

Alabama Statewide Airport Pavement Management Program Update



Centre-Piedmont-Cherokee County Regional Airport (PYP)

Final Report

February 2022



Submitted to

Alabama Aeronautics Bureau

Submitted by



All About Pavements, Inc (API)
www.allaboutpavements.com

Pavement Management – Evaluation – Testing - Design

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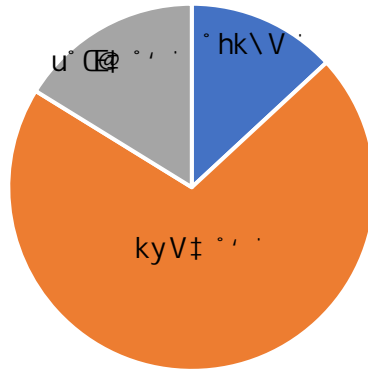
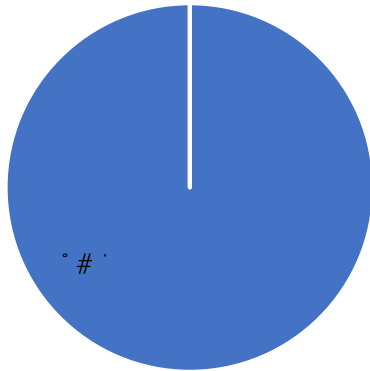
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Executive Summary

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ES.1 Pavement Inventory

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ES.2 Pavement Condition

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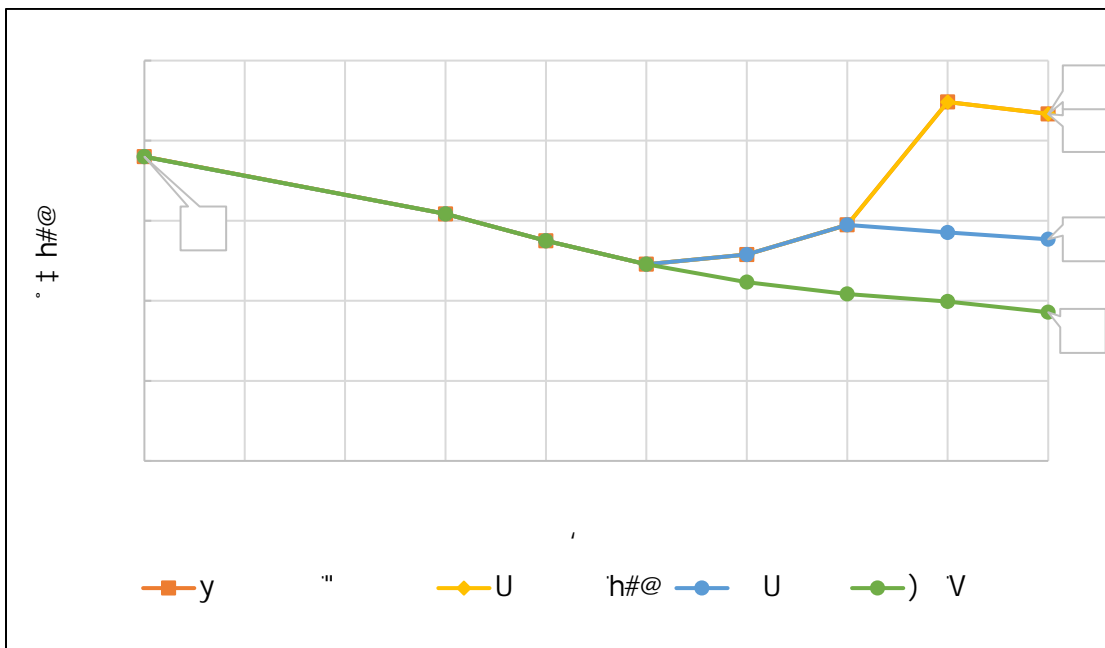
ES.3 Pavement Maintenance and Repair Funding Levels

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ES.4 Pavement Capital Improvement Program (PCIP)

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TABLE OF CONTENTS

EXECUTIVE SUMMARY

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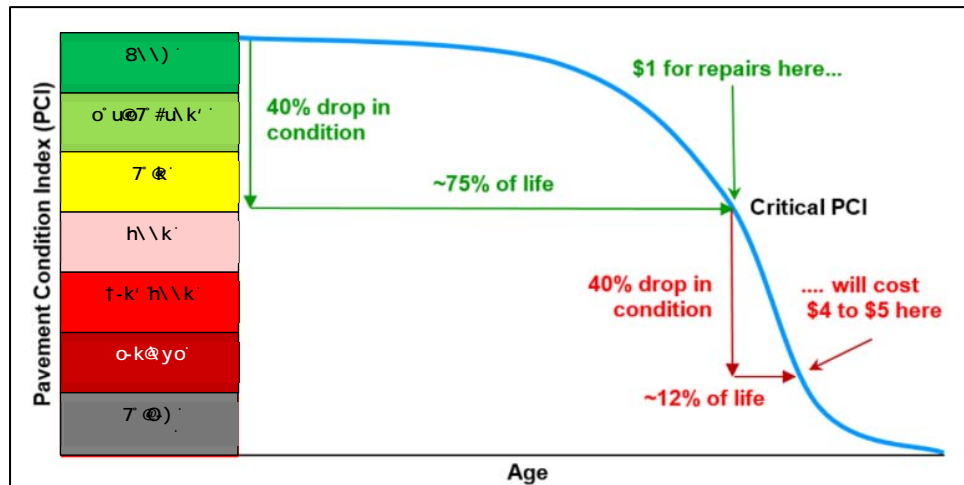
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APPENDICES

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1.3. Pavement Management Concept



2 Airfield Pavement Inventory

2.1. Introduction

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2.2. Pavement Inventory

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2.3. Climatic Conditions

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2.4. Pavement Network Definition

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2.5. Inventory Summary

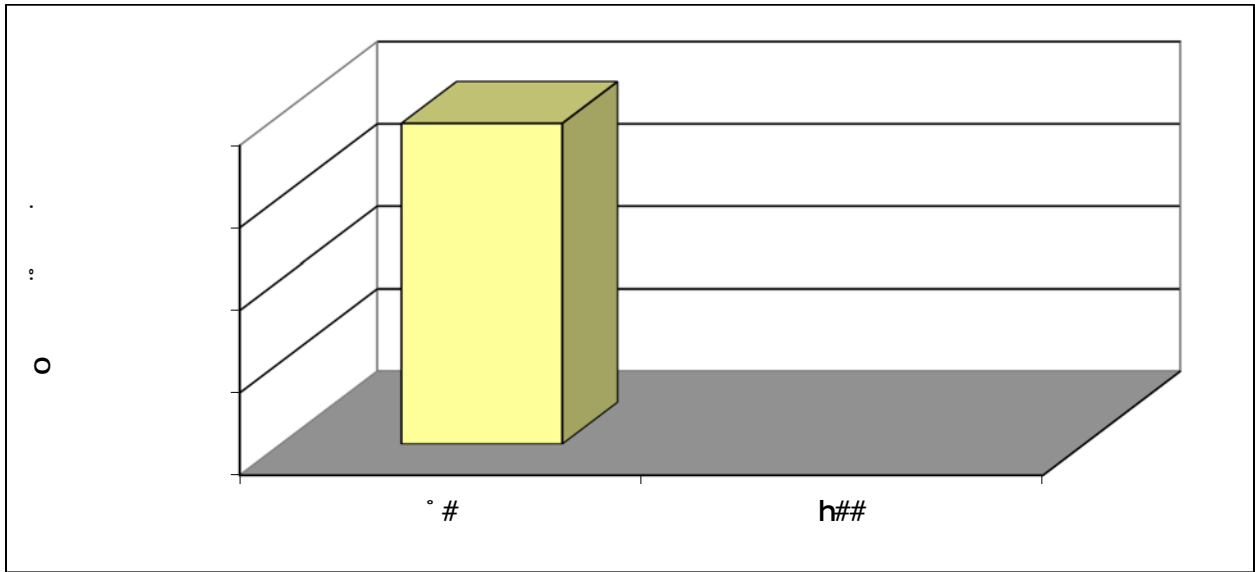
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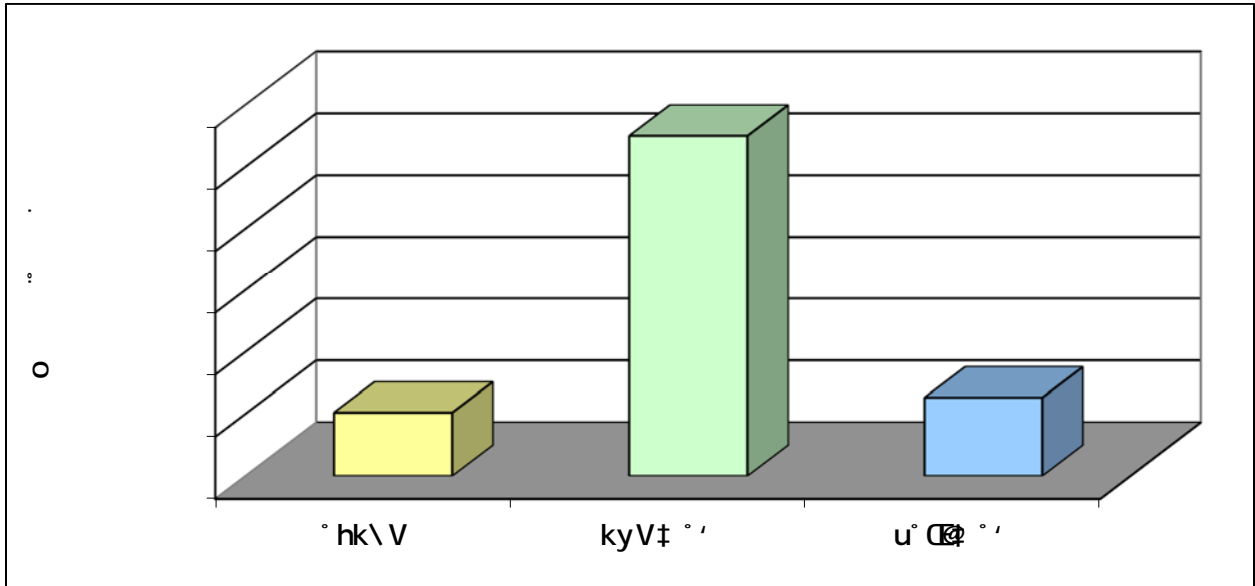
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3 Pavement Condition

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3.2. Pavement Condition Rating Methodology

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3.3. Distress Types

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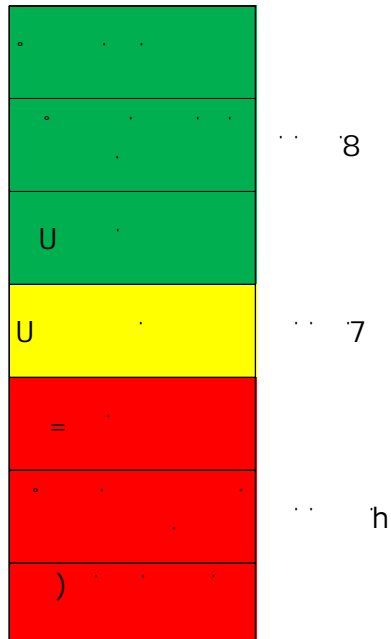
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3.4. Additional PCI-based Indices

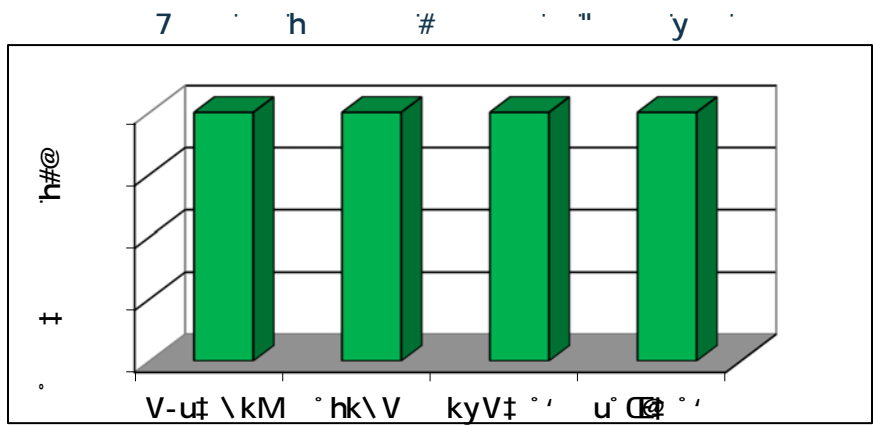
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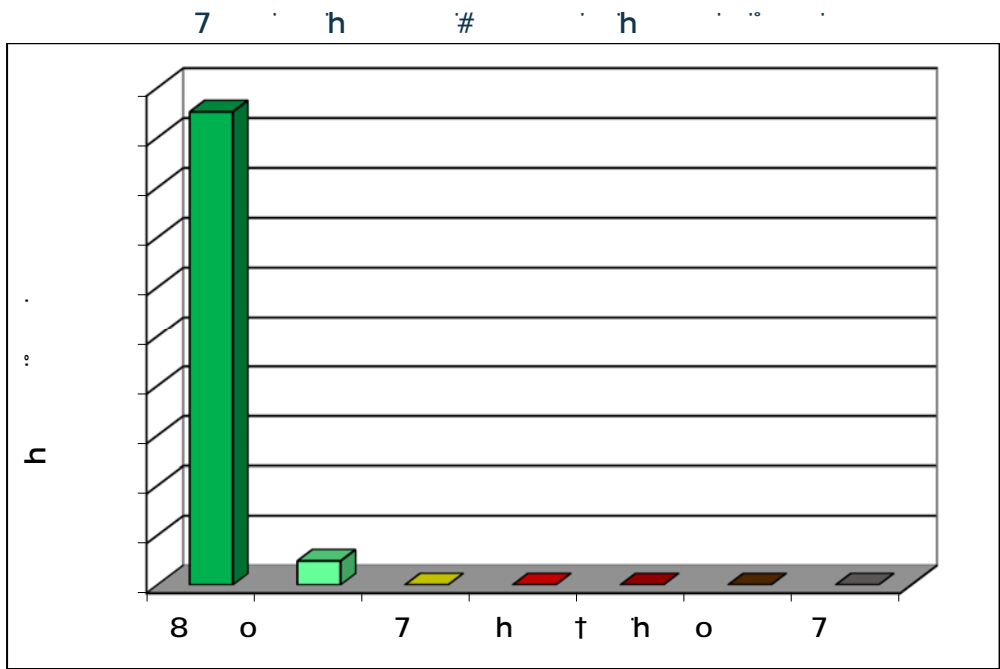


3.5. PCI Survey Results

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4 Pavement Capital Improvement Program

4.1. Introduction

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4.2. Performance Modeling

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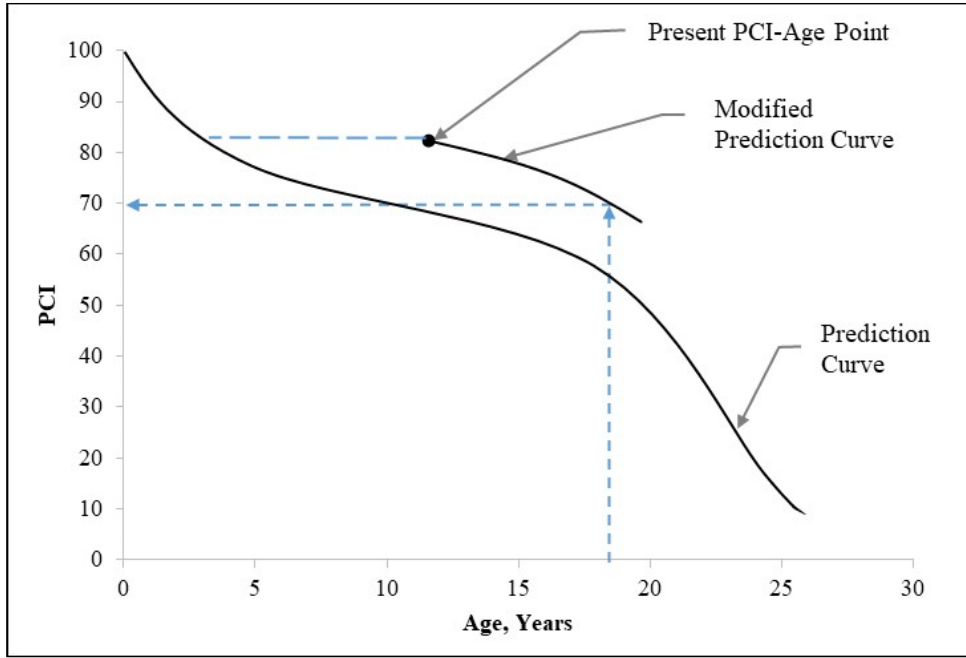
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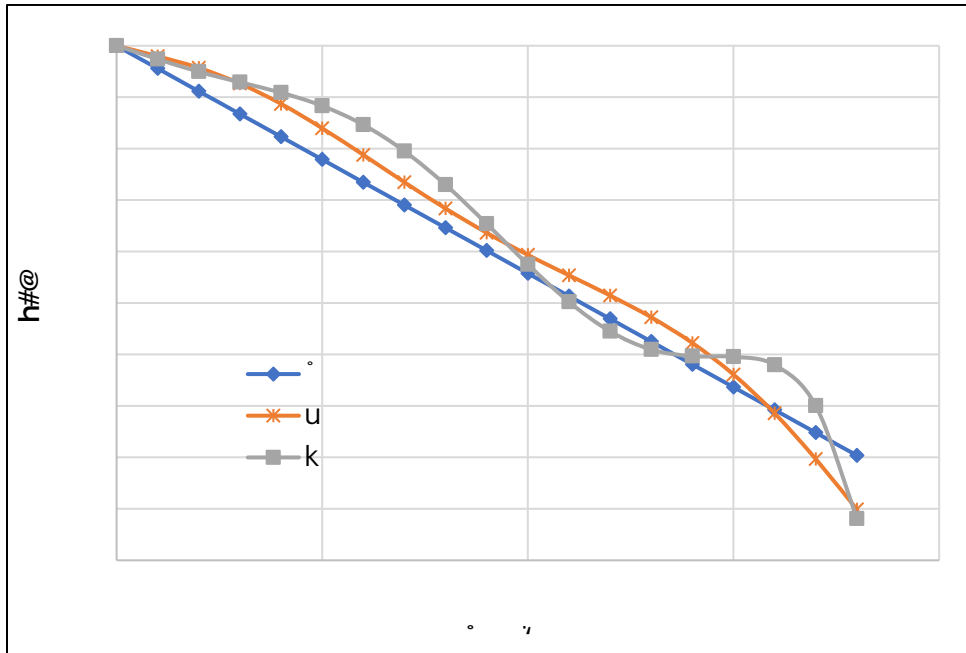
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4.3. Critical PCI Values

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4.4. M&R Policies and Unit Costs

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4.5. Pavement CIP Development

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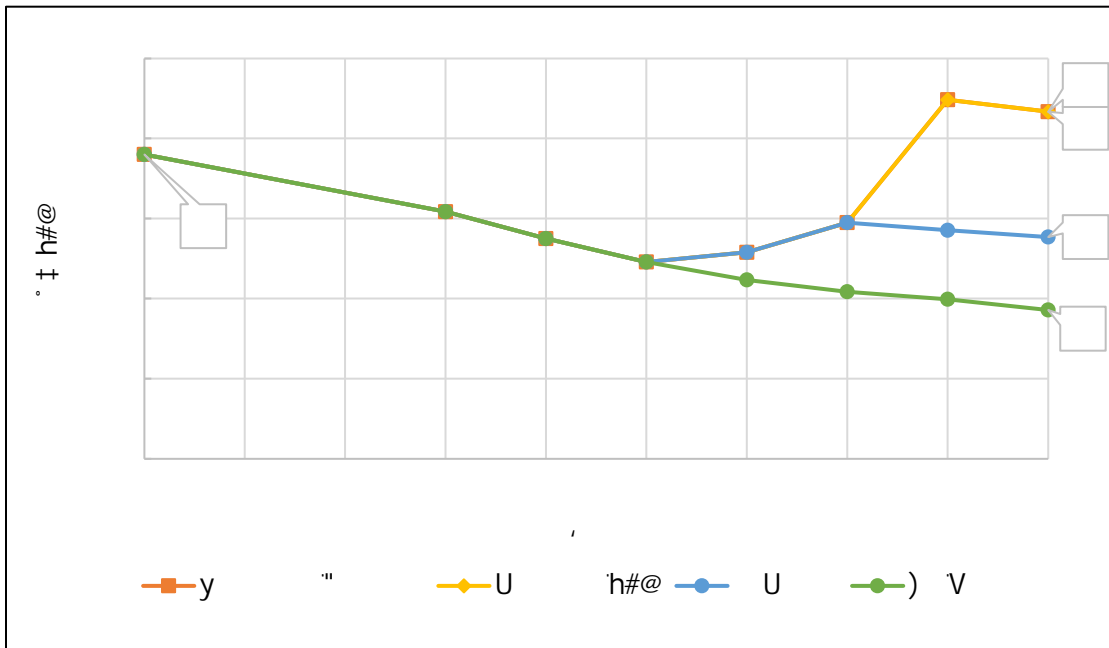
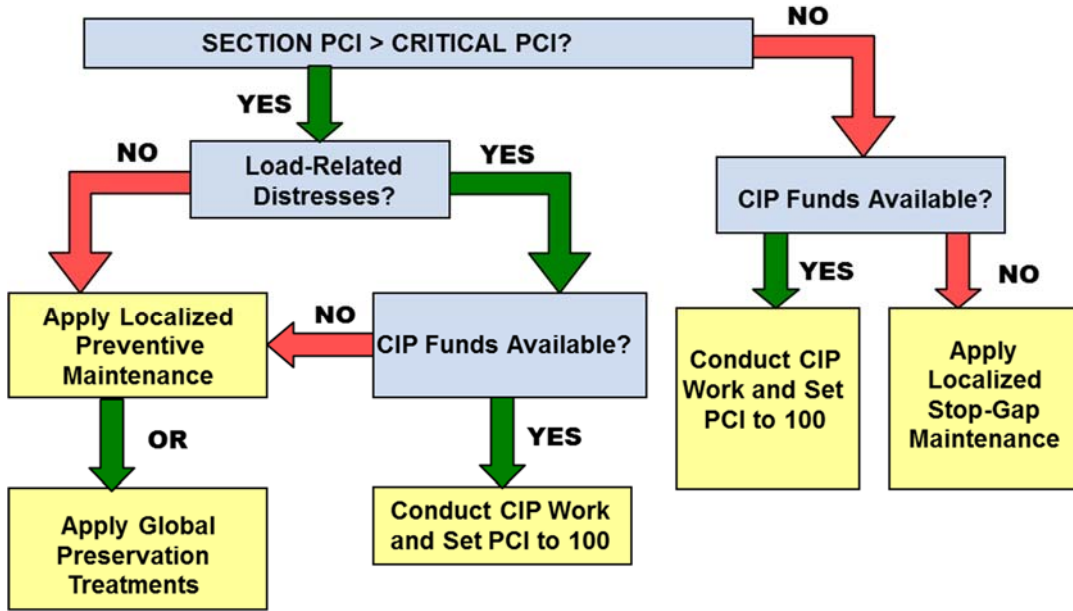
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APPENDIX A
INVENTORY



