Comments:
74 JOINT SPALLING	M	1.00 Slabs	Comments:
75 CORNER SPALLING	M	1.00 Slabs	Comments:
65 JOINT SEAL DAMAGE	M	20.00 Slabs	Comments:

Sample Number: 110 Type: R Area: 20.00Slabs PCI = 72
Sample Comments:

65 JOINT SEAL DAMAGE	M	20.00 Slabs	Comments:
70 SCALING/CRAZING	L	3.00 Slabs	Comments:
73 SHRINKAGE CRACKING	N	5.00 Slabs	Comments:
74 JOINT SPALLING	L	3.00 Slabs	Comments:
74 JOINT SPALLING	M	2.00 Slabs	Comments:
75 CORNER SPALLING	L	1.00 Slabs	Comments:

Sample Number: 166 Type: R Area: 20.00Slabs PCI = 40
Sample Comments:

65 JOINT SEAL DAMAGE	M	20.00 Slabs	Comments:
75 CORNER SPALLING	L	4.00 Slabs	Comments:
63 LINEAR CRACKING	H	1.00 Slabs	Comments:
63 LINEAR CRACKING	M	1.00 Slabs	Comments:
73 SHRINKAGE CRACKING	N	6.00 Slabs	Comments:
66 SMALL PATCH	L	1.00 Slabs	Comments:
72 SHATTERED SLAB	H	1.00 Slabs	Comments:
74 JOINT SPALLING	M	1.00 Slabs	Comments:

Sample Number: 210 Type: R Area: 20.00Slabs PCI = 24
Sample Comments:

65 JOINT SEAL DAMAGE	M	20.00 Slabs	Comments:
74 JOINT SPALLING	M	3.00 Slabs	Comments:
68 POPOUTS	N	2.00 Slabs	Comments:
75 CORNER SPALLING	L	2.00 Slabs	Comments:
63 LINEAR CRACKING	M	2.00 Slabs	Comments:
63 LINEAR CRACKING	H	5.00 Slabs	Comments:
74 JOINT SPALLING	H	2.00 Slabs	Comments:
74 JOINT SPALLING	L	4.00 Slabs	Comments:

Sample Number: 214 Type: R Area: 20.00Slabs PCI = 25
Sample Comments:

65 JOINT SEAL DAMAGE	M	20.00 Slabs	Comments:
63 LINEAR CRACKING	H	5.00 Slabs	Comments:
74 JOINT SPALLING	L	1.00 Slabs	Comments:
68 POPOUTS	N	2.00 Slabs	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/1/2011
Site Name:

63 LINEAR CRACKING	M	1.00	Slabs	Comments:
62 CORNER BREAK	M	2.00	Slabs	Comments:
62 CORNER BREAK	H	2.00	Slabs	Comments:

Sample Number: 302 Type: R Area: 20.00Slabs PCI = 83
Sample Comments:

65 JOINT SEAL DAMAGE	M	20.00	Slabs	Comments:
74 JOINT SPALLING	L	1.00	Slabs	Comments:
68 POPOUTS	N	3.00	Slabs	Comments:

Sample Number: 352 Type: R Area: 20.00Slabs PCI = 93
Sample Comments:

65 JOINT SEAL DAMAGE	L	20.00	Slabs	Comments:
74 JOINT SPALLING	M	1.00	Slabs	Comments:
73 SHRINKAGE CRACKING	N	1.00	Slabs	Comments:

Sample Number: 359 Type: R Area: 20.00Slabs PCI = 30
Sample Comments:

65 JOINT SEAL DAMAGE	M	20.00	Slabs	Comments:
74 JOINT SPALLING	M	3.00	Slabs	Comments:
75 CORNER SPALLING	L	2.00	Slabs	Comments:
62 CORNER BREAK	H	2.00	Slabs	Comments:
75 CORNER SPALLING	H	1.00	Slabs	Comments:
75 CORNER SPALLING	M	2.00	Slabs	Comments:
63 LINEAR CRACKING	H	3.00	Slabs	Comments:
74 JOINT SPALLING	H	1.00	Slabs	Comments:

Sample Number: 360 Type: R Area: 20.00Slabs PCI = 14
Sample Comments:

74 JOINT SPALLING	H	1.00	Slabs	Comments:
74 JOINT SPALLING	L	1.00	Slabs	Comments:
62 CORNER BREAK	H	3.00	Slabs	Comments:
65 JOINT SEAL DAMAGE	M	20.00	Slabs	Comments:
63 LINEAR CRACKING	H	7.00	Slabs	Comments:
74 JOINT SPALLING	H	1.00	Slabs	Comments:
74 JOINT SPALLING	M	1.00	Slabs	Comments:
75 CORNER SPALLING	M	1.00	Slabs	Comments:

Sample Number: 370 Type: R Area: 20.00Slabs PCI = 76
Sample Comments:

65 JOINT SEAL DAMAGE	M	20.00	Slabs	Comments:
70 SCALING/CRAZING	L	1.00	Slabs	Comments:
73 SHRINKAGE CRACKING	N	3.00	Slabs	Comments:
74 JOINT SPALLING	L	4.00	Slabs	Comments:
74 JOINT SPALLING	M	1.00	Slabs	Comments:
75 CORNER SPALLING	L	2.00	Slabs	Comments:

Sample Number: 402 Type: R Area: 20.00Slabs PCI = 23
Sample Comments:

65 JOINT SEAL DAMAGE	M	20.00	Slabs	Comments:
67 LARGE PATCH/UTILITY	L	1.00	Slabs	Comments:
63 LINEAR CRACKING	H	9.00	Slabs	Comments:
75 CORNER SPALLING	L	2.00	Slabs	Comments:
63 LINEAR CRACKING	M	1.00	Slabs	Comments:
70 SCALING/CRAZING	L	4.00	Slabs	Comments:

Sample Number: 412 Type: R Area: 20.00Slabs PCI = 71
Sample Comments:

65 JOINT SEAL DAMAGE	M	20.00	Slabs	Comments:
67 LARGE PATCH/UTILITY	L	1.00	Slabs	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/1/2011
Site Name:

63 LINEAR CRACKING	H	1.00	Slabs	Comments:
62 CORNER BREAK	M	1.00	Slabs	Comments:

Sample Number: 512 Type: R Area: 20.00Slabs PCI = 43
Sample Comments:

65 JOINT SEAL DAMAGE	M	20.00	Slabs	Comments:
63 LINEAR CRACKING	H	4.00	Slabs	Comments:
63 LINEAR CRACKING	M	2.00	Slabs	Comments:
74 JOINT SPALLING	L	2.00	Slabs	Comments:

Sample Number: 565 Type: R Area: 20.00Slabs PCI = 45
Sample Comments:

75 CORNER SPALLING	M	1.00	Slabs	Comments:
74 JOINT SPALLING	M	3.00	Slabs	Comments:
75 CORNER SPALLING	L	1.00	Slabs	Comments:
67 LARGE PATCH/UTILITY	L	1.00	Slabs	Comments:
74 JOINT SPALLING	H	3.00	Slabs	Comments:
63 LINEAR CRACKING	H	2.00	Slabs	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/1/2011
Site Name:

Network: AAF Name: APALACHICOLA MUNICIPAL AIRPORT

Branch: RW 13-31 Name: RUNWAY 13-31 Use: RUNWAY Area: 780,000.00SqFt

Section: 6105 of 2 From: - To: - Last Const.: 1/1/1940
Surface: PCC Family: FDOT-GA-PCC Zone: Category: Rank: P
Area: 520,000.00SqFt Length: 5,200.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 12/1/2010 Total Samples: 85 Surveyed: 19
Conditions: PCI:74.00 |
Inspection Comments: KHA INSPECTION

Sample Number: 301 Type: R Area: 24.00Slabs PCI = 79
Sample Comments:

65 JOINT SEAL DAMAGE	M	24.00 Slabs	Comments:
67 LARGE PATCH/UTILITY	L	7.00 Slabs	Comments:
66 SMALL PATCH	L	1.00 Slabs	Comments:
74 JOINT SPALLING	L	1.00 Slabs	Comments:

Sample Number: 303 Type: R Area: 24.00Slabs PCI = 53
Sample Comments:

65 JOINT SEAL DAMAGE	M	24.00 Slabs	Comments:
75 CORNER SPALLING	L	4.00 Slabs	Comments:
62 CORNER BREAK	M	1.00 Slabs	Comments:
63 LINEAR CRACKING	M	5.00 Slabs	Comments:
74 JOINT SPALLING	L	2.00 Slabs	Comments:

Sample Number: 306 Type: R Area: 24.00Slabs PCI = 79
Sample Comments:

65 JOINT SEAL DAMAGE	M	24.00 Slabs	Comments:
75 CORNER SPALLING	L	2.00 Slabs	Comments:
74 JOINT SPALLING	L	2.00 Slabs	Comments:
63 LINEAR CRACKING	M	1.00 Slabs	Comments:

Sample Number: 310 Type: R Area: 24.00Slabs PCI = 88
Sample Comments:

65 JOINT SEAL DAMAGE	M	24.00 Slabs	Comments:
74 JOINT SPALLING	L	1.00 Slabs	Comments:
75 CORNER SPALLING	L	2.00 Slabs	Comments:

Sample Number: 316 Type: R Area: 24.00Slabs PCI = 76
Sample Comments:

65 JOINT SEAL DAMAGE	M	24.00 Slabs	Comments:
70 SCALING/CRAZING	L	7.00 Slabs	Comments:
73 SHRINKAGE CRACKING	N	3.00 Slabs	Comments:
74 JOINT SPALLING	L	5.00 Slabs	Comments:
75 CORNER SPALLING	L	2.00 Slabs	Comments:

Sample Number: 323 Type: R Area: 24.00Slabs PCI = 67
Sample Comments:

65 JOINT SEAL DAMAGE	M	24.00 Slabs	Comments:
74 JOINT SPALLING	L	9.00 Slabs	Comments:
74 JOINT SPALLING	M	1.00 Slabs	Comments:
75 CORNER SPALLING	M	1.00 Slabs	Comments:
75 CORNER SPALLING	M	1.00 Slabs	Comments:
63 LINEAR CRACKING	H	1.00 Slabs	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/1/2011
Site Name:

Sample Number: 330 Type: R Area: 24.00Slabs PCI = 77
Sample Comments:

65 JOINT SEAL DAMAGE	M	24.00 Slabs	Comments:
74 JOINT SPALLING	L	4.00 Slabs	Comments:
63 LINEAR CRACKING	L	1.00 Slabs	Comments:
75 CORNER SPALLING	L	1.00 Slabs	Comments:
70 SCALING/CRAZING	L	1.00 Slabs	Comments:
74 JOINT SPALLING	M	1.00 Slabs	Comments:

Sample Number: 335 Type: R Area: 24.00Slabs PCI = 88
Sample Comments:

75 CORNER SPALLING	L	1.00 Slabs	Comments:
74 JOINT SPALLING	L	5.00 Slabs	Comments:
74 JOINT SPALLING	M	1.00 Slabs	Comments:

Sample Number: 337 Type: R Area: 24.00Slabs PCI = 78
Sample Comments:

65 JOINT SEAL DAMAGE	M	24.00 Slabs	Comments:
74 JOINT SPALLING	M	4.00 Slabs	Comments:
74 JOINT SPALLING	L	7.00 Slabs	Comments:

Sample Number: 344 Type: R Area: 24.00Slabs PCI = 81
Sample Comments:

65 JOINT SEAL DAMAGE	L	24.00 Slabs	Comments:
67 LARGE PATCH/UTILITY	L	1.00 Slabs	Comments:
75 CORNER SPALLING	L	6.00 Slabs	Comments:
74 JOINT SPALLING	L	5.00 Slabs	Comments:
66 SMALL PATCH	L	2.00 Slabs	Comments:

Sample Number: 351 Type: R Area: 24.00Slabs PCI = 71
Sample Comments:

65 JOINT SEAL DAMAGE	L	24.00 Slabs	Comments:
74 JOINT SPALLING	M	1.00 Slabs	Comments:
75 CORNER SPALLING	L	1.00 Slabs	Comments:
68 POPOUTS	N	1.00 Slabs	Comments:
74 JOINT SPALLING	L	3.00 Slabs	Comments:
63 LINEAR CRACKING	H	1.00 Slabs	Comments:

Sample Number: 358 Type: R Area: 24.00Slabs PCI = 66
Sample Comments:

65 JOINT SEAL DAMAGE	M	24.00 Slabs	Comments:
74 JOINT SPALLING	M	3.00 Slabs	Comments:
70 SCALING/CRAZING	L	1.00 Slabs	Comments:
74 JOINT SPALLING	L	8.00 Slabs	Comments:
74 JOINT SPALLING	H	1.00 Slabs	Comments:
63 LINEAR CRACKING	M	1.00 Slabs	Comments:

Sample Number: 365 Type: R Area: 24.00Slabs PCI = 75
Sample Comments:

65 JOINT SEAL DAMAGE	L	24.00 Slabs	Comments:
70 SCALING/CRAZING	L	1.00 Slabs	Comments:
73 SHRINKAGE CRACKING	N	1.00 Slabs	Comments:
70 SCALING/CRAZING	M	2.00 Slabs	Comments:
75 CORNER SPALLING	M	2.00 Slabs	Comments:
74 JOINT SPALLING	M	2.00 Slabs	Comments:

Sample Number: 366 Type: R Area: 24.00Slabs PCI = 81
Sample Comments:

65 JOINT SEAL DAMAGE	M	24.00 Slabs	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/1/2011
Site Name:

74 JOINT SPALLING	M	2.00 Slabs	Comments:	
75 CORNER SPALLING	L	1.00 Slabs	Comments:	
68 POPOUTS	N	1.00 Slabs	Comments:	
74 JOINT SPALLING	L	1.00 Slabs	Comments:	

Sample Number: 372 Type: R Area: 24.00Slabs PCI = 74
Sample Comments:

65 JOINT SEAL DAMAGE	M	24.00 Slabs	Comments:	
74 JOINT SPALLING	L	6.00 Slabs	Comments:	
63 LINEAR CRACKING	L	1.00 Slabs	Comments:	
74 JOINT SPALLING	H	1.00 Slabs	Comments:	

Sample Number: 375 Type: R Area: 24.00Slabs PCI = 50
Sample Comments:

65 JOINT SEAL DAMAGE	M	24.00 Slabs	Comments:	
74 JOINT SPALLING	L	6.00 Slabs	Comments:	
63 LINEAR CRACKING	H	4.00 Slabs	Comments:	
74 JOINT SPALLING	M	1.00 Slabs	Comments:	

Sample Number: 377 Type: R Area: 24.00Slabs PCI = 78
Sample Comments:

74 JOINT SPALLING	H	1.00 Slabs	Comments:	
65 JOINT SEAL DAMAGE	M	24.00 Slabs	Comments:	
74 JOINT SPALLING	L	8.00 Slabs	Comments:	

Sample Number: 378 Type: R Area: 24.00Slabs PCI = 72
Sample Comments:

74 JOINT SPALLING	L	2.00 Slabs	Comments:	
65 JOINT SEAL DAMAGE	M	24.00 Slabs	Comments:	
74 JOINT SPALLING	M	2.00 Slabs	Comments:	
68 POPOUTS	N	1.00 Slabs	Comments:	
74 JOINT SPALLING	H	1.00 Slabs	Comments:	

Sample Number: 384 Type: R Area: 28.00Slabs PCI = 68
Sample Comments:

63 LINEAR CRACKING	H	1.00 Slabs	Comments:	
74 JOINT SPALLING	L	1.00 Slabs	Comments:	
65 JOINT SEAL DAMAGE	M	28.00 Slabs	Comments:	
63 LINEAR CRACKING	M	1.00 Slabs	Comments:	
63 LINEAR CRACKING	L	1.00 Slabs	Comments:	
74 JOINT SPALLING	M	1.00 Slabs	Comments:	

Re-inspection Report

FDOT
Report Generated Date: 6/1/2011
Site Name:

Network: AAF Name: APALACHICOLA MUNICIPAL AIRPORT

Branch: RW 13-31 Name: RUNWAY 13-31 Use: RUNWAY Area: 780,000.00SqFt

Section: 6110 of 2 From: - To: - Last Const.: 1/1/1940
Surface: PCC Family: FDOT-GA-PCC Zone: Category: Rank: P
Area: 260,000.00SqFt Length: 10,400.00Ft Width: 25.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 12/1/2010 Total Samples: 44 Surveyed: 11
Conditions: PCI:52.00 |
Inspection Comments: KHA INSPECTION

Sample Number: 104 Type: R Area: 24.00Slabs PCI = 50
Sample Comments:

65 JOINT SEAL DAMAGE	M	24.00 Slabs	Comments:
63 LINEAR CRACKING	M	6.00 Slabs	Comments:
62 CORNER BREAK	M	1.00 Slabs	Comments:
62 CORNER BREAK	H	1.00 Slabs	Comments:
68 POPOUTS	N	1.00 Slabs	Comments:

Sample Number: 120 Type: R Area: 24.00Slabs PCI = 67
Sample Comments:

65 JOINT SEAL DAMAGE	M	24.00 Slabs	Comments:
63 LINEAR CRACKING	L	2.00 Slabs	Comments:
70 SCALING/CRAZING	L	13.00 Slabs	Comments:
73 SHRINKAGE CRACKING	N	2.00 Slabs	Comments:
74 JOINT SPALLING	L	5.00 Slabs	Comments:
74 JOINT SPALLING	M	1.00 Slabs	Comments:

Sample Number: 132 Type: R Area: 24.00Slabs PCI = 75
Sample Comments:

65 JOINT SEAL DAMAGE	M	24.00 Slabs	Comments:
75 CORNER SPALLING	L	8.00 Slabs	Comments:
75 CORNER SPALLING	M	2.00 Slabs	Comments:
74 JOINT SPALLING	L	3.00 Slabs	Comments:

Sample Number: 156 Type: R Area: 24.00Slabs PCI = 47
Sample Comments:

65 JOINT SEAL DAMAGE	L	24.00 Slabs	Comments:
70 SCALING/CRAZING	L	5.00 Slabs	Comments:
67 LARGE PATCH/UTILITY	H	3.00 Slabs	Comments:
75 CORNER SPALLING	L	1.00 Slabs	Comments:
63 LINEAR CRACKING	L	2.00 Slabs	Comments:
62 CORNER BREAK	L	1.00 Slabs	Comments:
74 JOINT SPALLING	M	1.00 Slabs	Comments:
73 SHRINKAGE CRACKING	N	1.00 Slabs	Comments:

Sample Number: 176 Type: R Area: 24.00Slabs PCI = 33
Sample Comments:

65 JOINT SEAL DAMAGE	M	24.00 Slabs	Comments:
63 LINEAR CRACKING	M	16.00 Slabs	Comments:
74 JOINT SPALLING	M	2.00 Slabs	Comments:
63 LINEAR CRACKING	L	3.00 Slabs	Comments:
75 CORNER SPALLING	L	1.00 Slabs	Comments:

Sample Number: 504 Type: R Area: 24.00Slabs PCI = 34
Sample Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/1/2011
Site Name:

65 JOINT SEAL DAMAGE	M	24.00	Slabs	Comments:
63 LINEAR CRACKING	L	2.00	Slabs	Comments:
67 LARGE PATCH/UTILITY	H	1.00	Slabs	Comments:
63 LINEAR CRACKING	H	4.00	Slabs	Comments:
74 JOINT SPALLING	L	1.00	Slabs	Comments:
63 LINEAR CRACKING	M	1.00	Slabs	Comments:
67 LARGE PATCH/UTILITY	M	1.00	Slabs	Comments:
68 POPOUTS	N	2.00	Slabs	Comments:

Sample Number: 520 Type: R Area: 24.00Slabs PCI = 16
Sample Comments:

65 JOINT SEAL DAMAGE	M	24.00	Slabs	Comments:
63 LINEAR CRACKING	H	6.00	Slabs	Comments:
75 CORNER SPALLING	H	1.00	Slabs	Comments:
68 POPOUTS	N	1.00	Slabs	Comments:
67 LARGE PATCH/UTILITY	H	3.00	Slabs	Comments:
74 JOINT SPALLING	H	1.00	Slabs	Comments:

Sample Number: 524 Type: A Area: 24.00Slabs PCI = 12
Sample Comments:

65 JOINT SEAL DAMAGE	M	24.00	Slabs	Comments:
62 CORNER BREAK	H	1.00	Slabs	Comments:
63 LINEAR CRACKING	H	6.00	Slabs	Comments:
67 LARGE PATCH/UTILITY	H	5.00	Slabs	Comments:
63 LINEAR CRACKING	L	1.00	Slabs	Comments:
75 CORNER SPALLING	M	2.00	Slabs	Comments:
63 LINEAR CRACKING	M	1.00	Slabs	Comments:

Sample Number: 532 Type: R Area: 24.00Slabs PCI = 33
Sample Comments:

65 JOINT SEAL DAMAGE	M	24.00	Slabs	Comments:
74 JOINT SPALLING	H	2.00	Slabs	Comments:
74 JOINT SPALLING	M	3.00	Slabs	Comments:
63 LINEAR CRACKING	H	6.00	Slabs	Comments:
75 CORNER SPALLING	L	1.00	Slabs	Comments:
75 CORNER SPALLING	M	1.00	Slabs	Comments:

Sample Number: 548 Type: R Area: 24.00Slabs PCI = 88
Sample Comments:

65 JOINT SEAL DAMAGE	L	24.00	Slabs	Comments:
62 CORNER BREAK	L	1.00	Slabs	Comments:
73 SHRINKAGE CRACKING	N	1.00	Slabs	Comments:
74 JOINT SPALLING	L	1.00	Slabs	Comments:
74 JOINT SPALLING	M	1.00	Slabs	Comments:

Sample Number: 568 Type: R Area: 24.00Slabs PCI = 85
Sample Comments:

65 JOINT SEAL DAMAGE	M	24.00	Slabs	Comments:
68 POPOUTS	N	2.00	Slabs	Comments:
74 JOINT SPALLING	L	1.00	Slabs	Comments:
75 CORNER SPALLING	L	1.00	Slabs	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/1/2011
Site Name:

Network: AAF Name: APALACHICOLA MUNICIPAL AIRPORT

Branch: RW 18-36 Name: RUNWAY 18-36 Use: RUNWAY Area: 783,000.00SqFt

Section: 6305 of 2 From: - To: - Last Const.: 1/1/1940
Surface: PCC Family: FDOT-GA-PCC Zone: Category: Rank: S
Area: 522,000.00SqFt Length: 5,220.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 12/1/2010 Total Samples: 86 Surveyed: 17
Conditions: PCI:76.00 |
Inspection Comments: KHA INSPECTION

Sample Number: 302 Type: R Area: 24.00Slabs PCI = 71
Sample Comments:

65 JOINT SEAL DAMAGE	M	24.00 Slabs	Comments:
63 LINEAR CRACKING	L	1.00 Slabs	Comments:
63 LINEAR CRACKING	H	1.00 Slabs	Comments:
75 CORNER SPALLING	L	1.00 Slabs	Comments:
74 JOINT SPALLING	M	1.00 Slabs	Comments:

Sample Number: 308 Type: R Area: 24.00Slabs PCI = 83
Sample Comments:

65 JOINT SEAL DAMAGE	M	24.00 Slabs	Comments:
74 JOINT SPALLING	L	3.00 Slabs	Comments:
66 SMALL PATCH	L	1.00 Slabs	Comments:
62 CORNER BREAK	M	1.00 Slabs	Comments:

Sample Number: 311 Type: R Area: 24.00Slabs PCI = 39
Sample Comments:

65 JOINT SEAL DAMAGE	M	24.00 Slabs	Comments:
63 LINEAR CRACKING	H	1.00 Slabs	Comments:
62 CORNER BREAK	M	2.00 Slabs	Comments:
67 LARGE PATCH/UTILITY	H	2.00 Slabs	Comments:
67 LARGE PATCH/UTILITY	M	2.00 Slabs	Comments:
66 SMALL PATCH	M	2.00 Slabs	Comments:
74 JOINT SPALLING	M	3.00 Slabs	Comments:
63 LINEAR CRACKING	L	1.00 Slabs	Comments:
75 CORNER SPALLING	L	1.00 Slabs	Comments:
74 JOINT SPALLING	L	2.00 Slabs	Comments:

Sample Number: 314 Type: R Area: 24.00Slabs PCI = 71
Sample Comments:

75 CORNER SPALLING	L	3.00 Slabs	Comments:
74 JOINT SPALLING	L	5.00 Slabs	Comments:
65 JOINT SEAL DAMAGE	M	24.00 Slabs	Comments:
63 LINEAR CRACKING	H	1.00 Slabs	Comments:

Sample Number: 320 Type: R Area: 24.00Slabs PCI = 84
Sample Comments:

65 JOINT SEAL DAMAGE	L	24.00 Slabs	Comments:
68 POPOUTS	N	1.00 Slabs	Comments:
74 JOINT SPALLING	L	5.00 Slabs	Comments:
75 CORNER SPALLING	L	1.00 Slabs	Comments:
75 CORNER SPALLING	M	1.00 Slabs	Comments:

Sample Number: 326 Type: R Area: 24.00Slabs PCI = 78
Sample Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/1/2011
Site Name:

65 JOINT SEAL DAMAGE	L	24.00	Slabs	Comments:
75 CORNER SPALLING	L	3.00	Slabs	Comments:
66 SMALL PATCH	L	2.00	Slabs	Comments:
74 JOINT SPALLING	L	2.00	Slabs	Comments:
62 CORNER BREAK	M	1.00	Slabs	Comments:
74 JOINT SPALLING	M	1.00	Slabs	Comments:

Sample Number: 332 Type: R Area: 24.00Slabs PCI = 91
Sample Comments:

74 JOINT SPALLING	L	5.00	Slabs	Comments:
66 SMALL PATCH	L	2.00	Slabs	Comments:
75 CORNER SPALLING	L	1.00	Slabs	Comments:

Sample Number: 338 Type: R Area: 24.00Slabs PCI = 90
Sample Comments:

66 SMALL PATCH	L	1.00	Slabs	Comments:
75 CORNER SPALLING	L	2.00	Slabs	Comments:
74 JOINT SPALLING	L	5.00	Slabs	Comments:

Sample Number: 344 Type: R Area: 24.00Slabs PCI = 69
Sample Comments:

65 JOINT SEAL DAMAGE	M	24.00	Slabs	Comments:
66 SMALL PATCH	L	7.00	Slabs	Comments:
63 LINEAR CRACKING	M	1.00	Slabs	Comments:
74 JOINT SPALLING	L	4.00	Slabs	Comments:
75 CORNER SPALLING	L	2.00	Slabs	Comments:
63 LINEAR CRACKING	L	1.00	Slabs	Comments:

Sample Number: 350 Type: R Area: 24.00Slabs PCI = 74
Sample Comments:

65 JOINT SEAL DAMAGE	L	24.00	Slabs	Comments:
74 JOINT SPALLING	M	2.00	Slabs	Comments:
63 LINEAR CRACKING	L	1.00	Slabs	Comments:
70 SCALING/CRAZING	L	3.00	Slabs	Comments:
66 SMALL PATCH	L	2.00	Slabs	Comments:
73 SHRINKAGE CRACKING	N	1.00	Slabs	Comments:
67 LARGE PATCH/UTILITY	L	2.00	Slabs	Comments:
74 JOINT SPALLING	L	1.00	Slabs	Comments:

Sample Number: 356 Type: R Area: 24.00Slabs PCI = 91
Sample Comments:

65 JOINT SEAL DAMAGE	L	24.00	Slabs	Comments:
66 SMALL PATCH	L	6.00	Slabs	Comments:
74 JOINT SPALLING	L	1.00	Slabs	Comments:
75 CORNER SPALLING	L	1.00	Slabs	Comments:

Sample Number: 362 Type: R Area: 24.00Slabs PCI = 81
Sample Comments:

65 JOINT SEAL DAMAGE	L	24.00	Slabs	Comments:
70 SCALING/CRAZING	L	4.00	Slabs	Comments:
66 SMALL PATCH	L	5.00	Slabs	Comments:
73 SHRINKAGE CRACKING	N	2.00	Slabs	Comments:
66 SMALL PATCH	M	2.00	Slabs	Comments:
74 JOINT SPALLING	L	1.00	Slabs	Comments:

Sample Number: 368 Type: R Area: 24.00Slabs PCI = 83
Sample Comments:

65 JOINT SEAL DAMAGE	M	24.00	Slabs	Comments:
74 JOINT SPALLING	M	3.00	Slabs	Comments:
75 CORNER SPALLING	M	1.00	Slabs	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/1/2011
Site Name:

Sample Number: 374 Type: R Area: 24.00Slabs PCI = 62
Sample Comments:

65 JOINT SEAL DAMAGE	M	24.00	Slabs	Comments:
62 CORNER BREAK	M	1.00	Slabs	Comments:
71 FAULTING	L	1.00	Slabs	Comments:
74 JOINT SPALLING	L	6.00	Slabs	Comments:
74 JOINT SPALLING	H	1.00	Slabs	Comments:
75 CORNER SPALLING	L	3.00	Slabs	Comments:
75 CORNER SPALLING	M	1.00	Slabs	Comments:

Sample Number: 377 Type: R Area: 24.00Slabs PCI = 83
Sample Comments:

65 JOINT SEAL DAMAGE	M	24.00	Slabs	Comments:
75 CORNER SPALLING	L	3.00	Slabs	Comments:
74 JOINT SPALLING	M	2.00	Slabs	Comments:

Sample Number: 380 Type: R Area: 24.00Slabs PCI = 74
Sample Comments:

65 JOINT SEAL DAMAGE	M	24.00	Slabs	Comments:
63 LINEAR CRACKING	H	1.00	Slabs	Comments:
66 SMALL PATCH	L	1.00	Slabs	Comments:
74 JOINT SPALLING	L	5.00	Slabs	Comments:
75 CORNER SPALLING	L	1.00	Slabs	Comments:

Sample Number: 386 Type: R Area: 24.00Slabs PCI = 62
Sample Comments:

65 JOINT SEAL DAMAGE	M	24.00	Slabs	Comments:
63 LINEAR CRACKING	L	3.00	Slabs	Comments:
63 LINEAR CRACKING	H	1.00	Slabs	Comments:
63 LINEAR CRACKING	M	1.00	Slabs	Comments:
71 FAULTING	L	1.00	Slabs	Comments:
74 JOINT SPALLING	L	1.00	Slabs	Comments:
75 CORNER SPALLING	L	2.00	Slabs	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/1/2011
Site Name:

Network: AAF Name: APALACHICOLA MUNICIPAL AIRPORT

Branch: RW 18-36 Name: RUNWAY 18-36 Use: RUNWAY Area: 783,000.00SqFt

Section: 6310 of 2 From: - To: - Last Const.: 1/1/1940
Surface: PCC Family: FDOT-GA-PCC Zone: Category: Rank: S
Area: 261,000.00SqFt Length: 10,440.00Ft Width: 25.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 12/1/2010 Total Samples: 44 Surveyed: 11
Conditions: PCI:52.00 |
Inspection Comments: KHA INSPECTION

Sample Number: 100 Type: R Area: 24.00Slabs PCI = 71
Sample Comments:

65 JOINT SEAL DAMAGE	M	24.00 Slabs	Comments:
63 LINEAR CRACKING	H	2.00 Slabs	Comments:
75 CORNER SPALLING	L	1.00 Slabs	Comments:

Sample Number: 116 Type: R Area: 24.00Slabs PCI = 45
Sample Comments:

65 JOINT SEAL DAMAGE	L	24.00 Slabs	Comments:
63 LINEAR CRACKING	L	5.00 Slabs	Comments:
63 LINEAR CRACKING	M	3.00 Slabs	Comments:
67 LARGE PATCH/UTILITY	L	2.00 Slabs	Comments:
62 CORNER BREAK	L	1.00 Slabs	Comments:
70 SCALING/CRAZING	L	12.00 Slabs	Comments:
73 SHRINKAGE CRACKING	N	3.00 Slabs	Comments:
74 JOINT SPALLING	L	3.00 Slabs	Comments:
74 JOINT SPALLING	H	1.00 Slabs	Comments:
75 CORNER SPALLING	H	1.00 Slabs	Comments:

Sample Number: 136 Type: R Area: 24.00Slabs PCI = 38
Sample Comments:

65 JOINT SEAL DAMAGE	M	24.00 Slabs	Comments:
74 JOINT SPALLING	L	2.00 Slabs	Comments:
63 LINEAR CRACKING	M	2.00 Slabs	Comments:
62 CORNER BREAK	L	1.00 Slabs	Comments:
63 LINEAR CRACKING	L	1.00 Slabs	Comments:
63 LINEAR CRACKING	H	5.00 Slabs	Comments:

Sample Number: 168 Type: R Area: 24.00Slabs PCI = 50
Sample Comments:

65 JOINT SEAL DAMAGE	M	24.00 Slabs	Comments:
63 LINEAR CRACKING	H	4.00 Slabs	Comments:
66 SMALL PATCH	H	1.00 Slabs	Comments:
74 JOINT SPALLING	M	1.00 Slabs	Comments:
66 SMALL PATCH	L	1.00 Slabs	Comments:

Sample Number: 180 Type: R Area: 24.00Slabs PCI = 74
Sample Comments:

63 LINEAR CRACKING	L	4.00 Slabs	Comments:
65 JOINT SEAL DAMAGE	L	24.00 Slabs	Comments:
74 JOINT SPALLING	L	5.00 Slabs	Comments:
74 JOINT SPALLING	M	2.00 Slabs	Comments:
75 CORNER SPALLING	L	1.00 Slabs	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/1/2011
Site Name:

Sample Number: 184 Type: R Area: 24.00Slabs PCI = 48
Sample Comments:

65 JOINT SEAL DAMAGE	M	24.00 Slabs	Comments:
74 JOINT SPALLING	L	7.00 Slabs	Comments:
63 LINEAR CRACKING	L	2.00 Slabs	Comments:
74 JOINT SPALLING	M	2.00 Slabs	Comments:
63 LINEAR CRACKING	M	2.00 Slabs	Comments:
63 LINEAR CRACKING	H	2.00 Slabs	Comments:
75 CORNER SPALLING	L	1.00 Slabs	Comments:

Sample Number: 504 Type: R Area: 24.00Slabs PCI = 63
Sample Comments:

65 JOINT SEAL DAMAGE	M	24.00 Slabs	Comments:
63 LINEAR CRACKING	M	6.00 Slabs	Comments:

Sample Number: 524 Type: R Area: 24.00Slabs PCI = 57
Sample Comments:

65 JOINT SEAL DAMAGE	L	24.00 Slabs	Comments:
63 LINEAR CRACKING	L	5.00 Slabs	Comments:
63 LINEAR CRACKING	M	4.00 Slabs	Comments:
73 SHRINKAGE CRACKING	N	1.00 Slabs	Comments:
74 JOINT SPALLING	L	3.00 Slabs	Comments:
74 JOINT SPALLING	M	1.00 Slabs	Comments:

Sample Number: 544 Type: R Area: 24.00Slabs PCI = 45
Sample Comments:

65 JOINT SEAL DAMAGE	M	24.00 Slabs	Comments:
63 LINEAR CRACKING	M	1.00 Slabs	Comments:
63 LINEAR CRACKING	H	5.00 Slabs	Comments:
63 LINEAR CRACKING	L	1.00 Slabs	Comments:

Sample Number: 564 Type: R Area: 24.00Slabs PCI = 60
Sample Comments:

65 JOINT SEAL DAMAGE	M	24.00 Slabs	Comments:
63 LINEAR CRACKING	L	3.00 Slabs	Comments:
66 SMALL PATCH	L	1.00 Slabs	Comments:
74 JOINT SPALLING	L	2.00 Slabs	Comments:
74 JOINT SPALLING	H	1.00 Slabs	Comments:
63 LINEAR CRACKING	M	3.00 Slabs	Comments:

Sample Number: 580 Type: R Area: 24.00Slabs PCI = 20
Sample Comments:

65 JOINT SEAL DAMAGE	M	24.00 Slabs	Comments:
63 LINEAR CRACKING	H	14.00 Slabs	Comments:
75 CORNER SPALLING	L	2.00 Slabs	Comments:
74 JOINT SPALLING	M	1.00 Slabs	Comments:
63 LINEAR CRACKING	L	2.00 Slabs	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/1/2011
Site Name:

Network: AAF Name: APALACHICOLA MUNICIPAL AIRPORT

Branch: RW 6-24 Name: RUNWAY 6-24 Use: RUNWAY Area: 741,750.00SqFt

Section: 6205 of 2 From: - To: - Last Const.: 1/1/1940
Surface: PCC Family: FDOT-GA-PCC Zone: Category: Rank: P
Area: 495,000.00SqFt Length: 4,950.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 12/1/2010 Total Samples: 83 Surveyed: 18
Conditions: PCI:78.00 |
Inspection Comments: KHA INSPECTION

Sample Number: 301 Type: R Area: 24.00Slabs PCI = 100
Sample Comments:
<NO DISTRESSES>

Sample Number: 302 Type: R Area: 24.00Slabs PCI = 91
Sample Comments:

73 SHRINKAGE CRACKING	N	9.00 Slabs	Comments:
70 SCALING/CRAZING	L	2.00 Slabs	Comments:

Sample Number: 309 Type: R Area: 24.00Slabs PCI = 95
Sample Comments:

68 POPOUTS	N	1.00 Slabs	Comments:
74 JOINT SPALLING	L	1.00 Slabs	Comments:

Sample Number: 312 Type: R Area: 24.00Slabs PCI = 69
Sample Comments:

65 JOINT SEAL DAMAGE	M	24.00 Slabs	Comments:
74 JOINT SPALLING	M	1.00 Slabs	Comments:
74 JOINT SPALLING	L	5.00 Slabs	Comments:
75 CORNER SPALLING	L	1.00 Slabs	Comments:
68 POPOUTS	N	3.00 Slabs	Comments:
63 LINEAR CRACKING	M	1.00 Slabs	Comments:

Sample Number: 316 Type: R Area: 24.00Slabs PCI = 84
Sample Comments:

65 JOINT SEAL DAMAGE	M	24.00 Slabs	Comments:
66 SMALL PATCH	L	1.00 Slabs	Comments:
74 JOINT SPALLING	L	1.00 Slabs	Comments:
75 CORNER SPALLING	L	2.00 Slabs	Comments:
68 POPOUTS	N	1.00 Slabs	Comments:

Sample Number: 320 Type: R Area: 24.00Slabs PCI = 82
Sample Comments:

65 JOINT SEAL DAMAGE	L	24.00 Slabs	Comments:
66 SMALL PATCH	L	1.00 Slabs	Comments:
70 SCALING/CRAZING	L	5.00 Slabs	Comments:
73 SHRINKAGE CRACKING	N	4.00 Slabs	Comments:
74 JOINT SPALLING	L	6.00 Slabs	Comments:
75 CORNER SPALLING	L	1.00 Slabs	Comments:

Sample Number: 323 Type: R Area: 24.00Slabs PCI = 63
Sample Comments:

65 JOINT SEAL DAMAGE	L	24.00 Slabs	Comments:
74 JOINT SPALLING	L	6.00 Slabs	Comments:
66 SMALL PATCH	L	4.00 Slabs	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/1/2011
Site Name:

68 POPOUTS	N	2.00	Slabs	Comments:
63 LINEAR CRACKING	H	2.00	Slabs	Comments:

Sample Number: 330 Type: R Area: 24.00Slabs PCI = 79
Sample Comments:

65 JOINT SEAL DAMAGE	L	24.00	Slabs	Comments:
74 JOINT SPALLING	L	10.00	Slabs	Comments:
66 SMALL PATCH	L	4.00	Slabs	Comments:
75 CORNER SPALLING	L	2.00	Slabs	Comments:
74 JOINT SPALLING	M	1.00	Slabs	Comments:

Sample Number: 333 Type: R Area: 24.00Slabs PCI = 81
Sample Comments:

65 JOINT SEAL DAMAGE	L	24.00	Slabs	Comments:
66 SMALL PATCH	L	4.00	Slabs	Comments:
74 JOINT SPALLING	L	2.00	Slabs	Comments:
68 POPOUTS	N	2.00	Slabs	Comments:
62 CORNER BREAK	M	1.00	Slabs	Comments:

Sample Number: 337 Type: R Area: 24.00Slabs PCI = 90
Sample Comments:

66 SMALL PATCH	L	2.00	Slabs	Comments:
70 SCALING/CRAZING	L	3.00	Slabs	Comments:
73 SHRINKAGE CRACKING	N	2.00	Slabs	Comments:
74 JOINT SPALLING	L	2.00	Slabs	Comments:

Sample Number: 344 Type: R Area: 24.00Slabs PCI = 74
Sample Comments:

63 LINEAR CRACKING	L	5.00	Slabs	Comments:
74 JOINT SPALLING	L	4.00	Slabs	Comments:
75 CORNER SPALLING	L	1.00	Slabs	Comments:
63 LINEAR CRACKING	M	1.00	Slabs	Comments:

Sample Number: 351 Type: R Area: 24.00Slabs PCI = 60
Sample Comments:

65 JOINT SEAL DAMAGE	L	24.00	Slabs	Comments:
63 LINEAR CRACKING	H	2.00	Slabs	Comments:
74 JOINT SPALLING	L	3.00	Slabs	Comments:
75 CORNER SPALLING	L	3.00	Slabs	Comments:
74 JOINT SPALLING	M	1.00	Slabs	Comments:
68 POPOUTS	N	1.00	Slabs	Comments:

Sample Number: 357 Type: R Area: 24.00Slabs PCI = 77
Sample Comments:

65 JOINT SEAL DAMAGE	L	24.00	Slabs	Comments:
74 JOINT SPALLING	L	4.00	Slabs	Comments:
75 CORNER SPALLING	L	1.00	Slabs	Comments:
63 LINEAR CRACKING	H	1.00	Slabs	Comments:

Sample Number: 364 Type: R Area: 24.00Slabs PCI = 92
Sample Comments:

73 SHRINKAGE CRACKING	N	1.00	Slabs	Comments:
74 JOINT SPALLING	L	6.00	Slabs	Comments:

Sample Number: 371 Type: R Area: 24.00Slabs PCI = 59
Sample Comments:

65 JOINT SEAL DAMAGE	M	24.00	Slabs	Comments:
63 LINEAR CRACKING	H	2.00	Slabs	Comments:
66 SMALL PATCH	L	1.00	Slabs	Comments:
67 LARGE PATCH/UTILITY	L	1.00	Slabs	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/1/2011
Site Name:

62 CORNER BREAK	L	1.00 Slabs	Comments:	
75 CORNER SPALLING	L	2.00 Slabs	Comments:	
74 JOINT SPALLING	L	3.00 Slabs	Comments:	

Sample Number: 374 Type: R Area: 24.00Slabs PCI = 63
Sample Comments:

65 JOINT SEAL DAMAGE	M	24.00 Slabs	Comments:	
63 LINEAR CRACKING	H	2.00 Slabs	Comments:	
68 POPOUTS	N	1.00 Slabs	Comments:	
74 JOINT SPALLING	L	8.00 Slabs	Comments:	
75 CORNER SPALLING	L	1.00 Slabs	Comments:	

Sample Number: 378 Type: R Area: 24.00Slabs PCI = 72
Sample Comments:

65 JOINT SEAL DAMAGE	M	24.00 Slabs	Comments:	
62 CORNER BREAK	L	1.00 Slabs	Comments:	
63 LINEAR CRACKING	H	1.00 Slabs	Comments:	
74 JOINT SPALLING	L	3.00 Slabs	Comments:	
75 CORNER SPALLING	L	1.00 Slabs	Comments:	

Sample Number: 381 Type: R Area: 24.00Slabs PCI = 64
Sample Comments:

74 JOINT SPALLING	L	8.00 Slabs	Comments:	
65 JOINT SEAL DAMAGE	M	24.00 Slabs	Comments:	
68 POPOUTS	N	2.00 Slabs	Comments:	
63 LINEAR CRACKING	M	1.00 Slabs	Comments:	
63 LINEAR CRACKING	L	2.00 Slabs	Comments:	
75 CORNER SPALLING	L	1.00 Slabs	Comments:	
75 CORNER SPALLING	H	1.00 Slabs	Comments:	