Appendix A
Pavement Inventory Report
Centre-Piedmont-Cherokee County Regional Airport (PYP)

Branch ID	Name	Branch Use	Section ID	Rank ¹	Length (ft)	Width (ft)	Area (sf)	LCD ²	Surface ³
A01	Apron 01 Centre	APRON	01	S	375	245	101,916	6/1/2008	AC
R0725	Runway 7-25 Centre	RUNWAY	01	P	4,200	100	420,000	6/1/2008	AC
R0725	Runway 7-25 Centre	RUNWAY	02	P	1,300	100	130,000	6/1/2008	AC
TA1	Taxiway A1 Centre	TAXIWAY	01	S	368	35	17,060	6/1/2008	AC
TA2	Taxiway A2 Centre	TAXIWAY	01	S	368	35	17,719	6/1/2008	AC
TA3	Taxiway A3 Centre	TAXIWAY	01	S	485	35	18,947	6/1/2008	AC
TA5	Taxiway A5 Centre	TAXIWAY	01	S	368	35	17,698	6/1/2008	AC
TA6	Taxiway A6 Centre	TAXIWAY	01	S	368	35	17,049	6/1/2008	AC
THANG01	Taxiway Hangar 01 Centre	TAXIWAY	01	T	1,325	25	37,592	10/2/2008	AC

¹ P = Primary pavement, S = Secondary pavement, T = Tertiary pavement

² LCD = Last construction date. The date of the last major pavement rehabilitation (e.g. AC overlay)

³ AC = Asphalt Cement Concrete, AAC = Asphalt Overlay AC, PCC = Portland cement Concrete, APC = Asphalt Overlay PCC

APPENDIX B

PMP Maps

B1: Inventory Maps

B1A: Branch Identification

B1B: Section Identification

B1C: Sample Unit Layout

B1D: Pavement Type

B1E: Branch Use

B1F: Pavement Age

B2: Surface Condition Maps

B2A: 7-Color PCI

B2B: 3-Color PCI

B2C: FOD Rating

B2D: Survey Photo Locations



B3: Pavement Capital Improvement Plan (PCIP) Maps

B3A: 2027 Forecasted PCI without PCIP









B3B: M&R Needs

B3C: PCIP Recommendations

Legend

-  Section Boundary
-  PCC Aprons

Branch Identification

-  Apron 01 Centre
-  Runway 7-25 Centre
-  Taxiway A1 Centre
-  Taxiway A2 Centre
-  Taxiway A3 Centre
-  Taxiway A5 Centre
-  Taxiway A6 Centre
-  Taxiway Hangar 01 Centre

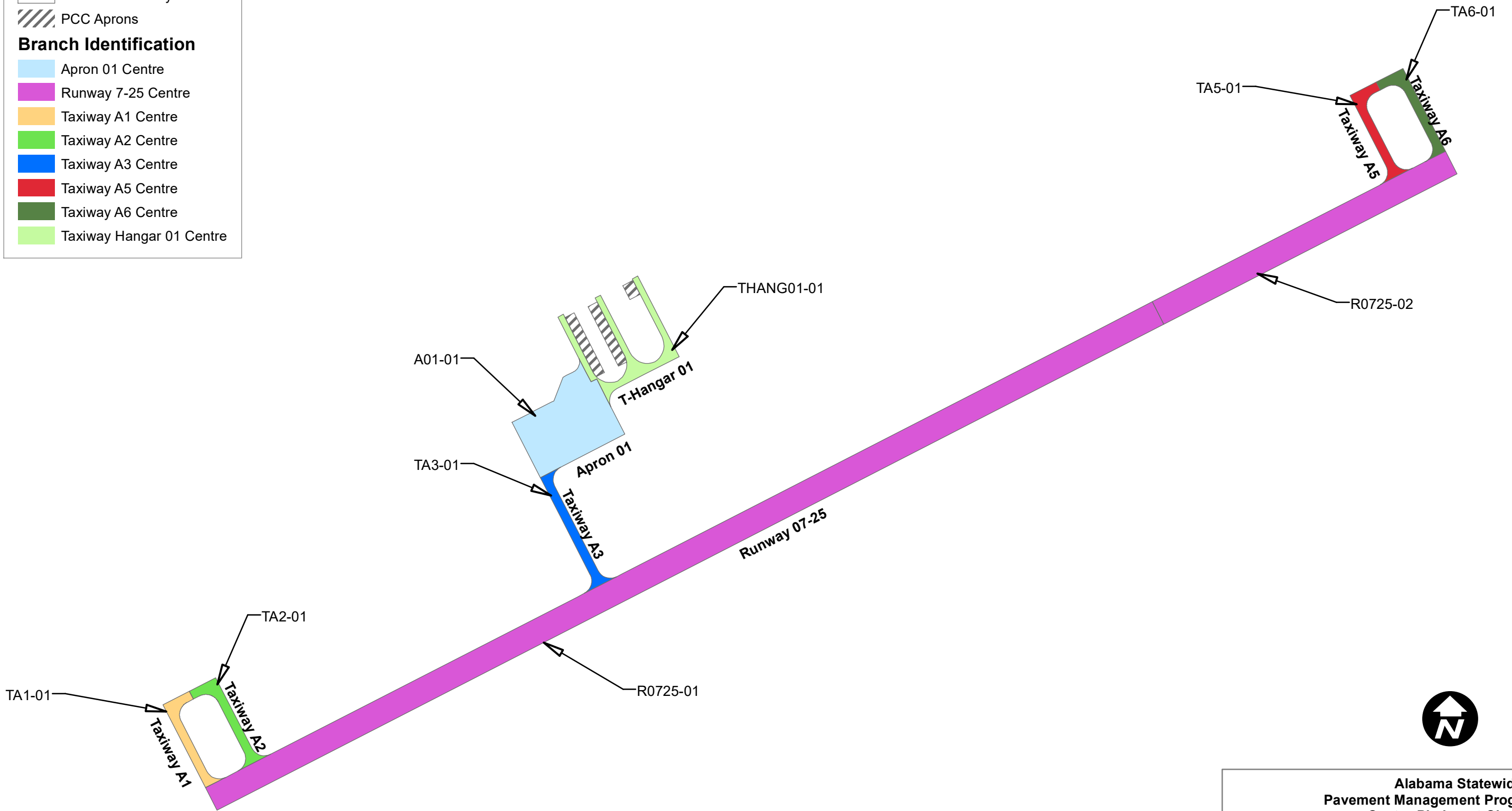


Figure B1A

**Alabama Statewide
Pavement Management Program Update
Centre-Piedmont-Cherokee
County Regional (PYP) Airport Centre, AL**

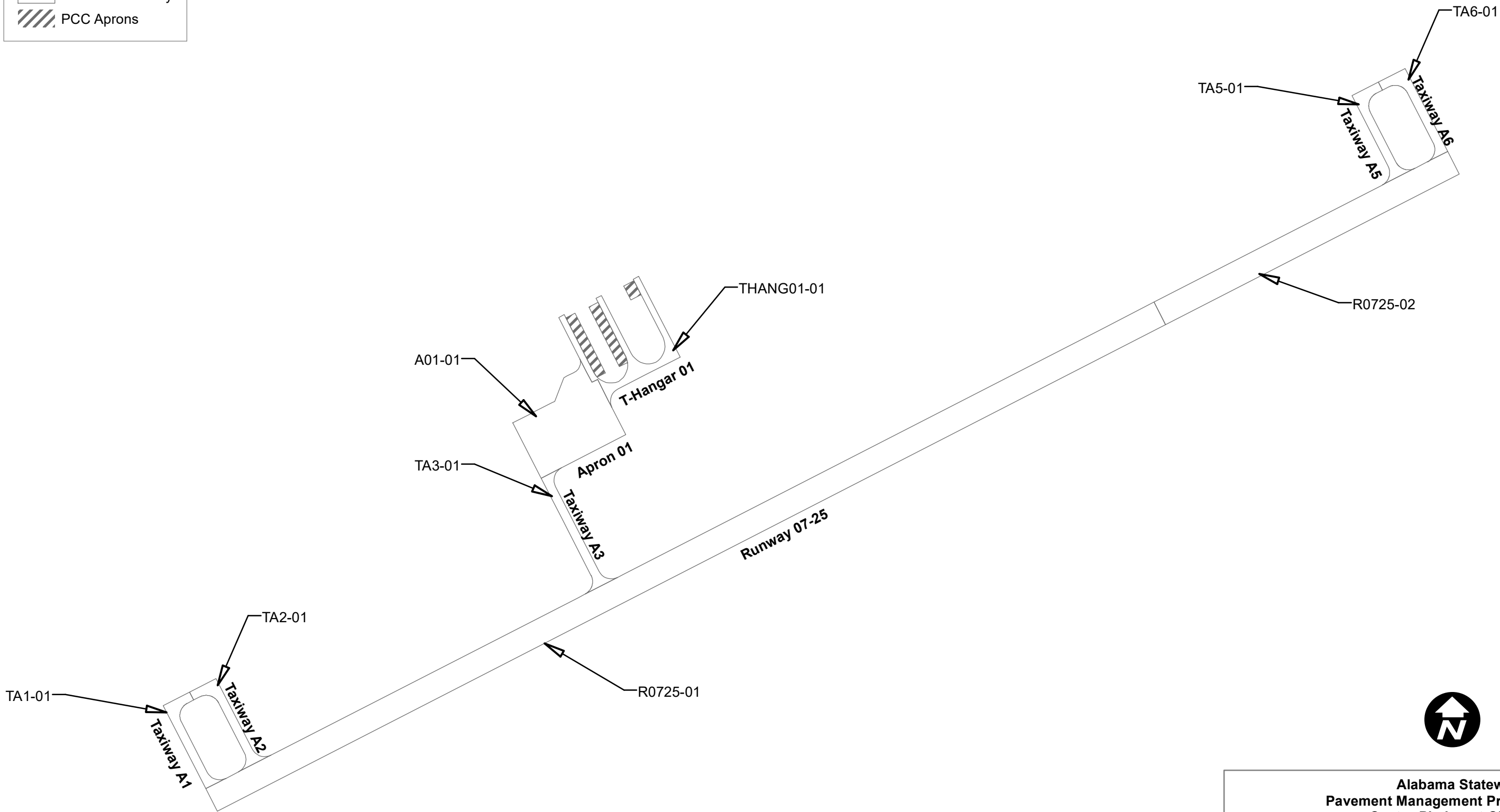
Branch Identification		
ENGINEER KP/MR	DATE May 2021	MAP NUMBER Page 1
REVISED JMA	SCALE 1 in = 400 ft	FINAL

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Pavements, Inc. (API)
www.allaboutpavements.com
Telephone: 217-586-2765 FAX: 217-586-1967

Legend

□ Section Boundary

▨ PCC Aprons





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 Pavement Management Program Update
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 County Regional (PYP) Airport Centre, AL

Figure B1B



Section Identification

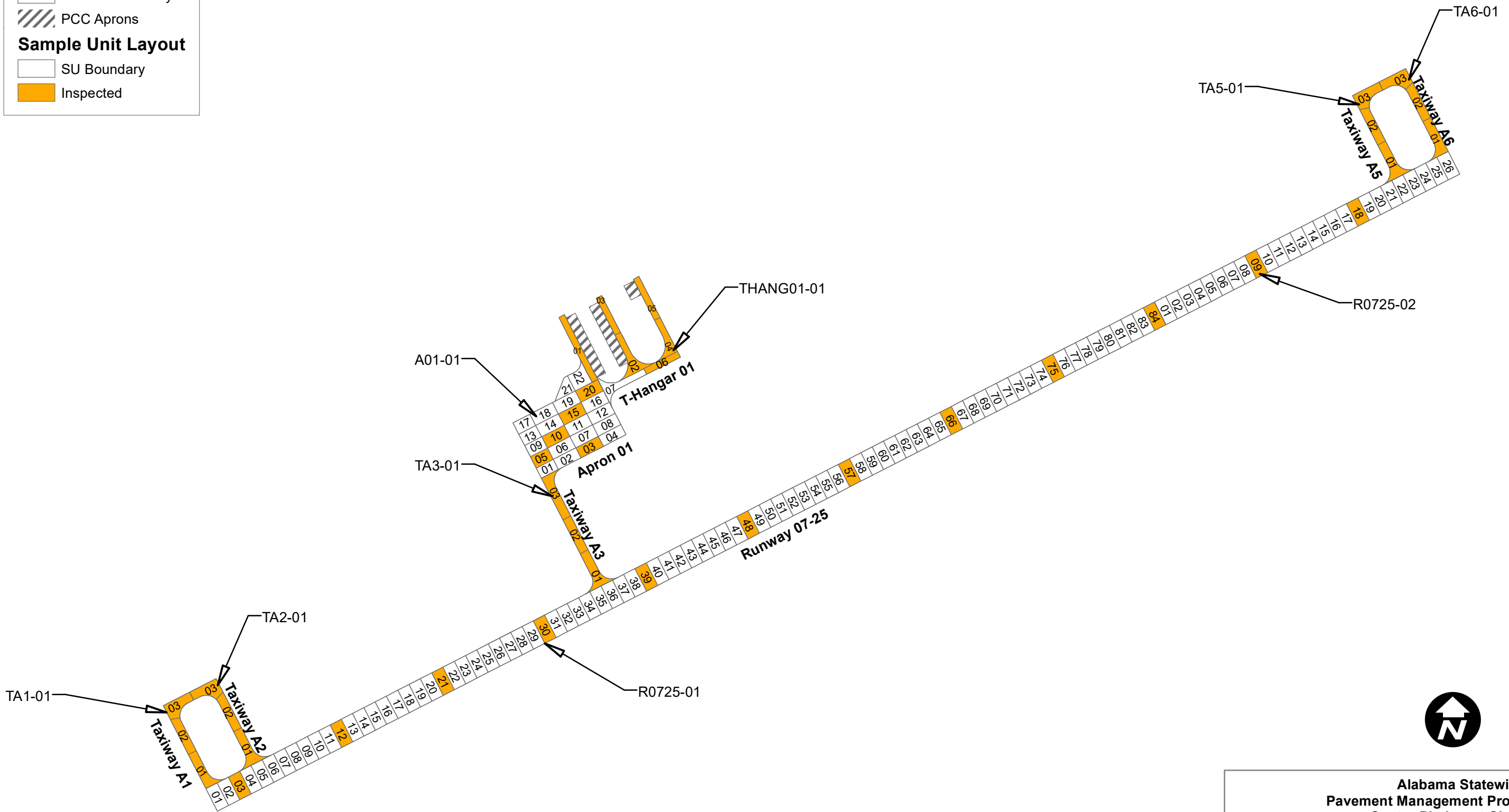
All About Pavements, Inc. (API) <small>www.allaboutpavements.com Telephone: 217-586-2765 FAX: 217-586-1967</small>	ENGINEER	DATE	MAP NUMBER
	KP/MR	May 2021	Page 2
REVISOR	SCALE	FINAL	
JMA	1 in = 400 ft		

Legend

-  Section Boundary
-  PCC Aprons

Sample Unit Layout

-  SU Boundary
-  Inspected



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Figure B1C

Sample Unit Layout

All About Pavements, Inc. (API) <small>www.allaboutpavements.com Telephone: 217-586-2765 FAX: 217-586-1967</small>	ENGINEER KP/MR	DATE May 2021	MAP NUMBER Page 3
	REVISED JMA	SCALE 1 in = 400 ft	FINAL

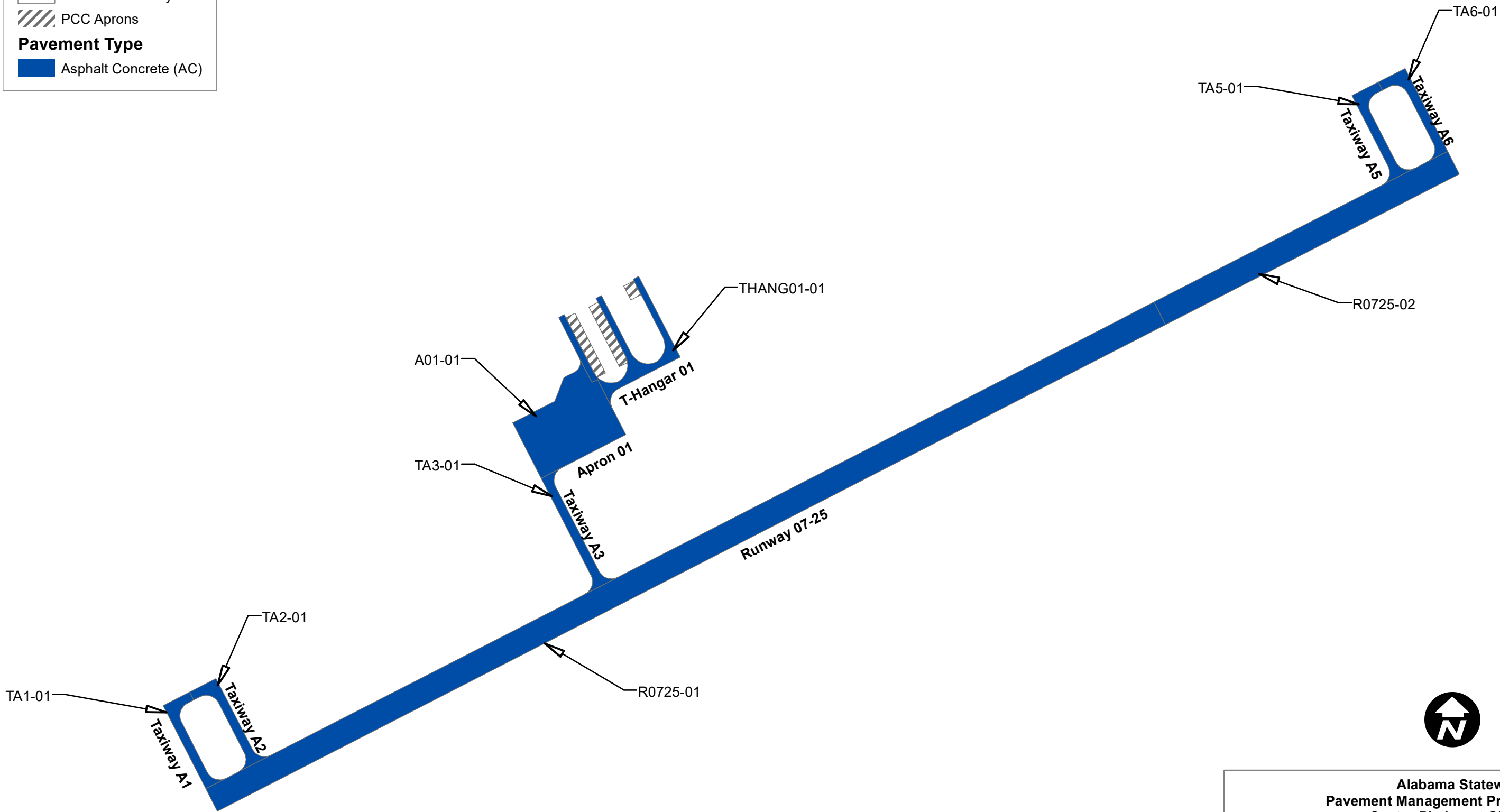
Legend

□ Section Boundary

▨ PCC Aprons

Pavement Type

■ Asphalt Concrete (AC)








Alabama Statewide
 Pavement Management Program Update
 Centre-Piedmont-Cherokee
 County Regional (PYP) Airport Centre, AL

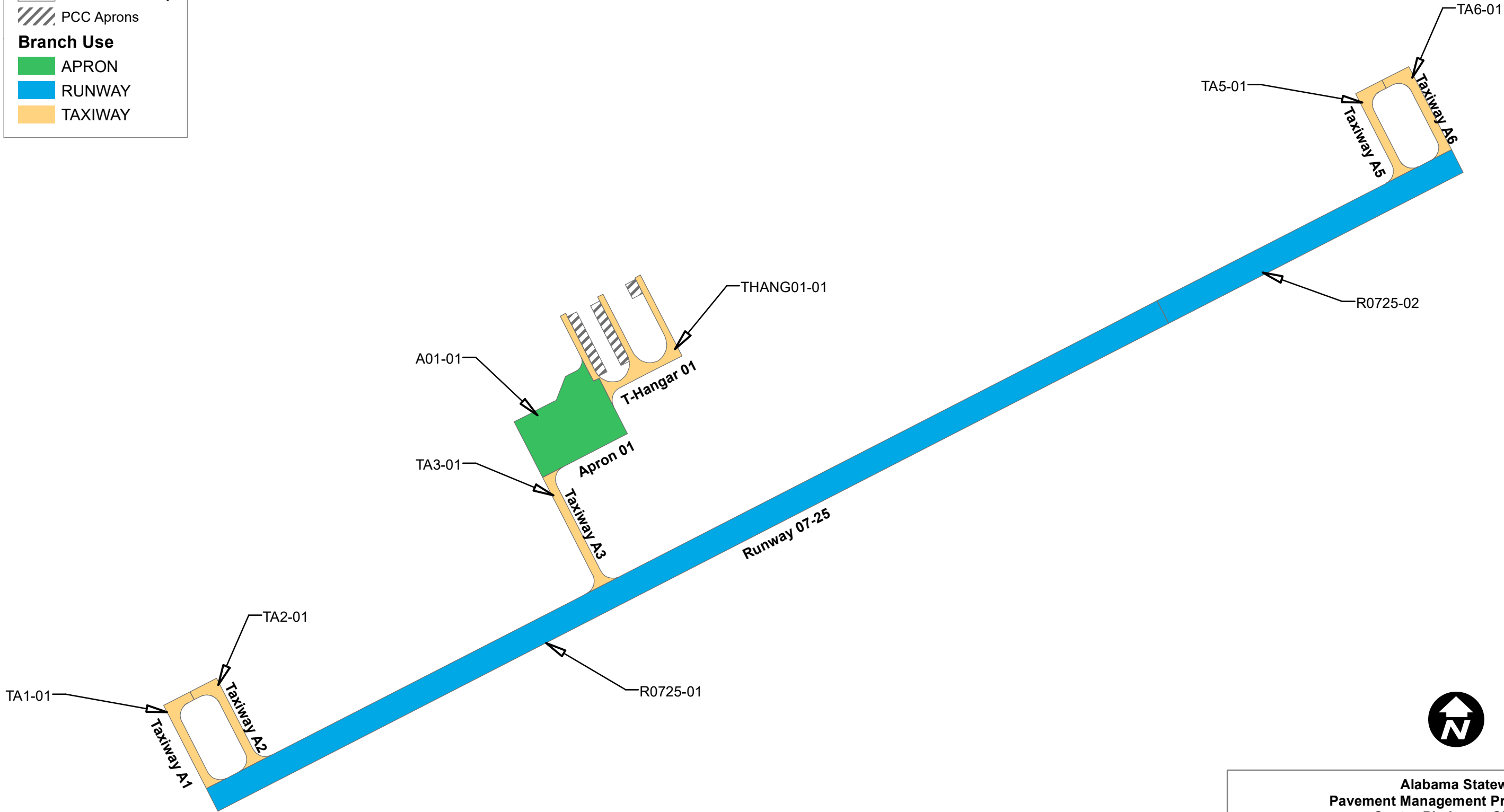
Figure B1D

Pavement Type

All About Pavements, Inc. (API) <small>www.allaboutpavements.com</small> <small>Telephone: 217-586-2765 FAX: 217-586-1967</small>	ENGINEER	DATE	MAP NUMBER
	KP/MR	May 2021	Page 4
REVISED	SCALE	FINAL	
JMA	1 in = 400 ft		