Re-inspection Report

FDOT
Report Generated Date: 6/1/2011
Site Name:

Network: AAF Name: APALACHICOLA MUNICIPAL AIRPORT

Branch: RW 6-24 Name: RUNWAY 6-24 Use: RUNWAY Area: 741,750.00SqFt

Section: 6210 of 2 From: - To: - Last Const.: 1/1/1940
Surface: PCC Family: FDOT-GA-PCC Zone: Category: Rank: P
Area: 246,750.00SqFt Length: 9,870.00Ft Width: 25.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 12/1/2010 Total Samples: 43 Surveyed: 10
Conditions: PCI:65.00 |
Inspection Comments: KHA INSPECTION

Sample Number: 108 Type: R Area: 24.00Slabs PCI = 71
Sample Comments:

65 JOINT SEAL DAMAGE	M	24.00 Slabs	Comments:
74 JOINT SPALLING	L	3.00 Slabs	Comments:
66 SMALL PATCH	L	2.00 Slabs	Comments:
63 LINEAR CRACKING	H	1.00 Slabs	Comments:
63 LINEAR CRACKING	M	1.00 Slabs	Comments:

Sample Number: 124 Type: R Area: 24.00Slabs PCI = 57
Sample Comments:

63 LINEAR CRACKING	M	1.00 Slabs	Comments:
65 JOINT SEAL DAMAGE	M	24.00 Slabs	Comments:
75 CORNER SPALLING	M	1.00 Slabs	Comments:
74 JOINT SPALLING	M	2.00 Slabs	Comments:
67 LARGE PATCH/UTILITY	L	2.00 Slabs	Comments:
74 JOINT SPALLING	L	2.00 Slabs	Comments:
63 LINEAR CRACKING	H	1.00 Slabs	Comments:
68 POPOUTS	N	1.00 Slabs	Comments:

Sample Number: 140 Type: R Area: 24.00Slabs PCI = 62
Sample Comments:

66 SMALL PATCH	L	2.00 Slabs	Comments:
70 SCALING/CRAZING	L	7.00 Slabs	Comments:
67 LARGE PATCH/UTILITY	H	2.00 Slabs	Comments:
73 SHRINKAGE CRACKING	N	2.00 Slabs	Comments:
70 SCALING/CRAZING	M	1.00 Slabs	Comments:

Sample Number: 172 Type: R Area: 24.00Slabs PCI = 70
Sample Comments:

65 JOINT SEAL DAMAGE	M	24.00 Slabs	Comments:
63 LINEAR CRACKING	M	1.00 Slabs	Comments:
74 JOINT SPALLING	L	2.00 Slabs	Comments:
63 LINEAR CRACKING	L	1.00 Slabs	Comments:
67 LARGE PATCH/UTILITY	L	2.00 Slabs	Comments:
62 CORNER BREAK	L	1.00 Slabs	Comments:

Sample Number: 508 Type: R Area: 24.00Slabs PCI = 60
Sample Comments:

65 JOINT SEAL DAMAGE	M	24.00 Slabs	Comments:
63 LINEAR CRACKING	H	1.00 Slabs	Comments:
75 CORNER SPALLING	M	1.00 Slabs	Comments:
74 JOINT SPALLING	M	3.00 Slabs	Comments:
75 CORNER SPALLING	L	3.00 Slabs	Comments:
74 JOINT SPALLING	L	3.00 Slabs	Comments:
66 SMALL PATCH	L	1.00 Slabs	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/1/2011
Site Name:

68 POPOUTS	N	1.00	Slabs	Comments:

Sample Number: 524 Type: R Area: 24.00Slabs PCI = 72
Sample Comments:

65 JOINT SEAL DAMAGE	M	24.00	Slabs	Comments:
74 JOINT SPALLING	L	4.00	Slabs	Comments:
66 SMALL PATCH	L	3.00	Slabs	Comments:
68 POPOUTS	N	1.00	Slabs	Comments:
62 CORNER BREAK	L	1.00	Slabs	Comments:
63 LINEAR CRACKING	M	1.00	Slabs	Comments:

Sample Number: 540 Type: R Area: 24.00Slabs PCI = 71
Sample Comments:

65 JOINT SEAL DAMAGE	L	24.00	Slabs	Comments:
68 POPOUTS	N	2.00	Slabs	Comments:
67 LARGE PATCH/UTILITY	L	1.00	Slabs	Comments:
74 JOINT SPALLING	M	3.00	Slabs	Comments:
63 LINEAR CRACKING	H	1.00	Slabs	Comments:

Sample Number: 560 Type: R Area: 24.00Slabs PCI = 64
Sample Comments:

65 JOINT SEAL DAMAGE	M	24.00	Slabs	Comments:
63 LINEAR CRACKING	M	4.00	Slabs	Comments:
74 JOINT SPALLING	L	4.00	Slabs	Comments:

Sample Number: 572 Type: R Area: 24.00Slabs PCI = 74
Sample Comments:

65 JOINT SEAL DAMAGE	M	24.00	Slabs	Comments:
74 JOINT SPALLING	L	2.00	Slabs	Comments:
75 CORNER SPALLING	L	5.00	Slabs	Comments:
75 CORNER SPALLING	M	1.00	Slabs	Comments:
63 LINEAR CRACKING	M	1.00	Slabs	Comments:

Sample Number: 580 Type: R Area: 24.00Slabs PCI = 45
Sample Comments:

65 JOINT SEAL DAMAGE	M	24.00	Slabs	Comments:
62 CORNER BREAK	L	1.00	Slabs	Comments:
63 LINEAR CRACKING	M	2.00	Slabs	Comments:
67 LARGE PATCH/UTILITY	L	1.00	Slabs	Comments:
67 LARGE PATCH/UTILITY	H	1.00	Slabs	Comments:
63 LINEAR CRACKING	H	2.00	Slabs	Comments:
68 POPOUTS	N	1.00	Slabs	Comments:
70 SCALING/CRAZING	L	1.00	Slabs	Comments:
74 JOINT SPALLING	L	2.00	Slabs	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/1/2011
Site Name:

Network: AAF Name: APALACHICOLA MUNICIPAL AIRPORT

Branch: TW A Name: TAXIWAY A Use: TAXIWAY Area: 203,088.00SqFt

Section: 220 of 2 From: - To: - Last Const.: 1/1/1940
Surface: PCC Family: FDOT-GA-PCC Zone: Category: Rank: P
Area: 169,696.00SqFt Length: 3,100.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 12/1/2010 Total Samples: 31 Surveyed: 5
Conditions: PCI:65.00 |
Inspection Comments: KHA INSPECTION

Sample Number: 101 Type: R Area: 20.00Slabs PCI = 51
Sample Comments:

65 JOINT SEAL DAMAGE	M	20.00 Slabs	Comments:
73 SHRINKAGE CRACKING	N	4.00 Slabs	Comments:
63 LINEAR CRACKING	H	2.00 Slabs	Comments:
63 LINEAR CRACKING	M	2.00 Slabs	Comments:
75 CORNER SPALLING	L	1.00 Slabs	Comments:
62 CORNER BREAK	L	1.00 Slabs	Comments:

Sample Number: 106 Type: A Area: 20.00Slabs PCI = 28
Sample Comments:

65 JOINT SEAL DAMAGE	L	20.00 Slabs	Comments:
63 LINEAR CRACKING	M	3.00 Slabs	Comments:
63 LINEAR CRACKING	H	3.00 Slabs	Comments:
62 CORNER BREAK	M	2.00 Slabs	Comments:
62 CORNER BREAK	L	2.00 Slabs	Comments:
73 SHRINKAGE CRACKING	N	4.00 Slabs	Comments:
74 JOINT SPALLING	L	6.00 Slabs	Comments:
75 CORNER SPALLING	L	1.00 Slabs	Comments:
72 SHATTERED SLAB	M	1.00 Slabs	Comments:

Sample Number: 109 Type: R Area: 20.00Slabs PCI = 65
Sample Comments:

65 JOINT SEAL DAMAGE	M	20.00 Slabs	Comments:
73 SHRINKAGE CRACKING	N	1.00 Slabs	Comments:
74 JOINT SPALLING	L	9.00 Slabs	Comments:
63 LINEAR CRACKING	H	1.00 Slabs	Comments:
74 JOINT SPALLING	M	1.00 Slabs	Comments:
75 CORNER SPALLING	L	2.00 Slabs	Comments:

Sample Number: 117 Type: R Area: 20.00Slabs PCI = 56
Sample Comments:

65 JOINT SEAL DAMAGE	L	20.00 Slabs	Comments:
63 LINEAR CRACKING	H	1.00 Slabs	Comments:
73 SHRINKAGE CRACKING	N	13.00 Slabs	Comments:
63 LINEAR CRACKING	M	1.00 Slabs	Comments:
62 CORNER BREAK	M	1.00 Slabs	Comments:
75 CORNER SPALLING	L	3.00 Slabs	Comments:
62 CORNER BREAK	L	1.00 Slabs	Comments:
70 SCALING/CRAZING	L	1.00 Slabs	Comments:

Sample Number: 125 Type: R Area: 20.00Slabs PCI = 93
Sample Comments:

75 CORNER SPALLING	L	1.00 Slabs	Comments:
74 JOINT SPALLING	L	3.00 Slabs	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/1/2011
Site Name:

Network: AAF Name: APALACHICOLA MUNICIPAL AIRPORT

Branch: TW A Name: TAXIWAY A Use: TAXIWAY Area: 203,088.00SqFt

Section: 225 of 2 From: - To: - Last Const.: 1/1/1942
Surface: PCC Family: FDOT-GA-PCC Zone: Category: Rank: P
Area: 33,392.00SqFt Length: 3,030.00Ft Width: 12.50Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 12/1/2010 Total Samples: 15 Surveyed: 2
Conditions: PCI:53.00 |
Inspection Comments: KHA INSPECTION

Sample Number: 210 Type: R Area: 24.00Slabs PCI = 69
Sample Comments:

74 JOINT SPALLING	H	1.00	Slabs	Comments:
75 CORNER SPALLING	L	2.00	Slabs	Comments:
75 CORNER SPALLING	M	1.00	Slabs	Comments:
74 JOINT SPALLING	M	3.00	Slabs	Comments:
74 JOINT SPALLING	L	2.00	Slabs	Comments:
65 JOINT SEAL DAMAGE	M	24.00	Slabs	Comments:

Sample Number: 222 Type: R Area: 14.00Slabs PCI = 25
Sample Comments:

63 LINEAR CRACKING	M	2.00	Slabs	Comments:
74 JOINT SPALLING	M	1.00	Slabs	Comments:
63 LINEAR CRACKING	H	4.00	Slabs	Comments:
75 CORNER SPALLING	H	1.00	Slabs	Comments:
65 JOINT SEAL DAMAGE	H	14.00	Slabs	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/1/2011
Site Name:

Network: AAF Name: APALACHICOLA MUNICIPAL AIRPORT

Branch: TW A2 Name: TAXIWAY A2 Use: TAXIWAY Area: 41,250.00SqFt

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Section: 250 of 2 From: - To: - Last Const.: 1/1/1940
Surface: PCC Family: FDOT-GA-PCC Zone: Category: Rank: P
Area: 35,000.00SqFt Length: 450.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 12/1/2010 Total Samples: 8 Surveyed: 2
Conditions: PCI:56.00 |
Inspection Comments: KHA INSPECTION

Sample Number: 101 Type: R Area: 20.00Slabs PCI = 53
Sample Comments:

65 JOINT SEAL DAMAGE	M	20.00 Slabs	Comments:
74 JOINT SPALLING	L	1.00 Slabs	Comments:
63 LINEAR CRACKING	H	4.00 Slabs	Comments:

Sample Number: 103 Type: R Area: 24.00Slabs PCI = 59
Sample Comments:

63 LINEAR CRACKING	H	4.00 Slabs	Comments:
65 JOINT SEAL DAMAGE	M	24.00 Slabs	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/1/2011
Site Name:

Network: AAF Name: APALACHICOLA MUNICIPAL AIRPORT

Branch: TW A2 Name: TAXIWAY A2 Use: TAXIWAY Area: 41,250.00SqFt

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Section: 255 of 2 From: - To: - Last Const.: 1/1/1942
Surface: PCC Family: FDOT-GA-PCC Zone: Category: Rank: P
Area: 6,250.00SqFt Length: 500.00Ft Width: 12.50Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 12/1/2010 Total Samples: 2 Surveyed: 1
Conditions: PCI:46.00 |
Inspection Comments: KHA INSPECTION

Sample Number: 200 Type: R Area: 14.00Slabs PCI = 46
Sample Comments:

63 LINEAR CRACKING	H	4.00 Slabs	Comments:
65 JOINT SEAL DAMAGE	H	14.00 Slabs	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/1/2011
Site Name:

Network: AAF Name: APALACHICOLA MUNICIPAL AIRPORT

Branch: TW A3 Name: TAXIWAY A3 Use: TAXIWAY Area: 41,250.00SqFt

Section: 240 of 2 From: - To: - Last Const.: 1/1/1940
Surface: PCC Family: FDOT-GA-PCC Zone: Category: Rank: P
Area: 35,000.00SqFt Length: 450.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 12/1/2010 Total Samples: 9 Surveyed: 2
Conditions: PCI:34.00 |
Inspection Comments: KHA INSPECTION

Sample Number: 100 Type: R Area: 16.00Slabs PCI = 47
Sample Comments:

63 LINEAR CRACKING	H	4.00	Slabs	Comments:
74 JOINT SPALLING	L	1.00	Slabs	Comments:
65 JOINT SEAL DAMAGE	M	16.00	Slabs	Comments:

Sample Number: 102 Type: R Area: 16.00Slabs PCI = 21
Sample Comments:

63 LINEAR CRACKING	H	8.00	Slabs	Comments:
63 LINEAR CRACKING	M	1.00	Slabs	Comments:
67 LARGE PATCH/UTILITY	L	1.00	Slabs	Comments:
65 JOINT SEAL DAMAGE	M	16.00	Slabs	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/1/2011
Site Name:

Network: AAF Name: APALACHICOLA MUNICIPAL AIRPORT

Branch: TW A3 Name: TAXIWAY A3 Use: TAXIWAY Area: 41,250.00SqFt

Section: 245 of 2 From: - To: - Last Const.: 1/1/1942
Surface: PCC Family: FDOT-GA-PCC Zone: Category: Rank: P
Area: 6,250.00SqFt Length: 500.00Ft Width: 12.50Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 12/1/2010 Total Samples: 2 Surveyed: 1
Conditions: PCI:13.00 |
Inspection Comments: KHA INSPECTION

Sample Number: 202 Type: R Area: 7.00Slabs PCI = 13
Sample Comments:

63 LINEAR CRACKING	H	5.00 Slabs	Comments:
63 LINEAR CRACKING	M	1.00 Slabs	Comments:
74 JOINT SPALLING	M	1.00 Slabs	Comments:
65 JOINT SEAL DAMAGE	H	7.00 Slabs	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/1/2011
Site Name:

Network: AAF Name: APALACHICOLA MUNICIPAL AIRPORT

Branch: TW A4 Name: TAXIWAY A4 Use: TAXIWAY Area: 40,275.00SqFt

Section: 230 of 2 From: - To: - Last Const.: 1/1/1940
Surface: PCC Family: FDOT-GA-PCC Zone: Category: Rank: P
Area: 34,400.00SqFt Length: 420.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 12/1/2010 Total Samples: 8 Surveyed: 3
Conditions: PCI:34.00 |
Inspection Comments: KHA INSPECTION

Sample Number: 100 Type: A Area: 12.00Slabs PCI = 58
Sample Comments:

67 LARGE PATCH/UTILITY	L	9.00	Slabs	Comments:
67 LARGE PATCH/UTILITY	M	3.00	Slabs	Comments:
65 JOINT SEAL DAMAGE	L	12.00	Slabs	Comments:

Sample Number: 101 Type: R Area: 20.00Slabs PCI = 34
Sample Comments:

65 JOINT SEAL DAMAGE	M	20.00	Slabs	Comments:
62 CORNER BREAK	H	3.00	Slabs	Comments:
74 JOINT SPALLING	H	2.00	Slabs	Comments:
63 LINEAR CRACKING	L	1.00	Slabs	Comments:
67 LARGE PATCH/UTILITY	L	7.00	Slabs	Comments:
62 CORNER BREAK	L	1.00	Slabs	Comments:
74 JOINT SPALLING	M	1.00	Slabs	Comments:
63 LINEAR CRACKING	H	1.00	Slabs	Comments:

Sample Number: 103 Type: R Area: 20.00Slabs PCI = 30
Sample Comments:

62 CORNER BREAK	H	7.00	Slabs	Comments:
74 JOINT SPALLING	H	1.00	Slabs	Comments:
63 LINEAR CRACKING	H	1.00	Slabs	Comments:
75 CORNER SPALLING	M	1.00	Slabs	Comments:
74 JOINT SPALLING	M	1.00	Slabs	Comments:
74 JOINT SPALLING	L	1.00	Slabs	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/1/2011
Site Name:

Network: AAF Name: APALACHICOLA MUNICIPAL AIRPORT

Branch: TW A4 Name: TAXIWAY A4 Use: TAXIWAY Area: 40,275.00SqFt

Section: 235 of 2 From: - To: - Last Const.: 1/1/1942
Surface: PCC Family: FDOT-GA-PCC Zone: Category: Rank: P
Area: 5,875.00SqFt Length: 470.00Ft Width: 12.50Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 12/1/2010 Total Samples: 2 Surveyed: 1
Conditions: PCI:47.00 |
Inspection Comments: KHA INSPECTION

Sample Number: 202 Type: R Area: 16.00Slabs PCI = 47
Sample Comments:

63 LINEAR CRACKING	H	4.00 Slabs	Comments:	
74 JOINT SPALLING	L	1.00 Slabs	Comments:	
65 JOINT SEAL DAMAGE	M	16.00 Slabs	Comments:	

Re-inspection Report

FDOT
Report Generated Date: 6/1/2011
Site Name:

Network: AAF Name: APALACHICOLA MUNICIPAL AIRPORT

Branch: TW A5 Name: TAXIWAY A5 Use: TAXIWAY Area: 48,000.00SqFt

Section: 205 of 2 From: - To: - Last Const.: 1/1/1940
Surface: PCC Family: FDOT-GA-PCC Zone: Category: Rank: P
Area: 31,000.00SqFt Length: 500.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 12/1/2010 Total Samples: 6 Surveyed: 4
Conditions: PCI:48.00 |
Inspection Comments: KHA INSPECTION

Sample Number: 101 Type: R Area: 20.00Slabs PCI = 38
Sample Comments:

65 JOINT SEAL DAMAGE	M	20.00	Slabs	Comments:
63 LINEAR CRACKING	L	1.00	Slabs	Comments:
67 LARGE PATCH/UTILITY	H	1.00	Slabs	Comments:
63 LINEAR CRACKING	H	2.00	Slabs	Comments:
75 CORNER SPALLING	H	1.00	Slabs	Comments:
62 CORNER BREAK	H	2.00	Slabs	Comments:
75 CORNER SPALLING	L	1.00	Slabs	Comments:

Sample Number: 102 Type: R Area: 20.00Slabs PCI = 35
Sample Comments:

65 JOINT SEAL DAMAGE	M	20.00	Slabs	Comments:
67 LARGE PATCH/UTILITY	L	1.00	Slabs	Comments:
67 LARGE PATCH/UTILITY	H	3.00	Slabs	Comments:
63 LINEAR CRACKING	L	2.00	Slabs	Comments:
75 CORNER SPALLING	H	1.00	Slabs	Comments:
62 CORNER BREAK	M	1.00	Slabs	Comments:
75 CORNER SPALLING	L	1.00	Slabs	Comments:
63 LINEAR CRACKING	H	1.00	Slabs	Comments:
74 JOINT SPALLING	M	1.00	Slabs	Comments:

Sample Number: 103 Type: R Area: 20.00Slabs PCI = 71
Sample Comments:

65 JOINT SEAL DAMAGE	M	20.00	Slabs	Comments:
68 POPOUTS	N	1.00	Slabs	Comments:
75 CORNER SPALLING	L	2.00	Slabs	Comments:
63 LINEAR CRACKING	M	1.00	Slabs	Comments:
75 CORNER SPALLING	M	2.00	Slabs	Comments:

Sample Number: 104 Type: R Area: 20.00Slabs PCI = 50
Sample Comments:

65 JOINT SEAL DAMAGE	M	20.00	Slabs	Comments:
75 CORNER SPALLING	L	2.00	Slabs	Comments:
74 JOINT SPALLING	M	2.00	Slabs	Comments:
75 CORNER SPALLING	H	1.00	Slabs	Comments:
63 LINEAR CRACKING	H	2.00	Slabs	Comments:
75 CORNER SPALLING	M	1.00	Slabs	Comments:
74 JOINT SPALLING	L	1.00	Slabs	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/1/2011
Site Name:

Network: AAF Name: APALACHICOLA MUNICIPAL AIRPORT

Branch: TW A5 Name: TAXIWAY A5 Use: TAXIWAY Area: 48,000.00SqFt

Section: 210 of 2 From: - To: - Last Const.: 1/1/1942
Surface: PCC Family: FDOT-GA-PCC Zone: Category: Rank: P
Area: 17,000.00SqFt Length: 600.00Ft Width: 25.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 12/1/2010 Total Samples: 3 Surveyed: 1
Conditions: PCI:64.00 |
Inspection Comments: KHA INSPECTION

Sample Number: 202 Type: R Area: 20.00Slabs PCI = 64
Sample Comments:

65 JOINT SEAL DAMAGE	M	20.00 Slabs	Comments:
75 CORNER SPALLING	M	3.00 Slabs	Comments:
71 FAULTING	H	2.00 Slabs	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/1/2011
Site Name:

Network: AAF Name: APALACHICOLA MUNICIPAL AIRPORT

Branch: TW B1 Name: TAXIWAY B1 Use: TAXIWAY Area: 45,000.00SqFt

Section: 305 of 2 From: - To: - Last Const.: 1/1/1940
Surface: PCC Family: FDOT-GA-PCC Zone: Category: Rank: P
Area: 30,000.00SqFt Length: 570.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 12/1/2010 Total Samples: 6 Surveyed: 2
Conditions: PCI:70.00 |
Inspection Comments: KHA INSPECTION

Sample Number: 101 Type: R Area: 20.00Slabs PCI = 83
Sample Comments:

65 JOINT SEAL DAMAGE	H	20.00	Slabs	Comments:
63 LINEAR CRACKING	L	2.00	Slabs	Comments:

Sample Number: 104 Type: R Area: 20.00Slabs PCI = 57
Sample Comments:

65 JOINT SEAL DAMAGE	L	20.00	Slabs	Comments:
63 LINEAR CRACKING	M	3.00	Slabs	Comments:
63 LINEAR CRACKING	L	2.00	Slabs	Comments:
62 CORNER BREAK	L	1.00	Slabs	Comments:
73 SHRINKAGE CRACKING	N	2.00	Slabs	Comments:
70 SCALING/CRAZING	L	1.00	Slabs	Comments:
74 JOINT SPALLING	M	1.00	Slabs	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/1/2011
Site Name:

Network: AAF Name: APALACHICOLA MUNICIPAL AIRPORT

Branch: TW B1 Name: TAXIWAY B1 Use: TAXIWAY Area: 45,000.00SqFt

Section: 310 of 2 From: - To: - Last Const.: 1/1/1942
Surface: PCC Family: FDOT-GA-PCC Zone: Category: Rank: P
Area: 15,000.00SqFt Length: 600.00Ft Width: 12.50Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 12/1/2010 Total Samples: 3 Surveyed: 1
Conditions: PCI:79.00 |
Inspection Comments: KHA INSPECTION

Sample Number: 204 Type: R Area: 20.00Slabs PCI = 79
Sample Comments:

65 JOINT SEAL DAMAGE	M	20.00 Slabs	Comments:
63 LINEAR CRACKING	H	1.00 Slabs	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/1/2011
Site Name:

Network: AAF Name: APALACHICOLA MUNICIPAL AIRPORT

Branch: TW B2 Name: TAXIWAY B2 Use: TAXIWAY Area: 45,000.00SqFt

Section: 315 of 2 From: - To: - Last Const.: 1/1/1940
Surface: PCC Family: FDOT-GA-PCC Zone: Category: Rank: P
Area: 35,000.00SqFt Length: 420.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 12/1/2010 Total Samples: 8 Surveyed: 2
Conditions: PCI:49.00 |
Inspection Comments: KHA INSPECTION

Sample Number: 100 Type: R Area: 20.00Slabs PCI = 37
Sample Comments:

65 JOINT SEAL DAMAGE	M	20.00 Slabs	Comments:
74 JOINT SPALLING	M	1.00 Slabs	Comments:
74 JOINT SPALLING	L	1.00 Slabs	Comments:
75 CORNER SPALLING	L	1.00 Slabs	Comments:
62 CORNER BREAK	H	1.00 Slabs	Comments:
62 CORNER BREAK	M	1.00 Slabs	Comments:
63 LINEAR CRACKING	H	4.00 Slabs	Comments:

Sample Number: 102 Type: R Area: 20.00Slabs PCI = 61
Sample Comments:

65 JOINT SEAL DAMAGE	M	20.00 Slabs	Comments:
72 SHATTERED SLAB	H	1.00 Slabs	Comments:
74 JOINT SPALLING	L	1.00 Slabs	Comments:
75 CORNER SPALLING	L	1.00 Slabs	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/1/2011
Site Name:

Network: AAF Name: APALACHICOLA MUNICIPAL AIRPORT

Branch: TW B2 Name: TAXIWAY B2 Use: TAXIWAY Area: 45,000.00SqFt

Section: 320 of 2 From: - To: - Last Const.: 1/1/1942
Surface: PCC Family: FDOT-GA-PCC Zone: Category: Rank: P
Area: 10,000.00SqFt Length: 500.00Ft Width: 12.50Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 12/1/2010 Total Samples: 2 Surveyed: 1
Conditions: PCI:53.00 |
Inspection Comments: KHA INSPECTION

Sample Number: 202 Type: R Area: 16.00Slabs PCI = 53
Sample Comments:

63 LINEAR CRACKING	L	1.00 Slabs	Comments:	
63 LINEAR CRACKING	M	4.00 Slabs	Comments:	
63 LINEAR CRACKING	H	1.00 Slabs	Comments:	

Re-inspection Report

FDOT
Report Generated Date: 6/1/2011
Site Name:

Network: AAF Name: APALACHICOLA MUNICIPAL AIRPORT

Branch: TW B3 Name: TAXIWAY B3 Use: TAXIWAY Area: 35,000.00SqFt

Section: 325 of 2 From: - To: - Last Const.: 1/1/1940
Surface: PCC Family: FDOT-GA-PCC Zone: Category: Rank: P
Area: 25,000.00SqFt Length: 420.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 12/1/2010 Total Samples: 8 Surveyed: 2
Conditions: PCI:41.00 |
Inspection Comments: KHA INSPECTION

Sample Number: 101 Type: R Area: 20.00Slabs PCI = 38
Sample Comments:

65 JOINT SEAL DAMAGE	M	20.00	Slabs	Comments:
66 SMALL PATCH	L	3.00	Slabs	Comments:
63 LINEAR CRACKING	H	3.00	Slabs	Comments:
67 LARGE PATCH/UTILITY	L	4.00	Slabs	Comments:
74 JOINT SPALLING	M	1.00	Slabs	Comments:
75 CORNER SPALLING	M	2.00	Slabs	Comments:
62 CORNER BREAK	L	1.00	Slabs	Comments:
63 LINEAR CRACKING	M	1.00	Slabs	Comments:

Sample Number: 103 Type: R Area: 20.00Slabs PCI = 44
Sample Comments:

65 JOINT SEAL DAMAGE	M	20.00	Slabs	Comments:
74 JOINT SPALLING	M	1.00	Slabs	Comments:
74 JOINT SPALLING	H	2.00	Slabs	Comments:
75 CORNER SPALLING	M	2.00	Slabs	Comments:
75 CORNER SPALLING	H	1.00	Slabs	Comments:
63 LINEAR CRACKING	H	2.00	Slabs	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/1/2011
Site Name:

Network: AAF Name: APALACHICOLA MUNICIPAL AIRPORT

Branch: TW B3 Name: TAXIWAY B3 Use: TAXIWAY Area: 35,000.00SqFt

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Section: 330 of 2 From: - To: - Last Const.: 1/1/1942
Surface: PCC Family: FDOT-GA-PCC Zone: Category: Rank: P
Area: 10,000.00SqFt Length: 500.00Ft Width: 12.50Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 12/1/2010 Total Samples: 2 Surveyed: 1
Conditions: PCI:85.00 |
Inspection Comments: KHA INSPECTION

Sample Number: 202 Type: R Area: 26.00Slabs PCI = 85
Sample Comments:

65 JOINT SEAL DAMAGE	M	26.00 Slabs	Comments:
63 LINEAR CRACKING	M	1.00 Slabs	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/1/2011
Site Name:

Network: AAF Name: APALACHICOLA MUNICIPAL AIRPORT

Branch: TW B4 Name: TAXIWAY B4 Use: TAXIWAY Area: 37,156.00SqFt

Section: 345 of 2 From: - To: - Last Const.: 1/1/1940
Surface: PCC Family: FDOT-GA-PCC Zone: Category: Rank: P
Area: 29,981.00SqFt Length: 430.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 12/1/2010 Total Samples: 7 Surveyed: 1
Conditions: PCI:53.00 |
Inspection Comments:

Sample Number: 97 Type: R Area: 20.00Slabs PCI = 53
Sample Comments:

65 JOINT SEAL DAMAGE	M	20.00 Slabs	Comments:
74 JOINT SPALLING	M	2.00 Slabs	Comments:
62 CORNER BREAK	H	3.00 Slabs	Comments:
62 CORNER BREAK	M	1.00 Slabs	Comments:
74 JOINT SPALLING	L	1.00 Slabs	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/1/2011
Site Name:

Network: AAF Name: APALACHICOLA MUNICIPAL AIRPORT

Branch: TW B4 Name: TAXIWAY B4 Use: TAXIWAY Area: 37,156.00SqFt

Section: 350 of 2 From: - To: - Last Const.: 1/1/1942
Surface: PCC Family: FDOT-GA-PCC Zone: Category: Rank: P
Area: 7,175.00SqFt Length: 430.00Ft Width: 12.50Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 12/1/2010 Total Samples: 2 Surveyed: 1
Conditions: PCI:76.00 |
Inspection Comments: KHA INSPECTION

Sample Number: 100 Type: R Area: 13.00Slabs PCI = 76
Sample Comments:

74 JOINT SPALLING	L	1.00 Slabs	Comments:
63 LINEAR CRACKING	M	1.00 Slabs	Comments:
65 JOINT SEAL DAMAGE	M	13.00 Slabs	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/1/2011
Site Name:

Network: AAF Name: APALACHICOLA MUNICIPAL AIRPORT

Branch: TW B5 Name: TAXIWAY B5 Use: TAXIWAY Area: 47,000.00SqFt

Section: 335 of 2 From: - To: - Last Const.: 1/1/1940
Surface: PCC Family: FDOT-GA-PCC Zone: Category: Rank: P
Area: 32,000.00SqFt Length: 560.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 12/1/2010 Total Samples: 8 Surveyed: 2
Conditions: PCI:51.00 |
Inspection Comments: KHA INSPECTION

Sample Number: 101 Type: R Area: 20.00Slabs PCI = 69
Sample Comments:

65 JOINT SEAL DAMAGE	M	20.00 Slabs	Comments:
62 CORNER BREAK	M	2.00 Slabs	Comments:
74 JOINT SPALLING	M	1.00 Slabs	Comments:
68 POPOUTS	N	2.00 Slabs	Comments:
74 JOINT SPALLING	L	1.00 Slabs	Comments:

Sample Number: 103 Type: R Area: 20.00Slabs PCI = 33
Sample Comments:

65 JOINT SEAL DAMAGE	L	20.00 Slabs	Comments:
73 SHRINKAGE CRACKING	N	12.00 Slabs	Comments:
62 CORNER BREAK	M	3.00 Slabs	Comments:
63 LINEAR CRACKING	L	2.00 Slabs	Comments:
63 LINEAR CRACKING	M	2.00 Slabs	Comments:
70 SCALING/CRAZING	L	2.00 Slabs	Comments:
62 CORNER BREAK	L	2.00 Slabs	Comments:
67 LARGE PATCH/UTILITY	H	1.00 Slabs	Comments:
62 CORNER BREAK	H	1.00 Slabs	Comments:
63 LINEAR CRACKING	H	1.00 Slabs	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/1/2011
Site Name:

Network: AAF Name: APALACHICOLA MUNICIPAL AIRPORT

Branch: TW B5 Name: TAXIWAY B5 Use: TAXIWAY Area: 47,000.00SqFt

Section: 340 of 2 From: - To: - Last Const.: 1/1/1942
Surface: PCC Family: FDOT-GA-PCC Zone: Category: Rank: P
Area: 15,000.00SqFt Length: 700.00Ft Width: 12.50Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 12/1/2010 Total Samples: 2 Surveyed: 1
Conditions: PCI:56.00 |
Inspection Comments: KHA INSPECTION