Legend

-  Section Boundary
-  PCC Aprons
- Branch Use**
-  APRON
-  RUNWAY
-  TAXIWAY



**Alabama Statewide
Pavement Management Program Update
Centre-Piedmont-Cherokee
County Regional (PYP) Airport Centre, AL**

Figure B1E

Branch Use	
ENGINEER KP/MR	DATE May 2021
REVISOR JMA	SCALE 1 in = 400 ft
MAP NUMBER Page 5 FINAL	

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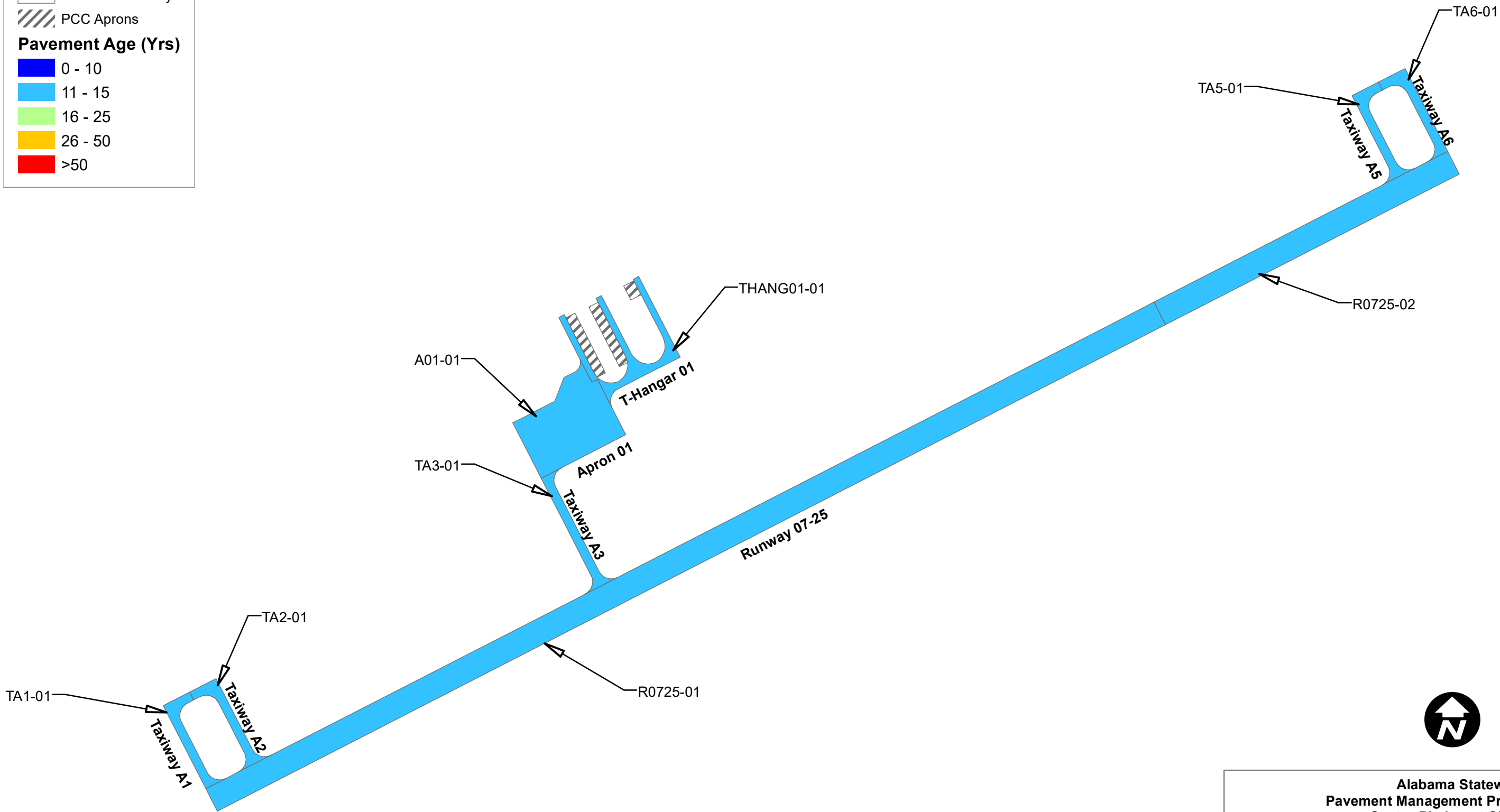
Legend

Section Boundary

PCC Aprons

Pavement Age (Yrs)

- 0 - 10
- 11 - 15
- 16 - 25
- 26 - 50
- >50



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 County Regional (PYP) Airport Centre, AL

Figure B1F

Pavement Age

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	KP/MR	May 2021	Page 6
REVISED	SCALE	FINAL	
JMA	1 in = 400 ft		

Legend

Section Boundary

PCC Aprons

PCI (7 Color)

- Good (86-100)
- Satisfactory (71-85)
- Fair (56-70)
- Poor (41-55)
- Very Poor (26-40)
- Serious (11-25)
- Failed (0-10)

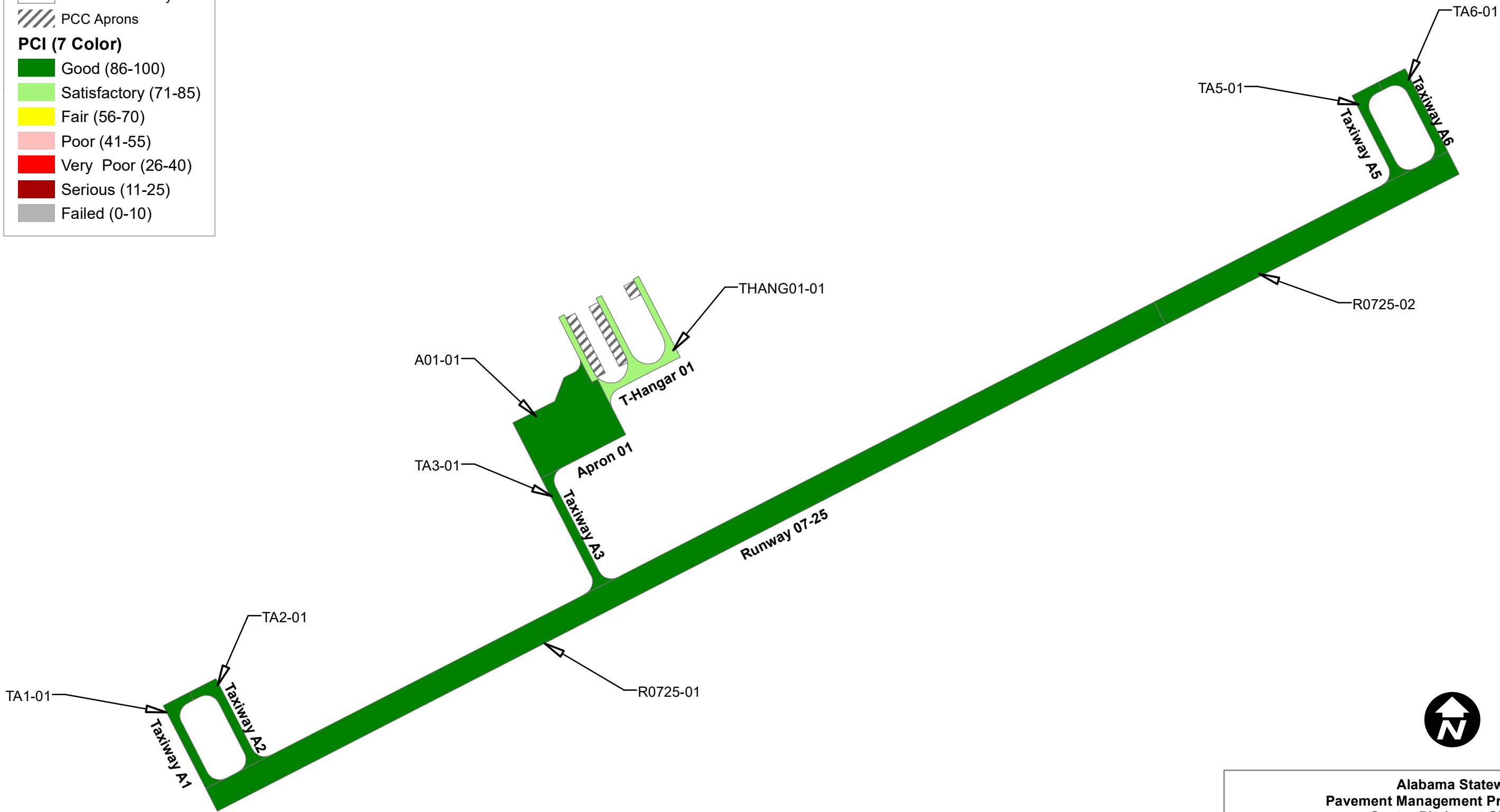







Figure B2A

Alabama Statewide Pavement Management Program Update Centre-Piedmont-Cherokee County Regional (PYP) Airport Centre, AL		
7-Color PCI		
ENGINEER KP/MR	DATE May 2021	MAP NUMBER Page 7
REVISED JMA	SCALE 1 in = 400 ft	FINAL

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Legend

-  Section Boundary
-  PCC Aprons
- PCI (3 Color)**
-  Good (71-100)
-  Fair (56-70)
-  Poor (0-55)

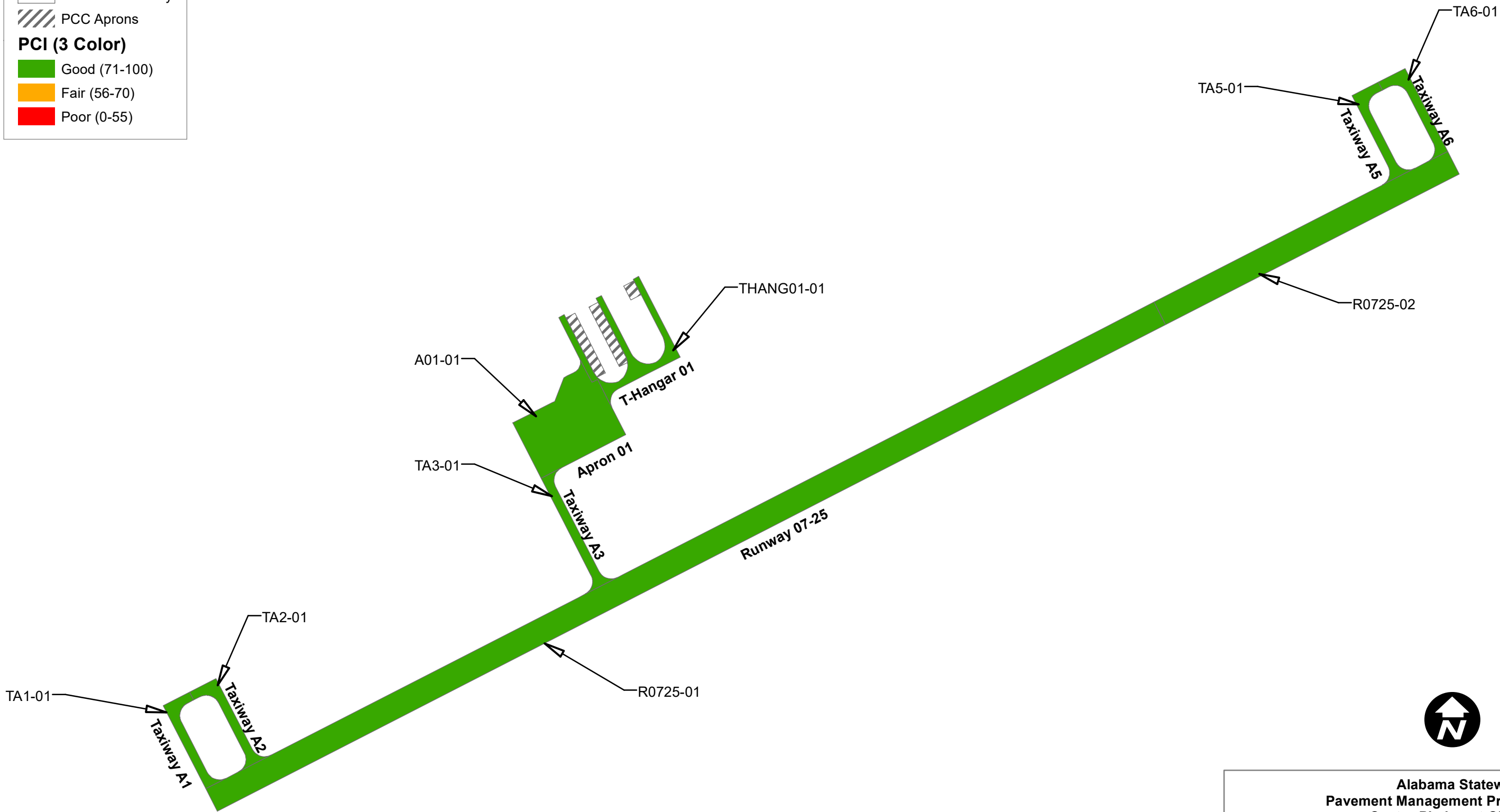







Figure B2B

Alabama Statewide Pavement Management Program Update Centre-Piedmont-Cherokee County Regional (PYP) Airport Centre, AL		
3-Color PCI		
ENGINEER KP/MR	DATE May 2021	MAP NUMBER Page 8
REVISED JMA	SCALE 1 in = 400 ft	FINAL

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Legend

-  Section Boundary
-  PCC Aprons
- FOD Rating**
-  Good (0 - 45)
-  Fair (46 - 60)
-  Poor (61 - 100)

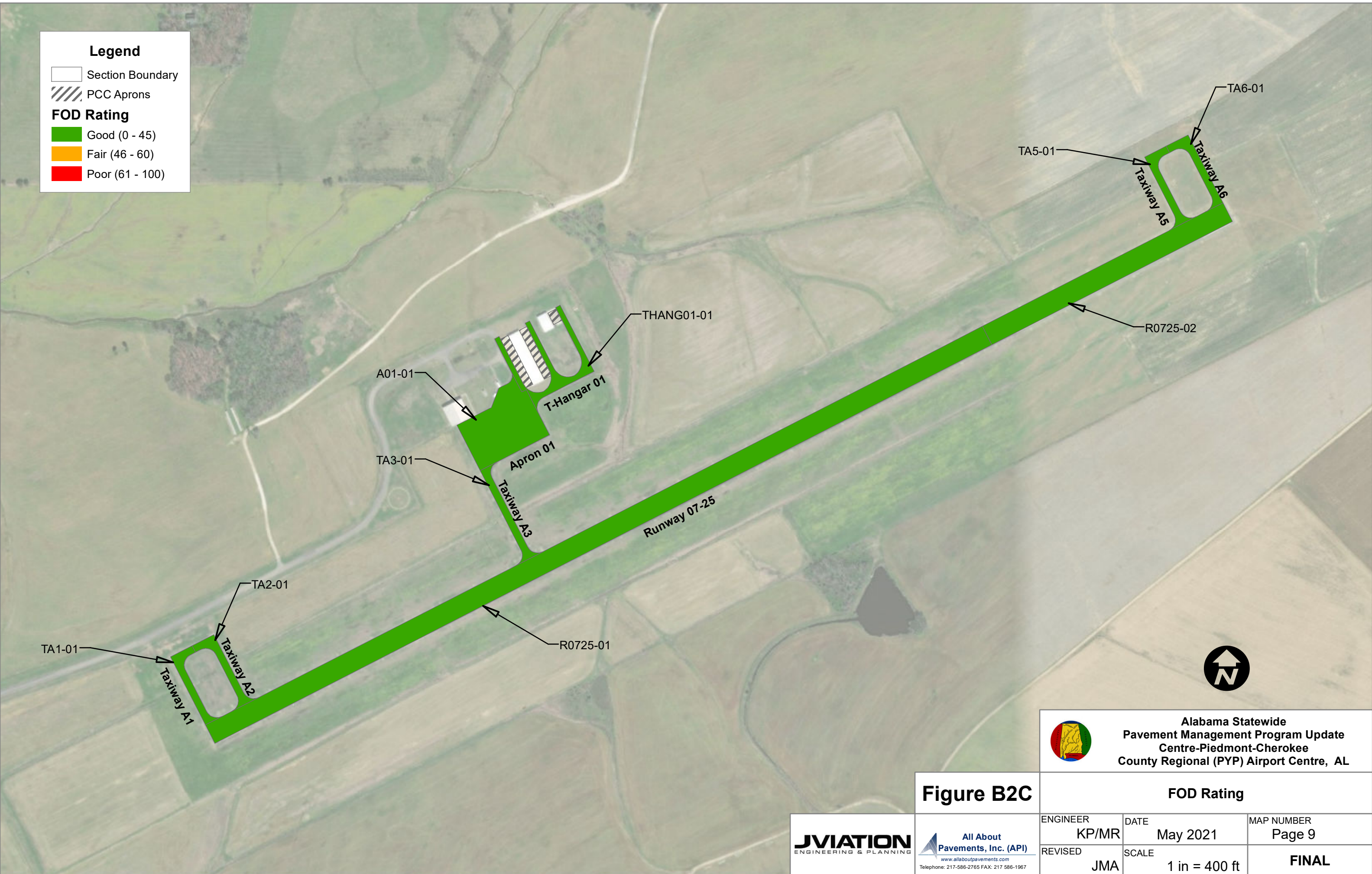


Figure B2C




Alabama Statewide
 Pavement Management Program Update
 Centre-Piedmont-Cherokee
 County Regional (PYP) Airport Centre, AL

FOD Rating		
ENGINEER KP/MR	DATE May 2021	MAP NUMBER Page 9
REVISED JMA	SCALE 1 in = 400 ft	FINAL

JVIATION
 ENGINEERING & PLANNING

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Legend

-  Section Boundary
-  PCC Aprons
-  Survey Photo Locations

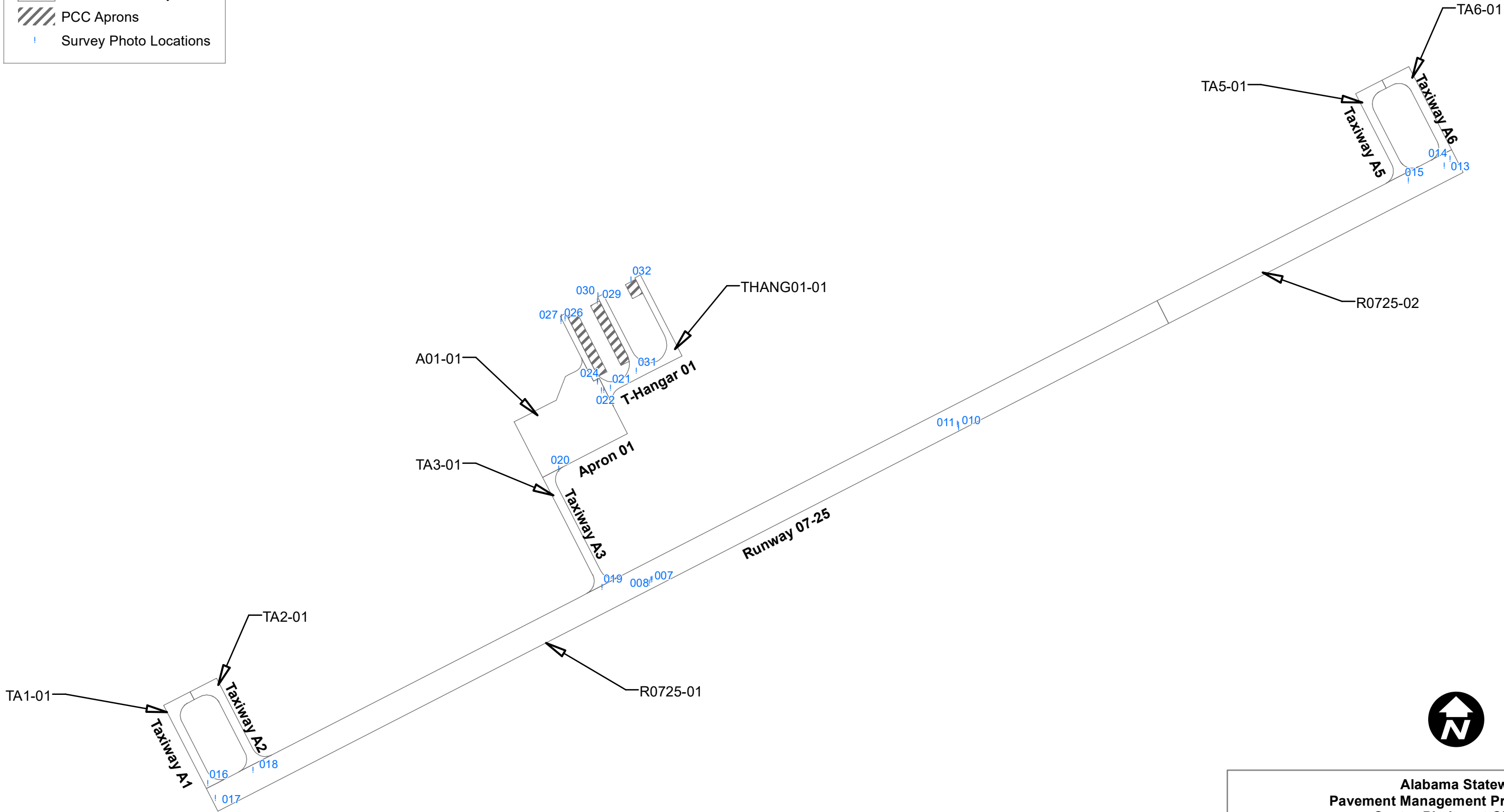




Figure B2D








Alabama Statewide Pavement Management Program Update Centre-Piedmont-Cherokee County Regional (PYP) Airport Centre, AL		
Survey Photo Locations		
ENGINEER KP/MR	DATE May 2021	MAP NUMBER Page 10
REVISED JMA	SCALE 1 in = 400 ft	FINAL

All About Pavements, Inc. (API)
 www.allaboutpavements.com
 Telephone: 217-586-2765 FAX: 217-586-1967

Legend

-  Section Boundary
-  PCC Aprons

Forecasted PCI without PCIP

-  Good (86-100)
-  Satisfactory (71-85)
-  Fair (56-70)
-  Poor (41-55)
-  Very Poor (26-40)
-  Serious (11-25)
-  Failed (0-10)

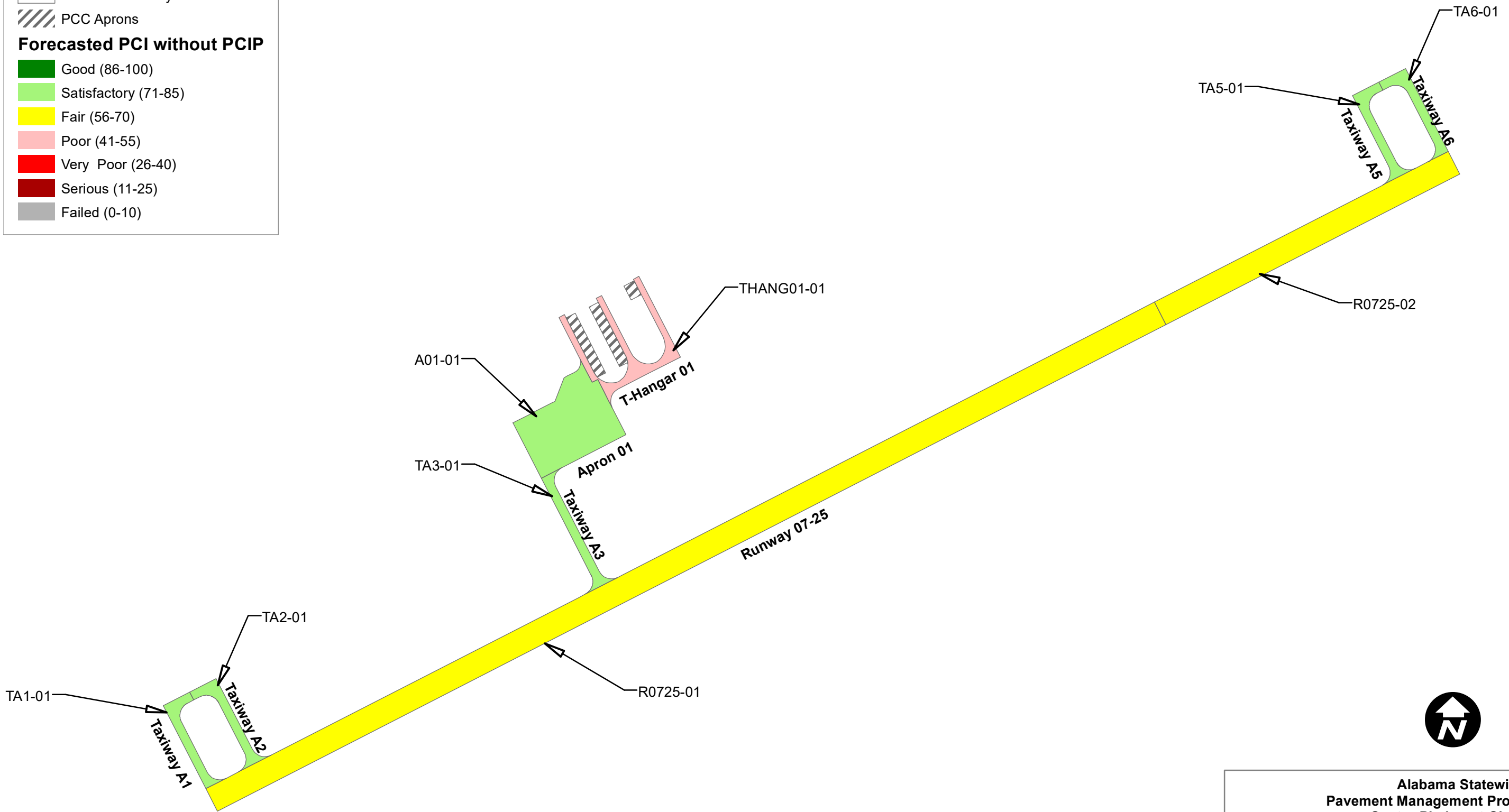


Figure B3A

**Alabama Statewide
Pavement Management Program Update
Centre-Piedmont-Cherokee
County Regional (PYP) Airport Centre, AL**

2027 Forecasted PCI without PCIP

<p>All About Pavements, Inc. (API) <small>www.allaboutpavements.com Telephone: 217-586-2765 FAX: 217-586-1967</small></p>	ENGINEER	DATE	MAP NUMBER
	KP/MR	May 2021	Page 11
	REVISED	SCALE	
	JMA	1 in = 400 ft	FINAL

All sections recommended for Rehabilitation or Reconstruction between 2021 and 2024 also receive Surface Treatment in the 3rd year of paving.

Legend

Section Boundary

PCC Aprons

Repair Type

No Activity

Rehabilitation

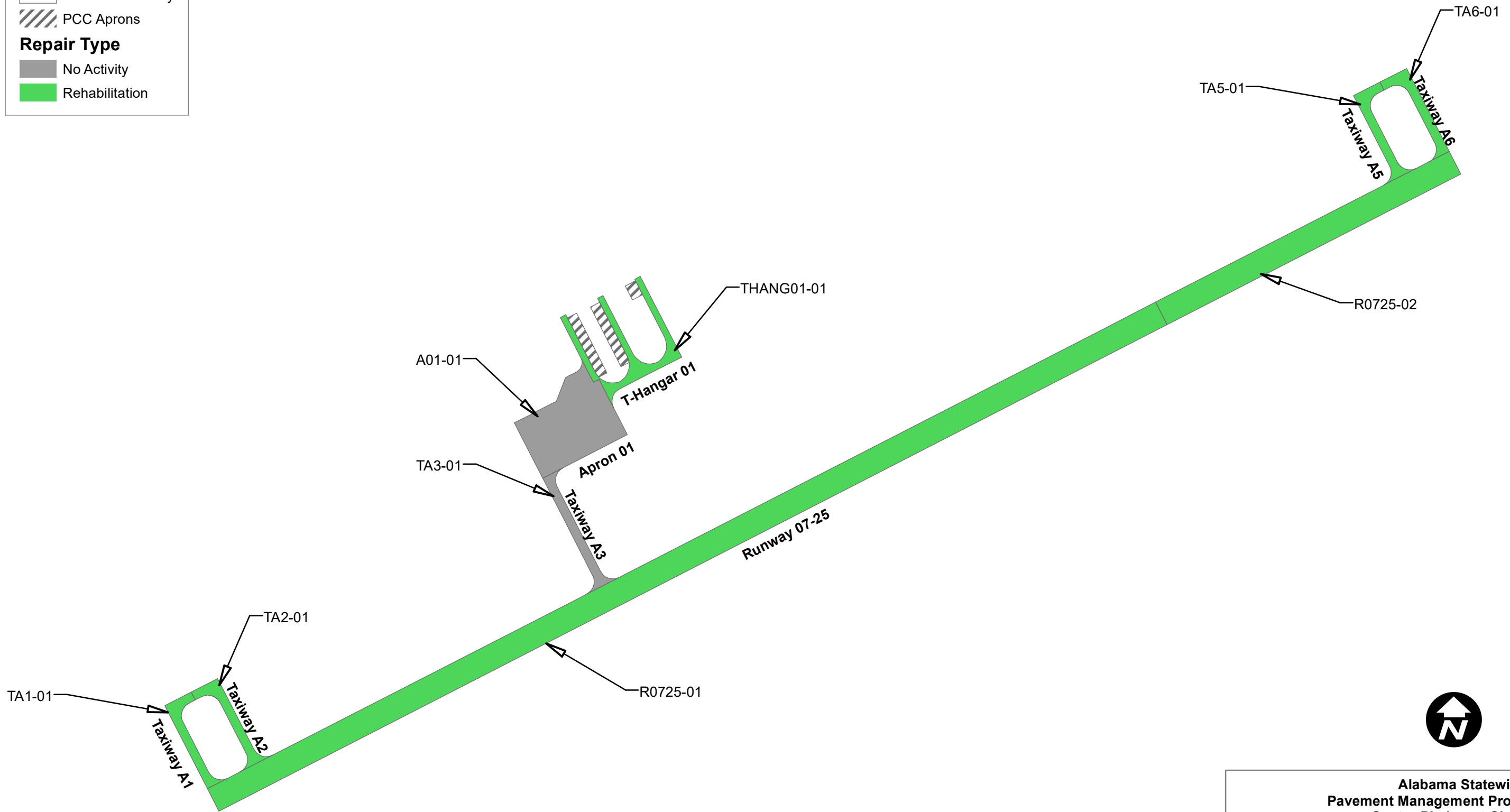


Figure B3B

Alabama Statewide
 Pavement Management Program Update
 Centre-Piedmont-Cherokee
 County Regional (PYP) Airport Centre, AL

Repair Type		
ENGINEER KP/MR	DATE May 2021	MAP NUMBER Page 12
REVISED JMA	SCALE 1 in = 400 ft	FINAL

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All sections recommended for Mill & AC Overlay or AC Reconstruction between 2021 and 2024 also receive Surface Treatment in the 3rd year of paving

Legend

Project Name

- PYP_24-01_Taxiway Hangar Rehabilitation
- PYP_27-01_Runway 07-25 Rehabilitation
- No Project

M&R Activity

- Mill 2" & 2" AC OL
- No Activity

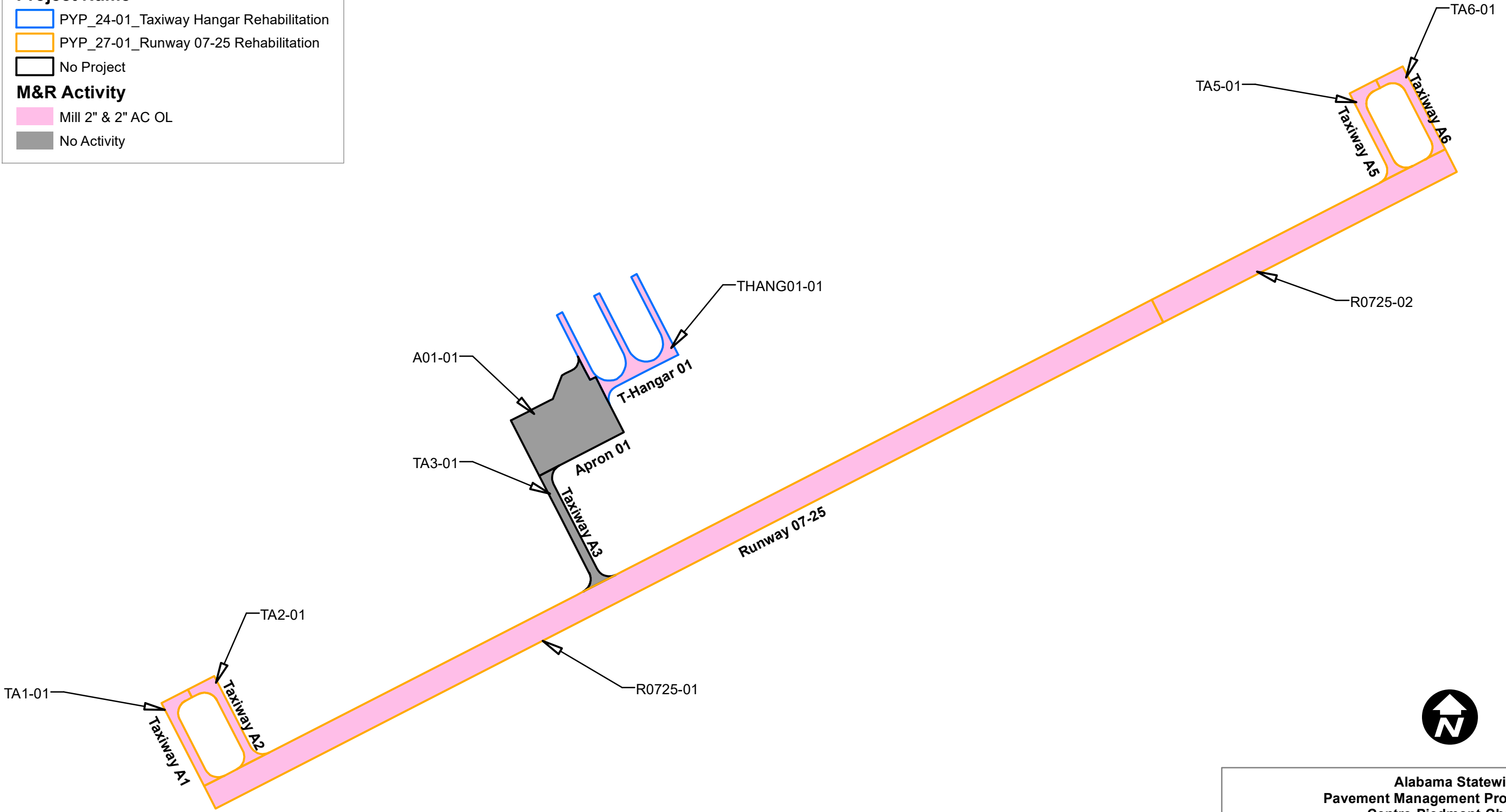


Figure B3C

Alabama Statewide Pavement Management Program Update Centre-Piedmont-Cherokee County Regional (PYP) Airport Centre, AL			
PCIP Recommendations			
ENGINEER KP/MR	DATE May 2021	MAP NUMBER Page 13	
REVISED JMA	SCALE 1 in = 400 ft	FINAL	

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www.allaboutpavements.com
Telephone: 217-586-2765 FAX: 217-586-1967

APPENDIX C

OVERVIEW OF PAVEMENT DISTRESSES



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kYhYZig|UicfRfk|` UWai` UYcbhYg fZW'

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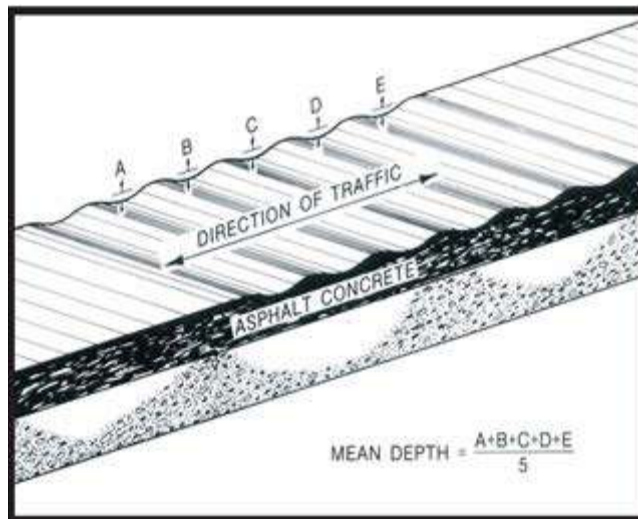
Corrugation

Description

Corrugation is a series of closely spaced ridges and valleys (ripples) occurring at fairly regular intervals, usually less than 5 feet (1.5 meters) along the pavement. The ridges are perpendicular to the traffic direction. Traffic action combined with an unstable pavement surface or base usually causes this type of distress.

Severity Levels

- @** Corrugation is a series of closely spaced ridges and valleys (ripples) occurring at fairly regular intervals, usually less than 5 feet (1.5 meters) along the pavement. The ridges are perpendicular to the traffic direction. Traffic action combined with an unstable pavement surface or base usually causes this type of distress.
- A** Corrugation is a series of closely spaced ridges and valleys (ripples) occurring at fairly regular intervals, usually less than 5 feet (1.5 meters) along the pavement. The ridges are perpendicular to the traffic direction. Traffic action combined with an unstable pavement surface or base usually causes this type of distress.
- <** Corrugation is a series of closely spaced ridges and valleys (ripples) occurring at fairly regular intervals, usually less than 5 feet (1.5 meters) along the pavement. The ridges are perpendicular to the traffic direction. Traffic action combined with an unstable pavement surface or base usually causes this type of distress.



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GjYfHg

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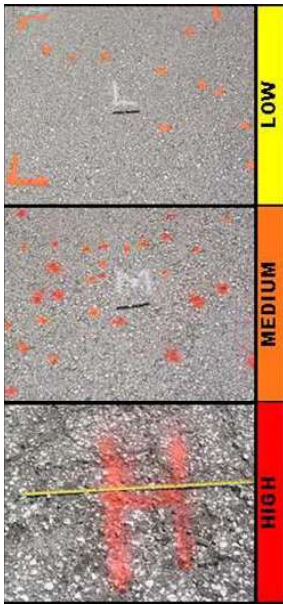
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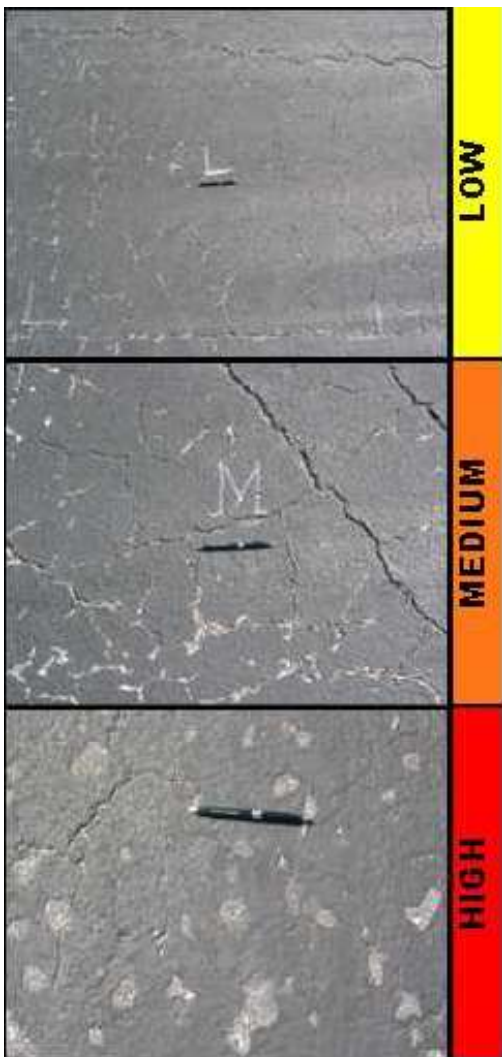
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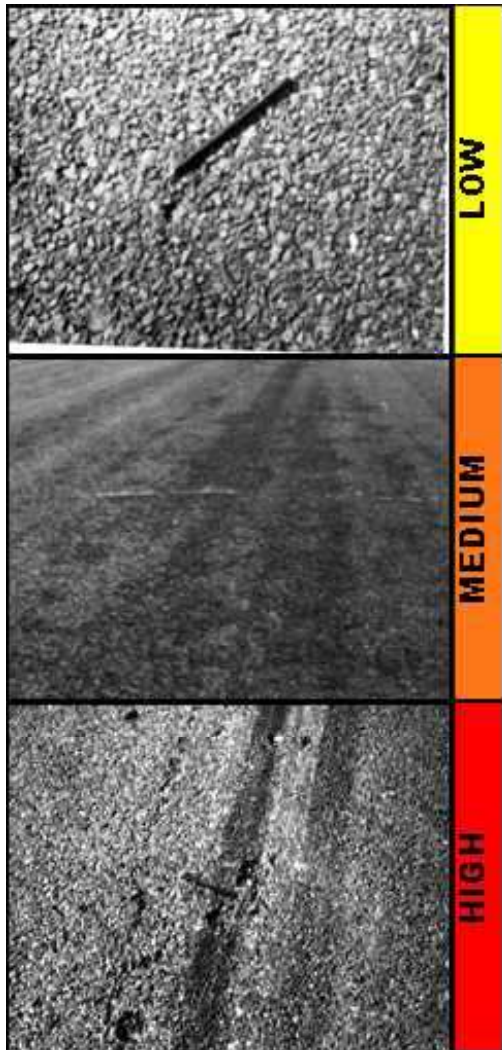
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A ÷bU%gi UYZdfl#Sgi UYa VffFYgHUIj YgádYhYbi aWfçZ
U[[f]UYd]Wgálgg] lgvkYb&UX(SUX#chYbi aWfçZalg]`
U[[f]UYWg]Gg]l]f]U]h]b%ai]h]Xg]ch] VWX& d]V]h]Z]Y]U]

< ÷bU%gi UYZdfl#Sgi UYa VffFYgHUIj YgádYhYbi aWfçZ
U[[f]UYd]Wgálgg] lgg]Y((SUX#chYbi aWfçZalg]` U[[f]UYWg]Gg]
l]f]U]h]b& d]V]h]Z]Y]U]



%" Fi Hh 157L

5 fi hg Ug fZWXfYgcb]bhYk\Y'dh^\ckYVZ]ba Un]gUBWgfi lgUY
bc]MUYcbnUfUUbUzk\YbhYk\Y'dhgUYZ`Yk]h kUM" Dj Ya Yh
id]Zia UicWfUch] hYgXgcZhYfi H Fi Hh] g]hagZca Uda UbhXZfa U]cb
]bUicZhYdj Ya YhUmfcfg V![fUXZig Un]WgXVhWgc`XU]bcf`UMU'
agj Ya YhcZhYa Uf]UgX Yc hZ]WdUg`Q] hZ]Wfih Hh] Wb`YXle'a Ucf
gi VifUZI]i fycZhYdj Ya Yh

Gj YfingUgXcbfi hXchL

- ◆ @ck! YghUb']bW]bXch/
- ◆ A Y]ia! VlkYb' Ux%]bW]bXch/
- ◆ <]]\! YVWg%]bW]bXch"

FYUfcdhcg

- ◆ @ck! BcU]cb/
- ◆ A Y]ia! d]WU]Xf]cj YUth
- ◆ <]]\! d]WU]Xf]cj YUth



:]ifY7!. "57Fi Hh"

%"G|dd|Y7fUW|b| B57L

G|dd|Y7fUW|b| from the direction of traffic. They are produced when braking or turning wheels cause the **dj Ya Yhg fAWMc|g|XUXXZfa"H|gi gUncWf|k\YbYYgUck!g|h' g fAWa|| 'cf dcf VbXVWkYbYg fAWUxb|hUf' cZdj Ya Yhg Vfy'**

Gj Yf|ng No degrees of severity are defined. It is sufficient to indicate that a slippage **VWY|g'**

FYUFD`M|g

- ◆ **Scbch|d|'**
- ◆ **Dff|U'cfZ`Xdh'dUW'**



: ||ifY7%\$ G|dd|Y7fUW|b|"

%"GkY]h] f57L

8Yg]d]b

5'gkY'lgWfUW]h]XVn]bi dkUfXV' [Y]bhYdj Ya YH]g]fZW'5'gkY'aUn
cWf]g]f]dn]ej YUgaU' fUcfUgU]d] YZ]fU]Uk]j Y9]hY]h]N]cZ]gkY' WbWY
UW]ad]h]XVn]g]fZW]U]h] "5'gkY'lg]g]Um]W]g]XVn]Z]g]U]h]b]h]Y
g]V]fU]Y]cfVn]gkY']h]]g]Z]V]h]UgaU' gkY' WbUg]cWf]cb]h]Yg]fZW]cZ]b]g]d]U]h
g]Y]f]h]h]j YD7]H]g]U]f]g]]h]Z]U]V]ck! i]d]h]YD7]g]U"

GjY]h]m]@]j]Yg

GkY'lgWfYnj]lgVYU]X]U]g]Ua]]cf]Z]W]cb]h]Ydj Ya YH]g]f]X]e]i]U]h]m]g]
X]h]fa]]b]X]U]h]Y]b]c]fa] U]U]f]W]Z]ig]h]X]Z]f]h]Y]d]j Ya Y]h]g]m]i]b]i]b]X]
@ W]h]g]X]M]U]h]b]'f]d]k!g]j]Y]h]m]g]k]Y' ga]U]h]c]h]U]k]U]g]V]c]V]g]j]U]V]Z]V]h]Y]f]
Y]]g]b]W]W]b]V]W]b]Z]fa] X]V]n]m]j]]h]]U]]X]]W]g]]Y]h]Y]g]m]i]b]U]h]Y]b]c]fa]U'
U]f]W]Z]ig]h]X]Z]f]h]Y]d]j]h]]c]W]f]]Z]h]Y]g]k]Y']g]d]f]g]h]i]!

GkY' WbV]c]V]g]j] Y]k]]h]c]i]h]Z]V]W]h]m]U]X]U]g]U]g]]h]Z]W]h]Z]W]cb]h]Y]
A d]j Ya YH]g]f]X]e]i]U]h]m]g]X]h]fa]]b]X]U]h]Y]b]c]fa] U]U]f]W]Z]ig]h]X]Z]f]h]Y]d]j Ya Y]h]
g]m]i]b]i]b]X]W]h]g]X]M]U]h]b]'

GkY' WbV]f]U]d]]n]c]V]g]j] Y]X]U]X]g]j] Y]Y]m]Z]W]U]g]h]Y]d]j Ya YH]g]f]X]e]i]U]h]m]U]h]Y]
<]b]c]fa] U]U]f]W]Z]ig]h]X]Z]f]h]Y]d]j Ya Y]h]g]m]i]b]i]b]X]W]h]g]X]M]U]h]b]'



%"KXhY[h] 157L

8Yg[d]db

H YkY[h] UkUicZhYUgUHMpXfUXZBYU[f]UYaUqI Zca hYdjYaYh
gfAW

GjY[h]e@jYg

5gUhg fAWW[h]bb[l'g'ck'g[hgcZU[h] k\jWaUuYUWYUUXVn
VUaUfWbY[h]dg' @cg[hYZBYU[f]UYaUqI l'gd[MVYUXXaUuY
@ UWad[h]XVnZ[h] cZhYUgUHWc" 9N YgcZhYUgYU[f]UYgUY
V[h]bb[l'VYIdgXfNgU\$) jWYgcf%aaE' DjYaYhaUuY
fYUj Ynbk f[h]bk Ug* 'adhg'X!

A @cg'cZBYU[f]UYaUqI l'gd[MVYUXX YgcZUgYU[f]UY YjYVb'
YIdgXi dlc%# k]X hZhYch YgigXcZhYUgYU[f]UYX Ylc hYcg'
cZBYU[f]UYaUqI "

< 9N YgcZUgYU[f]UY YjYVb'YIdgX fNMhU%# k]X hZhYch Ygi
gXcZhYUgYU[f]UY H YUgWgXUUYcg'cZBYU[f]UYaUqI
Y[h] l'cd[h]U'cf ga Ycg'cZUgYU[f]UY'



%!"6dk!I d!D77L

8YgAd]b

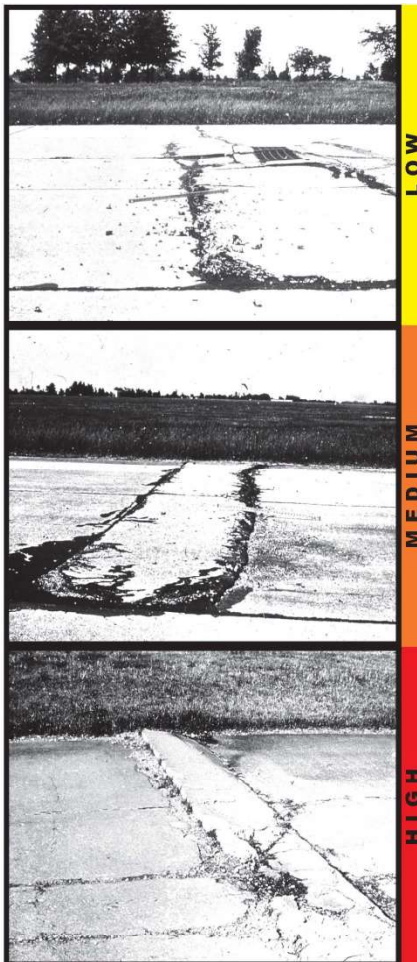
6'dki dg'cWf]b\dkYhYzi gUmHUmhg YgVWcf'c]HhUhg]bck]Y
Yci [\ lc'dfa]h]d]hgdbVihYWBWYgUG'H Y]hgZ]W]h]k]X]h]gi gUm
W]gXV]h]b]h]U]bc]Z]h]a]d]Yg]V]YaUm]Ug]bc]h]Y'c]h]g]W]K\Y]Y]d]hg]b]
W]b]d]f]Y]Y]Y]ci [\ d]Y]g]f]Z]U]c]W]h]X]i]d]k]f]X]a]j]Y]a]Y]h]c]Z]h]Y]g]U]V]X]Y]g]
f]i]W]h]f]c]f]g]U]M]h]k]~'c]W]f]b]h]Y]j]M]h]c]Z]h]Y'c]h]h]6'dki dg'cWf]Ug'cWf]U
i]h]h]m]W]g]U]X]U]b]U]Y]b]Y]g]H]g]h]d]c]Z]h]g]Y]g]g]U]a]c]g]U]k]U]g]f]U]f]X]
]a]a]Y]U]Y]m]W]U]g]c]Z]g]Y]Y]X]a]U]Y]d]h]h]U]l]c]U]M]Z]h]6'dki dg'U]Y]b]W]X]Z]f]
f]Z]f]W]k\Y]b]W]g]X]g]U]h]g]U]Y]V]h] Y]U]i]U]X]Z]f]f]X]d]h]h]"

GjY]h]e]j]Yg

@ 6i W]h] 'cf]g]U]M]h] \U]g]b]h]f]b]W]X]h]Y]d]j]Y]a]Y]h]b]c]d]M]U]j]Y]Z]U]X]d]b]n]U]g]h] \h]
]a]c]i]h]c]Z]i [\ b]g]Y]g]g'

A 6i W]h] 'cf]g]U]M]h] \U]g]b]h]f]b]W]X]h]Y]d]j]Y]a]Y]h]b]c]d]M]U]j]Y]Z]U]h]U]g]h]Z]W]h]
]a]c]i]h]c]Z]i [\ b]g]Y]g]g'

< 6i W]h] 'cf]g]U]M]h] \U]g]b]h]f]b]W]X]h]Y]d]j]Y]a]Y]h]b]c]d]M]U]j]Y'



%" 7cbf6fNU_gfD77L

5 wbfvnu_lgumwuhfhgnghy'chgUUXgUWYgghUbcfYiUlc'cbY
\UzhYgUVY[h'cbVch'gXgaYlgfXZca hYwbf'zhYgU': cfYUadYZU
gUkjh Xa Ygdcg'Z& Vri& ZfhUhgUMW]fhgngh hY'cbh) Zfhca`
hYwbf'cb'YgXUX% ZfhbhYchYgX'lg'ch'gh'gXUXUMBFVNU/Thg'
UXU'cbU'VW' <ck'Y'ZUMWuhfhgngh+ Zfh'cb'YgXUX'SZfhbhY
chY'lg'W'gXUXUMBFVNU" 5 wbfvnu_XZfhca UMbf'gU'bhUH'Y
VWY'h'g'j'VNU'm'fc'[\ hY'h'Y'g'U'h]M'g'g'k\]YUMBF'gU'fhgngh
hY'ch'UH'BU' Y'@cX'Y'V'h'cb'W'a'V'b'X'k'h`cg'c'Z'g'd'b'f'U'X'W'f'h' g'g'g'g'
igUmU'g'wbfvnu_g'

GjYfng

- ◆ @ck! 7UW\lgYhY'bc'gU'h' 'cf'a'bc'fgU'h' fbc'ZfY[b'c'V'W'X'a'U'Y
f'c's'f'd'f'h'U'f'Z'cb'filled, it has a mean width less than approximately 1#'
inch (3 millimeters); a filled crack can be of any width, but the filler material
a'ig'W'j'g'g'U'W'f'n'W'X'h'cb'f'h'Y'U'V'W'k'Y'b'h'Y'w'b'f'v'nu'_u'x'h'y'
^'c'b'g'g'g'g'g'g'g'g'
- ◆ A'W'i'a! One of the following conditions exists: (1) filled or non!filled c'f'U'W'g'
a'c'X'U'Y'ng'U'X'h'g'a'Y: c's'd'f'h'U'f'/f'h'U'cb'filled crack has a mean
width between 1/8 inch (3 millimeters) and 1 inch (25 millimeters); (3) a filled
crack is not spalled or only lightly spalled, but the filler is in unsatisfactory
W'X'h'cb'f'h'Y'U'V'W'k'Y'b'h'Y'w'b'f'v'nu'_u'x'h'y'c'b'g'g'g'g'g'g'g'g'g'g'g'g'g'g'g'g'g'
k'h`c'c'g'Y'c'f'a'g'g'h' 'd'f'h'W'g'
- ◆ <ll\! One of the following conditions exists: (1) filled or non!filled crack is
severely spalled, causing definite FOD potential; (2) a non!filled crack ha'g'U'
a'U'bk'X'h' [f'U'Y'h'U'U'hd'j'a'U'Y'm'f'W'V'h' 'a']'j'a'Y'g'g'Z'W'U'h' U'h'Y'
X'a'U'Y'd'f'h'U'f'/c'f'h'Y'U'V'W'k'Y'b'h'Y'w'b'f'v'nu'_u'x'h'y'c'b'g'g'g'g'g'g'g'g'g'g'g'g'g'g'g'g'g'
g'g'Y'Y'm'W'X'

FYU'f'cd'hd'g

- ◆ @ck! Bc'U'W'bc'f'g'U'V'W'g'
- ◆ A'W'i'a! g'U'V'W'g'
- ◆ <ll\! g'U'V'W'g'U'f'h'U'f'~
c'f'Y'U'W'h'Y'g'U'



X'h'd'W

: llifY7%&'D777cbf6fNU''

%" 7fUWg"@cb|JiXpUZHFUbgYgYUbxS|UcbU'D77L

H YgVWgXj|XhYgU|bc|kc'cfhfYd|WgZUXIfYigUmWgXVhU
WáVhU|bcZcdXfYh|cbZf|h'gYgZUXgfb_UYgYg'@ck'gYf|h
VWgUfYbdhWgXfXaUcfgiVfU'XgYg'AYia'cf\\|gYf|hVWgUfY
igUnkcf|h|VWgUfYbdhWgXfXaUcfgiVfU'XgYg'

GjYf|g

- ◆ @ck!%i|Z`YVWg%#|Wlc%&|Wk|Xk|hbcZi|h|'cf|gU|h|/E
VWgYghU%&|Wk|Xk|h`ck'gYf|hgU|h|/cf'EZ`YVWgZ
Unk|Xk|hZf|f|Zfa|h|bUg|gUfinaUbfUx|bcZi|h|'cf
gU|h|/
- ◆ AYia!%i|Z`YVWgVhYb%&|Wk|Xk|hbcZi|h|'cf
gU|h|'cf&Z`YVWgZUnk|hZi|h|`YghU%#|WcfAYia'
gYf|hgU|h|/
- ◆ <|\\!%i|Z`YVWgk|hUk|h|[fUfhU%|W&|i|Z`YVWgZ
Unk|h|hZi|h|[fUfhU%&|WcfAYia'gYf|hZi|h|/cf'E
Z`YVWgZUnk|hZi|h|[fUfhU%&|Wcf|\\|gYf|hZi|h|"

FYUfcd|bg

- ◆ @ck!BcU|b'cf|gUVWg/
- ◆ AYia!gUVWg/
- ◆ <|\\!gUVWgUf|nU`Xh'dUWcf|fUWhYgU'



: ||ifY7%&'D77HUbgYgY7fUWg'

§' Si fUj]m7fUWgID77L

8YgAdjb

Si fUj]m7fUWg]gWgXVnhYbUj]m7cZhYWBWYk]hgUXXj]fdaYbU' ZWfggWgZYYhukVWg'-fi gUnldNfgUdUMB'cZMwgi bbl' parallel to a joint or linear crack. A dark coloring can usually be seen around the fine XfUj]m7fUWg'H]ghdYcZMwq' aUnjYbU'mXkXghN]fulbcZhY WBWYk]h]b%c'SZYfSSle*SSa]`jaYgicZhY^cbidVW'

GjY]h@jYg

@ ÍSÍ VWVh] \gXjYodXgYFUWg]MVYUaci hZgUVfUk]h`]hYcf bcXghN]fulbcf: CS'dhHjU' cfÍISÍ VWVh] \gWfYX]bU]a]PX UfUcZhYgUzgWg]bcbYcfkcbWgcfUd]`cbY^cbZi h]WgUfY a]gh] UXXghN]fulcb\UgWfYX'GaY: CS'dhHjU'

A ÍSÍ VWVh] \gXjYodXgYFUWg]MVYUaci hZgUVfUk]h`]hYcf bcXghN]fulbcf: CS'dhHjU' cfÍISÍ VWVh] \gWfYX]bU]a]PX UfUcZhYgUzgWg]bcbYcfkcbWgcfUd]`cbY^cbZi h]WgUfY a]gh] UXXghN]fulcb\UgWfYX'GaY: CS'dhHjU'

< ÍSÍ VWVh] \gXjYodXgYFUWg]MVYUaci hZgUVfUk]h` XghN]fulbcZ: CS'dhHjU'



8% >chhGU'SUa U YID77L

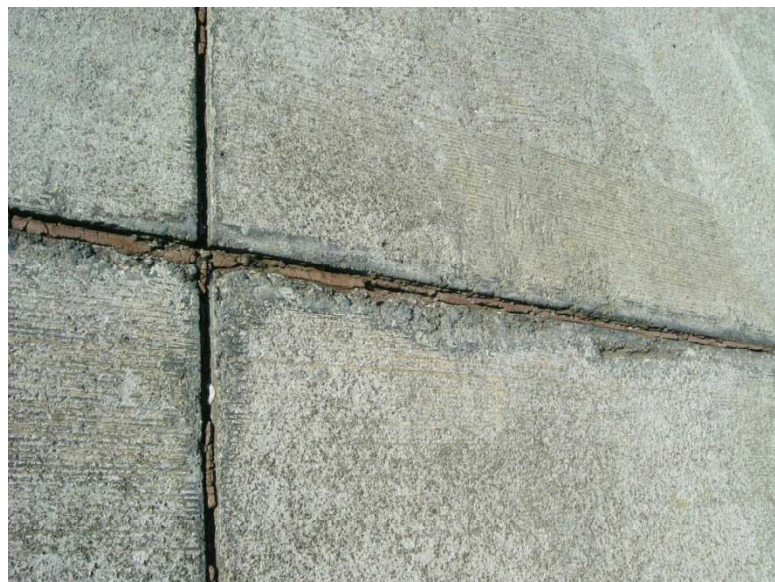
>chhGU'SUa U YgU'mWYh'bz\|WYhUV'gg]' cfcVgk UWai 'UYbhY^chh'
cfU'ck'g| h'ZUH'h'f'f'U'bc'ZkUf''5Wai 'U'bc'Z'W'ad'YgVYa Uf'U'g|b'
hY'chh'f'Y'Y'gh'Yg'U'Z'ca 'Y'd'f'h' U'X'a'U'f'g' h'b'V'W|h'z'g'U'm'h'z'c'
gU'h'|''D|UVY'chh' 'Y'V'b'X'X'c'h'Y'X'Y'g'z'h'Y'g'U'g'd'f'W'g'^'chh'Z'ca h'Y'
UWai 'U'bc'Z'a'U'f'U'g'U'X'U'g'c'f'Y'Y'g'k'U'f'Z'ca 'g'X'h' X'k'b'U'X'g'Z'h'h' h'Y'
Z'i'b'U'h'd'g'j'd'b'f'h'h' h'Y'g'U' 'H'd'W'h'd'g'z'chh'GU'SUa U YU'Y''%g'h'd'h'h' h'Y'
'chh'GU'SU'h'&'N'h'g'd'b'c'Z'chh'GU'SU'h' 'E'k'X'X'|'f'c'h'/(E\U'X'h'h' 'c'Z'h'Y'Z' 'Y')E'
'c'g'c'Z'c'h'X'c'h'Y'g'U'V'X'Y'g'U'X'*E'U'W'c'f'U'g'b'W'c'z'g'U'U'h'h'bh'Y'ch'h'

Gj Yfing

- ◆ @ck ! |b| YbU'n|ccXWbYh'bh'fci [\ci h'Y'g'U'f'bz' GU'U'h'g'd'Z'fa|h' .
kY'k|h' 'd'bn'Ua |b'f'Ua'c'i'bi'c'Z'U'nc'Z'h'Y'U'g'Y'nd'g'c'Z'Ua U Yd'Y'g'h'
- ◆ A'W'i'a ! |b| YbU'n|f'WbYh'bh'fci [\ci h'Y'g'U'f'bz'k'h' 'd'Y'c'f'ad'f'c'Z'
U'nc'Z'h'Y'U'g'Y'nd'g'c'Z'Ua U Yd'Y'g'h'c'W'f'h'h' |c'U'a'c'W'U'Y'X'f'Y''
GU'U'h'b'X'g'laa Y'U'Y'Y'd'U'W'a'Y'h'k'h'j'b'&'N'h'g'
- ◆ <||\ ! |b| YbU'nc'f'WbYh'bh'fci [\ci h'Y'g'U'f'bz'k'h' 'd'Y'c'f'ad'f'c'Z'
U'nc'Z'h'Y'U'g'Y'nd'g'c'Z'Ua U Yd'Y'g'h'c'W'f'h'h' |c'U'g'j'Y'Y'X'f'Y'' GU'U'h'
b'X'g'laa Y'U'Y'Y'd'U'W'a'Y'h'

FYU'f'cd'h'cg

- ◆ @ck ! Bc'U'f'cb/
- ◆ A'W'i'a ! gU'^'chh'
- ◆ <||\ ! gU'^'chh'



: ||ifY7% 'D77 >chhGU'SUa U Y'

88! GaU DUWID77L

5' dUWlgUbUk\ YfhYcfll jBU'dj Ya Yh
has been removed and replaced by a filler

aUfjU': cfWbXjcbY U UjcbzdUWj lg'
Xj jXXjhc lkc lndg' gaU fngghU) 'gei UfY
ZNLUXUf Yfj Y) 'gei UfYZNL'@uf YdUWg'
UfYXgUfVXjbhYbl hgXjcb'

Gj Yfng:

- ◆ @k! DUWlgZbUjcbj kY'zkjh'
'jhiYcfbcXfjcfUjcb/
- ◆ A Yjia ! DUW\UgXfjcfUfXZbXf
acXfUfYgdU'j WbVYgXbUfcbXhY
YfYg'DUWaUfjUWbVYXg'cX'Yz
kjh WbgXfUfYfZfifh jcf: C8'
dnhjUz
- ◆ <ll\! DUW\UgXfjcfUfXZbXhYfVn
gdU'j UfcbXhYdUWcfWUWj'
kjhjbhYdUWz'c UgUfYk\jWkUfUhg
fYUWa Yh

FYUfcdjcbg

- ◆ @k ÈScBchj/
- ◆ A Yjia ! FYUWdUWcfFYUWWhY
gU'
- ◆ <ll\ ÈFYUWdUWcfFYUWWhYgU'



: llifY7% 'D77 GaU DUW'

&" @Uf YDUWID77L

Patching is the same as defined **ZfUgaU`dUW`
 \ckYVzhYufUcZhYdUWlgacfyhUb) 'gi UfY
 ZNf5 i f]hMhGudUWhUgfydUWkhY
 cf]]bU'dj Ya YHMMgycZdUWa YhcZ
 i bXf] fci bXi f]]ng'HYgj Yf]mY YgcZLi f]]m
 WfYhYga YghcgYZffYi 'Uf dUW]d."**

Gj Yf]ng

- ◆ @ck ? DUW]gZb]f]b] kY`zk]h `]h]Ycf
 bcXNf]cfU]cb/
- ◆ A Y]i a ! DUW\UgXNf]cfUWZbXf
 acXfUYgdU]h VbVYgYbUfci bXhY
 Y] Yg'DUWa Uf]U VbVYg'cX Yzk]h`
 WbgXfUYZf]f]]cf: CS'dh]U/
- ◆ <] \ ! DUW\UgXNf]cfUWZ]hYVn
 gdU]h Ufci bXhYdUWcfVW]h] k]h]b'
 hYdUWZc UgU]k\]WkUffU]g
 fYUWa Yh

FYUfcd]bg

- ◆ @ck È8cBch]h/
- ◆ A Y]i a ! FYUWdUWcf fYUW]hYgU'
- ◆ <] \ ÈFYUWdUWcf fYUW]hYgU'



:]]ifY7%` 'D77 @Uf YDUW'

&" Dddi lgiD77L

5' dddi HgUga U' dJWcZdj Ya YHhUMFU_g`cogYZca hYg fZWX Ylc ZYH
hUk UWcbJbWa VbUcbkjh Y ddbj YU [fY UHg' Dddi lgi g UnfUj YZca`
Uddid ja UYnfbWlc(JbWYgbXLa YfUkZca %&JbWlc &JbWgXsd"

Gj YHNg

No degrees of severity are defined for popouts. <ckY Yzddi lgaig HYYHNgj Y
VZfYh YnfYw hXUg UYg JYg' YZj YU Yddi hXghiaig H VWX
Uddid ja UYnfbYddi lgidf gi UYnfbXg YhYHfYgUVfU



: ||ifY7%. 'Dddi lgi'

&"D adq id77L

8YAdhb

**D adq lghYYMbcZaUhfUvkUfhci [\ `c hgc VWgWigXVhWZMcb:
cZhYgWibXfdigh `cXg'5ghYkUf'lgYMWZ]hUfYgdffWgcZ] fj YzgWZ
Wncfg'HXfyj lgbUdc fygj YcgicZdj Ya Yhg ddbHG fAWgUhh Ux
VgYcfj V fUYaUhfU'cbhYdj Ya YhVgYc `c hgc VWgUfyj]XbWcZ
d adq "D adq bnf `c hgc bXWgdcf `c hgc UY Ux cgcZg ddbfk \]Wk]"
`YXlc VWWh i bnfYNUXcXg'**

GjYfm@jYg

BcX]fygcZgj YfmfYXWbX-hgg ZVbhc]bXUyhUd adq Ylgg'



&" GUVh ID77L

**AUVWVh 'cfVUth fYZfgUbkcf 'cZgUdczZbZcf\UFjBYWVghU
YfXcbnhfi [\ hYiddf g fZWCZhYWBWYHYWVgN6Xc]bMgWU
Uj 'YgZ/8\$X|fyg'AUVWVh 'cfVUth |gigUmWgXVnj YZhg |hY
WBWYUxaUmXk:cGUh 'cZhYgfZWK\|W|ghYVU_XkbcZhYgU
g fZWC UXd of approximately 1/4 to 1/2 in W'GUh 'aUthg VVWgXVn
|adcfWgh VcbUXdcfU|f|UY'5bchYfW|bhXgi fWcZgdYgghY
fU|bVWkYbhYU_U|gBUcUx? &E|bga YW YlgUXWUba |bUglb
ga YU|f|Ug'DcXVZfa YVnhYVU|bVWkYbhYU_U|gUXU|f|UY
fg |bYd|gcbghUWgYUVU_Xkb|bhYWBWY'**

GjYfng

- ◆ @k! 7Uth 'cfAUVWVh Ylggj Yg|bZVWgUVfUHYg fZW|gb
|ccXWV|cbk|h bc'GUh 'HYWVdUmbaig|WkY X|bXUx
Yg|nfW|bhX
- ◆ AYia ! GUVggVXkj YUhd |aUfM)1 'cf'YgZZhYgfZWK|h'gaY
: CS'dhU/
- ◆ <||\! GUVggj YfngVXWgh U||\ : CS'dhU'U'gUmācfYhU
)1 'cZhYgfZW|gUWEX



&' : U 'Hb' 1D77L

GhVa Yhcf Zi 'Hh 'lg UxZZfYbWcZYj U'cbUfU'c'hhcf VUWUg gXVnd YjU' c'fVhg' 'Hh'cb'

Gj YfHg

Severity levels are defined by the difference in elevation across the fault and the

	Fi bkUng#U jkUng	5dfcbg
@	0% 'bW	% 'E%'bW
A	% 'E%'bW	%'bW
<	2%'bW	2%'bW

FYUfCd'cbg

- ◆ @k! BcU'cb'
- ◆ A Yia 'E; f'bh Uch hY'cbh
- ◆ <|| 'E; f'bh 'c'cbhc'XUhg'f'f'g'f'cb'



&" G UMFYXGUVFD77L

=hfgNMh VUWgUYVUWghUMFU]hcZifcfacydWgVWU gczj YcUjh' UxwfhDSgiUYgdhffHY\| \!severity level of this distress type, as defined below, lghZfYXlc UgUg UMFYXgU'ZU`dWgcfVUWgUYWdUjbxkjh bUWbf VUZhYXgUgUgUW] cfhXUgUgY YWbfVU"

Gj Yfng

- ◆ **@k! Slab is broken into four or five pieces with the vast majority of the cracks fjh Y,) dWfhcZck!gj Yfhn**
- ◆ **AWja !(1) Slab is broken into four or five pieces with over 15 percent of the VUWgZaWja gj Yfhn\| \!gj YfhnVUWg/cfEgU]gVc_Y]hc'gl' cfacydWgkjh'gj Y,) dWfhcZhYVUWgZck! /**
- ◆ **<|\! 5hlgY Y'Zgj YfhnYgU]gWYXg UMFYXgU]gVc_Y]hc' four or five pieces with some or all of the cracks of high severity; (2) slab is Vc_Y]hc'gl' cfacydWgkjh'gj Y%) dWfhcZhYVUWgZaWja! cf \|\!gj Yfhn**

FYUfcdhbg

- ◆ **@k EGU'7UWg/**
- ◆ **AWja !: i`Xdh dUWcfYUWhYgU'**
- ◆ **<|\!: i`Xdh dUWcfYUWhYgU'**



&" Gfb_ qY7fQWfD77L

Gfb_ qY7fQWfD77L
Yf]bYf]WghUf]YigUnibnUZkZf]hd| UbXXcbdi
Yf]bYf]WghUf]YigUnibnUZkZf]hd| UbXXcbdi
Yf]bYf]WghUf]YigUnibnUZkZf]hd| UbXXcbdi
Yf]bYf]WghUf]YigUnibnUZkZf]hd| UbXXcbdi

GjYf]Dg

No degrees of severity are defined. It is sufficient to indicate that shrinkage cracks exist.

FYUfcdhbg

- ◆ **8cBch|d**



"

' \$' >chGdUgfD77L

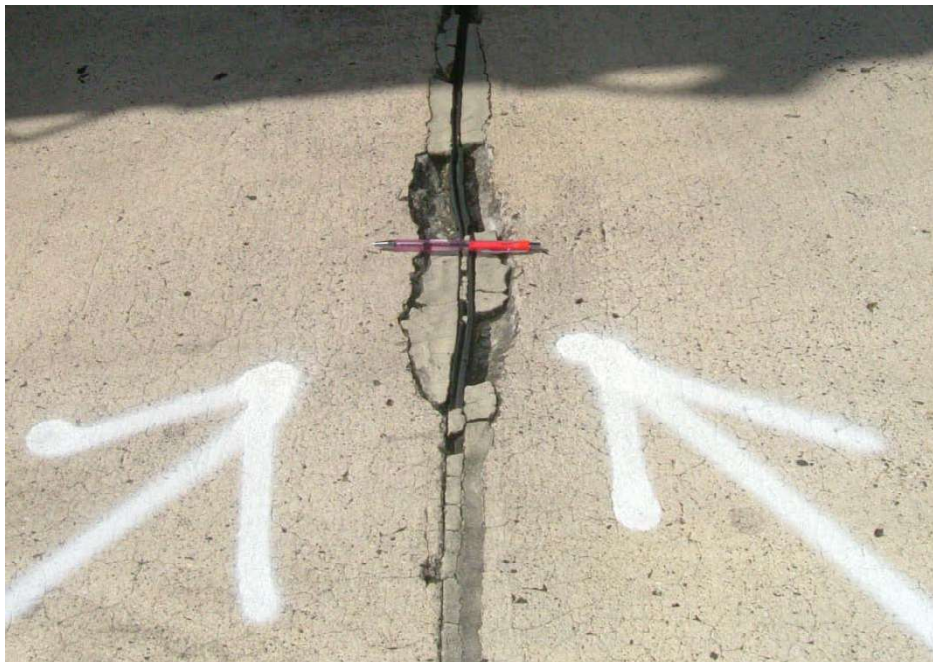
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5'chigU i gUmXygdhN Nbxj YhU nhtci [\ hYgUzV hHhGhY'chHh
UbU' Y'GU'h' ng l'Zca YWgjj YgYggUthY'chHhWU gXVn h'f'f'f'f'
cZbMadYgVYaUhfUgcfhZfWcUg' K'U' WbXhYthY'chHhW gXVn
cj Ykcf_h'EWa VbXk'h hZfWcUg'gUchYVh'g'ZgU'h''

Gj Yhng

- ◆ @k! gj Y&ZYh'ch' UxlgVc_Y]hc'bc'acfyhUbhfYd]WgXVbXVn
'ck'cfa Y]a' gj Yh'Wgk'h' \h'Ycfbc: CS'dhH]U'zcf'g&YghU'
&ZYh'ch' UxlgVc_Y]hc'bc'acfyhUbhfYd]Wgk'h' \h': CS'cf]Y
XaU'YdnhU/
- ◆ A Y]a' ! gj Y&ZYh'ch' UxlgVc_Y]hc'bc'acfyhUb' 'd]WgXVbXVn] \h'
cfa Y]a' Wg'cf'ga Y: CS'dhH]U'Y]gh'zcf'g&YghU'&ZYh'ch'
UxlgVc_Y]hc'd]Wg'cf'ZU'a Yh'Xk'h' ga YcZhYd]Wg'cg'cf'Ughz
Wgh' Wgh'XUVY: CS'cf]YXaU'YdnhU/
- ◆ <]]\! gj Y&ZYh'ch' UxlgVc_Y]hc'bc'acfyhUbhfYd]WgXVbXVn'cbY
cfacY]]\ 'gj Yh'Wgk'h' \]]\ : CS'dhH]U'

FYUfCd]bg

- ◆ @k! BcU]cb/
- ◆ A Y]a' ! dZfa Ud]U'X'h'dUW
- ◆ <]]\! dZfa Ud]U'X'h'dUW'



'% 7cbfGdUgd77L

7cbfGdUd ghYfjYh'cfVfUXkbcZhYgUkjhJbUdIdJaUYn&ZncZ
hYVbf"5 VbfGdU XZGZca UbfVfU JbUdYgUUh'YgXdkkUX
lcJbGfVhY'chk\]YhVfU VfbXjVfU nhci[\ hYgU'

GjYfng

- ◆ @ck! YhY%hYgU'lgMc_Yb]bc'dYcfkcd]WgXfbXVnck'gjYfhn
VWgkjh`JhYcfbc: CS'ddHfU/cf&hYgU'lgXfbXVnchYaYfja'
gjYfhnVWgkjh`JhYcfbc: CS'ddHfU/
- ◆ AYfja È%hYgU'lgMc_Yb]bc'kcd'afYd]WgXfbXVnchYaYfja'
gjYfhnVWgkjh`JhYcfbc: CS'ddHfU/cf&hYgU'lgXfbXVnchYaYfja'
gjYfhnVWgkjh`JhYcfbc: CS'ddHfU/cf&hYgU'lgXfbXVnchYaYfja'
gjYfhnVWgkjh`JhYcfbc: CS'ddHfU/cf&hYgU'lgXfbXVnchYaYfja'
gjYfhnVWgkjh`JhYcfbc: CS'ddHfU/cf&hYgU'lgXfbXVnchYaYfja'
gjYfhnVWgkjh`JhYcfbc: CS'ddHfU/cf&hYgU'lgXfbXVnchYaYfja'
- ◆ <||È%hYgU'lgMc_Yb]bc'kcd'afYd]WgXfbXVnchYaYfja'
gjYfhnVWgkjh`JhYcfbc: CS'ddHfU/cf&hYgU'lgXfbXVnchYaYfja'
gjYfhnVWgkjh`JhYcfbc: CS'ddHfU/cf&hYgU'lgXfbXVnchYaYfja'
gjYfhnVWgkjh`JhYcfbc: CS'ddHfU/cf&hYgU'lgXfbXVnchYaYfja'

FYUfCdHbg

- ◆ @ck! BcUfcb/
- ◆ AYfja! dffUXh'dUW
- ◆ <||! dffUXh'dUW



' &'5GF 'ID77L

5GF 'lgWU gXVhWwWw JW'fUWfcbVWkYbU_UlgUkXWfUbfUWUj Yg'JWa JbMUg
k\JWZfa U|Y' HY|YUgcfVgkUfZUg gh' Y dHgdbk\JWa UnNa UYhY
WbWfYUkXUWfHgI WfYg' 5`_UlgfYacgicZb'JfcXVWVnhYcbfUk
Ww YHkjh|bhYdj Ya YH' 5GF 'WUW|' a UnYUWYUfXVhWwWw JW'dj Ya YH
X|Wg'

JlgU|bXWfghU5GF'a UnYdYgHh|bWXY'

% 7UW|' cZhYWbWfYdj Ya YHfZb|bUa UfdUMbL

& K\|fZVckb|fufcfchYWcfX|Y'cfgh|b|' a UnYdYgHhUfYUW
g'fWY

' " 5|[fYUyddi|g

(" bWUg|bWbWfYj'c'ia YfU dHgdb|hUa UnfYg' |bXgdf|bcZUXWf'cf
|h|fU'g| WfYgcf'ang|WUYa Ylg'9|UadYg'Z| dHgdb|bWXYg'cj|' cZ
UgdUhdj Ya Ylg'|\hWb|b|'g'UVAi |h|z'c|ha |gU|| ba YHfUkXU|f'g'bcZ
'c|h|gUgcf Y dHgdb'c|h|' Yg'

6WU g'5GF 'ga Uf|U'XVhWwWw5GF 'gl' YbU'ndYgHh'fci [\c|hYdj Ya Yh
gW|b' 7cf| UxWbWfYc'nf|fU|JWUngg'ghYcb'nW|b|j Ya YhcXc'
WbZfa hYdYg'WcZ5GF' HYZ`ck|h|' g'c'XY_Yh|ba |bXk\Yb|Xb|f|b|'
hYdYg'WcZ5GF h'ci [\j|gU|'bg|W|b

%; YbU'n5GF Xg'Yg'g'fYbdc'Vg'j YX|bhYZf|Zk' nUg'Uf'Wg'f'Wcb' b'
Wb|g'z'Ug|Wg'f|b UYUW|b| W'cWf'hYXh'cZUg'f' WcbUk|g'UdfYh
k|h|bhYZf|nUf'

& 5GF 'gXZfYH|UfXZca 8!7UW|' VnhYdYg'WcZUW|' d'fWbXWUf'c'
hY'c|hW 8!7UW|' d'fXca |b|h'mXj Ycdg'Ug'f'Yg'ZdfUYUWg'c'
'c|hWg'Uk|b|fWUW|' k|h|bhYg'W'

' " 5GF 'gXZfYH|UfXZca 'AUf7UW|' #GU|' VnhYdYg'WcZj |g'U'g|'bg'Z
Y dHgdb'

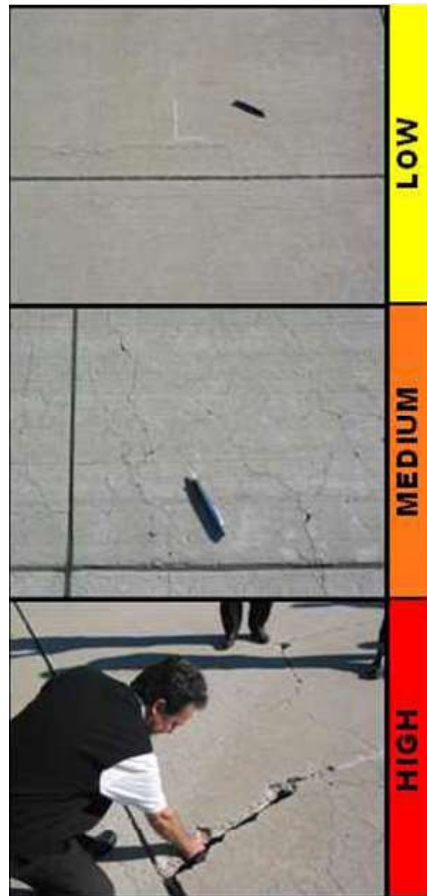
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GcaY: CS'ddnh|U/|b|N|g|X|g|k|Y|h| |'cf|chY: CS'fYagU'aY|c|X|gaU|hY f|e| |f|X' A|h|n|Y| |N|b|W|c|Z|g|U|V|a|g|Y|Y|H|U|X|c|f|g|a|Y|X|a|U|Y|c|U|X|W|h| |g|f|V|f|g|cfY|Ya|Y|g'

A A|Y|a'5Gf'X|g|N|g|g|N|Z|f|h|U|X|Z|ca'~ckV|h|U|h| |'cb|Y|c|f|a|c|f|c|Z|h|Y Z'~ck|h|. |b|N|g|X: CS'ddnh|U|Z|b|N|g|X|W|W|h| |'c|h|Y|g|U|Z|g|a|Y|Z|U|a|Y|g| U|h| V|W|g|c|f|U|W|W|h|f|g|N|g|d|g|f|Y|g|h|g| fZ|W|d|d|i|lg|c|Z|W|N|Y|a|U|h| c|W|Z|d|U|h|b|c|Z|k|X|V|W|g|f|Y|X|a| |b|h|n|?|a|a|'c|f|k|X|f|h|U|a|U|h|Y |g|V|h| |N|X|V|h| | \HfV|W|g'

< Cb|Y|c|f|h|c|h|Y|Z'~ck|h| Y|g|h| %|@|c|g|Y|c|f|a|g|g|h| W|h|N|Y|Z|U|a|Y|g|k| \W|d|g| \|| \: CS'ddnh|U|Z' &E|G|U|g| fZ|W|h|N| |f|h|U|X|Z|b|h|c|b|g| |h|Z|W|h|n| X|f|U|X|U|X|d|j|Y|Y|H|e|i| |f|g|a|a|Y|U|h|f|U|f|'a|U|h|U|g|'f|e|i| |f|Y|Y|U|g|g|c| U|X|W|h|g|f|V|f|g|cfY|Ya|Y|g|'



APPENDIX D

DETAILED PAVEMENT CONDITION DATA



5@8CH57ca VbYSS8%8%

; YdUPASUY

%8%8888

DJY%Z%

BYkcf. DMD BUaY 7HVDY%ch7 Yc_Y7cihmFY]dU' 5]fcbh

GFUW 58% BUaY 5dcb%7YHY Ig 5DFCB 5fU %%% Gc h

GMch % cZ % : fca. 9NYcZDjYaYh H. H<U]f9% @g]7chg' #4888

GfZW 57 : Ua]m 5@8CH5dtdg NdbY 7U]cfm Fub. G

5fU %%% Gc h @Y]h. '+) : h K]h. &) : h

GUg GUV@Y]h. : h GUVK]h. : h >ch@Y]h. : h

Gci Xf. GfYWHdY ; fUX \$ @by \$

GMcb7caaYlg

Kcf_8UY #4888 Kcf_HdY Bk7chg]Vcb! :h]U 7cX BI!-B =gAUcfA/ F. HiY

Kcf_8UY %8488% Kcf_HdY 7UWGUH]!57 7cX 7G57 =gAUcfA/ F. :Ug

Kcf_8UY %8888% Kcf_HdY GfZWfUlaYH G] Y6]ha" 7cX GHG =gAUcfA/ F. :Ug

@g]hgl'8UY %8888% HRUcladyg & GfjYhX)

7cb]chg D7= -\$

-hgNMcB7caaYlg

QldYBiaVf. \$ HdY F 5fU ()8888Gc h D7= -%

QldY7caaYlg

(, @CB; H 8-B5@HF5BGJ9FC@ @ %8888 : h 7F57?-B;

QldYBiaVf. \$ HdY F 5fU '+)8888Gc h D7= ,(

QldY7caaYlg

(, @CB; H 8-B5@HF5BGJ9FC@ @ %8888 : h 7F57?-B;

)\$ D5H<-B; @ %8888 Gc h

QldYBiaVf. % HdY F 5fU)88888Gc h D7= -+

QldY7caaYlg

(, @CB; H 8-B5@HF5BGJ9FC@ @ %8888 : h 7F57?-B;

QldYBiaVf. % HdY F 5fU)88888Gc h D7= ,,

QldY7caaYlg

(, @CB; H 8-B5@HF5BGJ9FC@ @ %'8888 : h 7F57?-B;

)\$ D5H<-B; @ 88888 Gc h

QldYBiaVf. \$ HdY F 5fU)88888Gc h D7= ,,

QldY7caaYlg

(, @CB; H 8-B5@HF5BGJ9FC@ @ %8888 : h 7F57?-B;

BYkcf. DMD BUaY 7HfYD%dB7\Kc_Y7ci hmfY|dU' 5|fth

GfUBW FS& BUaY FilkUa!& 7HfY I g FIEK5M 5fU))SSSSGe h

GVfch S& cZ & : fca. GVfcbS% H. FilkUa! 9bX @Gf7chg! *#SSS

GfZW 57 : Ua]m 5@SCHFKg Nby 7Uf|cfm FUb. D

5fU %SSSSGe h @Y|h. %SS:h K|h. %SS:h

GUg GUV@Y|h. :h GUVK|h. :h >ch@Y|h. :h

Gci Xf. GfYHhY ; fUY \$ @Ug \$

GVfcb7caaYlg

Kcf_8UY *#SSS Kcf_HdY Bk7chg|Vfcb! :h|U 7cXY BI !:B =gAUcfA/ F. HiY

Kcf_8UY %SSSS% Kcf_HdY 7UWGUH!57 7cXY 7G57 =gAUcfA/ F. :Ug

Kcf_8UY %SSSS% Kcf_HdY GfZWfUaYH|QH YG|ha" 7cXY GHG =gAUcfA/ F. :Ug

@Gf7chg!8UY %SSSS% HUQladYg & GfjYhX &

7dN|chg D7= ,*

-hg|N|cb7caaYlg

QadYBiaVf. \$ HdY F 5fU)SSSSGe h D7= ,*

QadY7caaYlg

(, @CB; H 8-B5@F5BGJ9FG' @ &SSS :h 7F57?-B;

QadYBiaVf. % HdY F 5fU)SSSSGe h D7= ,)

QadY7caaYlg

(, @CB; H 8-B5@F5BGJ9FG' @ &SSS :h 7F57?-B;

QadYBiaVf. % HdY F 5fU)SSSSGe h D7= ,)

QadY7caaYlg

(, @CB; H 8-B5@F5BGJ9FG' @ &SSS :h 7F57?-B;

QadYBiaVf. % HdY F 5fU)SSSSGe h D7= ,)

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QadYBiaVf. % HdY F 5fU)SSSSGe h D7= ,)

BYkcf_	DMD		BláY	7HfVJY%cdH7/Vc_Y7ci hmfY dU'			5fYU))SSSSGc h
GFUBW	FS-&		BláY	FilkkÚn!& 7HfY	I gY	FIEK5M	5fYU	)SSSSGc h
GMfch	%	cZ &	: fca.	FilkkÚn: 9bX		H: GMfcbS&		@Gj7chg! *#4SS
GfZAW	57	: Úa]m	5@SCHFKg	NbY		7UJcfm		FUb. D
5fYU		(SSSSGc h	@Y[h.	(ZSS: h	KPh.	%S: h		
GUg		GU@Y[h.	: h	GVKPh.	: h	>ch@Y[h.		: h
Gci Xf.		GfYHhY		; fUX \$		@Ug \$		
GMfcb7caaYlg								
Kcf_8UY	*#4SS		Kcf_HdY	Bk7chgUfcb! hJU		7cXY BI!B		=gAUcfA/ F. HiY
Kcf_8UY	%#4SS%		Kcf_HdY	7UWGUH! '57		7cXY 7G57		=gAUcfA/ F. :UgY
Kcf_8UY	%SSSS%		Kcf_HdY	GfZAWfUaYH'QH'Y6]ha"		7cXY GHG6		=gAUcfA/ F. :UgY
@Gj7chg!8UY	%SSSS%		HUQladYg	, (		GfjYhX	%	
7chUfch	D7=	, -						
hgNfcb7caaYlg								
QádYBi aVf.	\$		HdY	F		5fYU)SSSSGc h	D7= -'
QádY7caaYlg								
(@CB; H 8-B5@HF5BGJ9FG'	@				-+'\$ \$: h		
7F57?-B;								
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QádY7caaYlg								
(@CB; H 8-B5@HF5BGJ9FG'	@				%\$ \$ \$: h		
7F57?-B;								
QádYBi aVf.	&%		HdY	F		5fYU)SSSSGc h	D7= , ,
QádY7caaYlg								
(	@CB; H 8-B5@HF5BGJ9FG'	@				%+'\$ \$: h		
7F57?-B;								
QádYBi aVf.	'\$		HdY	F		5fYU	)SSSSGc h	D7= , ,
QádY7caaYlg								
(	@CB; H 8-B5@HF5BGJ9FG'	@				%, '\$ \$: h		
7F57?-B;								
QádYBi aVf.	'-		HdY	F		5fYU	)SSSSGc h	D7= - \$
QádY7caaYlg								
(	@CB; H 8-B5@HF5BGJ9FG'	@				%) '\$ \$: h		
7F57?-B;								
QádYBi aVf.	(		HdY	F		5fYU	)SSSSGc h	D7= , ,
QádY7caaYlg								
(	@CB; H 8-B5@HF5BGJ9FG'	@				%+'\$ \$: h		
7F57?-B;								
QádYBi aVf.	)+		HdY	F		5fYU	)SSSSGc h	D7= , -
QádY7caaYlg								
(	@CB; H 8-B5@HF5BGJ9FG'	@				%) '\$ \$: h		
7F57?-B;								
QádYBi aVf.	**		HdY	F		5fYU	)SSSSGc h	D7= , -
QádY7caaYlg								
(	@CB; H 8-B5@HF5BGJ9FG'	@				%\$ \$ \$: h		
7F57?-B;								
QádYBi aVf.	)+		HdY	F		5fYU	)SSSSGc h	D7= - %
QádY7caaYlg								
(	@CB; H 8-B5@HF5BGJ9FG'	@				%&' \$ \$: h		
7F57?-B;								

QādYBiaVf. ,(HdY F 5fU)SSSSGz h D7= ,-

QādY7caaYlg

(, @CB; H 8-B5@F5BCJ9FC9' @ %) '\$\$:h
7F57? -B;

BYkcf.	DM		BlaY	7HBYD%dB7\Kc_Y7dihhFY|dU'			
6fUW	H5%		BlaY	HI]kUn5%7HY	IgY	H5L-K5M	5fU
GM]ch	S%	cZ %	: fca.	FibkUn5!&		H. HI]kUn5&	@G]7ch! *#4SS
GfZW	57	: Ua]m	5@SCH57HI]kUg	NbY		7U]cfm	Fub. G
5fU		%Z\$Gch	@Y]h.	'*, :h	K]h.	') :h	
GUg		GU@Y]h.	:h	GVK]h.	:h	>ch@Y]h.	:h
Gci Xf.		GfYHhY		; fUY \$		@Ug \$	
GM]cb7caaYlg							
Kcf_8UY	*#4SS		Kcf_HdY	Bk7ch]G]cb! :h]U		7cXY BI !B	=gAUcfA/ F. HiY
Kcf_8UY	%84SS%		Kcf_HdY	7UWGUH]!57		7cXY 7G57	=gAUcfA/ F. :Ug
Kcf_8UY	%88SS%		Kcf_HdY	GfZW]H]aYH]QH]Y6]ha"		7cXY GHG6	=gAUcfA/ F. :Ug
@G]7ch!8UY	%88SS%		HUQ]adYg	'		G]fYhX	'
7ch]G]cb	D7=	-\$					
-hg]N]cb7caaYlg							
QadYBi aVf.	S%	HdY	F	5fU	)&\$SSGch	D7=	,+
QadY7caaYlg							
(	@CB; H 8-B5@H5BGJ9FG'	@					&'SS :h
	7F57?-B;						
QadYBi aVf.	S&	HdY	F	5fU	)&\$SSGch	D7=	-\$
QadY7caaYlg							
(	@CB; H 8-B5@H5BGJ9FG'	@					%\$SS :h
	7F57?-B;						
QadYBi aVf.	\$	HdY	F	5fU	*, +' '\$Gch	D7=	-'
QadY7caaYlg							
(	@CB; H 8-B5@H5BGJ9FG'	@					%('SS :h
	7F57?-B;						

BYkcf.	DM		BlaY	7HfYD%cdB7\Kc_Y7dihmFY|dU'			
6fUW	H&		BlaY	HI]kU5&7HY	IgY	H5L-K5M	5fU
GM]ch	S%	cZ %	: fca.	HI]kU5%		H. FikU5!&	@G]7chg! *#4SS
GfZW	57	: Ua]m	5@SCH57HI]kUg	NbY		7U]cfm	Fub. G
5fU		%z% Gc h	@Y]h.	'*, :h	K]h.	') :h	
GUg		GU@Y]h.	:h	GVK]h.	:h	>ch@Y]h.	:h
Gci Xf.		GfYHhY		; fUY \$		@Ug \$	
GM]cb7caaYlg							
Kcf_8UY	*#4SS		Kcf_HdY	Bk7chg]V]b! :h]U		7cXY BI !B	=gAUcfA/ F. HiY
Kcf_8UY	%84SS%		Kcf_HdY	7UWGUH]!57		7cXY 7G57	=gAUcfA/ F. :UgY
Kcf_8UY	%86SS%		Kcf_HdY	GfZW]H]aYH]QH]Y6]ha"		7cXY GHG6	=gAUcfA/ F. :UgY
@G]7chg!8UY	%886SS%		HUQ]adYg	'		G]fYhX	'
7dN]chg	D7=	,-					
-hg]N]cb7caaYlg							
QadYB]aVf.	S%	HdY	F	5fU	)&S\$Gc h	D7=	,(
QadY7caaYlg							
(	@CB; H 8-B5@HF5BGJ9FC9'	@		&+'\$S :h			
	7F57?-B;						
QadYB]aVf.	S&	HdY	F	5fU	)&S\$Gc h	D7=	- \$
QadY7caaYlg							
(	@CB; H 8-B5@HF5BGJ9FC9'	@		%, '\$S :h			
	7F57?-B;						
QadYB]aVf.	\$	HdY	F	5fU	*, +' '\$S Gc h	D7=	- &
QadY7caaYlg							
(	@CB; H 8-B5@HF5BGJ9FC9'	@		%+'\$S :h			
	7F57?-B;						

BVkf.	DM		BuY	7HVDY%dB7\Kc_Y7d hmfY]dU'				
6fUW	H'		BuY	HI]kUs' 7HY	Ig	H5L-K5M	5fU	%z(+ G: h
GVfch	S%		cZ %	: fca. FikUis!&		H. 5dbS%		@g]7chg! *#4SS
GfZW	57		: Ua]m 5@SCH57HI]kUig	NbY		7U]cfm		Fub. G
5fU			%z(+ G: h	@Y[h.	(,):h	K]h.		') : h
GUg			GU@Y[h.	:h	GVK]h.	:h		>ch@Y[h. :h
Gci Xf.			GfYHhY		; fUY \$			@Ug \$
GVfcb7caaYlg								
Kcf_8UY *#4SS			Kcf_HdY Bk7chg]Vcb! :h]U			7cXY BI!B		=gAUcfA/ F. HiY
Kcf_8UY %84SS%			Kcf_HdY 7UWGUH!57			7cXY 7G57		=gAUcfA/ F. :Ug
Kcf_8UY %88SS%			Kcf_HdY GfZW]UaYH]QH]Y6]ha"			7cXY GHG6		=gAUcfA/ F. :Ug
@g]7chg]8UY %888SS%			HUQladYg '			GfjYhX '		
7cb]chg D7= -%								
-hg]Vfcb7caaYlg								
QadYBiaVf. S%			HdY F	5fU	)&S\$G: h		D7= - \$	
QadY7caaYlg								
(, @CB; H 8-B5@F5BGJ9FQ' @				%S\$S :h				
7F57?-B;								
QadYBiaVf. S&			HdY F	5fU	)&S\$G: h		D7= - %	
QadY7caaYlg								
(, @CB; H 8-B5@F5BGJ9FQ' @				%)'S\$:h				
7F57?-B;								
QadYBiaVf. \$			HdY F	5fU	, (&'S\$G: h		D7= - &	
QadY7caaYlg								
(, @CB; H 8-B5@F5BGJ9FQ' @				%'S\$:h				
7F57?-B;								

BYkcf.	DM		BlaY	7HhYD%cdB7\Kc_Y7dihhFY]dU'				
6fUW	H5)		BlaY	HI]kU5) 7HhY	IgY	H5L-K5M	5fU	%Z-, Gc h
GM]ch	S%		cZ %	: fca. FihkU5!&		H. HI]kU5*	@G]7chg! *	#\$\$\$
GfZW	57		: Ua]m	5@SCH57HI]kUg NdbY		7U]cfm	FU. G	
5fU			%Z-, Gc h	@Y]h.	'*, :h	K]h.	'):h	
GUg			GU@Y]h.	:h	GUVK]h.	:h	>ch@Y]h.	:h
Gci Xf.			GfYHhY		; fUY \$		@Ug \$	
GM]cb7caaYlg								
Kcf_8UY	*#\$\$\$		Kcf_HdY	Bk7chg]V]b! :h]U		7cXY BI !B		=gAUcfA/ F. HiY
Kcf_8UY	%#\$\$\$		Kcf_HdY	7UWGUH]!57		7cXY 7G57		=gAUcfA/ F. :Ug
Kcf_8UY	%#\$\$\$		Kcf_HdY	GfZW]H]aYH]QH]Y6]ha"		7cXY GHG6		=gAUcfA/ F. :Ug
@G]7chg!8UY	%#\$\$\$		HUQ]adYg	'		G]fYhX	'	
7ch]chg	D7= ,-							
-hg]M]cb7caaYlg								
QadYB]aVf.	S%		HdY	F		5fU	)&\$\$\$Gc h	D7= ,)
QadY7caaYlg								
(	@CB; H 8-B5@HF5BGJ9FG'	@					&,'\$\$:h	
	7F57?-B;							
QadYB]aVf.	S&		HdY	F		5fU	)&\$\$\$Gc h	D7= -\$
QadY7caaYlg								
(	@CB; H 8-B5@HF5BGJ9FG'	@					%'\$\$:h	
	7F57?-B;							
QadYB]aVf.	\$		HdY	F		5fU	*, +'\$\$Gc h	D7= -&
QadY7caaYlg								
(	@CB; H 8-B5@HF5BGJ9FG'	@					%'(\$\$:h	
	7F57?-B;							

BYkcf.	DM		BláY	7HfYD%cdB7\Kc_Y7cibhFY|dU'				
6fUW	H5*		BláY	HI]kÚ5* 7HfY	I gY	H5L-K5M	5fU	%Z(- Gc h
GM]ch	S%		cZ %	: fca. HI]kÚ5)		H. FikÚ5!@	@G]7ch! *#4SS	
GfZW	57		: Ua]m 5@SCH57HI]kÚg	NbY		7U]cfm	Fub. G	
5fU		%Z(- Gc h	@Y]h.	'*, :h	K]h.	'):h		
GUg		GU@Y]h.	:h	GUVK]h.	:h	>ch@Y]h.	:h	
Gci Xf.		GfYHhY		; fUY \$		@Ug \$		
GM]cb7caaYlg								
Kcf_8UY *#4SS			Kcf_HdY Bk7ch]G]cb! :h]U		7cXY BI !B		=gAUcfA/ F. HiY	
Kcf_8UY %84SS%			Kcf_HdY 7UWGUH!57		7cXY 7G57		=gAUcfA/ F. :UgY	
Kcf_8UY %88SS%			Kcf_HdY GfZW]UaYH]QH]Y6]ha"		7cXY GHG6		=gAUcfA/ F. :UgY	
@G]7ch!8UY %888SS%			HUQladYg '		G]fYhX '			
7ch]ch] D7= -\$								
-hg]M]cb7caaYlg								
QádYBiaVf. S%		HdY	F	5fU	)&S\$Gc h		D7= ,,	
QádY7caaYlg								
(, @CB; H 8-B5@F5BGJ9FQ' @				88'\$S :h				
7F57?-B;								
QádYBiaVf. S&		HdY	F	5fU	)&S\$Gc h		D7= -\$	
QádY7caaYlg								
(, @CB; H 8-B5@F5BGJ9FQ' @				%\$S :h				
7F57?-B;								
QádYBiaVf. \$		HdY	F	5fU	*, +' '\$Gc h		D7= -&	
QádY7caaYlg								
(, @CB; H 8-B5@F5BGJ9FQ' @				%&S :h				
7F57?-B;								

BYkcf.	DMD		BláY	7H6YD%cdH7\Kc_Y7cibhFY]dU'				
6fUW	H5B; %		BláY	HI]kUáU]Uf\$%7YHY	I g	H5L-K5M	5fU	' + - & G e h
GM]ch	%	cZ %	: fca.	5dcb\$%		H.	9[YcZUjYaYh	@G]7chg! %\$SS\$
GfZW	57	: Uá]m	5@SCH57HU]U]g	NbY		7U]cfm		Fub. H
5fU		' + - & G e h	@Y]h.	% & : h	K]h.	& : h		
GUg		GU@Y]h.	: h	GVK]h.		: h	>ch@Y]h.	: h
Gci Xf.		GfYHhY		; fUX \$			@U]g \$	
GM]cb7caaYlg								
Kcf_8UY	*#4SS\$		Kcf_HdY	6G]7d]g! '5[[fYUY		7cXY	65!5;	=gAUcfA/ F. :UgY
Kcf_8UY	*#8SS\$		Kcf_HdY	Bk7chg]U]b! :h]U		7cXY	BI !:B	=gAUcfA/ F. HfY
Kcf_8UY	%\$SS\$		Kcf_HdY	Bk7chg]U]b! :h]U		7cXY	BI !:B	=gAUcfA/ F. HfY
Kcf_8UY	%\$4SS%		Kcf_HdY	7UWGUH] !'57		7cXY	7G57	=gAUcfA/ F. :UgY
Kcf_8UY	%\$SS%		Kcf_HdY	GfZWfU]hYH]G]Y6]ha"		7cXY	GHG	=gAUcfA/ F. :UgY
@G]7chg!8UY	%\$SS\$%		HU]G]dYg	+		GfjYhX	*	
7cb]hcg	D7= ++							
-hg]U]b7caaYlg								
G]dYB]aVf.	%	HdY	F	5fU		+) '\$\$ G e h		D7= ,(
G]dY7caaYlg								
(,	@CB; H 8-B5@HF5BGJ9FG@	@				&'\$\$: h		
	7F57?-B;							
)+	K95H 9F-B;		A			' \$\$ \$ G e h		
G]dYB]aVf.	\$&	HdY	F	5fU		(&'\$\$ G e h		D7= *)
G]dY7caaYlg								
(,	@CB; H 8-B5@HF5BGJ9FG@	@				&'\$\$: h		
	7F57?-B;							
(,	@CB; H 8-B5@HF5BGJ9FG@	A				'\$\$: h		
	7F57?-B;							
)\$	D5H<-B;	@				+) \$\$\$ G e h		
)&	F5J9@B;	@				) \$\$\$ G e h		
)+	K95H 9F-B;		A			'\$\$ G e h		
G]dYB]aVf.	\$	HdY	F	5fU		(&'\$\$ G e h		D7= +*
G]dY7caaYlg								
(,	@CB; H 8-B5@HF5BGJ9FG@	@				&'\$\$: h		
	7F57?-B;							
(,	@CB; H 8-B5@HF5BGJ9FG@	A				'\$\$: h		
	7F57?-B;							
)&	F5J9@B;	@				) \$\$\$ G e h		
)+	K95H 9F-B;	@				'\$\$ G e h		
G]dYB]aVf.	\$	HdY	F	5fU		'+) \$\$\$ G e h		D7= +
G]dY7caaYlg								
(,	@CB; H 8-B5@HF5BGJ9FG@	@				'\$\$: h		
	7F57?-B;							
(,	@CB; H 8-B5@HF5BGJ9FG@	A				'\$\$: h		
	7F57?-B;							
)+	K95H 9F-B;		A			'\$\$ G e h		
G]dYB]aVf.	\$	HdY	F	5fU		(*&'\$\$ G e h		D7= ,&
G]dY7caaYlg								
(,	@CB; H 8-B5@HF5BGJ9FG@	@				%) '\$\$: h		
	7F57?-B;							
(,	@CB; H 8-B5@HF5BGJ9FG@	A				(\$\$: h		
	7F57?-B;							
)+	K95H 9F-B;	@				%) '\$\$ G e h		

QādYBiaVf. \$ HdY F 5fU '+) \$\$\$Gz h D7= *,

QādY7caaYlg

(, @CB; H 8-B5@HF5BGJ9FG' @ '* \$\$\$: h
7F57?-B;
(, @CB; H 8-B5@HF5BGJ9FG' A ' \$\$\$: h
7F57?-B;
)& F5J9@B; @ %\$\$\$ Gz h

APPENDIX E
DISTRESS SUMMARY REPORT



Appendix E
Distress Summary Report
Centre-Piedmont-Cherokee County Regional Airport (PYP)

Branch ID	Section ID	Surface ¹	Area (sf)	Distress Number	Description	Distress Mechanism	Severity	Quantity	Quantity Units	Distress Density
A01	01	AC	101,916	48	LONGITUDINAL/TRANSVERSE CRACKING	Climate/Durability	Low	2,007	Ft	2.0%
A01	01	AC	101,916	50	PATCHING	Climate/Durability	Low	1,544	SqFt	1.5%
R0725	01	AC	420,000	48	LONGITUDINAL/TRANSVERSE CRACKING	Climate/Durability	Low	16,412	Ft	3.2%
R0725	02	AC	130,000	48	LONGITUDINAL/TRANSVERSE CRACKING	Climate/Durability	Low	6,240	Ft	4.8%
TA1	01	AC	17,060	48	LONGITUDINAL/TRANSVERSE CRACKING	Climate/Durability	Low	500	Ft	2.9%
TA2	01	AC	17,719	48	LONGITUDINAL/TRANSVERSE CRACKING	Climate/Durability	Low	604	Ft	3.4%
TA3	01	AC	18,947	48	LONGITUDINAL/TRANSVERSE CRACKING	Climate/Durability	Low	499	Ft	2.6%
TA5	01	AC	17,698	48	LONGITUDINAL/TRANSVERSE CRACKING	Climate/Durability	Low	583	Ft	3.3%
TA6	01	AC	17,049	48	LONGITUDINAL/TRANSVERSE CRACKING	Climate/Durability	Low	489	Ft	2.9%
THANG01	01	AC	37,592	48	LONGITUDINAL/TRANSVERSE CRACKING	Climate/Durability	Low	1,933	Ft	5.1%
THANG01	01	AC	37,592	48	LONGITUDINAL/TRANSVERSE CRACKING	Climate/Durability	Medium	176	Ft	0.5%
THANG01	01	AC	37,592	50	PATCHING	Climate/Durability	Low	1,016	SqFt	2.7%
THANG01	01	AC	37,592	52	RAVELING	Climate/Durability	Low	271	SqFt	0.7%
THANG01	01	AC	37,592	57	WEATHERING	Climate/Durability	Low	454	SqFt	1.2%
THANG01	01	AC	37,592	57	WEATHERING	Climate/Durability	Medium	813	SqFt	2.2%

¹ AC = Asphalt Cement Concrete, AAC = Asphalt Overlay AC, PCC = Portland Cement Concrete, APC = Asphalt Overlay PCC

APPENDIX F

PAVEMENT CONDITION REPORTS

F1: Section Forecasted Pavement Condition Rating

F2: Branch PCI Rating

F3: Branch FOD Rating



Appendix F1
Forecasted Section PCI
Centre-Piedmont-Cherokee County Regional Airport (PYP)

Branch ID	Section ID	Forecasted PCI						
		2021	2022	2023	2024	2025	2026	2027
A01	01	85	83	81	79	76	74	72
R0725	01	81	77	74	71	70	70	70
R0725	02	77	74	72	70	70	70	68
TA1	01	84	82	80	78	76	74	71
TA2	01	83	81	79	77	75	73	70
TA3	01	85	83	81	79	77	75	72
TA5	01	83	81	79	77	75	73	70
TA6	01	84	82	80	78	76	74	71
THANG01	01	72	70	66	62	57	52	48

6fUw7cbYhcbFYhfh DjY%Z&
DjYa YHSUUVgy 5@SCH7ca VbYSS%8%

6fUw7s	Bi a VfcZ GMfcbg	G a 'GMfcb' @b|h HE	5j| 'GMfcb' KPh HE	Hi Y5fYU RGe HE	I gy	5j YU Y D7=	GRbXEX 8Y Jfcb' D7=	KM| \HX 5j YU Y D7=
5%	%	'+' '\$\$	&)' '\$\$	%%%' '\$\$	5DFCB	- '\$\$	\$\$\$	- '\$\$
F\$&	&	)& '\$\$	%&' '\$\$	) '\$\$ '\$\$ '\$\$	FI BK5M	, +' '\$\$	% '\$\$, , '&
H5%	%	'*', '\$\$	)' '\$\$	%&' '\$\$	H5L-K5M	- '\$\$	\$\$\$	- '\$\$
H5&	%	'*', '\$\$	)' '\$\$	%&' '\$\$	H5L-K5M	, - '\$\$	\$\$\$, - '\$\$
H5'	%	(,)' '\$\$	)' '\$\$	%& (+ '\$\$	H5L-K5M	- '\$\$	\$\$\$	- '\$\$
H5)	%	'*', '\$\$	)' '\$\$	%& -, '\$\$	H5L-K5M	, - '\$\$	\$\$\$, - '\$\$
H5*	%	'*', '\$\$	)' '\$\$	%& (- '\$\$	H5L-K5M	- '\$\$	\$\$\$	- '\$\$
H 5B; %	%	%&' '\$\$	&' '\$\$	'& - '\$\$	H5L-K5M	+ '\$\$	\$\$\$	+ '\$\$

%896:8888
Dj Y&cZ&

6fubW7cbYhcbFYhfh

Dj Ya YHSUWUgY 5@BCH7ca VbYSS88%

I gY7UH| cfm	Bi a VYfcZ GWI|cbg	HEU'5fYU|Gz: IL	5f|ha Y|W 5j YU| YD7=	5j YU| YG|B D7=	KY| \ BX 5j YU| YD7=
5DFCB	%	%8% %'88	- 888	888	- 888
FI BK5M	&	) ) 888888	, +') \$	% \$, , ' &
H5L-K5M	*	%888') 88	, +' * +	(' &	,) ' -
5@@	-	+++ž, %88	, +'! -	(' \$, , ' %

, #͸%
DUY%Z&

6fUw7cbXjcbFYlch

 DjYaYHSUUVgy 5@SCHSS%

6fUw7s	Bi a VfcZ GMjcbg	G a 'GMjcb' @b h HE	5j 'GMjcb' KPh HE	Hi Y5fYU fGe HE	I gy	5j YU Y : CS' DcHhJU : CS	GRbXEX 8YjUjcb' DcHh : CS	KY \HX 5j YU Y : CS
5\$%	%	'+' '\$\$	&)' '\$\$	%&%' '\$\$	5DFCB	\$\$ '\$\$	\$ '\$\$	\$\$ '\$\$
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APPENDIX G

SAFETY AND PREVENTIVE MAINTENANCE POLICIES



Appendix G1
Localized Safety (Stopgap) Repair Policy

Distress	Distress Severity	Description	Code	Work Type	Work Unit
41	High	ALLIGATOR CR	PA-FD	Patching - AC Full-Depth	SqFt
43	High	BLOCK CR	CS-AC	Crack Sealing - AC	Ft
45	High	DEPRESSION	PA-FD	Patching - AC Full-Depth	SqFt
47	High	JT REF. CR	CS-AC	Crack Sealing - AC	Ft
48	High	L & T CR	CS-AC	Crack Sealing - AC	Ft
50	High	PATCHING	PA-FD	Patching - AC Full-Depth	SqFt
53	High	RUTTING	PA-FD	Patching - AC Full-Depth	SqFt
54	High	SHOVING	PA-PD	Patching - AC Partial-Depth	SqFt
55	NA	SLIPPAGE CR	PA-PD	Patching - AC Partial-Depth	SqFt
56	High	SWELLING	PA-FD	Patching - AC Full-Depth	SqFt
61	High	BLOW-UP	SL-PC	Slab Replacement - PCC	SqFt
61	Medium	BLOW-UP	PA-PF	Patching - PCC Full Depth	SqFt
62	High	CORNER BREAK	PA-PF	Patching - PCC Full Depth	SqFt
63	High	LINEAR CR	PA-PF	Patching - PCC Full Depth	SqFt
63	Medium	LINEAR CR	CS-PC	Crack Sealing - PCC	Ft
64	High	DURABIL. CR	SL-PC	Slab Replacement - PCC	SqFt
64	Medium	DURABIL. CR	PA-PF	Patching - PCC Full Depth	SqFt
66	High	SMALL PATCH	PA-PP	Patching - PCC Partial Depth	SqFt
67	High	LARGE PATCH	PA-PF	Patching - PCC Full Depth	SqFt
70	High	SCALING	SL-PC	Slab Replacement - PCC	SqFt
71	High	FAULTING	GR-PP	Grinding (Localized)	Ft
72	High	SHAT. SLAB	SL-PC	Slab Replacement - PCC	SqFt
74	High	JOINT SPALL	PA-PP	Patching - PCC Partial Depth	SqFt
75	High	CORNER SPALL	PA-PP	Patching - PCC Partial Depth	SqFt
76	High	ASR	SL-PC	Slab Replacement - PCC	SqFt

Appendix G2
Localized Preventive Repair Policy

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	U	kyu@S"	h° °)	h ° ° #7)	o7
	V°	@h° S #k	h° °)	h ° ° #7)	o7
	O	† - @S"	h° °)	h ° ° #7)	o7
	U	† - @S"	h° °)	h ° ° #7)	o7
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	U	"O ‡ yh"	h° h	h ° ° #7)	o7
	=	"O ‡ yh"	h° h	h ° ° #7)	o7
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	O	# kV k'k ° N	#oh#	# ° ° ° h#	7
	U	@ ° k#k"	#oh#	# ° ° ° h#	7
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	=)yk° "O#k	@h#	o k ° ° h#	o7
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	U	d° @h u#	h° h	h ° ° #h)	o7
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Appendix G2
Localized Preventive Repair Policy

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=		7yOS	SkH	8 ' O	7
U		7yOS	SkH	8 ' O	7
U		α° u' O''	OH	o k ' h##	o7
=		α° u' O''	OH	o k ' h##	o7
=		K@uch@	h H	h ' h##h)	o7
U		K@uch@	h H	h ' h##h)	o7
U		#kV kch@	h H	h ' h##h)	o7
=		#kV kch@	h H	h ' h##h)	o7
U		°dk	OH	o k ' h##	o7
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APPENDIX H

M&R UNIT COSTS

H1: M&R Unit Costs

H2: Component Costs for Repair

H3: Airport Category

Maintenance and Repair (M&R) Unit Costs

The M&R costs developed for the ALDOT PMP include costs for maintenance, preservation, and repair activities and are described below.

Unit Costs Source Data

The source for the M&R costs data is RSMMeans, which has data for 14 locations throughout Alabama, as identified by the yellow highlighted boxes in Figure 1. The cost data is presented in terms of individual line items like asphalt wearing course, aggregate base etc., which were consolidated to develop the activity costs described below.

The cost data show a distinct difference in costs between locations north and south of Birmingham, especially for the higher value items like the asphalt layers. Therefore, the unit costs were developed accordingly for the airports north and south of Birmingham, as identified in Figure 1. Appendix H2 presents the component costs used in developing the M&R costs.

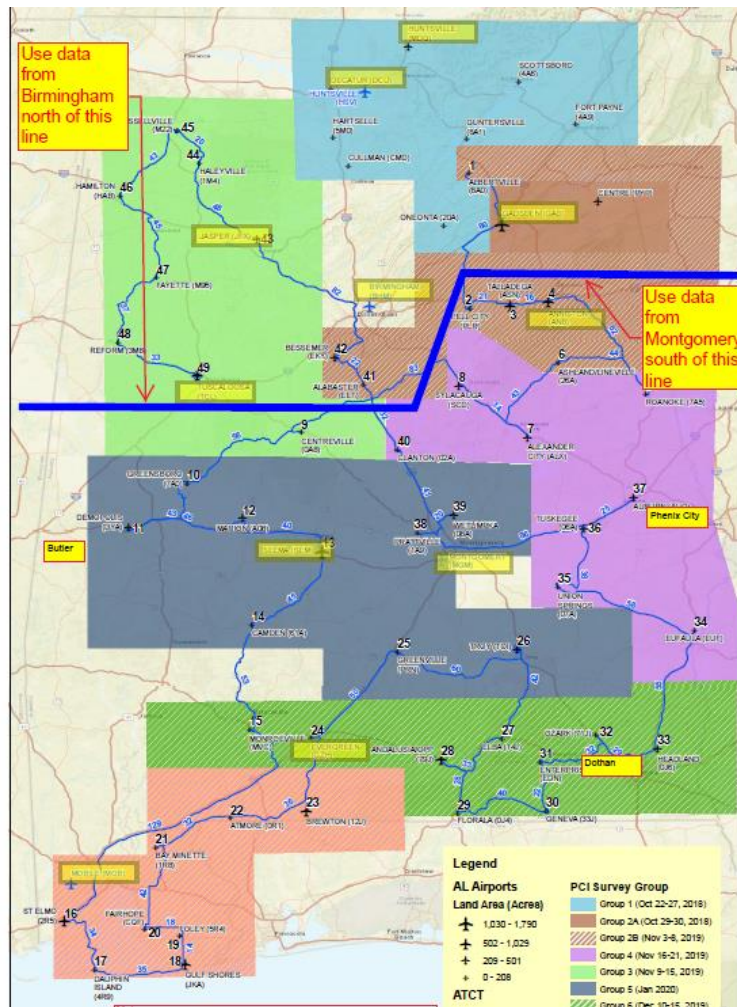


Figure 1: RSMMeans Unit Costs Locations.

Maintenance & Repair (M&R) Activities

Maintenance activities are localized activities which are typically assigned in the first year of the M&R plan based on the observed distresses.

Repair activities are further subdivided into preservation, rehabilitation, and reconstruction. Repair activities are conducted for larger areas, typically at the section level and are assigned based on the Critical Pavement Condition Index, denoted as CP in Table 1. The CP is based on the section’s rank or importance within the overall network and typically ranges from 55 to 70. The CP was set at 70 for the ALDOT runway pavements and 65 for the other pavements.

Table 1: Repair Activities.

Activity Type	PCI	Activity
Preservation	> CP	Runway Surface Treatment
		Taxiway and Apron Surface Treatment
Rehabilitation	> CP	2" AC OL ¹
	55 - CP	Mill 2" & 2" AC OL
	45 - 55	Mill 2" & 3" AC OL
Reconstruction	0 - 45	Reconstruct with AC

¹For Sections with Structural Distress and PCI greater than Critical PCI

The depths for the milling and overlay (AC OL) in Table 1 were established by creating a balance between removal of surficial distress and providing additional pavement structural capacity. All overlay options include full-depth patching to repair localized distresses.

From the FAA 5010 records, the Alabama airport network includes a wide range of allowable aircraft loads. The airports were divided into three categories of allowable aircraft loads based on requirements for minimum pavement thickness and the use of a P-401 surface layer. The categories are based on the aircraft maximum gross takeoff weight (MGTOW) and include: less than 12,500 lbs, 12,500 to 30,000 lbs, and 30,000 to 100,000 lbs. Appendix H3 presents the category for each airport.

For any sections requiring reconstruction, the pavement sections were established primarily in accordance with the requirements in Table 3 of the FAA’s Advisory Circular 150/5320-6F. The pavement sections used for developing the cost estimates are:

- ≤ 12,500 lbs 4" P-403 (State HMA Mix) + 6" P-209 Base
- 12,500 – 30,000 lbs 4" P-403 (State HMA Mix) + 8" P-209 Base
- 30,000 – 100,000 lbs 5" P-401 + 10" P-209 Base

It is important to note that while the FAA requires a stabilized base for those pavements that support aircraft operations with MGTOWs that are greater than 100,000 lbs, the number of such operations is minimal for those airports shown in Appendix H3. As a result, the cost of a stabilized base is excluded in the development of the unit costs for ALDOT’s PMP update. However, based on the Engineer’s future design and aircraft fleet mix development, project-level construction work could include the use of a stabilized base at that time.

M&R Unit Costs

Paving projects typically include additional project costs like mobilization, design, construction administration and inspections, and drainage improvements. A summary of non-direct pavement construction line items has been included in the unit costs in Tables 5 and 6 as described below. These non-direct items are expressed as a percentage of the total component costs for each activity.

These non-direct pavement construction items were developed from API’s extensive experience with APMP project cost estimation. These percentages may vary for Alabama airport construction projects; however, since the direct pavement scope of work is estimated in a network-level evaluation, these conservative estimates serve as a good starting point for the development of realistic total project costs and annual APMP budgets for ALDOT. For repair activities such as Mill & Overlay, which typically do not include significant drainage work, the corresponding multiplier was reduced by 50 percent. The non-direct cost factors are presented in Table 2.

Table 2: Cost Factors.

Factor	Function of	Estimate		
		Preservation	Rehabilitation	Reconstruction
Mobilization	All costs, less design	10%	10%	10%
Drainage Improvements	Paving costs	-	4%	8%
Contingency	All costs, less mobilization and design	10%	20%	20%
Design & CM	All costs, less mobilization and design	15%	20%	20%

The M&R unit costs for maintenance, preservation, and repair activities were developed from the RSMMeans cost data and are presented in the following section.

Maintenance

The maintenance activities include crack seal, and full and partial-depth patching. The unit costs are presented in Table 3.

Table 3: Unit Costs for Maintenance.

Activity	Unit Cost	Unit
Seal Cracks - AC	\$3.95	lf
AC Full-Depth Patching	\$25.05	sf
AC Partial-Dept Patching	\$16.28	sf
Seal Cracks – PCC	\$6.00	lf
PCC Full-Depth Patching	\$35.00	sf
PCC Partial-Depth Patching	\$175.00	sf
Jt. Seal	\$8.00	lf
Slab Replacement	\$20.00	sf

Preservation

The unit costs for the surface treatments are presented in Table 4. They include sealing of cracks and application of pavement markings.

Table 4: Unit Costs for Preservation Activities.

Activity	Unit Cost	Unit
Runway Surface Treatment	\$0.57	sf
Taxiway and Apron Surface Treatment	\$0.88	sf

Rehabilitation and Reconstruction

As discussed previously, repair activities are also divided into rehabilitation and reconstruction. The unit costs for airport repair for the Northern Region (Birmingham Area) and Southern Region (Montgomery Area) are shown in Tables 5 and 6, respectively.

Table 5: Unit Costs for Repair Activities, Northern Region.

Activity Type	Activity	MGTOW, thousand lbs		
		≤ 12.5	12.5-30	30-100
Rehabilitation	2" AC OL	\$3.78		\$4.19
	Mill 2" & 2" AC OL	\$4.15		\$4.56
	Mill 2" & 3" AC OL	\$5.18		\$5.79
Reconstruction	AC Reconstruction	\$8.40	\$9.10	\$10.91

Table 6: Unit Costs for Repair Activities, Southern Region.

Activity Type	Activity	MGTOW, thousand lbs		
		≤ 12.5	12.5-30	30-100
Rehabilitation	2" AC OL	\$3.54		\$3.91
	Mill 2" & 2" AC OL	\$3.90		\$4.27
	Mill 2" & 3" AC OL	\$4.82		\$5.37
Reconstruction	AC Reconstruction	\$7.63	\$8.25	\$9.87

Appendix H2
Component Costs for Repair

Activity Type	Unit	Birmingham (Northern)	Montgomery (Southern)	Comments
Milling 1" to 3"	SY	\$2.08	\$2.01	
Pavement Demolition	SY	\$6.34	\$6.12	
Haulage - For Demolition & AC	CY	\$6.08	\$5.87	
Haulage for 12" Thick Demolition	SY	\$2.03	\$1.96	
Haulage for 2" Thick AC Paving	SY	\$0.34	\$0.33	
Haulage for 3" Thick AC Paving	SY	\$0.51	\$0.49	
Haulage for 4" Thick AC Paving	SY	\$0.68	\$0.65	
AC Wearing Course	Ton	\$97.42	\$86.90	
AC Binder Course	Ton	\$87.80	\$78.17	
P401 - For airports with >60 kip aircraft	Ton	\$116.90	\$104.28	Assumed P401 cost to be 20% greater than AC Wearing Course
6" Aggregate Base (P208)	SY	\$10.17	\$9.12	
8" Aggregate Base (P208)	SY	\$13.29	\$11.89	
6" P209 Aggregate Base	SY	\$12.20	\$10.94	Assumed P209 cost to be 20% greater than P208
8" P209 Aggregate Base	SY	\$15.95	\$14.27	Assumed P209 cost to be 20% greater than P208
10" P209 Aggregate Base	SY	\$19.94	\$17.84	Direct multiplier for 10" from 8"
4" P154 Aggregate Base	SY	\$5.42	\$4.86	Assumed P154 cost to be 20% lower than P208
6" P154 Aggregate Base	SY	\$8.14	\$7.30	Assumed P154 cost to be 20% lower than P208
Pavement Markings	sf	\$1.48	\$1.39	

**Appendix H3
Airport Category**

Region	City	FAA ID	Max Gross Weight (Thousand lbs)			Max GW	Category
			S	D	2D		
Birmingham	Reform	3M8	12.5	-	-	12.5	<= 12,500
	Fayette	M95	15.0	-	-	15.0	12,500-30,000
	Hamilton	HAB	15.0	-	-	15.0	12,500-30,000
	Scottsboro	4A6	15.0	-	-	15.0	12,500-30,000
	Alabaster	EET	16.0	-	-	16.0	12,500-30,000
	Centre-Piedmont	PYP	16.0	-	-	16.0	12,500-30,000
	Fort Payne	4A9	16.0	-	-	16.0	12,500-30,000
	Haleyville	1M4	20.0	-	-	20.0	12,500-30,000
	Hartselle	5M0	20.0	-	-	20.0	12,500-30,000
	Guntersville	8A1	24.0	-	-	24.0	12,500-30,000
	Cullman	CMD	30.0	-	-	30.0	12,500-30,000
	Russellville	M22	30.0	-	-	30.0	12,500-30,000
	Jasper	JFX	50.0	-	-	50.0	> 30,000
	Oneonta	20A	20.0	35.0	55.0	55.0	> 30,000
	Bessemer	EKY	60.0	60.0	-	60.0	> 30,000
	Albertville	8A0	60.0	90.0	130.0	130.0	> 30,000
	Madison	MDQ	60.0	75.0	140.0	140.0	> 30,000
	Decatur	DCU	75.0	125.0	150.0	150.0	> 30,000
	Tuscaloosa	TCL	61.0	87.0	168.0	168.0	> 30,000
	Gadsden	GAD	90.0	115.0	195.0	195.0	> 30,000
Montgomery	Floralba	0J4	-	-	-	-	<= 12,500
	Elba	14J	4.0	-	-	4.0	<= 12,500
	Headland	0J6	12.0	-	-	12.0	<= 12,500
	Roanoke	7A5	12.0	-	-	12.0	<= 12,500
	Greenville	PRN	15.0	-	-	15.0	12,500-30,000
	Union Springs	07A	15.0	-	-	15.0	12,500-30,000
	Wetumpka	08A	15.0	-	-	15.0	12,500-30,000
	Atmore	0R1	16.0	-	-	16.0	12,500-30,000
	Clanton	02A	16.0	-	-	16.0	12,500-30,000
	Eufaula	EUF	16.0	-	-	16.0	12,500-30,000
	Geneva	33J	16.0	-	-	16.0	12,500-30,000
	Greensboro	7A0	16.0	-	-	16.0	12,500-30,000
	Centreville	0A8	18.0	-	-	18.0	12,500-30,000
	Ashland-Lineville	26A	20.0	-	-	20.0	12,500-30,000
	Sylacauga	SCD	20.0	-	-	20.0	12,500-30,000
	St. Elmo	2R5	23.0	-	-	23.0	12,500-30,000
	Ozark	71J	-	25.0	-	25.0	12,500-30,000
	Camden	61A	27.0	-	-	27.0	12,500-30,000
	Bay Minette	1R8	28.0	-	-	28.0	12,500-30,000
	Foley	5R4	28.0	-	-	28.0	12,500-30,000
Tuskegee	06A	28.5	-	-	28.5	12,500-30,000	

**Appendix H3
Airport Category**

Region	City	FAA ID	Max Gross Weight (Thousand lbs)			Max GW	Category
			S	D	2D		
Montgomery	Alexander City	ALX	30.0	-	-	30.0	12,500-30,000
	Dauphin Island	4R9	30.0	-	-	30.0	12,500-30,000
	Pell City	PLR	30.0	-	-	30.0	12,500-30,000
	Prattville	1A9	30.0	-	-	30.0	12,500-30,000
	Enterprise	EDN	-	-	-	-	> 30,000
	Evergreen	GZH	30.0	50.0	-	50.0	> 30,000
	Marion	A08	30.0	50.0	-	50.0	> 30,000
	Selma	SEM	33.0	54.0	-	54.0	> 30,000
	Fairhope	CQF	36.0	58.0	-	58.0	> 30,000
	Brewton	12J	40.0	60.0	-	60.0	> 30,000
	Demopolis	DYA	30.0	38.0	60.0	60.0	> 30,000
	Monroeville	MVC	70.0	-	-	70.0	> 30,000
	Auburn-Opelika	AUO	45.0	75.0	-	75.0	> 30,000
	Talladega	ASN	30.0	65.0	95.0	95.0	> 30,000
	Gulf Shores	JKA	80.0	100.0	-	100.0	> 30,000
	Troy	TOI	24.0	80.0	140.0	140.0	> 30,000
	Anniston	ANB	28.0	43.5	260.0	260.0	> 30,000
Andalusia-OPP	79J	98.0	160.0	275.0	275.0	> 30,000	

APPENDIX I

PAVEMENT CAPITAL IMPROVEMENT PROGRAM

I1: PCIP Summary

I2: Year 1 Maintenance Plan



**Appendix I1
PCIP Summary**

Centre-Piedmont-Cherokee County Regional Airport (PYP)

Branch & Section	2021	2022	2023	2024	2025	2026	2027
A01-01	Preventive \$1548.07 Before:85.14 After:85.14	Preventive \$1831.49 Before:82.93 After:82.93	Preventive \$2130.53 Before:80.72 After:80.72	Preventive + (TW-ST) Taxiway and Apron Surface Treatment \$97091.5 Before:78.51	Preventive \$2001.32 Before:82.93 After:82.93	Preventive \$2328.09 Before:80.72 After:80.72	Preventive \$2655.7 Before:78.51 After:78.51
R0725-01	Preventive \$8186.24 Before:80.93 After:80.93	Preventive \$10023.35 Before:77.06 After:77.06	Preventive \$11710.8 Before:73.71 After:73.71	Preventive \$13085.42 Before:71.31 After:71.31	Preventive \$14022.55 Before:70.07 After:70.07	StopGap \$5075.26 Before:69.8 After:69.8	Required Project Major Below Critical \$2146200 Before:69.63 After:100
R0725-02	Preventive \$2960.17 Before:77.49 After:77.49	Preventive \$3475.66 Before:74.06 After:74.06	Preventive \$3904.09 Before:71.53 After:71.53	Preventive \$4202.02 Before:70.16 After:70.16	StopGap \$1525.16 Before:69.8 After:69.8	StopGap \$1587.71 Before:69.69 After:69.69	Required Project Major Below Critical \$664300 Before:68.18 After:100
TA1-01	Preventive \$274.19 Before:84.27 After:84.27	Preventive \$325.03 Before:81.9 After:81.9	Preventive \$374.12 Before:79.75 After:79.75	Preventive \$419.81 Before:77.76 After:77.76	Preventive \$467.37 Before:75.8 After:75.8	Preventive \$520.16 Before:73.69 After:73.69	Required Project Major Above Critical \$87176.6 Before:71.21 After:100
TA2-01	Preventive \$301.57 Before:83.35 After:83.35	Preventive \$353.18 Before:81.06 After:81.06	Preventive \$402.02 Before:78.98 After:78.98	Preventive \$449.16 Before:77.03 After:77.03	Preventive \$499.69 Before:75.03 After:75.03	Preventive \$557.04 Before:72.81 After:72.81	Required Project Major Above Critical \$90544.09 Before:70.14 After:100

**Appendix I1
PCIP Summary**

Centre-Piedmont-Cherokee County Regional Airport (PYP)

Branch & Section	2021	2022	2023	2024	2025	2026	2027
TA3-01	Preventive \$286.04 Before:85.23 After:85.23	Preventive \$343.39 Before:82.78 After:82.78	Preventive \$399.63 Before:80.55 After:80.55	Preventive + (TW-ST) Taxiway and Apron Surface Treatment \$18050.09 Before:78.51 After:85.23	Preventive \$375.23 Before:82.78 After:82.78	Preventive \$436.89 Before:80.54 After:80.54	Preventive \$493.93 Before:78.5 After:78.5
TA5-01	Preventive \$301.22 Before:83.35 After:83.35	Preventive \$352.76 Before:81.06 After:81.06	Preventive \$401.54 Before:78.98 After:78.98	Preventive \$448.63 Before:77.03 After:77.03	Preventive \$499.1 Before:75.03 After:75.03	Preventive \$556.38 Before:72.81 After:72.81	Required Project Major Above Critical \$90436.78 Before:70.14 After:100
TA6-01	Preventive \$274.02 Before:84.27 After:84.27	Preventive \$324.82 Before:81.9 After:81.9	Preventive \$373.88 Before:79.75 After:79.75	Preventive \$419.54 Before:77.76 After:77.76	Preventive \$467.07 Before:75.8 After:75.8	Preventive \$519.82 Before:73.69 After:73.69	Required Project Major Above Critical \$87120.39 Before:71.21 After:100
THANG01-01	Preventive \$1037.25 Before:72.3 After:72.3	Preventive \$1246.42 Before:69.51 After:69.51	Preventive \$1971.85 Before:66.07 After:66.07	Required Project Major Below Critical \$175930.56 Before:61.92 After:100	Preventive \$44.42 Before:98.97 After:98.97	Preventive \$95.95 Before:97.85 After:97.85	Preventive \$168.47 Before:96.33 After:96.33

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Centre-Piedmont-Cherokee County Regional Airport (PYP)

Branch ID	Section ID	Policy	Distress Code	Description	Severity	Distress Qty	Distress Unit	Percent Distress	Work Description	Work Qty	Work Unit	Unit Cost	Work Cost
A01	01	Preventive	48	L & T CR	Low	2,007	Ft	1.96	No Localized M & R	0		\$0.00	\$0
A01	01	Preventive	50	PATCHING	Low	1,544	SqFt	1.51	No Localized M & R	0		\$0.00	\$0
R0725	01	Preventive	48	L & T CR	Low	16,412	Ft	3.22	No Localized M & R	0		\$0.00	\$0
R0725	02	Preventive	48	L & T CR	Low	6,240	Ft	4.8	No Localized M & R	0		\$0.00	\$0
TA1	01	Preventive	48	L & T CR	Low	500	Ft	2.93	No Localized M & R	0		\$0.00	\$0
TA2	01	Preventive	48	L & T CR	Low	604	Ft	3.41	No Localized M & R	0		\$0.00	\$0
TA3	01	Preventive	48	L & T CR	Low	499	Ft	2.63	No Localized M & R	0		\$0.00	\$0
TA5	01	Preventive	48	L & T CR	Low	583	Ft	3.29	No Localized M & R	0		\$0.00	\$0
TA6	01	Preventive	48	L & T CR	Low	489	Ft	2.87	No Localized M & R	0		\$0.00	\$0
THANG01	01	Preventive	48	L & T CR	Low	1,933	Ft	5.14	No Localized M & R	0		\$0.00	\$0
THANG01	01	Preventive	48	L & T CR	Medium	176	Ft	0.47	Crack Sealing - AC	176	Ft	\$3.95	\$696
THANG01	01	Preventive	50	PATCHING	Low	1,016	SqFt	2.7	No Localized M & R	0		\$0.00	\$0
THANG01	01	Preventive	52	RAVELING	Low	271	SqFt	0.72	No Localized M & R	0		\$0.00	\$0
THANG01	01	Preventive	57	WEATHERING	Medium	813	SqFt	2.16	No Localized M & R	0		\$0.00	\$0
THANG01	01	Preventive	57	WEATHERING	Low	454	SqFt	1.21	No Localized M & R	0		\$0.00	\$0