Sample Number: 200 Type: R Area: 28.00Slabs PCI = 56
Sample Comments:

74 JOINT SPALLING	M	1.00 Slabs	Comments:	
75 CORNER SPALLING	L	1.00 Slabs	Comments:	
75 CORNER SPALLING	H	1.00 Slabs	Comments:	
63 LINEAR CRACKING	H	2.00 Slabs	Comments:	
75 CORNER SPALLING	M	2.00 Slabs	Comments:	
63 LINEAR CRACKING	M	1.00 Slabs	Comments:	
65 JOINT SEAL DAMAGE	M	28.00 Slabs	Comments:	

Re-inspection Report

FDOT
Report Generated Date: 6/1/2011
Site Name:

Network: AAF Name: APALACHICOLA MUNICIPAL AIRPORT

Branch: TW C Name: TAXIWAY C Use: TAXIWAY Area: 228,375.00SqFt

Section: 105 of 2 From: - To: - Last Const.: 1/1/1940
Surface: PCC Family: FDOT-GA-PCC Zone: Category: Rank: P
Area: 152,250.00SqFt Length: 3,045.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 12/1/2010 Total Samples: 32 Surveyed: 6
Conditions: PCI:62.00 |
Inspection Comments: KHA INSPECTION

Sample Number: 103 Type: R Area: 20.00Slabs PCI = 64
Sample Comments:

75 CORNER SPALLING	M	1.00 Slabs	Comments:
74 JOINT SPALLING	M	1.00 Slabs	Comments:
65 JOINT SEAL DAMAGE	M	20.00 Slabs	Comments:
74 JOINT SPALLING	L	1.00 Slabs	Comments:
63 LINEAR CRACKING	H	1.00 Slabs	Comments:
63 LINEAR CRACKING	M	1.00 Slabs	Comments:

Sample Number: 114 Type: R Area: 20.00Slabs PCI = 50
Sample Comments:

65 JOINT SEAL DAMAGE	M	20.00 Slabs	Comments:
63 LINEAR CRACKING	M	5.00 Slabs	Comments:
75 CORNER SPALLING	H	1.00 Slabs	Comments:
75 CORNER SPALLING	M	1.00 Slabs	Comments:
74 JOINT SPALLING	M	1.00 Slabs	Comments:

Sample Number: 119 Type: R Area: 20.00Slabs PCI = 71
Sample Comments:

75 CORNER SPALLING	M	1.00 Slabs	Comments:
74 JOINT SPALLING	L	3.00 Slabs	Comments:
65 JOINT SEAL DAMAGE	L	20.00 Slabs	Comments:
65 JOINT SEAL DAMAGE	M	20.00 Slabs	Comments:
74 JOINT SPALLING	H	1.00 Slabs	Comments:

Sample Number: 123 Type: R Area: 20.00Slabs PCI = 61
Sample Comments:

62 CORNER BREAK	H	1.00 Slabs	Comments:
65 JOINT SEAL DAMAGE	M	20.00 Slabs	Comments:
63 LINEAR CRACKING	M	1.00 Slabs	Comments:
74 JOINT SPALLING	M	2.00 Slabs	Comments:
74 JOINT SPALLING	L	2.00 Slabs	Comments:
62 CORNER BREAK	L	1.00 Slabs	Comments:
75 CORNER SPALLING	M	1.00 Slabs	Comments:

Sample Number: 128 Type: R Area: 20.00Slabs PCI = 53
Sample Comments:

65 JOINT SEAL DAMAGE	M	20.00 Slabs	Comments:
62 CORNER BREAK	H	1.00 Slabs	Comments:
75 CORNER SPALLING	M	1.00 Slabs	Comments:
75 CORNER SPALLING	H	1.00 Slabs	Comments:
74 JOINT SPALLING	L	2.00 Slabs	Comments:
74 JOINT SPALLING	H	1.00 Slabs	Comments:
63 LINEAR CRACKING	M	2.00 Slabs	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/1/2011
Site Name:

Sample Number: 129 Type: R Area: 20.00Slabs PCI = 75
Sample Comments:

65 JOINT SEAL DAMAGE	M	20.00 Slabs	Comments:
75 CORNER SPALLING	M	2.00 Slabs	Comments:
75 CORNER SPALLING	H	3.00 Slabs	Comments:
74 JOINT SPALLING	L	1.00 Slabs	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/1/2011
Site Name:

Network: AAF Name: APALACHICOLA MUNICIPAL AIRPORT

Branch: TW C Name: TAXIWAY C Use: TAXIWAY Area: 228,375.00SqFt

Section: 110 of 2 From: - To: - Last Const.: 1/1/1942
Surface: PCC Family: FDOT-GA-PCC Zone: Category: Rank: P
Area: 76,125.00SqFt Length: 3,045.00Ft Width: 25.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 12/1/2010 Total Samples: 16 Surveyed: 3
Conditions: PCI:77.00 |
Inspection Comments: KHA INSPECTION

Sample Number: 206 Type: R Area: 20.00Slabs PCI = 57
Sample Comments:

65 JOINT SEAL DAMAGE	M	20.00 Slabs	Comments:
74 JOINT SPALLING	M	1.00 Slabs	Comments:
63 LINEAR CRACKING	L	1.00 Slabs	Comments:
74 JOINT SPALLING	L	2.00 Slabs	Comments:
63 LINEAR CRACKING	H	2.00 Slabs	Comments:

Sample Number: 216 Type: R Area: 20.00Slabs PCI = 89
Sample Comments:

65 JOINT SEAL DAMAGE	M	20.00 Slabs	Comments:
68 POPOUTS	N	1.00 Slabs	Comments:

Sample Number: 226 Type: R Area: 20.00Slabs PCI = 86
Sample Comments:

74 JOINT SPALLING	L	2.00 Slabs	Comments:
74 JOINT SPALLING	M	3.00 Slabs	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/1/2011
Site Name:

Network: AAF Name: APALACHICOLA MUNICIPAL AIRPORT

Branch: TW C1 Name: TAXIWAY C1 Use: TAXIWAY Area: 45,500.00SqFt

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Section: 155 of 2 From: - To: - Last Const.: 1/1/1942
Surface: PCC Family: FDOT-GA-PCC Zone: Category: Rank: P
Area: 10,500.00SqFt Length: 500.00Ft Width: 16.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 12/1/2010 Total Samples: 2 Surveyed: 1
Conditions: PCI:10.00 |
Inspection Comments: KHA INSPECTION

Sample Number: 201 Type: R Area: 8.00Slabs PCI = 10
Sample Comments:

63 LINEAR CRACKING	H	7.00 Slabs	Comments:
62 CORNER BREAK	M	1.00 Slabs	Comments:
65 JOINT SEAL DAMAGE	M	8.00 Slabs	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/1/2011
Site Name:

Network: AAF Name: APALACHICOLA MUNICIPAL AIRPORT

Branch: TW C1 Name: TAXIWAY C1 Use: TAXIWAY Area: 45,500.00SqFt

Section: 160 of 2 From: - To: - Last Const.: 1/1/1940
Surface: PCC Family: FDOT-GA-PCC Zone: Category: Rank: P
Area: 35,000.00SqFt Length: 460.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 12/1/2010 Total Samples: 8 Surveyed: 2
Conditions: PCI:66.00 |
Inspection Comments: KHA INSPECTION

Sample Number: 100 Type: R Area: 20.00Slabs PCI = 73
Sample Comments:

65 JOINT SEAL DAMAGE	M	20.00 Slabs	Comments:
74 JOINT SPALLING	M	1.00 Slabs	Comments:
74 JOINT SPALLING	L	7.00 Slabs	Comments:
75 CORNER SPALLING	L	2.00 Slabs	Comments:
70 SCALING/CRAZING	M	1.00 Slabs	Comments:

Sample Number: 103 Type: R Area: 20.00Slabs PCI = 59
Sample Comments:

65 JOINT SEAL DAMAGE	M	20.00 Slabs	Comments:
68 POPOUTS	N	1.00 Slabs	Comments:
70 SCALING/CRAZING	L	2.00 Slabs	Comments:
70 SCALING/CRAZING	M	1.00 Slabs	Comments:
74 JOINT SPALLING	L	1.00 Slabs	Comments:
63 LINEAR CRACKING	H	1.00 Slabs	Comments:
63 LINEAR CRACKING	M	1.00 Slabs	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/1/2011
Site Name:

Network: AAF Name: APALACHICOLA MUNICIPAL AIRPORT

Branch: TW C2 Name: TAXIWAY C2 Use: TAXIWAY Area: 45,500.00SqFt

Section: 145 of 2 From: - To: - Last Const.: 1/1/1942
Surface: PCC Family: FDOT-GA-PCC Zone: Category: Rank: P
Area: 10,500.00SqFt Length: 500.00Ft Width: 16.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 12/1/2010 Total Samples: 2 Surveyed: 1
Conditions: PCI:57.00 |
Inspection Comments: KHA INSPECTION

Sample Number: 200 Type: R Area: 24.00Slabs PCI = 57
Sample Comments:

63 LINEAR CRACKING	H	3.00	Slabs	Comments:
63 LINEAR CRACKING	M	2.00	Slabs	Comments:
75 CORNER SPALLING	L	1.00	Slabs	Comments:
74 JOINT SPALLING	L	1.00	Slabs	Comments:
65 JOINT SEAL DAMAGE	L	24.00	Slabs	Comments:

Re-inspection Report

FDOT
Report Generated Date: 6/1/2011
Site Name:

Network: AAF Name: APALACHICOLA MUNICIPAL AIRPORT

Branch: TW C2 Name: TAXIWAY C2 Use: TAXIWAY Area: 45,500.00SqFt

Section: 150 of 2 From: - To: - Last Const.: 1/1/1940
Surface: PCC Family: FDOT-GA-PCC Zone: Category: Rank: P
Area: 35,000.00SqFt Length: 460.00Ft Width: 50.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date: 12/1/2010 Total Samples: 8 Surveyed: 2
Conditions: PCI:69.00 |
Inspection Comments: KHA INSPECTION

Sample Number: 101 Type: R Area: 20.00Slabs PCI = 62
Sample Comments:

63 LINEAR CRACKING	L	2.00	Slabs	Comments:
63 LINEAR CRACKING	H	2.00	Slabs	Comments:
74 JOINT SPALLING	L	2.00	Slabs	Comments:
75 CORNER SPALLING	L	1.00	Slabs	Comments:
65 JOINT SEAL DAMAGE	L	20.00	Slabs	Comments:

Sample Number: 103 Type: R Area: 24.00Slabs PCI = 74
Sample Comments:

63 LINEAR CRACKING	H	1.00	Slabs	Comments:
63 LINEAR CRACKING	M	1.00	Slabs	Comments:
75 CORNER SPALLING	M	1.00	Slabs	Comments:
74 JOINT SPALLING	L	1.00	Slabs	Comments:
65 JOINT SEAL DAMAGE	L	24.00	Slabs	Comments: