

# Alabama Statewide Airport Pavement Management Program Update



**Posey Field (1M4)**

**Final Report**

**February 2022**



Submitted to

**Alabama Aeronautics Bureau**

Submitted by



**All About Pavements, Inc (API)**  
[www.allaboutpavements.com](http://www.allaboutpavements.com)

**Pavement Management – Evaluation – Testing – Design**

**ALABAMA STATEWIDE AIRPORT PAVEMENT MANAGEMENT  
PROGRAM UPDATE**

**Posey Field (1M4)**

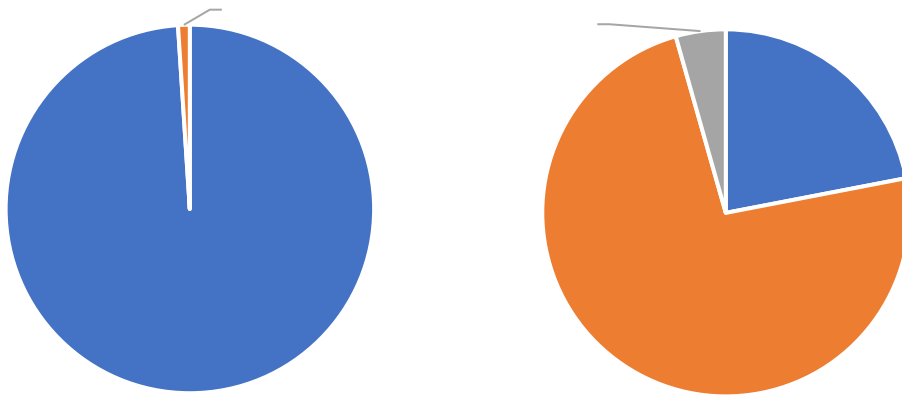


## Executive Summary

ØÁ  
ØÁ  
ØÁ  
ØÁ  
ØÁ

### ES.1 Pavement Inventory

Figure ES-1: Pavement Area (sf) by Surface Type and Branch Use



### ES.2 Pavement Condition

**Table ES-1: 1M4 Section PCI Values and Ratings.**



**ES.3 Pavement Maintenance and Repair Funding Levels**

**Figure ES-2: M&R Funding Levels.**

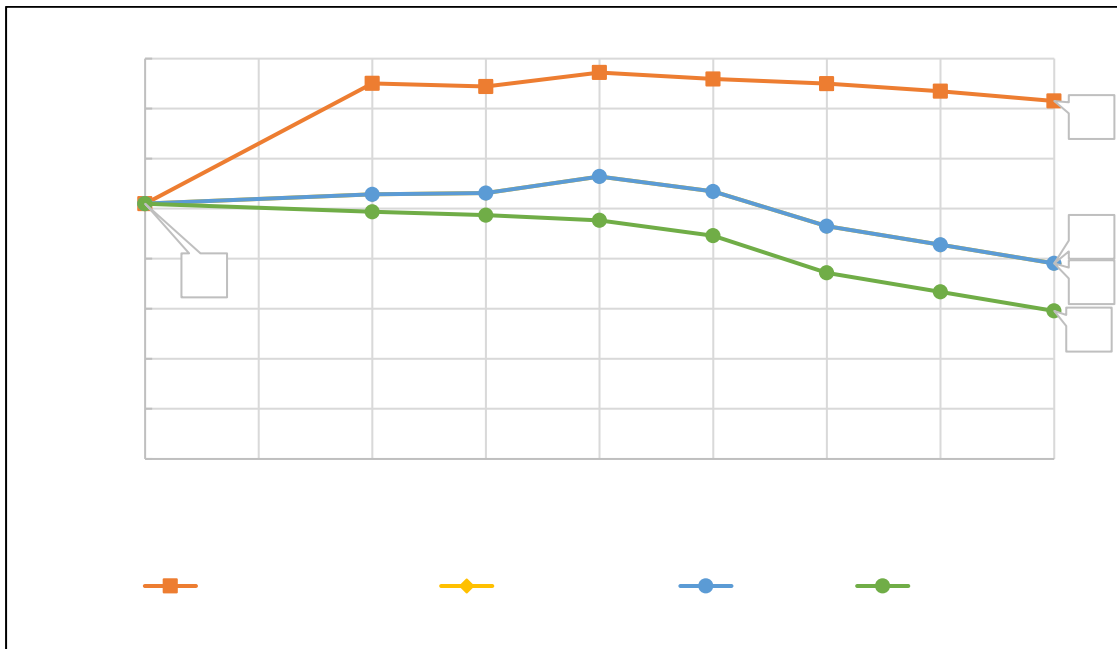




TABLE OF CONTENTS

<b>1</b>	<b>INTRODUCTION .....</b>	<b>1-1</b>
<b>2</b>	<b>AIRFIELD PAVEMENT INVENTORY .....</b>	<b>2-1</b>
<b>3</b>	<b>PAVEMENT CONDITION .....</b>	<b>3-1</b>
<b>4</b>	<b>PAVEMENT CAPITAL IMPROVEMENT PROGRAM.....</b>	<b>4-1</b>

## LIST OF TABLES

## LIST OF FIGURES



## APPENDICES

**Appendix A**

**Appendix B**

**Appendix C**

**Appendix D**

**Appendix E**

**Appendix F**

**Appendix G**

**Appendix H**

**Appendix I**

**Appendix J**

- **A**
- **A**

# 1 Introduction

## 1.1. Overview

## 1.2. Work Scope

ØÁ

ØÁ

ØÁ

ØÁ

ØÁ

ØÁ

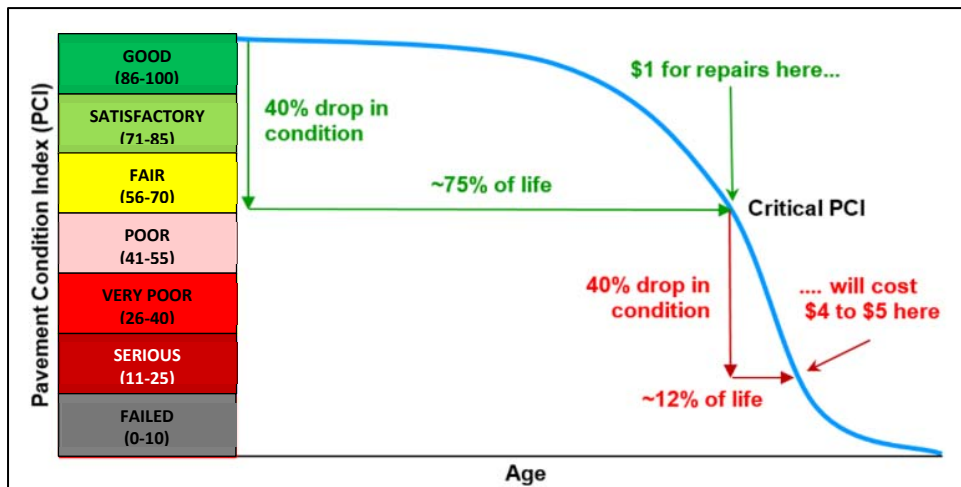
ØÁ

ØÁ

ØÁ

### 1.3. Pavement Management Concept

Figure 1.1: Pavement Management Concept.



## 2 Airfield Pavement Inventory

### 2.1. Introduction

Figure 2.1: Posey Field.



### 2.2. Pavement Inventory

### 2.3. Climatic Conditions

**Table 2.1: Average Annual Temperatures and Rainfall for 1M4.**



---

**2.4. Pavement Network Definition**

**Table 2.2: PCI Sampling Rate for AC Surfaces.**



2.5. Inventory Summary

**Table 2.3: 1M4 Pavement Branches.**

<b>Total</b>			<b>680,232</b>	<b>6</b>

**Table 2.4: 1M4 Pavement Age.**

Figure 2.2: 1M4 Pavement Area by Surface Type.

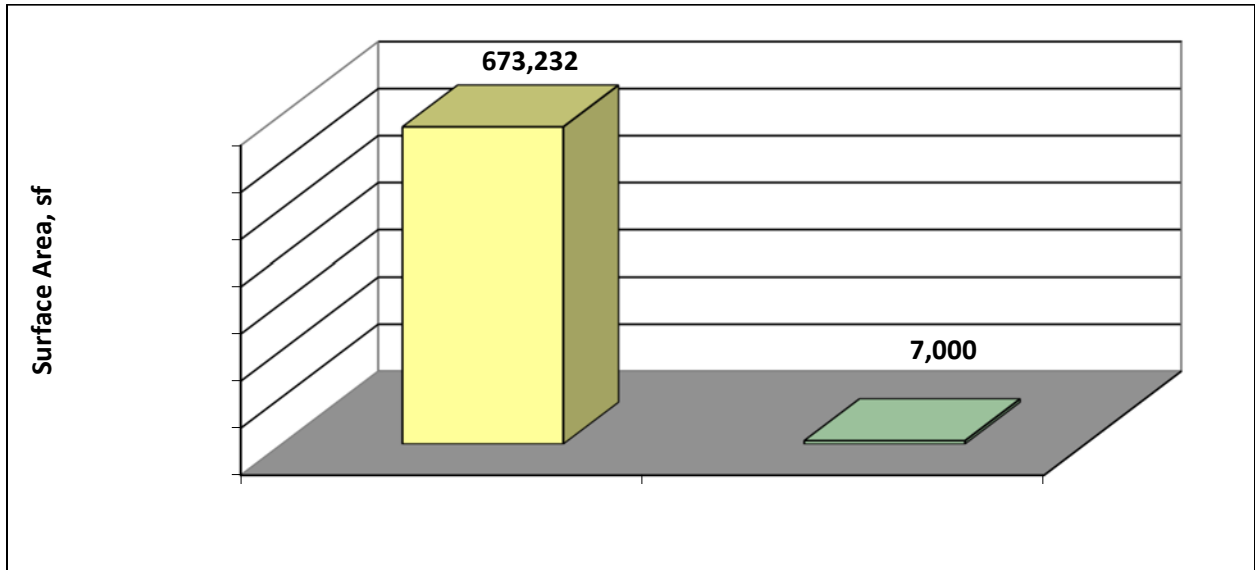
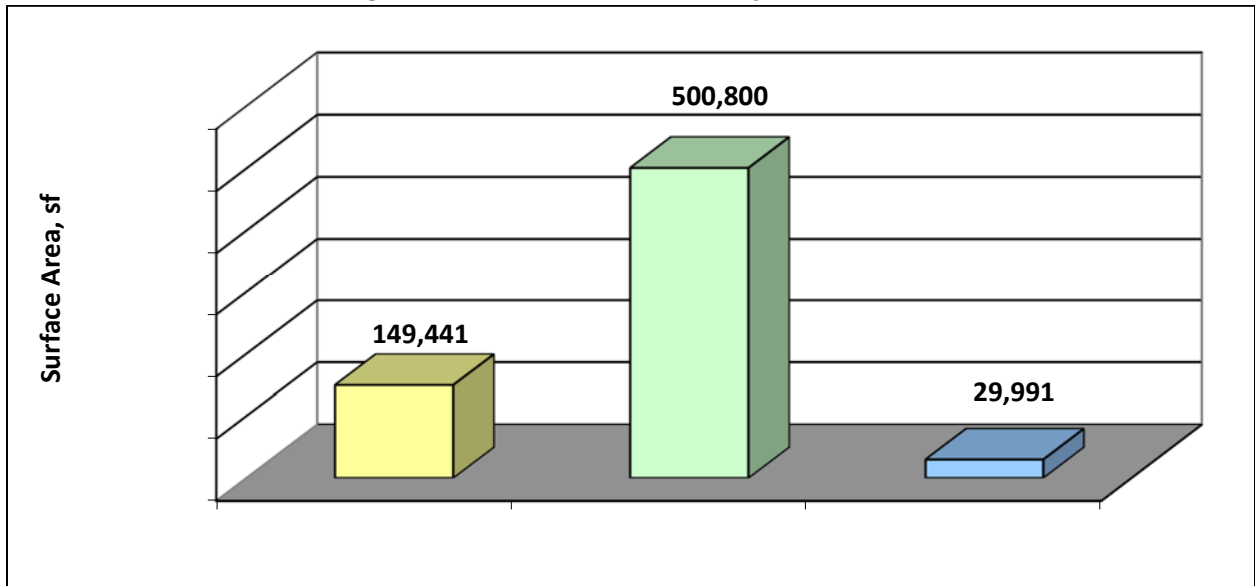


Figure 2.3: 1M4 Pavement Area by Branch Use.



## 3 Pavement Condition

### 3.1. Introduction

ØÁ

ØÁ

### 3.2. Pavement Condition Rating Methodology



**Table 3.1: Pavement Condition Index Rating Scale.**

			_____
			_____
			_____
			_____
			_____
			_____
			_____

**3.3. Distress Types**

ØÁ \_\_\_\_\_

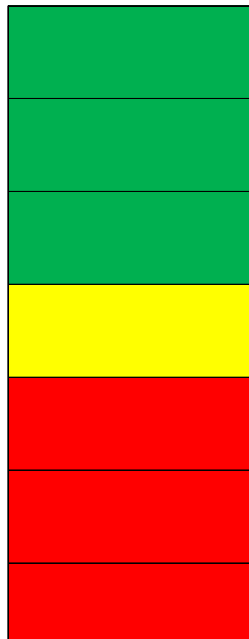
ØÁ \_\_\_\_\_

ØÁ \_\_\_\_\_

ØÁ \_\_\_\_\_

3.4. Additional PCI-based Indices

Figure 3.1: FOD Potential Rating Scale.



### 3.5. PCI Survey Results

Figure 3.2: Pavement Condition by Branch Use.

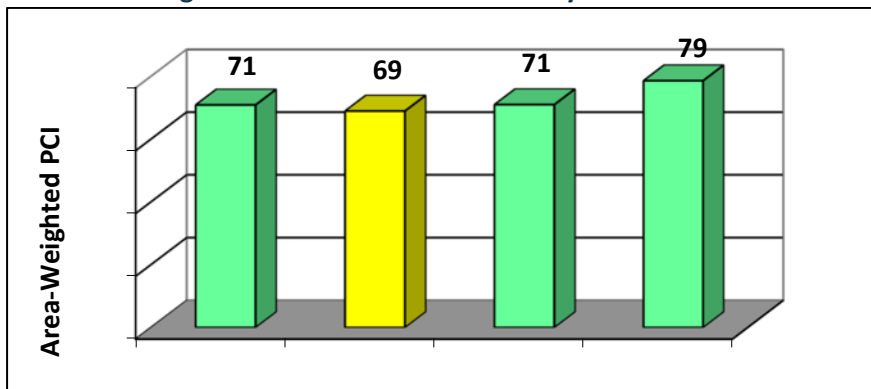


Figure 3.3: Pavement Condition by Percent of Area.

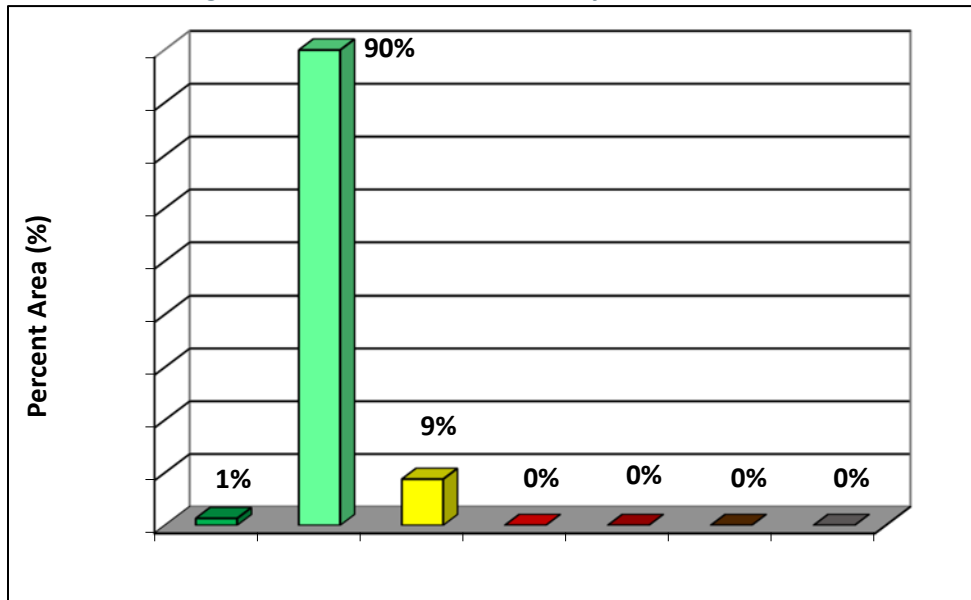


Table 3.2: Section PCI.



3.6. PCC Pavements



## 4 Pavement Capital Improvement Program

### 4.1. Introduction

Á  
Á  
Á  
Á

### 4.2. Performance Modeling

Figure 4.1: PCI Forecasting.

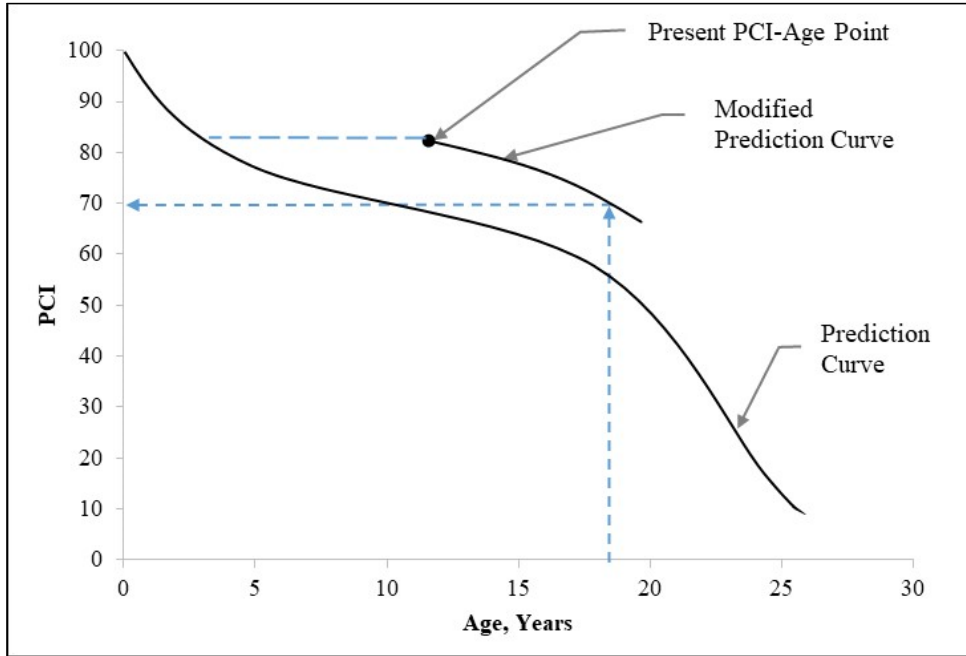
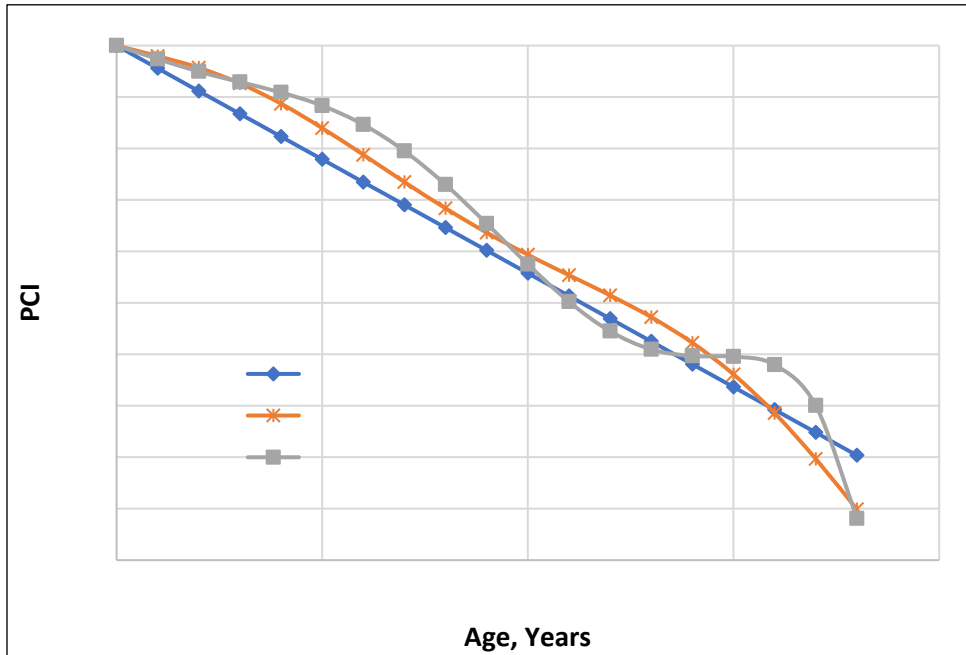


Figure 4.2: Family Curves.



4.3. Critical PCI Values

.....h#@.....h#@.....

4.4. M&R Policies and Unit Costs





Figure 4.3: Budget Analysis Process.

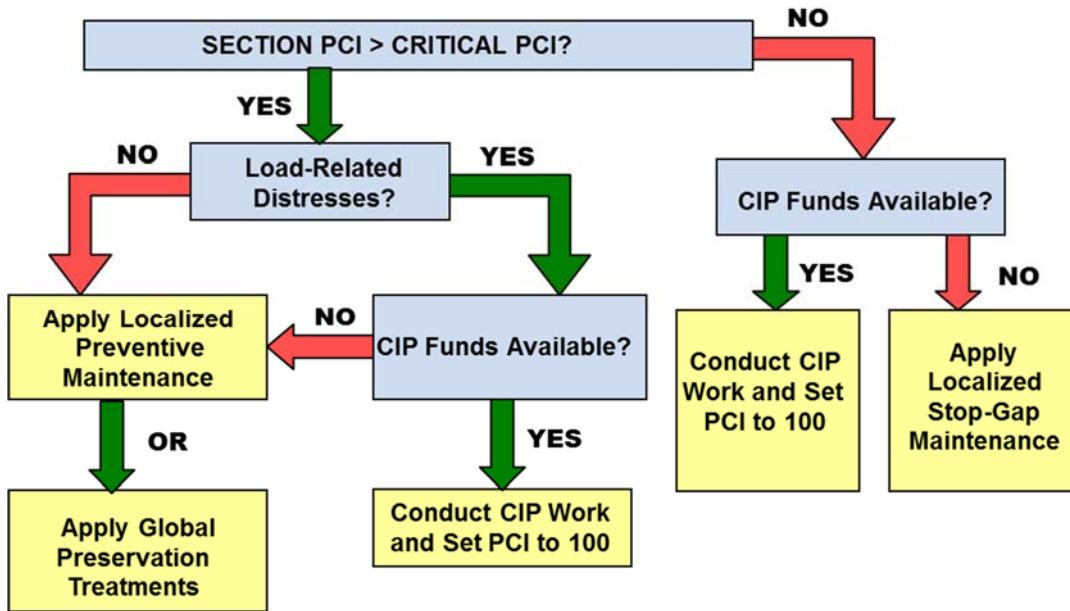
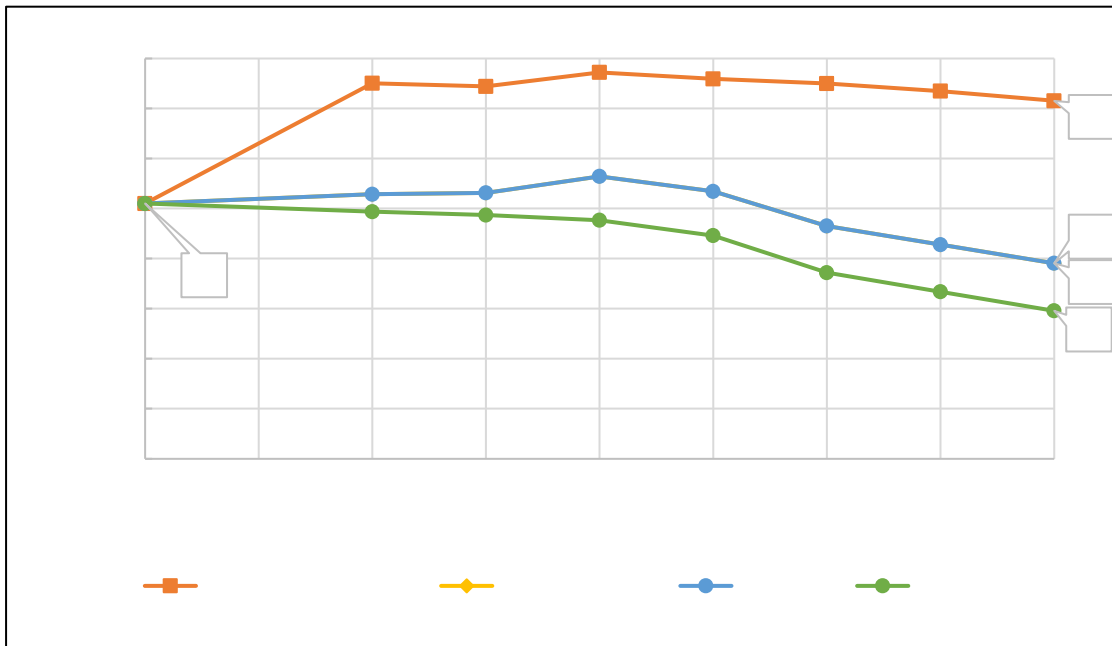


Figure 4.4: M&R Funding Levels.



**Table 4.2: Summary of M&R Funding Level Analyses.**

<b>Total</b>	<b>\$2,850,000</b>	<b>\$830,000</b>	<b>\$830,000</b>	<b>\$0</b>
<b>2027 Backlog</b>	<b>-</b>	<b>\$3,513,000</b>	<b>\$3,513,000</b>	<b>\$4,596,000</b>

4.6. Pavement Capital Improvement Program



**Table 4.5: Summary of Year-1 Maintenance Plan.**

			<b>Total</b>	<b>\$36,075</b>

**APPENDIX A**  
**INVENTORY**



**Appendix A**  
**Pavement Inventory Report**  
 Posey Field (1M4)

Branch ID	Name	Branch Use	Section ID	Rank <sup>1</sup>	Length (ft)	Width (ft)	Area (sf)	LCD <sup>2</sup>	Surface <sup>3</sup>
A01	Apron 01 Haleyville	APRON	01	S	323	223	82,866	3/8/2007	AC
A01	Apron 01 Haleyville	APRON	02	S	393	140	59,575	7/26/2003	AC
A01	Apron 01 Haleyville	APRON	03	S	100	70	7,000	7/16/2008	APC
R1836	Runway 18-36 Haleyville	RUNWAY	01	P	5,008	100	500,800	3/20/2007	AC
TA	Taxiway A Haleyville	TAXIWAY	01	S	507	41	20,955	6/27/2007	AC
THANG01	Taxiway Hangar 01 Haleyville	TAXIWAY	01	T	225	40	9,036	12/10/2012	AC

<sup>1</sup> P = Primary pavement, S = Secondary pavement, T = Tertiary pavement

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

<sup>3</sup> 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

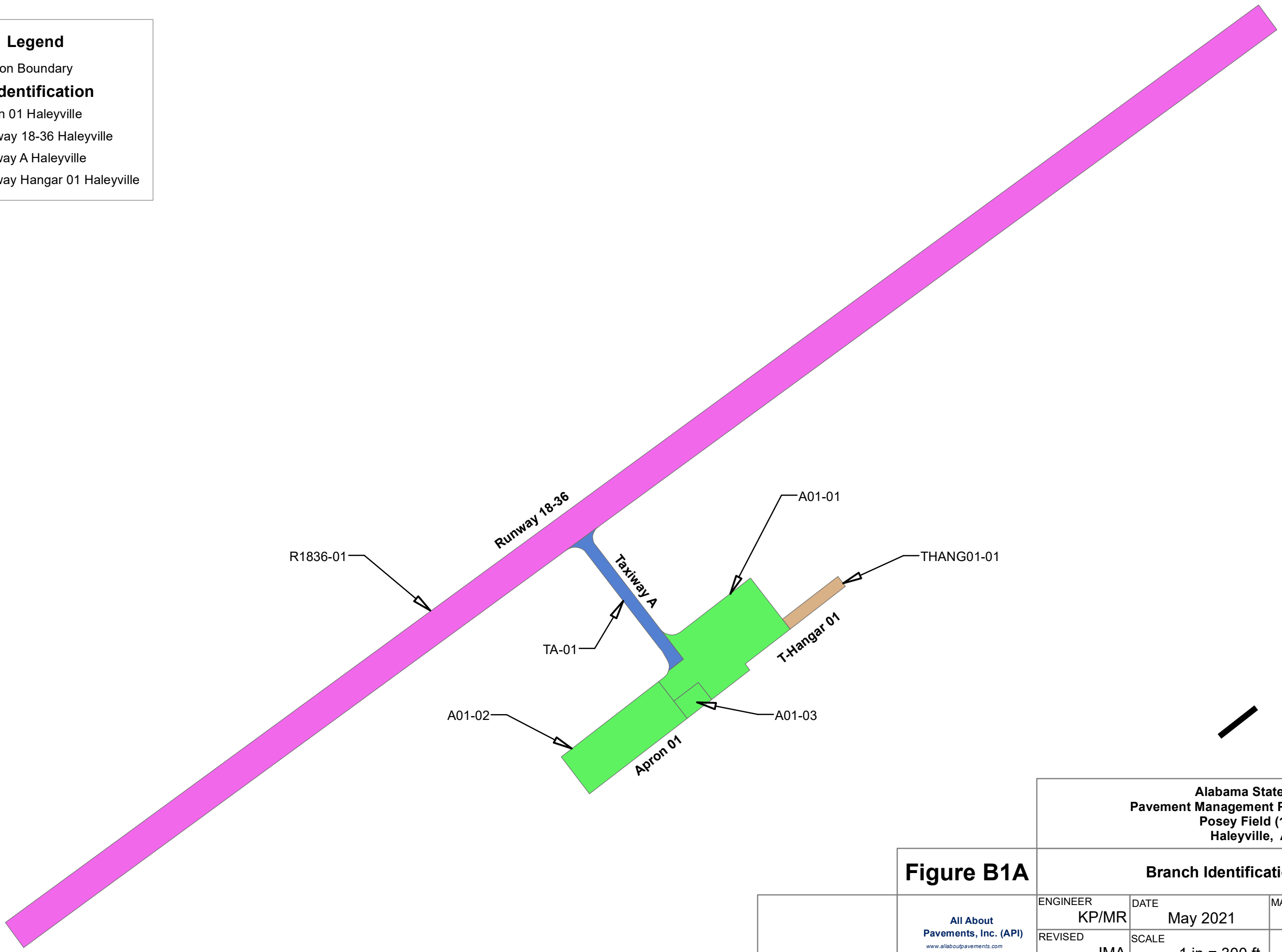


**Legend**

Section Boundary

**Branch Identification**

- Apron 01 Haleyville
- Runway 18-36 Haleyville
- Taxiway A Haleyville
- Taxiway Hangar 01 Haleyville



**Alabama Statewide  
Pavement Management Program Update  
Posey Field (1M4)  
Haleyville, AL**

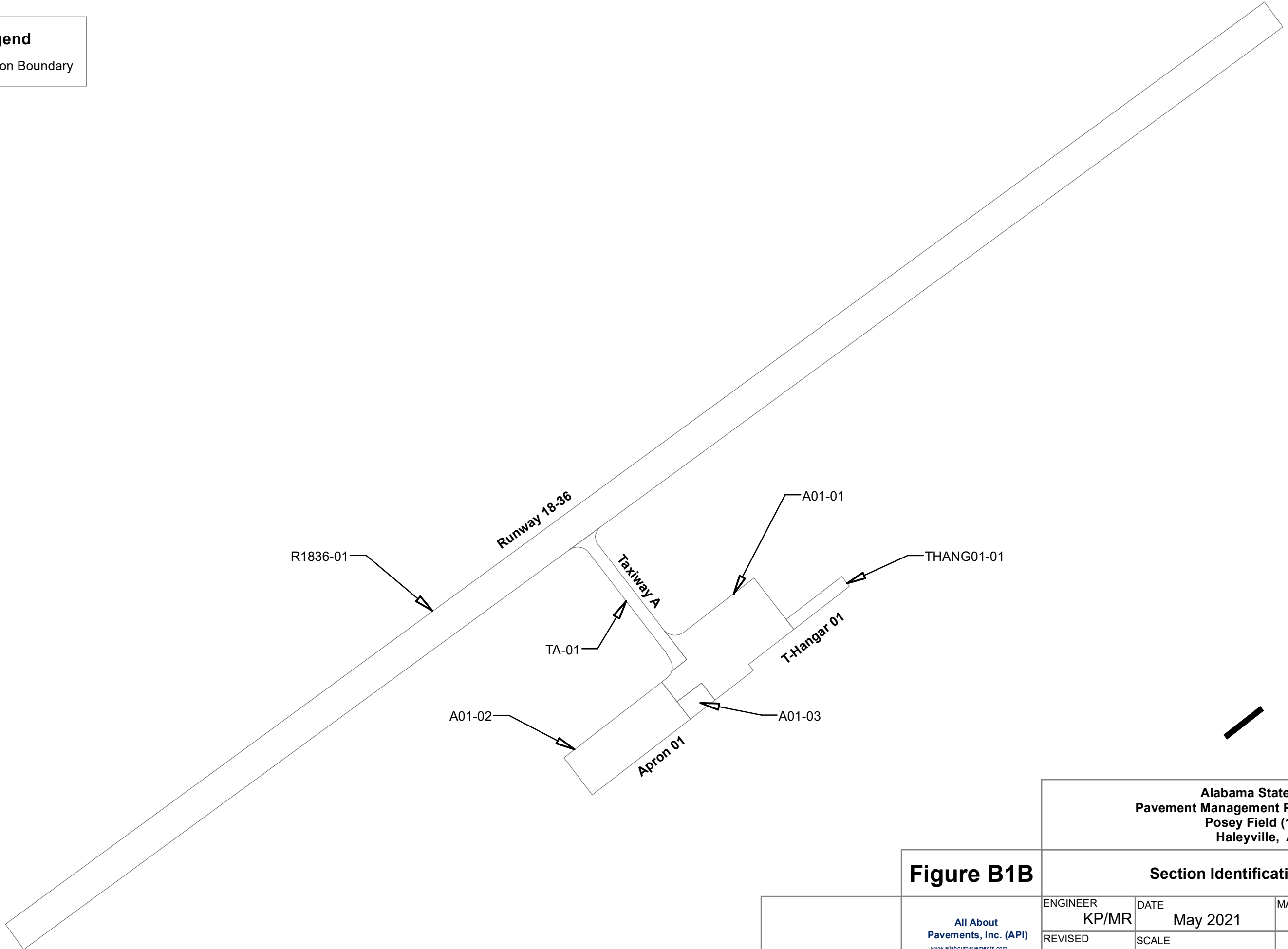
**Figure B1A**

**Branch Identification**

<p><b>All About Pavements, Inc. (API)</b> <small>www.allaboutpavements.com Telephone: 217-586-2765 FAX: 217-586-1967</small></p>	ENGINEER	DATE	MAP NUMBER
	KP/MR	May 2021	Page 1
	REVISED	SCALE	
	JMA	1 in = 300 ft	<b>FINAL</b>

**Legend**

Section Boundary



Alabama Statewide  
 Pavement Management Program Update  
 Posey Field (1M4)  
 Haleyville, AL

**Figure B1B**

Section Identification		
ENGINEER KP/MR	DATE May 2021	MAP NUMBER Page 2
REVISOR JMA	SCALE 1 in = 300 ft	<b>FINAL</b>

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

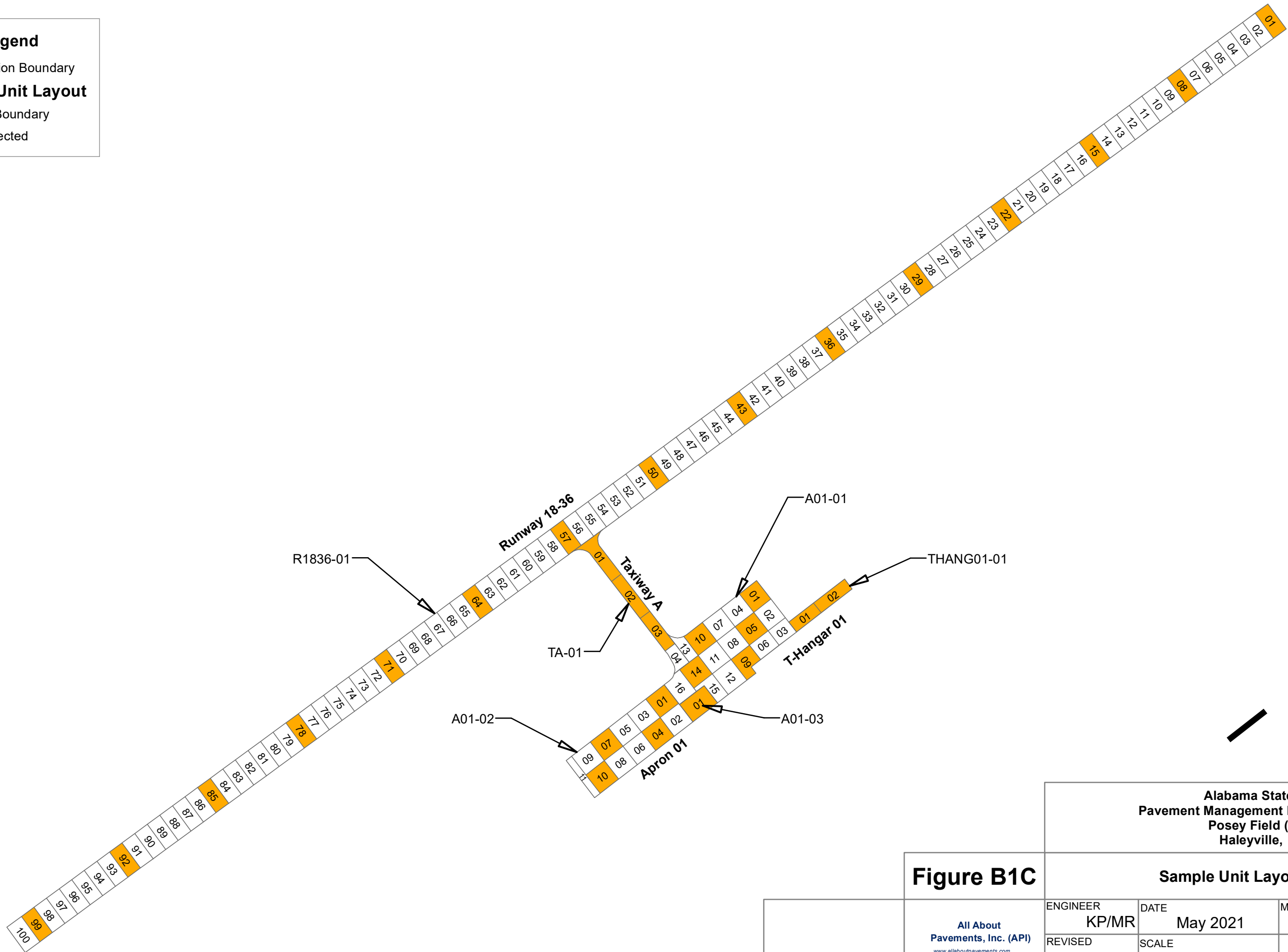
**Legend**

Section Boundary

**Sample Unit Layout**

SU Boundary

Inspected



Alabama Statewide  
Pavement Management Program Update  
Posey Field (1M4)  
Haleyville, AL

**Figure B1C**

**Sample Unit Layout**

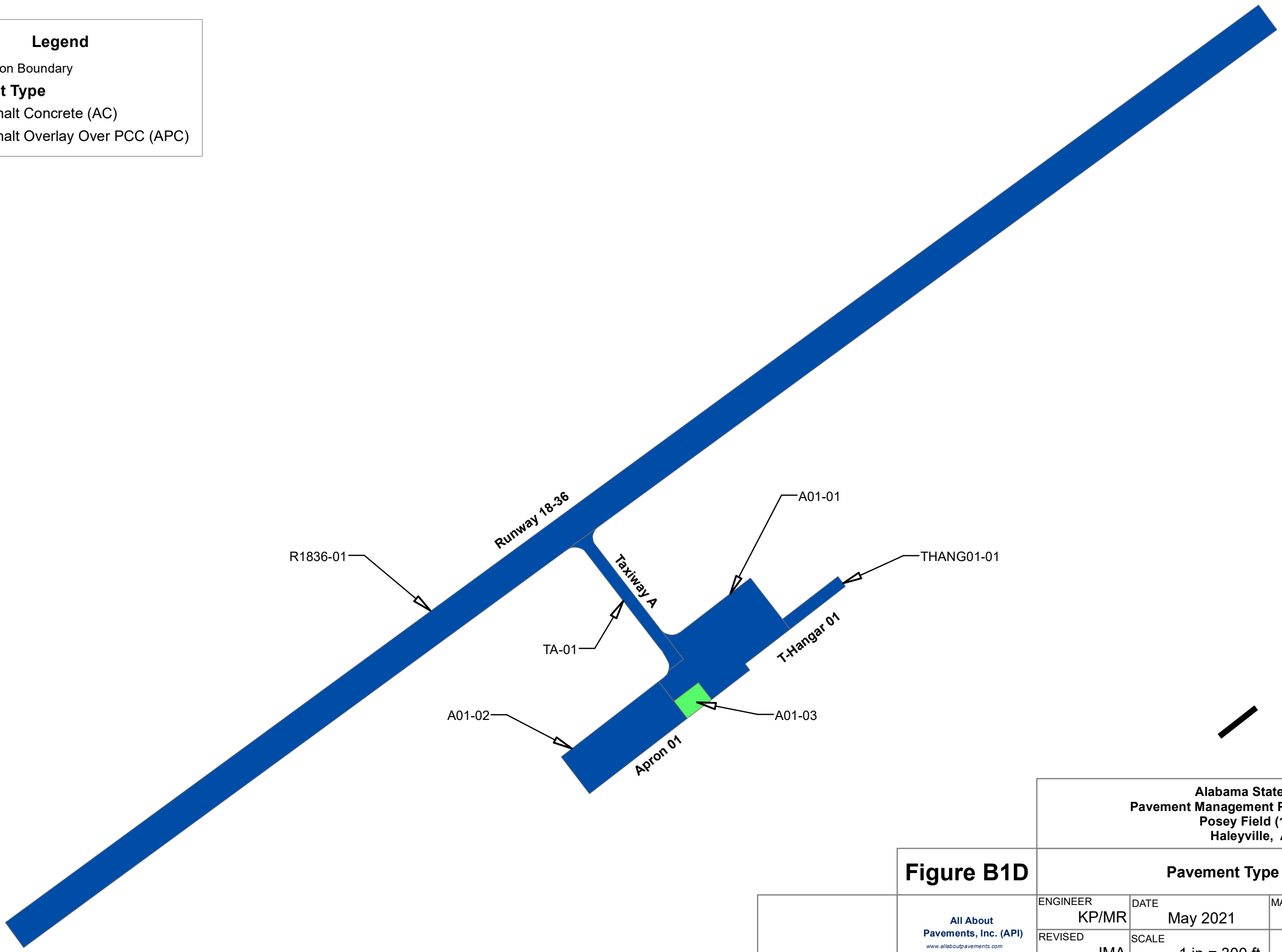
<p><b>All About Pavements, Inc. (API)</b> www.allaboutpavements.com Telephone: 217-586-2765 FAX: 217-586-1967</p>	<p>ENGINEER <b>KP/MR</b></p>	<p>DATE May 2021</p>	<p>MAP NUMBER Page 3</p>
	<p>REVISOR <b>JMA</b></p>	<p>SCALE 1 in = 300 ft</p>	<p><b>FINAL</b></p>

**Legend**

Section Boundary

**Pavement Type**

- Asphalt Concrete (AC)
- Asphalt Overlay Over PCC (APC)



Alabama Statewide  
 Pavement Management Program Update  
 Posey Field (1M4)  
 Haleyville, AL

**Figure B1D**

**Pavement Type**

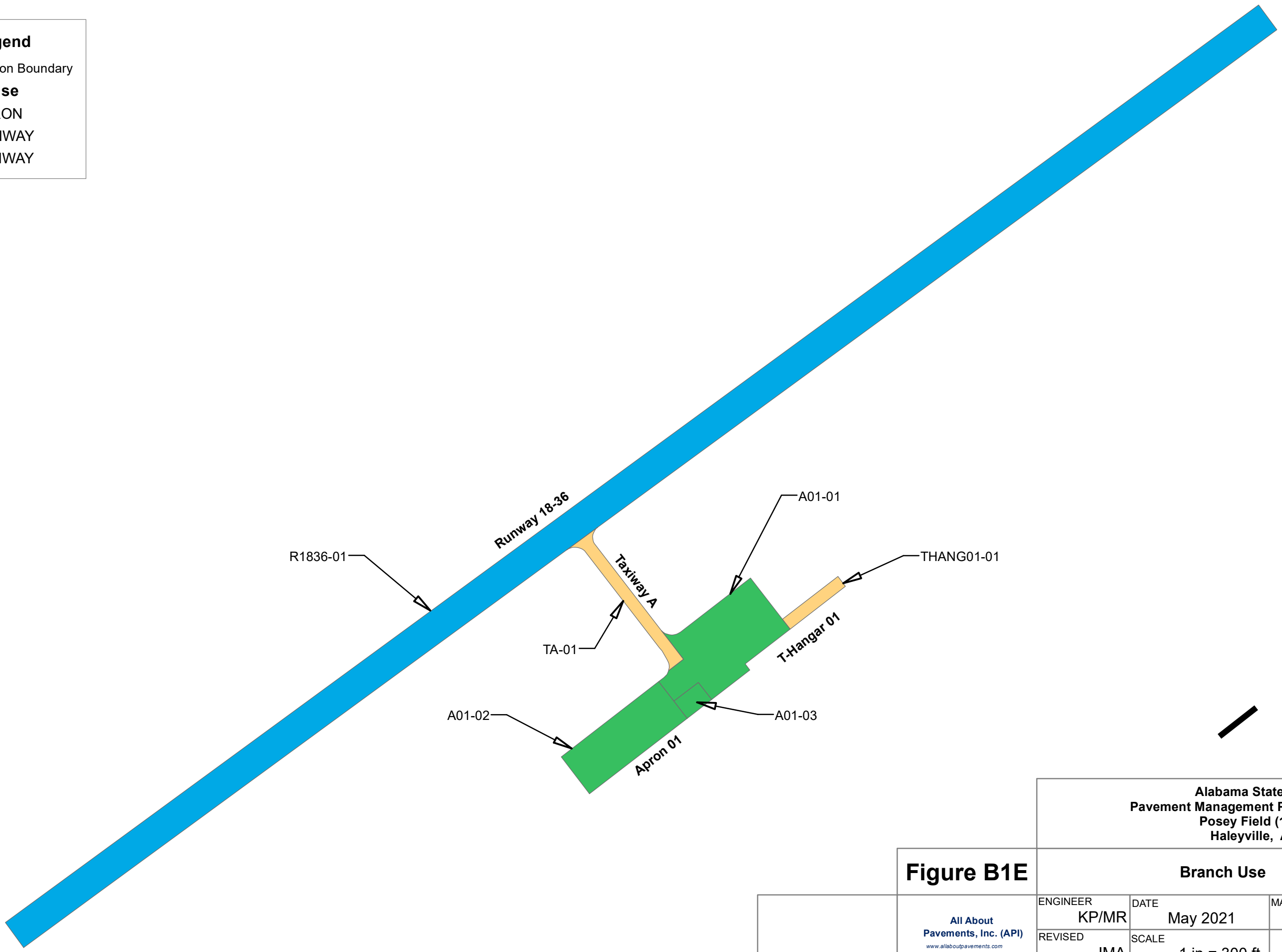
All About Pavements, Inc. (API) <small>www.allaboutpavements.com          Telephone: 217-586-2765 FAX: 217-586-1967</small>	ENGINEER	DATE	MAP NUMBER
	KP/MR	May 2021	Page 4
REVISOR	SCALE	<b>FINAL</b>	
JMA	1 in = 300 ft		

**Legend**

Section Boundary

**Branch Use**

- APRON
- RUNWAY
- TAXIWAY



**Alabama Statewide  
Pavement Management Program Update  
Posey Field (1M4)  
Haleyville, AL**

**Figure B1E**

Branch Use		
ENGINEER <b>KP/MR</b>	DATE May 2021	MAP NUMBER Page 5
REVISED <b>JMA</b>	SCALE 1 in = 300 ft	<b>FINAL</b>

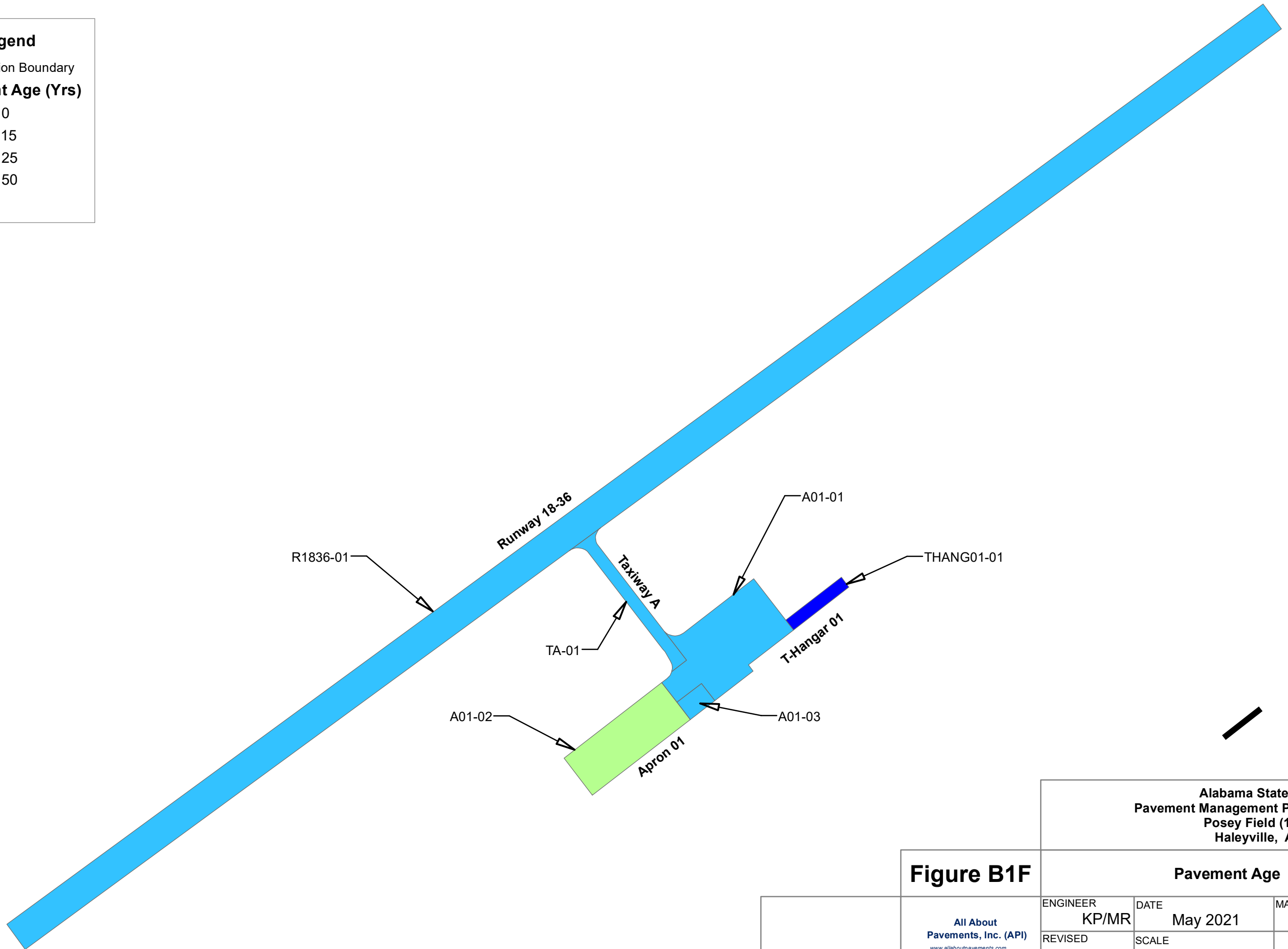
**All About  
Pavements, Inc. (API)**  
www.allaboutpavements.com  
Telephone: 217-586-2765 FAX: 217-586-1967

**Legend**

Section Boundary

**Pavement Age (Yrs)**

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



**Alabama Statewide  
Pavement Management Program Update  
Posey Field (1M4)  
Haleyville, AL**

**Figure B1F**

**Pavement Age**

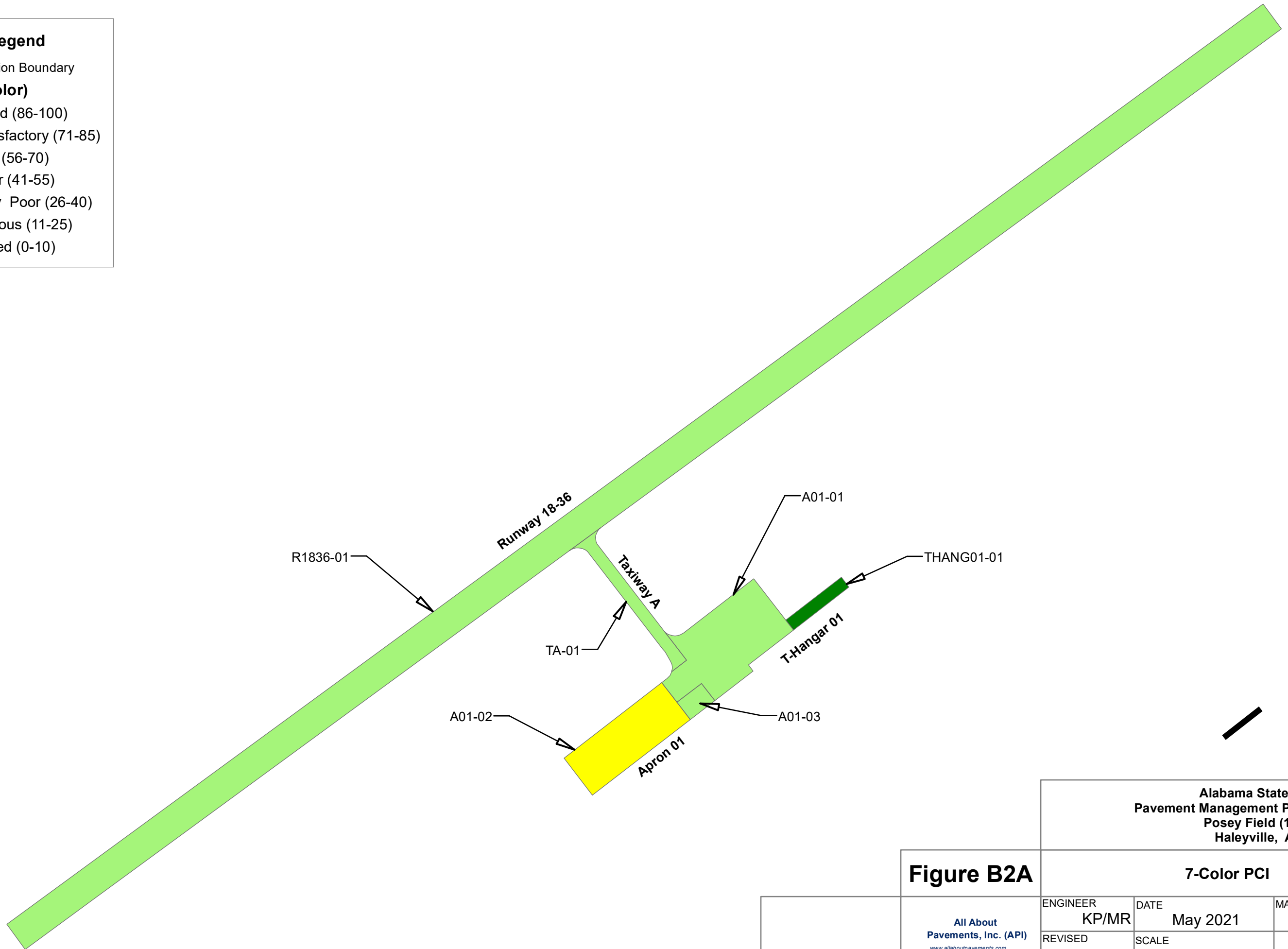
<p style="font-size: small;">All About Pavements, Inc. (API) <a href="http://www.allaboutpavements.com">www.allaboutpavements.com</a> Telephone: 217-586-2765 FAX: 217-586-1967</p>	ENGINEER	DATE	MAP NUMBER
	KP/MR	May 2021	Page 6
REVISED	SCALE	FINAL	
JMA	1 in = 300 ft		

**Legend**

Section Boundary

**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)



**Alabama Statewide  
Pavement Management Program Update  
Posey Field (1M4)  
Haleyville, AL**

**Figure B2A**

**7-Color PCI**

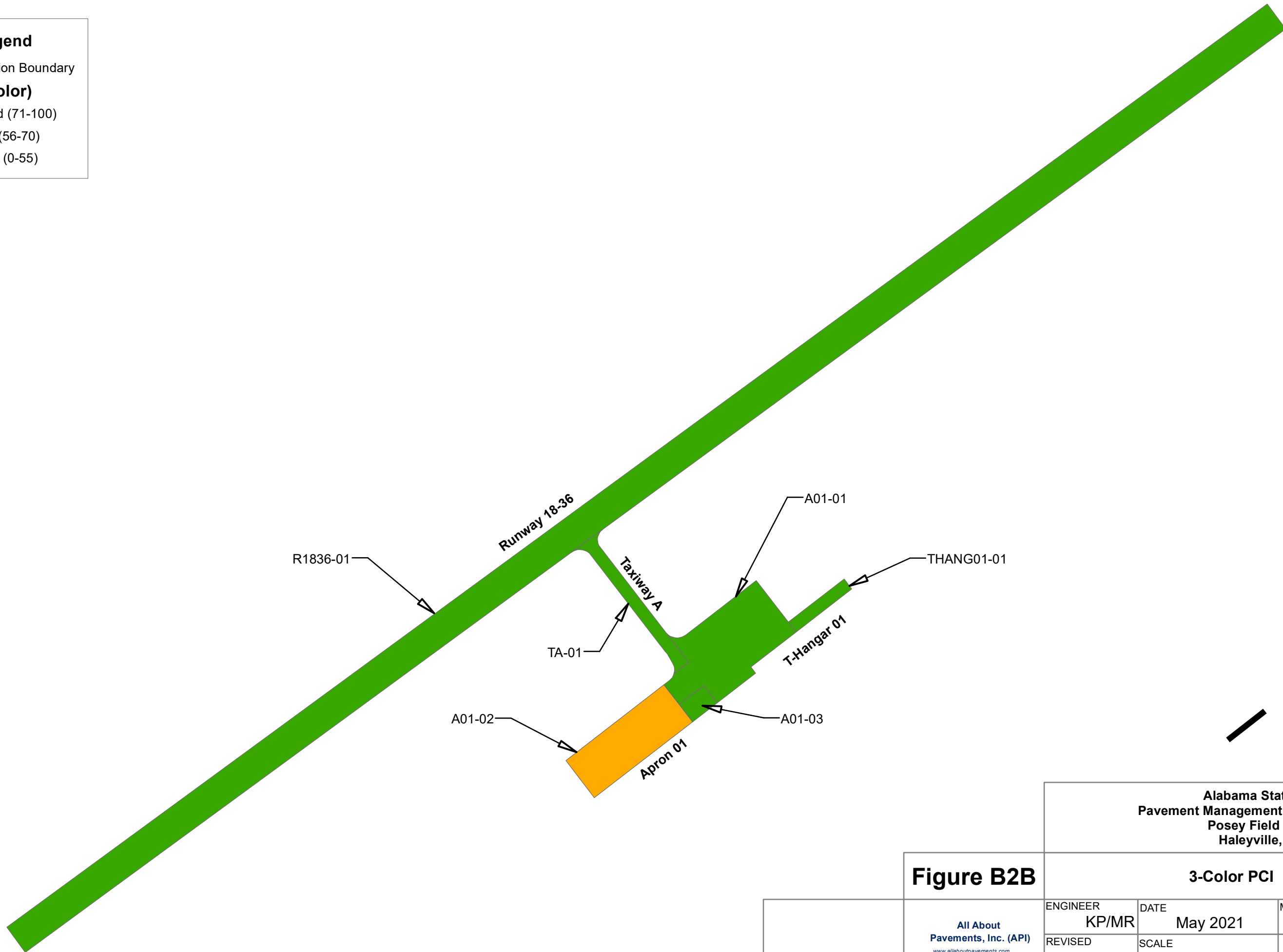
<p><b>All About Pavements, Inc. (API)</b> <small>www.allaboutpavements.com Telephone: 217-586-2765 FAX: 217-586-1967</small></p>	ENGINEER <b>KP/MR</b>	DATE May 2021	MAP NUMBER Page 7
	REVISED <b>JMA</b>	SCALE 1 in = 300 ft	<b>FINAL</b>

**Legend**

Section Boundary

**PCI (3 Color)**

- Good (71-100)
- Fair (56-70)
- Poor (0-55)



**Alabama Statewide  
Pavement Management Program Update  
Posey Field (1M4)  
Haleyville, AL**

**Figure B2B**

**3-Color PCI**

<p><b>All About Pavements, Inc. (API)</b> <small>www.allaboutpavements.com Telephone: 217-586-2765 FAX: 217-586-1967</small></p>	ENGINEER <b>KP/MR</b>	DATE May 2021	MAP NUMBER Page 8
	REVISED <b>JMA</b>	SCALE 1 in = 300 ft	<b>FINAL</b>

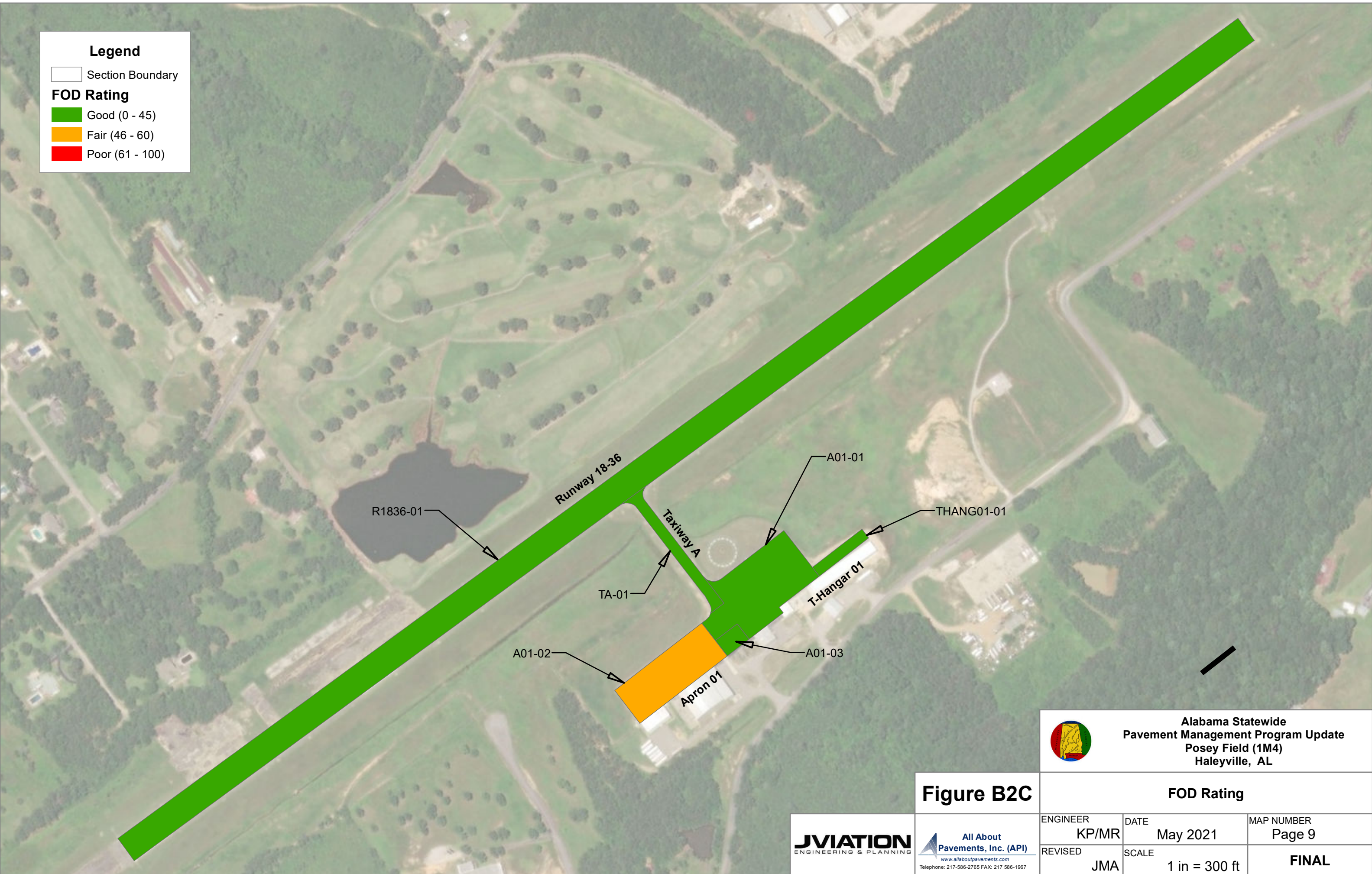


**Legend**

Section Boundary

**FOD Rating**

- Good (0 - 45)
- Fair (46 - 60)
- Poor (61 - 100)



Alabama Statewide  
 Pavement Management Program Update  
 Posey Field (1M4)  
 Haleyville, AL

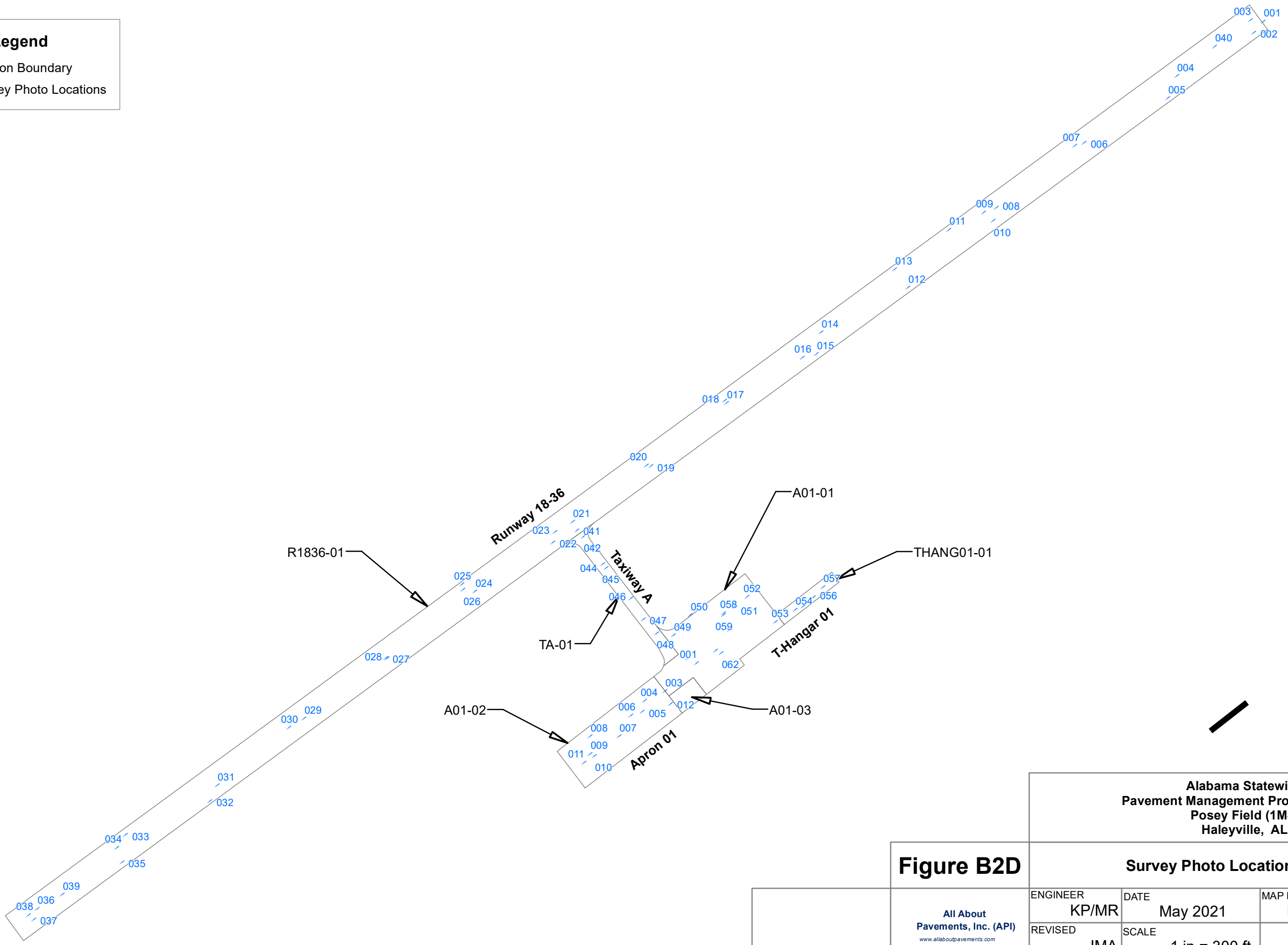
**Figure B2C**

FOD Rating		
ENGINEER KP/MR	DATE May 2021	MAP NUMBER Page 9
REVISED JMA	SCALE 1 in = 300 ft	<b>FINAL</b>



**Legend**

- Section Boundary
- | Survey Photo Locations



**Figure B2D**

<b>Alabama Statewide Pavement Management Program Update Posey Field (1M4) Haleyville, AL</b>		
<b>Survey Photo Locations</b>		
ENGINEER <b>KP/MR</b>	DATE May 2021	MAP NUMBER Page 10
REVISED <b>JMA</b>	SCALE 1 in = 300 ft	<b>FINAL</b>

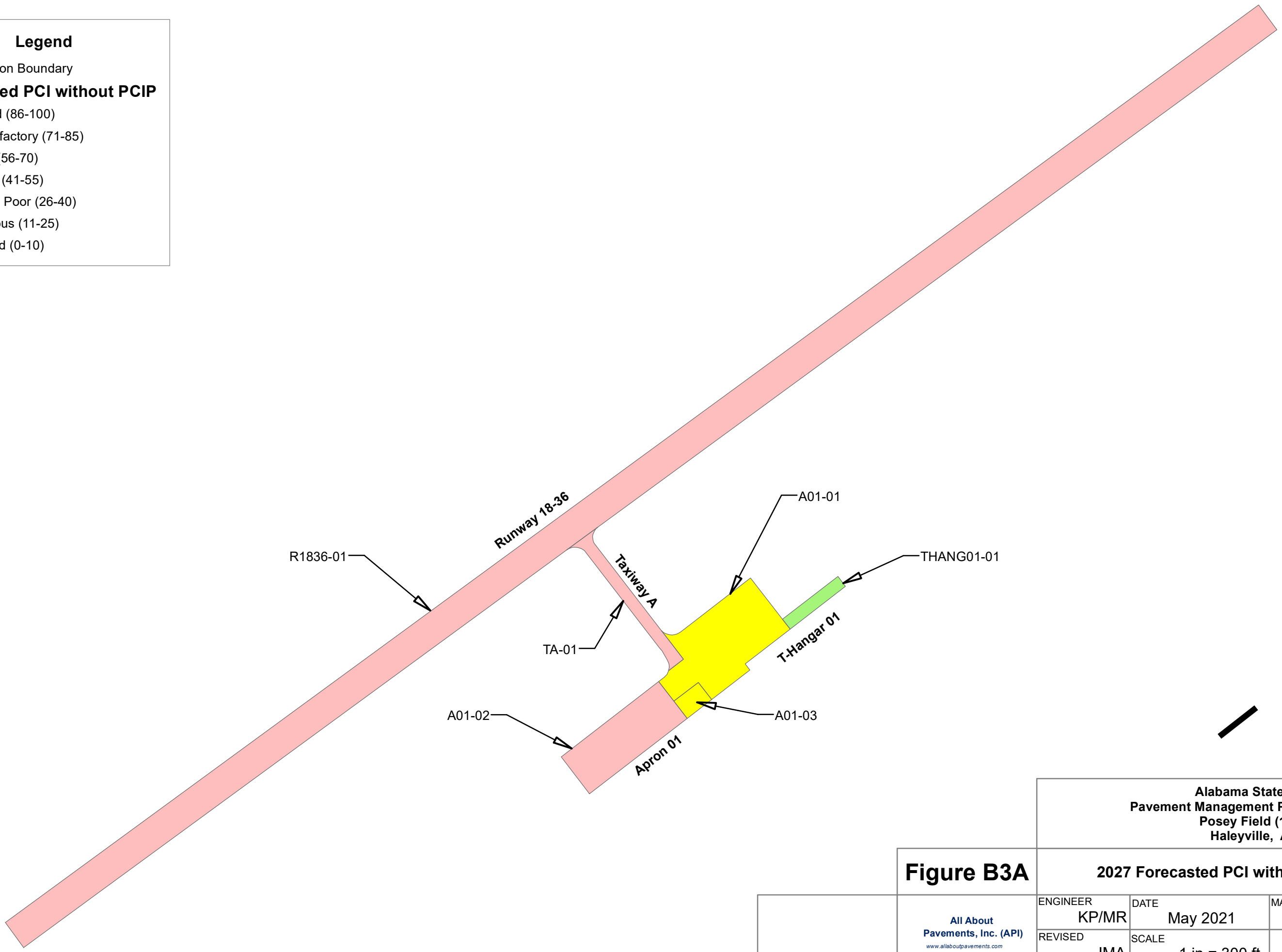
**All About  
Pavements, Inc. (API)**  
www.allaboutpavements.com  
Telephone: 217-586-2765 FAX: 217-586-1967

**Legend**

Section Boundary

**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)



Alabama Statewide  
Pavement Management Program Update  
Posey Field (1M4)  
Haleyville, AL

**Figure B3A**

**2027 Forecasted PCI without PCIP**

<p><b>All About Pavements, Inc. (API)</b> www.allaboutpavements.com Telephone: 217-586-2765 FAX: 217-586-1967</p>	ENGINEER	DATE	MAP NUMBER
	KP/MR	May 2021	Page 11
REVISED	SCALE	<b>FINAL</b>	
JMA	1 in = 300 ft		

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

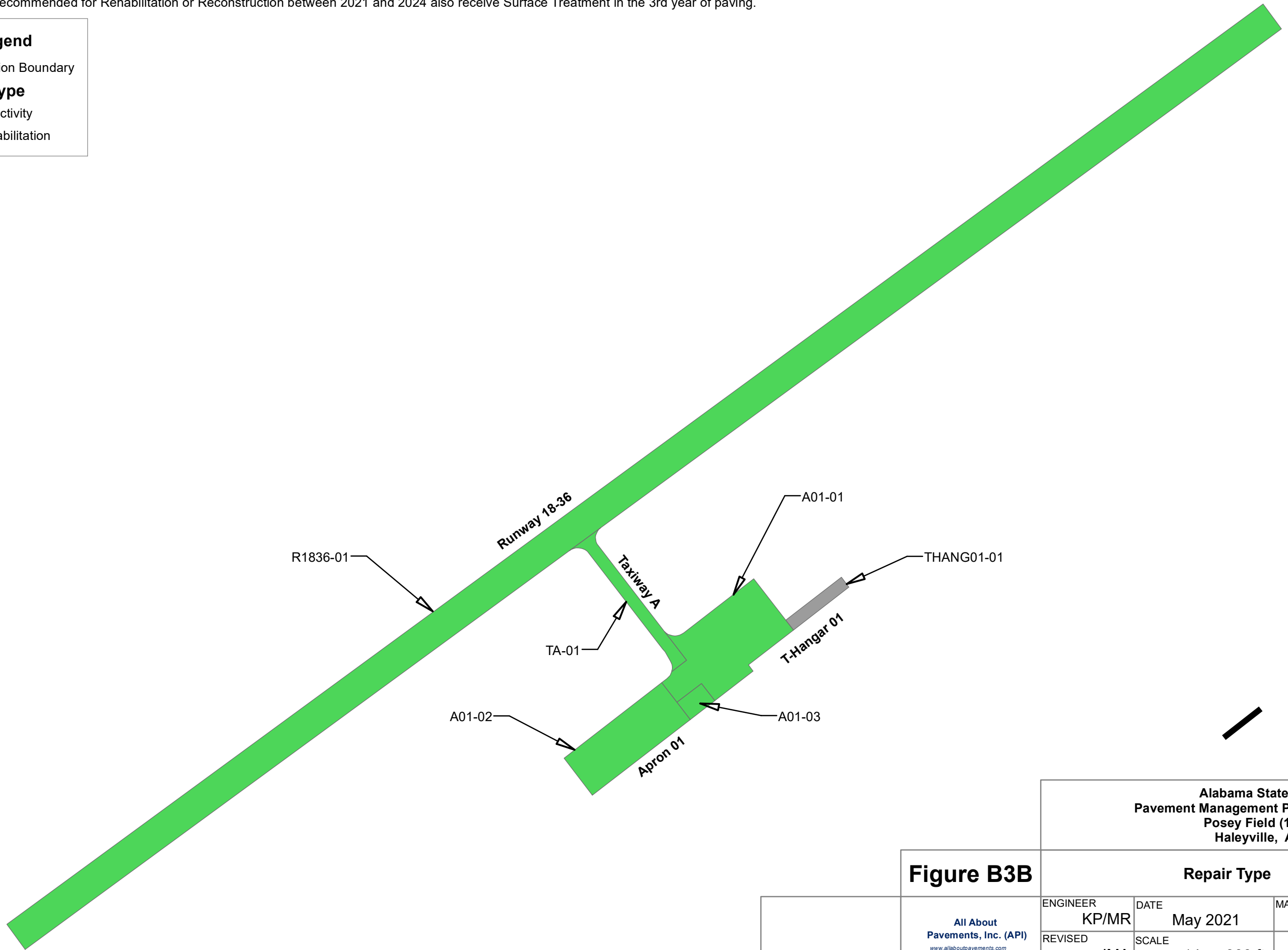
**Legend**

Section Boundary

**Repair Type**

No Activity

Rehabilitation



**Figure B3B**

Alabama Statewide Pavement Management Program Update Posey Field (1M4) Haleyville, AL		
Repair Type		
ENGINEER KP/MR	DATE May 2021	MAP NUMBER Page 12
REVISED JMA	SCALE 1 in = 300 ft	<b>FINAL</b>

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

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

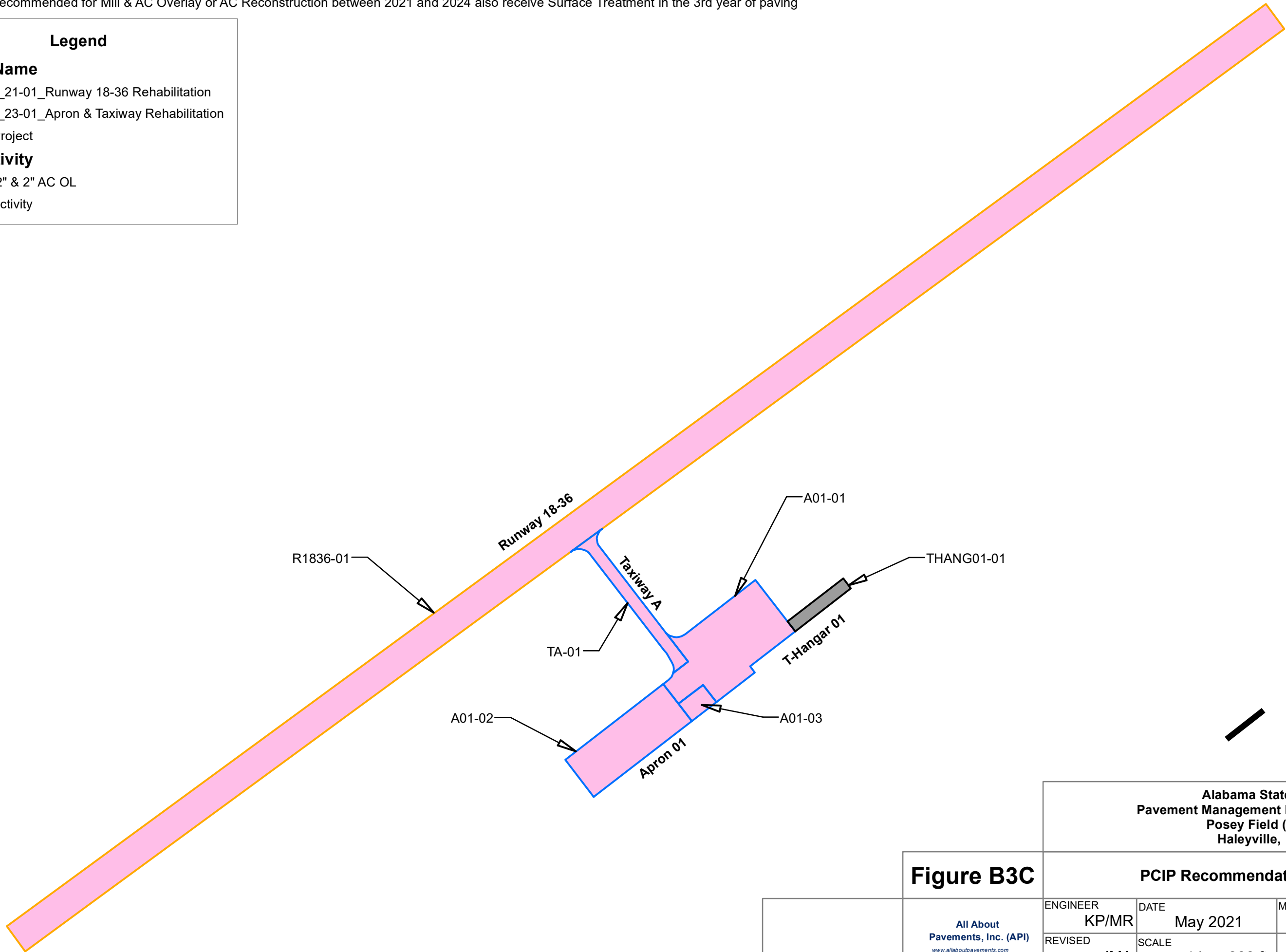
**Legend**

**Project Name**

- 1M4\_21-01\_Runway 18-36 Rehabilitation
- 1M4\_23-01\_Apron & Taxiway Rehabilitation
- No Project

**M&R Activity**

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



**Alabama Statewide  
Pavement Management Program Update  
Posey Field (1M4)  
Haleyville, AL**

**Figure B3C**

**PCIP Recommendations**

<p style="font-size: small;">All About Pavements, Inc. (API) <a href="http://www.allaboutpavements.com">www.allaboutpavements.com</a> Telephone: 217-586-2765 FAX: 217-586-1967</p>	ENGINEER	DATE	MAP NUMBER
	KP/MR	May 2021	Page 13
	REVISOR	SCALE	
	JMA	1 in = 300 ft	<b>FINAL</b>

## **APPENDIX C**

### **OVERVIEW OF PAVEMENT DISTRESSES**



% 5~|| Ucf7fUWb| f57L

5~|| UcfVUWb| lgUg|YgcZ|HfVbBb| VUWgUgXVnZ|| iYZ|ifYcZHY  
Ug|UHfUWYg|fZWk\YfYhg|Yg|YgUxg|U|g|\| \Ygi bWk\Y~cUg'HY  
VUWgdcd|U|Ylc|hYg|fZW|b|U|n|g|Ug|Ygc|Z|f|U|Y|VUWg'5ZfYUW  
H|Z|W|c|U|h| hYVUWgVbBb|Z|fa| |'a|U|ng|X|X|g|U|f|U| |'X|d|W|g|h|U|W|Y|c|d|  
U|d|U|b|n|g|a|V| |W|W|b|k| |Y|c|f|h|Y|g| |b|c|Z|U| || Ucf"HYd|Wg|U|Y|Y|g|h|U|&  
Z|Y|h| |'c|h|Y|c|h|Y|g|X"5~|| UcfVUWb| |c|W|g|c|b|n| |b|U|f|g|h|U|f|Y|g|V|U|W|X|c|'  
f|Y|U|W|X|H|Z|W|c|U|h| |z|g|W|g|k| |Y| |d|h|g|Z|U|X|g|W|g|X|Y|X|U|a|U|c|f|g| |V|U|X|g|Y|g|'

Gj Yf|ng

- ◆ @k! aUWi dcZ|bz\Uf|\_YUWg|i|b| |'d|f|U|Y|c|X|W|c|h|Y|k| |h|b|b|Y|  
c|f|c|b|n|U|Z|k| |H|f|V|b|B|b| |VUWg'HYVUWg|U|f|b|c|g|U|Y|X'
- ◆ A Y|a !: i|f|h|Y|X|Y|Y|c|d|a|Y| |c|Z| | |H|U| || UcfVUWb| | |b|c|U|d|U|b|n|b|c|f|  
b|k|c|f| |c|Z|U|W|g|h|U|a|U|h|Y| | |h|n|g|U|Y|X|A|Y| |a|!g|j|Y| |h|U| || UcfVUWb| |'  
|g|X|b|X|V|n|U|k|Y|!X|b|X|d|U|b|n|b|c|Z| |H|f|V|b|B|b| |VUWg|k| |Y|Y|U| |d|W|g|  
U|Y|g|U|f|Y|m|Y|X| |b|d|U|W| |c|c|X|U| | |f| |U|Y| |h|c|W|W|k|Y|b|d|W|g|/
- ◆ < || \! \Ug|d| |f|g|X|g| |h|U|h|Y|d|W|g|U|f|Y|k|Y|X|b|X|U|X|g|U|Y|X|U|h|Y|X|Y|g|'  
G|a|Y|c|Z|h|Y|d|W|g|a|U|h|c|W|i|b|W|f|U|Z|W|b|X|a|U|h|U|g|: CS'd|b|U|'

FYU|fcd|cbg

- ◆ @k! BcU|b|z|g|fZWg|U|c|f|g|Y|U|h|Z|f~ck|g|j|Y| |h|n|g|Y|g|/
- ◆ A Y|a ! d|f|U|c|Z| ~X|h|d|U|W|z|g|Y|U|h|c|f|W|b|g| |W|
- ◆ < || \! d|f|U|c|Z| ~X|h|d|U|W|z|g|Y|U|h|c|f|W|b|g| |W|



**& 6 YXh| B57L**

6 YXh| lgU4a cZVlia|bcigaUMjUdbhYdj Ya Vhg fZWhUMSUgUg|bnã  
[ 'Ug' ] YfZNM| g fZWhUi g UmVWA Ygi |Yg|Wih6 YXh| lgU gXVn  
YWg| YUaci bgcZig|UMWã YhcfRfg|bhYa| |'cf`ck!Ufj c|XWbHbãcfVch"  
-hcWAgk\ YUg|UH`ghYj c|XgZhYa| |Xfb| \dkYhYUxhYbYdbXgci h  
dle hYg fZWCZhYdj Ya YhQBWhYVYXh| dcWg|gbcifY YgVYXfb| WX  
kYhYZig|UicfRfk|` UWai` UYcbhYg fZW'

**Gj YfNg BcX|fygcZg|Y|hufYXW|bX'6 YXh| 'gci`XWbdXk\ Y|hg  
YfNg| Ybci [ \ lc fXWg|XNg|UW'**

**FYUFD`Mg`Scbch|/g|XVdthYXg|Ng|XfNUh|Uthh| \YUbxã`g|X  
|de hYUfNg|ZNXk|h VYXh| zfa c| YhYVWga UMjU/dUW'**





3" 6cW7fUWb| 157L

6cWVWgUfY|bWbNEXWVghUfYj |XhYdj Ya YH|bc fWVH i UfgUdX  
d|Wg" HYVcVga UfU| Y|bgrZca %An?Zc|c %6Vn?6ZVf'6cWVWVh|'  
lgW|gXa U|bn|ng|fb U|YcZhYUg|U|H|WVYU|X|g|bd|c|U|K|g|c|V|W|X|H|Y  
c|W|f|b|w|c|z|c|w|v|w|v|h| i|g|U|n|b|X|U|V|g|h|U|h|Y|U|g|U|H|U|g|U|X|b|X|g|j|b|Z|U|h|f|'  
6cWVWVh| b|c|a|U|n|c|W|V|g|j|Y|U|U|f|Y|d|c|d|f|b|c|Z|h|Y|d|j|Y|a|Y|H|f|N|Z|V|h|k|j|"  
g|a|Y|a|Y|c|W|f|c|b|n|j|b|h|Y|c|b|l|Z|Z|W|V|Y|g|'

GjYf|ng

- ◆ @ck! X|b|X|v|W|g|h|U|f|Y|U|a|c|g|i| |h|n|g|U|Y|Z|V|h|g|h| b|c|Z|f|N| |b|c|V|W|V|  
X|a|U|Y|E|C|S|E|d|h|U|'I|b|Z|'X|W|V|g|U|j|Y|?| |b|W|c|'Y|g|a|Y|b|k|X|h|Z|U|X  
Z|'X|W|V|g|U|j|Y|Z|'Y|f|b|g|U|g|U|W|f|n|W|X|j|b|/
- ◆ A Y|a ! X|b|X|v|W|g|h|U|f|Y|a|c|X|U|Y|n|g|U|Y|X|g|a|Y: C|S|'d|h|U|Z|  
i|b|Z|'X|W|V|g|h|U|f|Y|U|a|c|g|i| |h|n|g|U|Y|Z|V|h|g|h|Y|U|a|Y|b|k|X|h| |f|U|f|  
h|U|?| |b|W|c|Z|'X|W|V|g|h|U|f|Y|U|a|c|g|i| |h|n|g|U|Y|X|V|h|g|h|Y|Z|'Y|f|b|'  
i|b|g|U|g|U|W|f|n|W|X|j|b|/
- ◆ <| | \ ! X|b|X|v|W|g|h|U|f|Y|g|j|Y|Y|n|g|U|Y|Z|V|h|g|h| U|X|b|Y: C|S|'  
d|h|U|U|'

FYUfD:Vg

- ◆ @ck! BcU|cb/
- ◆ A Y|a ! g|U|W|V|g|U|d|h|n|Y|j|Y|U|c|Z|f|W|V|g|f|Z|W|c|'Y|f|g|U|f|Z|h|U|X  
c|j|Y|U|h|
- ◆ <| | \ ! f|W|V|g|f|Z|W|c|'Y|f|g|U|f|Z|h|U|X|c|j|Y|U|h|



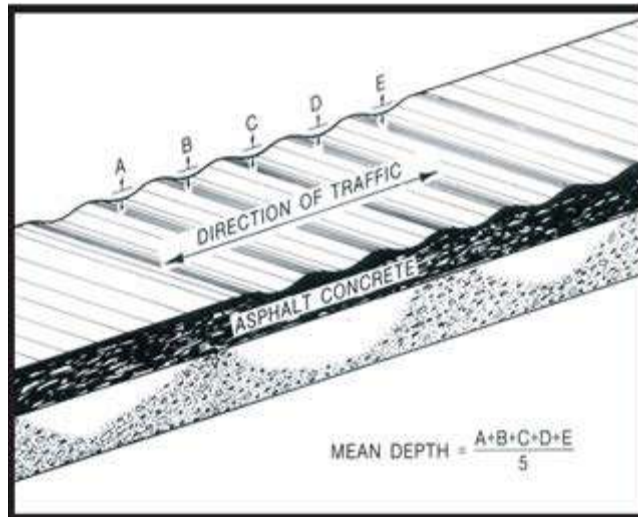
## Corrugation

### 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.



)" SYFYgcbf57L

SYFYgcbfY'cW/nXdj Ya YHj fZWMfG'Uj H Yy Uhdgg|| \hmckYfhU' hcgYcZhYgffci bNj 'dj Ya YH-ba Un]hgUBWg' || \hSYFYgcbfYfch bclMVYi b] UZFUUbzk\ YdbbNj kUF'WUng'VEXUHI UNg'VIhY XfYgcbgWbUg' Y'cWPK]hci hfU'VWU'g'ZgUhg'WUHXVidbNj 'cZ kUF'SYFYgcbgWbVWU'g'XVing'NiYa YHcZhYZi bNj]dgg' cfWbVWU]h Xfj] Wbg'f'Wdb'SYFYgcbgWU'g'fci | \bYg'UWk\ YZ' Yk]h kUF'cZ g'ZVfHhSchzW' XW'g'\n'fcdUbj 'cZU'VZFI

GjYfng

- ◆ @k! SYFYgcbWbVcVg'j Y'cf'cWPKVing'U'XU'fng'cbng' || \hm UZVgdj Ya YHf]Nj 'ei U]m'U'Xa'U'W'g'\n'fcdUbj 'd'Nj]U'db' fi bkUg'AU]aia X'h %' # 'lc' %&]WZ'f'fi bkUg' %&lc' %]WZ'f'U] kUg' U'XU'd'cbg'
- ◆ A'W'ia ! H'Y'X'f'Y'g'c'b'W'b'V'c'V'g'j' Y'z'c'W'U'Y'n'Z'W'U'gdj Ya YHf]Nj ' ei U]m'U'XW'g'g'\n'fcdUbj 'd'Nj]U'db'fi bkUg'AU]aia X'h %&lc' %]WZ'f'fi bkUg' %&lc' %&]W'Z'f'U] kUg'U'XU'd'cbg'
- ◆ < || \ ! H'Y'X'f'Y'g'c'b'W'b'V'f'N'j' n'c'V'g'j' Y'z'g'j' Y'Y'n'Z'W'U'gdj Ya YHf]Nj ' ei U]m'U'XW'g'g'X'j]h'\n'fcdUbj 'd'Nj]U'/SYh [f'U'f'h'U' %]WZ'f' fi bkUg' [f'U'f'h'U' %]W'Z'f'U] kUg'U'XU'd'cbg'

FYUfDe'Vg

- ◆ @k! BcU'f'cb/
- ◆ A'W'ia ! G'U'ck'z'd'U'f'U'cf'Z' ~ X'h'd'U'W'
- ◆ < || \ ! G'U'ck'z'd'U'f'U'cf'Z' ~ X'h'd'U'W'



\*" >Yi6Uj57L

SYGJdjb

>Yi/UgMfgcbWigXf\_YbXifNgcbhYdjYaYhijfZVMk\YbVhaJbci gVbXf  
\UgVbVifbXcfWVchjX^cUjixVifbXifNgUijUfjbXdh idle'  
Udd jaUYm%&|bWf%a|`jaYfg!

GjYfhi@jYg

BcXifYgZejYfhiYXfjX-figgZMfHcJbXUfhiUYiUgMfgcbYlg'



+!">chFYZMcb7fUWb| f57L

8YgAd|cb

HlgYgYgcWAgdbnibbdj Ya Ylg\Uj|d UbUg\UicfRfg fAWcj YUD7'gU'  
HlgWV|cfnKYgch|bWXYZMcbVWV| Zca UnichYfhdYcZUgM|'YZ  
Va YhgW|hXZ|a YgW|hXZ/g WVVWgUY'gYXlg'ch|JhXbUUXMhg YgY  
VWg'>chFYZMcbVWV| 'gVUgXa Ub'nna'cj Ya YhcZhYD7'gUWVb|h'  
hY57'g fAWWV|gYcZhYa UUbXacdgifYWU| Yg|HghchcUXFYUX'<ckY'YZ  
HZZWcU| 'a UuWgUYU'XkbcZhY57bmfhYVWVfYg|H| 'bigU|H| UbX  
: CS'ddH|U'=-ZhYdj Ya YhgZU|a YFXUd| UUVWZhYVW|g|JXle VY  
gUYX'5'\_bck'Y'YcZgU'Xa YgchgVb|h hY57'g fAWk|''\Ydle|Xb|Zn  
hYgVWg'

GjYf|h@jYg

@ 7UWg\UjYcbm| |hgU|H| f|hYcfbc: CS'ddH|U'cfbc'gU|H| UbXUbVY  
Z'YcfbcdZ'YX' =ZcdZ'YzhYVWg\UjYUa Ybk|X'cZ%'|bWf|'  
a|'Ja YVg|cf'Yg': |'YXWVgUYcZUb|XhZi|hYfZ'YfaU|U'g|b'  
g|hgUWf|b|cb'

A CbYcZhYZ`ck|d Vb|hdgY|gg f|EMWgUYacXUUYngUYX|ga Y: CS'  
ddH|U'UUbXUbVYhYfZ'YcfbcdZ'YcZUb|Xh|f|Z'YXWVgUYfch  
gUYXcfUYcbm| |hgUYXV|hYfZ'Y'g|bi|hgUWf|b|cb|f|E  
bcdZ'YXWVgUYfcdigUYXcfUYcbm| |hgUYXV|hYa Ub VUW  
k|X'g|f|U'f|hUb%'|bWf|a|'Ja YVg|cf|f|E| |h|U'Xa VUW| Y|gg  
bmfhYVWVcfU'hYVb|f'cZ|f|g|W|d VUWg'

< 7UWgUYgY'YngUYXV|h|Y: CS'ddH|U'UUbXUbVYhYfZ'Ycfbcd  
Z'YcZUb|Xh|'



, " @cb|JiXbUUbXHfUbgYfgY7fUWb| 157L

@cb|JiXbUUbXHfUbgYfgY7fUWb| HEMWgUfYdUUYlc hYdj Ya YHbVHF|bYcf  
'UxkbXfWfcb' H Yna UhVYU gXVm %Udcbf mWbdf VxXdj |h "Uy'chz&  
gfb UyZhy57'g fAWX Yc \UxXb| 'zhYUg UZ'cf' EufZMj YMW  
WigXVmMWgVbU h Yg fAWXi fg' HUb| YgVWgY HbXUWghY  
dj Ya YHbVHF|bYcf 'UxkbXfWfcbzUxa UhY  
WigXVm|Yag&cf' EiggHfXUvj Y'HYgHndgcZMWgUfYbchi gUmçX  
fYUX

**GjYfng**

- ◆ @k! \GjYfngYfa|bcfgU|h'cfbcgU|h"HYWUgVbVZ'Xcfih  
Z'X'U bZ'XWUg\GjYUaYbk|X'cZ%#|bWcf'Yg': ]'XWUgUfY  
Ubk|X v|hYfZ'Y|g|b|g|g|UWfm|X|b/
- ◆ A Wia ! dYcZHYZ`ck|h| Wb|hdgY|gg' %EMWgUfYacXUym  
gdUYXUxUvVYhYfZ'XcfibZ'XczUbk|X/'&Z'XWUgUfYbchi  
gdUYXcfdbm||\hngUYXZihYfZ'Y|g|b|g|g|UWfm|X|b/ Eib  
Z'XWUgUfYbchi gdUYXcfdbm||\hngUYXZihYWUWk|X YWUg  
%#|bWcf(E||\HUXa WUW| Y|g|b|XfHYWUWcfUH YWbYcfzhY  
HfG|H| WUg/
- ◆ <||\! gjYfngUYXk|h UXZ|H: C7dH|U"HYmUvVYhYfZ'X  
cfibZ'X'

**FYUFD:MG**

- ◆ @k! BcU|cb/
- ◆ A Wia ! gUWUg/
- ◆ <||\! gUWUgcfmZfa UZ'X'h'dUW'



9" C| G| UYB7L

C| g| UYghYXWfclpbcfgZbh| 'cZhYdjYa Yhg fZWWgXVnhY  
gd| h| 'cZ| ZYzcfchYfgj Ylg'

Gj YfNg Bc X| fYgZgj Y| mifYXWbX' Hgg Z| Vh| c| bYUyhUic| g| UY  
Ylg'

**FYUFD' MNg**

- ◆ Scbch| h| /
- ◆ DffU'cfZ' Xh' dUW'



%8' DUWb'`

FYUfduWb Uxi f]mWidUWb ]gWbg\NYXUNZUMN UXYgcZck kY` ]h  
dMzfa gcfkUgWbgi WXX

Gj YINg

- ◆ @ck! ]b[ ccXWbY]cbUx]gdMzfa ]h ]g]gZUMf]m
- ◆ A Y]i a ! ]gga Yk\ U]NY]cfU]XU]XU]ZUM]g]Y]h ]ei U]m]c'ga Y]Y]N]h
- ◆ < ][\! ]gU]X]m]N]h]cfU]XU]XU]ZUM]g]Y]h ]ei U]m]g] ]h]ZUM]h]ncf\U]g]\[\`  
: C8'd]h]U'

FYUfcd]cbg

- ◆ @ck! BcU]cb/
- ◆ A Y]i a ! g]U]V]W]g]Y]U]f]h]Y]X]g]Y]g]g] ]bh]Y]d]U]W]c]f]f]d]U]W]h]Y]d]U]W
- ◆ < ][\! f]d]U]W]h]Y]d]U]W'



: ]]ifY7'4. "5g]U]H]U]W]b]"



%Dc'lg X5[[fY\te f57L

8YAd]db

5[[fY\UYdc'lg]h]lgWigXvifvNfXfUz]Wd]W]cbg'Dc'lg XU[[fY\UY]g  
dYgHk\YbWgYUa]b]cbczUdjYaYhfyYUghUhYcb]cbczU[[fY\UY  
YfN]h]UvjYhYUg]UhgYhYjYfngU'cfhYfYfbc'fi[\cfU]i'U  
U[[fY\UYd]f]Wgle'dfj]X]ccXg]XfYg]UW'9]g]bWcZ]h]g]m]c]Z]g]N]g]g]  
Ug]b]X]W]X]k\Yb]h]Y]i]a]V]f]cb]U]g]X]f]g]U]W]f]U]h]h]g]g]ck'cf\U]X]cd]X  
g]b]Z]U]h]n]z]ca'd]y]j]ci]g]U]h]g'

GjY]h]e]y]Yg

BcX]f]Y]g]c]Z]g]Y]h]m]f]Y]X]b]X<ck]y]Y]z]h]Y]X]f]Y]c]Z]c'lg]h]g]ci'X]Y  
g]b]Z]U]h]n]z]ca'd]y]j]ci]g]U]h]g]b]W]X]X]b]h]Y]W]X]h]cb]g]f]j]Y]h]X]f]U]X]g]U]X]X]U]



%&FUjYH 157L

8VbHdb

FUjYH lghYXgcXlH 'cZMUGYU|fYUYdUfMwZca hYdJ Ya YHj fAW'

8YgYA| 'GjYlmi@jYg'

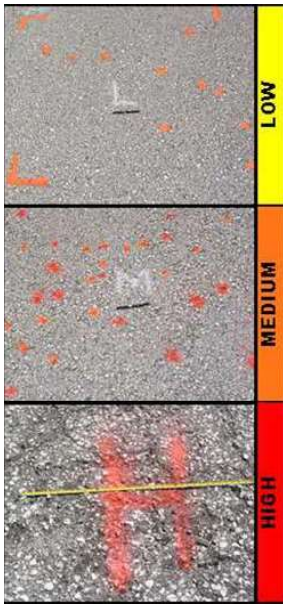
5gi gX\YlZMUGYU|fYUYWgUgldfXca lHHMUGYU|fYUYgUgZHY  
UgUha|"5|[fYUYWgUgUfXk\YbacfYhUdbYUcblh WUGYU|fYUY  
dYWga]ggh"-ZbXi ViUdi HUGj YlmiY YzhfYfYfYgHuj YUfNgZ%gi UY  
nFXf%gi UfYa YfLNUWgci 'XVYU la ]bXlXhYbi a Vf cZa ]ggh WUGY  
U|fYUYdUfMwZca hX'

@ ck'gj YlmiWUg|ZlncbYcZh YgWbN]dgn lgh flE:bUgi UYnFXgi Uf  
a YfLNUWgHuj YUfZhYbi a Vf cZMUGYU|fYUYdUfMwga]ggh 'g  
@ VlkYb) UfXs'fEA]ggh U|[fYUYWgUgUgVlkYb&fLNUWZHY  
YUa ]bXgi UYnFXgi UfYa YfLNUW-b'ck'gj YlmiY YlH zhYfYg ]hYcf  
bc: CS'ddHJU'

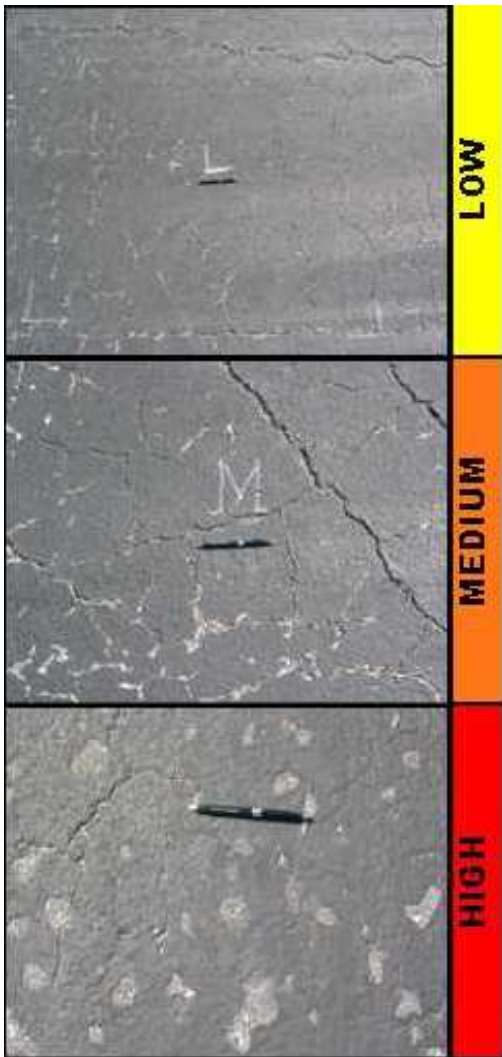
A Yfi a 'gj YlmiWUg|ZlncbYcZh YgWbN]dgn lgh flE:bUgi UYnFX  
fgi UfYa YfLNUWgHuj YUfZhYbi a Vf cZMUGYU|fYUYdUfMwga]ggh '  
A ]gVlkYb&fLNUW(S' fEA]ggh U|[fYUYWgUgUgVlkYb&fLNUWZHY  
hYUa ]bXgi UYnFXgi UfYa YfLNUW-ba Yfi a 'gj YlmiY YlH zhYfYg  
gaY: CS'ddHJU'

< [| \ 'gj YlmiWUg|ZlncbYcZh YgWbN]dgn lgh flE:bUgi UYnFX  
< fgi UfYa YfLNUWgHuj YUfZhYbi a Vf cZMUGYU|fYUYdUfMwga]ggh '  
]gg Y(S' fEA]ggh U|[fYUYWgUgUgVlkYb&fLNUWZHYUa ]bX  
gi UYnFXgi UfYa YfLNUW-b [| \ 'gj YlmiY YlH zhYfYg ]hYcf CS'  
ddHJU'

BdY h ]gUbk XgnYggbWbYSS+ 'g fj Ym



Gi ffr#7cUHfCjY8YgYAl GYfJh@Yg



@

f2H YgUyXlfUlg YghU% dVfHfE-bhYWgCZAUrk\YYdUMB  
VWWh \UgXjYcdXzhYgfZWWUgUfY YghU%# ]Wfl'aaIk]X'

A

f2H YgUyXlfUlg VlkYb%UX'S dVfHfE-bhYWgCZAUrk\YY  
dUMB VWWh \UgXjYcdXzhYWUgUfY%# ]Wfl'aaIk]Xcf[ fUP'

<

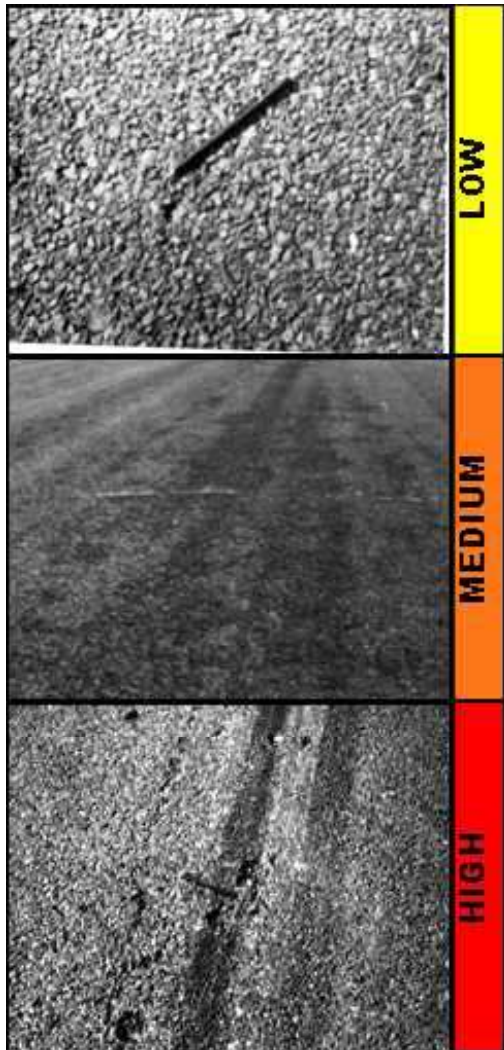
f2H YgUyXlfUlg j Y% dVfHfE-bhYWgCZAUrk hYgfZWWg'  
dY]h 'cZ

Dfci g: f]Mkb7ci fgYGjYfhi@jYg

**@** ÷bU%gi UYZdfl#Sgi UYa VffFYGHUj YgãdYhYbi aWfçZ  
U[[f]UYd]Wgãlgg] lgVlkYb) Ux&SUX#chYbi aWfçZãlgg]`  
U[[f]UYWg]Gg]Xg]ch] VWX%

**A** ÷bU%gi UYZdfl#Sgi UYa VffFYGHUj YgãdYhYbi aWfçZ  
U[[f]UYd]Wgãlgg] lgVlkYb&UX(SUX#chYbi aWfçZãlgg]`  
U[[f]UYWg]Gg]gf]f]Uf]h]b%ãihXg]ch] VWX& ÷MWhçZhYfU

**<** ÷bU%gi UYZdfl#Sgi UYa VffFYGHUj YgãdYhYbi aWfçZ  
U[[f]UYd]Wgãlgg] lgjYf(SUX#chYbi aWfçZãlgg] U[[f]UYWg]Gg]  
gf]f]Uf]h]b& ÷MWhçZhYfU



%" 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]ZiaUicWfUch] hYgNgcZhYfiHFiHh] g]VagZca Uda UbhNzfaU]cb  
]bUicZhYdj Ya YhUmfcfg V[ fUXZig UnWgXVWbg`XU]bcf`UMU'  
agj Ya YhcZhYa Uf]UgXYc hZ]WdUg`Q] hZ]Wfih] Wb`YXle'a Ucf  
gi VifUZ]i fycZhYdj Ya Yh

Gj YfingUgXcbfi hXchL

- ◆ @ck! YghUb' ]bW]bXch/
- ◆ A Y]a! WkYb' Ux%]bW]bXch/
- ◆ <]]\! YWNg%]bW]bXch"

FYUfcdhcg

- ◆ @ck! BcU]cb/
- ◆ A Y]a! dWU]bfcj YUm
- ◆ <]]\! dWU]bfcj YUm



: ]ifY7!. "57Fi Hh"

**%"G|dd|Y7fUW|b| B57L**

**G|dd|Y7fUW|b|Y7fUW|b|Uz|ac|b|g|U|X|W|g|U|j|h|l|k|c|Y|g|d|b|X|k|U|n**  
from the direction of traffic. They are produced when braking or turning wheels cause the  
**d|j|Y|a|Y|h|g|f|W|c|g|X|U|X|Z|f|a|'H|g|g|U|n|c|W|f|g|k|Y|b|Y|g|U|c|k|g|N|h|'**  
**g|f|W|a|l|'c|d|c|f|V|b|X|W|k|Y|b|Y|g|f|W|U|X|b|h|U|f|c|Z|d|j|Y|a|Y|h|g|f|W|f|Y'**

**G|j|Y|f|U|g|** No degrees of severity are defined. It is sufficient to indicate that a slippage  
**W|W|Y|g|g|'**

**F|Y|U|f|D|'M|g|**

- ◆ **S|c|b|h|j|l|/'**
- ◆ **D|f|U|'c|Z|'X|h|d|U|W|'**



**:||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' fU]cf]g]U]d]h] YZ]f]U]X]U]k]j]Y'9]h]Y]h]n]c]z]k]Y' WbWY  
UW]a]d]h]Y]X]V]n]g]f]Z]W]W]U]h]'5'gkY'lg]g]U]m]W]g]X]V]n]c]g]U]W]b]h]Y  
g]V]f]U]X]c]f]V]n]k]Y]h]'g]c]Z]V]h]U]g]a]U'g]k]Y' WbUg]c]W]f]c]b]h]Y]g]f]Z]W]c]Z]b]g]d]U]h]  
g]Y]f]U]h]j]Y]D]7]H]g]U]F]g] h]c]Z]U]V]c]k]! i]d]h]Y]D]7]g]U'

GjY]h]n]@]j]Y]g

GkY'lgWfYnj]lgVYU]X]U]g]U]a]h]c]f]Z]W]c]b]h]Y]d]j]Ya]Y]H]g]f]X]e]i]U]h]m]g]  
X]h]f]a]h]X]U]h]Y]b]c]f]a]U]U]Q]W]Z]g]h]X]Z]f]h]Y]d]j]Ya]Y]h]g]W]b]i]b]X]  
@ W]h]g]X]U]h]b]'f]c]k]!g]j]Y]h]n]k]Y'g]a]U]h]c]h]U]k]U]g]V]c]V]g]j]U]V]Z]V]h]Y]f]  
Y]lg]b]W]W]b]V]W]b]f]a]X]V]n]g]j]h]U]j]X]W]g]Y]h]Y]g]W]b]U]h]Y]b]c]f]a]U'  
U]Q]W]Z]g]h]X]Z]f]h]Y]d]j]k]h]c]W]f]Z]h]Y]g]k]Y'lg]d]f]g]h]!

GkY'WbV]c]V]g]j]Y]k]h]c]i]h]Z]V]W]h]U]b]X]U]g]U]g]l]h]Z]W]h]Z]W]c]b]h]Y]  
A d]j]Ya]Y]H]g]f]X]e]i]U]h]m]g]X]h]f]a]h]X]U]h]Y]b]c]f]a]U]U]Q]W]Z]g]h]X]Z]f]h]Y]d]j]Ya]Y]h]  
g]W]b]i]b]X]W]h]g]X]U]h]b]'

GkY'WbV]f]D]f]n]c]V]g]j]Y]X]U]X]g]j]Y]Y]m]Z]W]U]g]h]Y]d]j]Ya]Y]H]g]f]X]e]i]U]h]m]h]Y]  
< h]c]f]a]U]U]Q]W]Z]g]h]X]Z]f]h]Y]d]j]Ya]Y]h]g]W]b]i]b]X]W]h]g]X]U]h]b]'





%"KXhY[h] 157L

8Yg[d]db

H YkY[h] UkUicZhYUg[UH]bXfUxZbYU[ fY UYa Uq] Zca hYdj Ya Yh  
gfAW

GjY[h]e@jYg

5gkUhg fAWW[h]b[h] le'g'ck'g[hgcZU[h] k\jWaUuYUWYUUXVn  
V\auUWbY[h]dg' @cg[hYZbYU[ fY UYa Uq] lgc[MVYUxUuY  
@ UW\dhYXVnZ[h] cZhYUg[UH]c" 9N YgcZhYUgYU[ fY UYgUY  
V[h]b[h] le VYIdgXfNg[h]b\$\$ ]bWgcf%aaE' Dj Ya YhaUuY  
fYUj Ynbk flgbk Ug\* 'adbgc'X!

A @cg'cZbYU[ fY UYa Uq] lgc[MVYUxY YgcZUgYU[ fY UY\j YWb'  
YIdgXi dlc%# k]X hZHYch YgigXlcZhYUgYU[ fY UYX Ylc hYcg'  
cZbYU[ fY UYa Uq] "

< 9N YgcZUgYU[ fY UY\j YWb'YIdgX fNMhU%# k]X hZHYch Ygi  
gXlcZhYUgYU[ fY UYHY YlgWgXUUYcg'cZbYU[ fY UYa Uq]  
Y[h] le'cd[h]U'cf ga Ycg'cZUgYU[ fY UY'



%!"6dk!I d!D77L

### 8YgAd]b

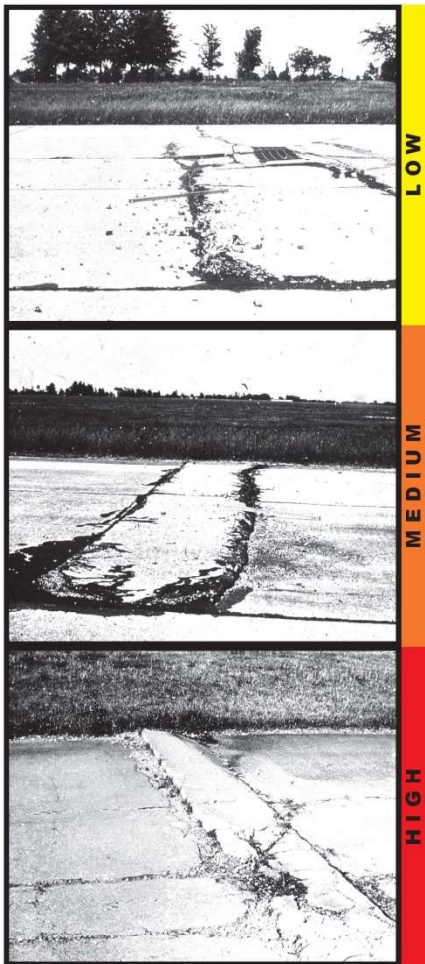
6'dki d'cWf]b\dkYhYzi gUmHUmhg YgVWcf'c]HhUhgbdk]Y  
Yci [\ lc'dfa]h]d]hgdbVihYWBWYgUg'H Y]hgZ]W]hk]X]lg]gUm  
W]gXV]h]Z]H]U]bc]Z]W]ad]Yg]V]YaUm]Ug]bc]hY'c]hg]W]K\Y]Y]d]hg]b'  
W]bd]f]Y]Y]Y]ci [\ d]Y]g]f]Z]U]c]W]n]X]i]d]k]U]X]a]j]Y]a]Y]h]c]Z]h]Y]g]U]V]X]Y]g'  
f]i]W]h]E]c]f]g]U]M]h]k]~'c]W]f]b]h]Y]j]M]h]c]Z]h]Y'c]h]6'dki d'g]W]b]U]g]c]W]f]U]h  
i]h]h]m]W]g]U]X]U]b]U]Y]b]Y]g]H]g]h]d]c]Z]h]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]U]l]c]U]M]Z]h]6'dki d'g]U]Y]b]W]X]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] 'c]f]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]l]h]i  
l]a]c]i]h]c]Z]i [\ b]g]Y]g]g'

A 6i W]h] 'c]f]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]l]h]i  
l]a]c]i]h]c]Z]i [\ b]g]Y]g]g'

< 6i W]h] 'c]f]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'





%! 7fUWg"@cb|liXpUZHFUbg YgYUbxS|U|cbU'fD77L

H YgXVWgXj|XhYgU|bc|kc'cfhfYd|WgZUXIfYigUmMgXVhU  
WáVhU|bcZcdXfYh|cbZf|h'gYgZUXgfb\_UYgYg'@ck'gYf|h  
VWgUfYbdhWgXfXaUcfgiVfU'XgYg'AYf|a'cf||\gYf|hVWgUfY  
igUnkcf|h|VWgUfYbdhWgXfXaUcfgiVfU'XgYg'

**GjYf|ng**

- ◆ @ck!%i|Z'XVWg%#|Wlc%&|Wk|Xk|h|bcZi|h|'cf|gU|h|/E  
VWg'YghU%&|Wk|Xk|h'ck'gYf|ngU|h|/cf'EZ'XVWg'Z  
Unk|Xk|h|Zf|f|Zfa|h|bUg|g|Uf|naU|f|U|X|bcZi|h|'cf  
gU|h|/
- ◆ AYf|a'!%i|Z'XVWgV|k|Yb%&|c%|Wk|Xk|h|bcZi|h|'cf  
gU|h|'cf&Z'XVWg'ZUnk|Xk|h|Zi|h|'YghU%#|Wcf|a|Yf|a'  
gYf|ngU|h|/
- ◆ <||\!%i|Z'XVWgk|h|Uk|h|[f|Uf|hU%|W'&i|Z'XVWg'Z  
Unk|Xk|h|Zi|h|[f|Uf|hU%&|Wcf|a|Yf|a'gYf|ngU|h|/cf'E  
Z'XVWg'ZUnk|Xk|h|Zi|h|[f|Uf|hU%&|Wcf||\gYf|ngU|h|"

**FYUfcd|cbg**

- ◆ @ck!BcU|f|b|cf|gU'VWg'
- ◆ AYf|a'!gU'VWg'
- ◆ <||\!gU'VWg'ZUnk|Xk|h|Zi|h|'Xh'dUWcf|f|U|W|h|YgU'



: ||ifY7%&'D77HUb|YgY7fUWg'

§' Si fUj]m7fUWgID77L

8YgAdjb

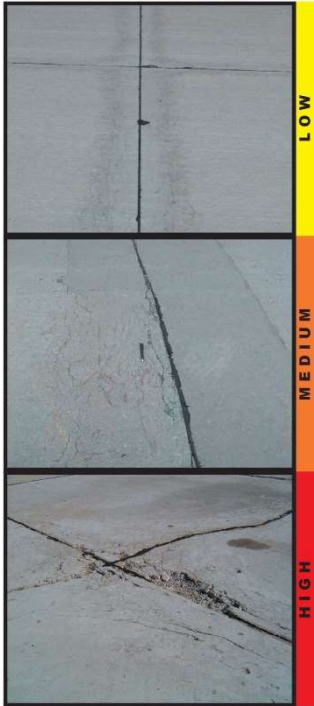
Si fUj]m7fUWg]gWgXVnhYbUj]m7cZhYWBWYk]hgUXXj]fdaYbU' ZWfggWgZYYhukVWg'-hi gUnldNfggUdUMB'cZMwgi bhd' parallel to a joint or linear crack. A dark coloring can usually be seen around the fine XfUj]m7fUWg'H]ghdYcZMwgd' aUnjYbU'mXkXghN]fulbcZhY WBWYk]h]b%c'SZYfSSle\*SSa]`jaYgicZhY^chidVW'

GjY]h@jYg

@ ÍSÍ VWVh] \gXjYodXgYFUWg]MVYUaci hZgUVfUk]h`]hYcf bcXghN]fulbcf: CS'dhHjU' cfÍISÍ VWVh] \gWfYX]bU]a]PX UfUcZhYgUzgWg]bcbYcfkcbWgcfUch]`cbY^chZi 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]bcbYcfkcbWgcfUch]`cbY^chZi 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 YgUmMh\|WYhUVgg]' cfcVgk UWAi 'UYbhY^chh'  
cfUck'g| hZUhh|f|U|bcZkUf''5Wai 'U|bcZ|WadYgVYaUmUg|b'  
hY'chh|fY YghYgUVZca Ydb|h| UxUthg| hbVW|h|zgUm|h|zcf  
gU|h|''D|UVY'chh' YVbXXc hYYX YgZ hYgUgd|Wg^chhZca hY  
UWAi 'U|bcZaUmUgUxUg'cfY YhgkUfZca gM|h| XkbUxgZ|h| hY  
Zi bU|bgj dbf|h| hYgV' Hd|W|h|ngZ'chhGU'SUa U YUfY'%g|h|db|h| hY  
'chhGU'SUa U YgUmMh\|WYhUVgg]' cfcVgk UWAi 'UYbhY^chh'  
'cgicZcbXc hYgUVX Yg Ux\* EUWcfUg|WcZgUUh|bhY'chh'

**Gj Yfng**

- ◆ @ck ! |b| YbU n|ccXWb|h|bhfc| [\ci hYgM|b" GUUh|g|MZfa |h| ' kY k|h| dbnUa |bc|Ua ci bicZUhcZhYUj YhdNgZLa U YdYg|h|
- ◆ A W|a ! |b| YbU n|f|Wb|h|bhfc| [\ci hYgM|b|k|h| db|cfadfcZ UhcZhYUj YhdNgZLa U YdYg|h|cW|h| |c|Ua cWUYX|fY" GUUh|bXg|aa YUfYUWA Yh|h|b|&n|f|
- ◆ <||\ ! |b| YbU n|bc|Wb|h|bhfc| [\ci hYgM|b|k|h| db|cfadfcZ UhcZhYUj YhdNgZLa U Yg|Yg|h|cW|h| |c|Ug| YX|fY" GUUh| bXg|aa YUfYUWA Yh|

**FYUfcd|hg**

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



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

**8& 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 ! FYUWdUWcfFYUWY  
gU'
- ◆ <ll\ ÈFYUWdUWcfFYUWYgU'



**: llif7% 'D77 GaU DUW'**

**&" @Uf YDUWID77L**

Patching is the same as defined **ZfUgaU`dUW`  
\**ckYVzhYufUcZhYdUWlgacfyhUb) 'gi UfY  
ZNF5 i f]hMhlgUdUWhUgfydUWkhY  
cf] ]bU'dj Ya YHMMgycZdUWa YhcZ  
i bXf] fci bXi f] ]ng'HYgj Yf]mY YgcZLi f] ]m  
WfYhYga YghegYZffYi 'Uf dUW]d."****

**Gj Yf]ng**

- ◆ **@ck ? DUW]gZb] ]cb] kY`zk]h `]hYcf  
bcXNFcfU]cb/**
- ◆ **A Y]i a ! DUW\UgXNFcfUWZbXf  
acXfUYgdU]d VbVYgYbUfci bXhY  
Y] Yg'DUWa Uf]U VbVYg'cX Y]zk]h`  
WbgXfUYWZf]f] ]cf: CS'dh] ]U/**
- ◆ **< ] \ ! DUW\UgXNFcfUWZ]hYVn  
gdU]d Ufci bXhYdUWcfVW]d k]h]b'  
hYdUWZc Ug] ]k\ ]WkUffU]g  
fyUWa Yh**

**FYUfcd]cbg**

- ◆ **@ck E8cBch]d /**
- ◆ **A Y]i a ! FYUWdUWcfFYUWWhYgU'**
- ◆ **< ] \ E'FYUWdUWcfFYUWWhYgU'**



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



**&" Dddi lgiD77L**

5' dddi hlgUga U' d]WwZdj Ya YHhUfNU\_g`cogYZca hYg fAWX Ylc ZYH  
hUk UWcb]bWa VbUcbk]h Y d]h]j YU [fY UHg' Dddi lgi g UnfU] YZca`  
Uddi ja UYn]bWlc( ]bWYg]bX]a YfUbxZca %&]bWlc &]bWgXsd"

**Gj YfNg**

No degrees of severity are defined for popouts. <ckY Yzddi lgaig hYVfNgj Y  
VZfYh YnfYw hX]g U]g]Yg ]YZj YU Yddi hX]ghiaig hVW  
Uddi ja UYn]fYddi lgi fgi UYn]fXj YhYH]fYgUVfU



**: ]]ifY7%. 'Dddi lgi'**

**&"D adq id77L**

**8YAdhb**

**D adq lghYYMbcZaUhfUvkUfhci [\ `c b g c f V W G W i g X V h N Z M b c  
c Zh Y g U i b X f d i g h ` c D g ' 5 g h Y k U f l g Y N M X Z ] h U f j Y g d f i W g c Z l f j Y z g U X  
W i n c f g h I X Y j l g b U d c f Y g j Y c g g c Z d j Y a Y h j d d f i G f a W g U h h U X  
V g y c f g V f U X a U h f U ' d h Y d j Y a Y h V g Y c ` c b g c f V W G U f Y j ] X b W c Z  
d adq "D adq b M f ` c b g b X M g d c f ` c b g U Y U b X c g g c Z g d d f i k \ ] W k ] ` `  
` Y X l e V W W h i b X f Y N U X c D g'**

**GjYfm@jYg**

**BcXl fYgcZgj YlmfYXWbX-HggZMhlc ]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|n|W|bhX
- ◆ A Y|a ! GUVggVXgj YUdd |aUYn)1 'cf'YgZZhYgfZWK|h'gaY  
: CS'dh|U/
- ◆ <||\! GUVggj YfngVXWg| U||\ : CS'dh|U'1 gUmācfYhU  
)1 'cZhYgfZW|gUWVX



**&": U 'Hb' 1D77L**

**GHVa Yhcf Zi 'Hh 'lg UxZZfYbWcZYj U'cbUfU'c'hhcf VUWUg gXVnd YjU' cfVhg' 'HU'cb'**

**Gj YfHg**

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

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

**FYUfCd'cbg**

- ◆ **@k! BcU'cb'**
- ◆ **A Y'a 'E; f'bh Udh hY'cbh**
- ◆ **<|| 'E; f'bh 'cf'cbh'cXU'cbg'f'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 YfHg**

- ◆ **@ck! Slab is broken into four or five pieces with the vast majority of the cracks fjh Y, ) dWVhczck!gj Yfhn**
- ◆ **AWja !(1) Slab is broken into four or five pieces with over 15 percent of the VUWgZaWja gj Yfhn\|\!gj YfhnVUWg/cfEgUlgVc\_Y]hc'gl' cfacydWgkjh'gj Y, ) dWVhczhYVUWgczck! /**
- ◆ **<|\! 5hlg^yY'Zgj YfhnYgUlgWYXg UMFYXgUlgVc\_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%) dWVhczhYVUWgZaWja! cf \|\!gj Yfhn**

**FYUfcdhbg**

- ◆ **@ck 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**



''



'% 7cbfGdUgd77L

7cbfGdUd lghYfjYH'cfVNUXkbcZhYgUkjhJbUdIdJaUYn&ZnZ  
hYVbM'5 VbMfgU XZNgZca UwbYVNU JbUdYgU UH YgXdkkUX  
lcJbMgVhY'cbk\]YhYVNU YHNgj YfU nhci [\ hYgU'

**GjYfNg**

- ◆ @ck! YhY%hYgU'lgMc\_Yb]bc'dYcfkcd]WgXVbXVnck'gjYfhn  
VWgkjh`JhYcfbc: CS'ddHfU/cf&hYgU'lgXVbXVnckYaYfja'  
gjYfhnVWgkjh`JhYcfbc: CS'ddHfU/
- ◆ AYfja È%hYgU'lgMc\_Yb]bc'kcd'afYd]WgXVbXVnckYaYfja'  
gjYfhnVWgkjh`JhYcfbc: CS'ddHfU/cf&hYgU'lgXVbXVnckYaYfja'  
gjYfhnVWgkjh`JhYcfbc: CS'ddHfU/cf&hYgU'lgXVbXVnckYaYfja'  
gjYfhnVWgkjh`JhYcfbc: CS'ddHfU/cf&hYgU'lgXVbXVnckYaYfja'  
gjYfhnVWgkjh`JhYcfbc: CS'ddHfU/cf&hYgU'lgXVbXVnckYaYfja'
- ◆ <||È%hYgU'lgMc\_Yb]bc'kcd'afYd]WgXVbXVnckYaYfja'  
gjYfhnVWgkjh`JhYcfbc: CS'ddHfU/cf&hYgU'lgXVbXVnckYaYfja'  
gjYfhnVWgkjh`JhYcfbc: CS'ddHfU/cf&hYgU'lgXVbXVnckYaYfja'

**FYUfCdHbg**

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





' &'5GF 'ID77L

5GF 'lgWU gXVhWwWw JW'fUWfcbVWkYbU\_UlgUkXWUfcbfUWUj 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|bXWUfghU5GF'a UnYdYgHh|bWXY'

% 7UW|' cZhYWbWfYdj Ya YHfZb|bUa UfdUMbL

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

" 5|[fYUyddi|g

(" bWUg|bWbWfYj'c|a YfU dHgdb|hUa UnfYg' |bXgdf|bcZUXWf'cf  
|H|fU'g| WfYgcf d'ng|WUYa Ylg'9| UadYg'Z| dHgdb|bWXYg'cj |' cZ  
UgdUhdj Ya Ylg'|\hWb|H|'zgUVAi |H|z'c|ha |gU|| ba YHfZbXU|f|gdb'cZ  
'c|H|gUgcf Y dHgdb'c|H|'Yg'

6WU g'5GF 'ga Uf|U'XVhWwWw5GF 'gl' YbMU ncfYgHh'fci [\c|H|Ydj Ya YH  
gW|b' 7cf| UkXWbWfYc'nf|fU|JWUngg|ghYcb'nW|H|j Ya YhcXc'  
WbZfa hYdYg'WcZ5GF' HYZ`ck|H|' g'c|'XVY\_Yh|ba |bXk\Yb|XW|H|H|'  
hYdYg'WcZ5GF h'fci [\j|gU|'bg|W|'cb

%; YbMU n5GF Xg|Yg'gUfYbdcVg|j YX|bhYZf|Zk' nUgUZY'Wg|f|W|b' b  
Wb|g'z|Ug|W|g'f|b UYUWU|' W'cWf'hYXh'cZU|g|f|W|bUk|gUdfYh  
k|h|bhYZf|n|f'

& 5GF 'gXVhWwWwXZca 8!7UW|' VnhYdYg'WcZUW|' d'fWbXWUf'c'  
hY'c|H|W 8!7UW|' d'fXca |b|H'mXj YcdgUgUg|Yg'ZdfUYUWg|c'  
'c|H|WgUk|b|fWUW|' k|h|bhYgU'

" 5GF 'gXVhWwWwXZca 'AUf7UW|' #GU|' VnhYdYg'WcZj |gU'g|'bg'Z  
Y dHgdb'

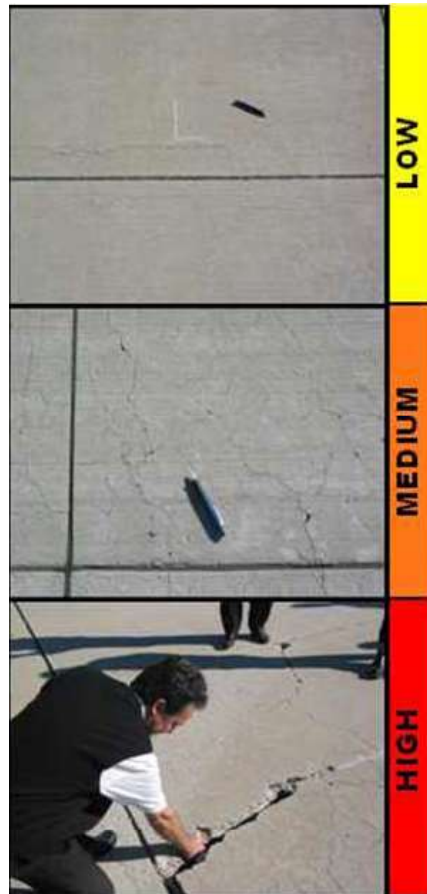
GjYfhi@jYg

**@** A|jaUlebc: cf||bCVVNSUaUyECSE'ddnh|UZca V|Wg'c|hg'5GF' fYUXXddi lg/V|WgU|hYg fZ|WUfYH| \HfYXa|b|hm'aa'cf'Yg|@|hY lebcY|N|WcZagY|Yh|bdjY|Yh|fg'f|ci|b|h|'g|V|fYg'cfY|aY|hg'

**G**caY: CS'ddnh|U/|b|N|gXgkY|h|'cf'chY: CS'fYagU'aYhcXgaU|hY f|e|fYX'A|U|hY|N|WcZg'U|V|agY|Yh|U|X'cf'gaY|X|aU|Y|c|U|X|W|h|g|V|fYg'cfY|aY|hg'

**A** AY|ia'5GF'Xg|Ng|g|N|Z|f|h|U|X|Z|ca'~ckV|h|U|h|'cbYcf'adYcZ|hY Z'~ck|h|. |b|N|gX: CS'ddnh|U|Z|b|N|gX|W|W|h|'cZ|hYgU|Z|gaY|Z|U|aY|hg' U|h|'V|Wg'cfU|h|W|h|fYg|N|d|g|fYg|h|g'fZ|W|ddi|lg'Z|W|N|Y|a|U|h| c|W|Z|U|h|b|c|Z|k|N|V|Wg'fYXa|b|hm'aa'cf'k|N|h|U|a|U|hY g|V|j|N|X|h|h|' \HfV|Wg'

**<** C|bYcf'Vh'cZ|hYZ'~ck|h|'Y|g|h|' %|@|cgYcf'al|g|h|'W|N|Y|Z|U|aY|hgk|\|W d|g|\||\': CS'ddnh|U|Z'&EGU|g'fZ|W|h|N|f|h|U|X|Z|b|N|d|g|h|Z|W|h|h|N|X|f|U|X|U|X|d|jY|Yh|f|e|fYg|aaY|U|hY|U|f'|a|U|hU|c'f|e|fY|Y|U|f|g|c' U|X|W|h|g|V|fYg'cfY|aY|hg'



**APPENDIX D**

**DETAILED PAVEMENT CONDITION DATA**



FY-hgNlcbFYdch

5@SCH7caVbYSS%8%

; YMUPXSUY

%%#SS%

DjY%Z+

BVkc. %A(

BuY

Dgja]X

6fUW 58%

BuY

5dcb\$%Uyj]Y

IgY

5DFCB

5fU

%-z(%G: h

GVcb \$

z'

: fca.

GVcb\$%

H. GVcb\$&

@Gj7cbg] +%#SS

GfUW 5D7

: Ua]m

5@SCH5dcbg

NcbY

7U]cfm

FU. G

5fU

+SSG: h

@Y]h.

%S: h

K]h.

+\$: h

GUg

GV@Y]h.

: h

GVK]h.

: h

>]h@Y]h.

: h

Gcd Xf.

GfY]HdY

; fUX \$

@Ug \$

GVcb7caaYlg

Kcf\_8UY %@@%SS

Kcf\_HdY Bk7cbg]Vcb!:]U

7cX BI!B

=AUcfA/ F. HfY

Kcf\_8UY +%#SS

Kcf\_HdY Bk7cbg]Vcb!:]U

7cX BI!B

=AUcfA/ F. HfY

@Gj7cbg]8UY %@@%SS

HUcladyg &

GfjYk %

7cb]cbg D7= +)

=hgNlcb7caaYlg

CladyBiaVf. \$%

HdY

F

5fU

+SSSSG: h

D7= +)

Clady7caaYlg

(+ >HF9 "7F

@

')SS\$ : h

(+ >HF9 "7F

A

SS\$ : h

BYkcf.	%A	BlaY	Dgna]YX				
GFUW	58%	BlaY	5dcb8% UYj]`Y	I g	5DFCB	5fYU	%- i(%Gh
GMch	&&	cZ'	: fca.	GMcb8%	H.	9(YcZDjYaYh	@Gj7cbg] ++8#888
GfZUW	57	: Ua]m	5@8CH5dcbg	NcbY	7UH]cfm		FUb. G
5fYU	)-3+) Gc h	@Y[h.	'-' :h	K]Ph.	%\$ :h		
GUg		GU@Y[h.	:h	GUVK]Ph.	:h	>cbh@Y[h.	:h
Gci Xf.		GfYWHdY		; fUX \$		@byg \$	
GMcb7caaYlg							
Kcf_8UY	%8#888	Kcf_HdY	Bk7cbg] Vcb! :h]U		7cXV	BI !-B	=gAUcfA/ F. HiY
Kcf_8UY	++8#888	Kcf_HdY	Bk7cbg] Vcb! :h]U		7cXV	BI !-B	=gAUcfA/ F. HiY
Kcf_8UY	*#888%	Kcf_HdY	7UWGUH] !'57		7cXV	7G57	=gAUcfA/ F. :UgY
Kcf_8UY	*888%	Kcf_HdY	GfZUWGU! 7cUHF		7cXV	GG7H	=gAUcfA/ F. :UgY
@Gj:hg]8UY	%4#88%	HRUCladyg	%		GfjYhX	(	
7cb]hcbg	D7= *						
-hg]Mcb7caaYlg							
QladYBi aVf.	\$%	HdY	F	5fYU	) * &'888Gc h	D7= *)	
QladY7caaYlg							
(, @/ H7F		@		%888 :h			
(, @/ H7F		A		%888 :h			
)& F5J9@B;		@		&%888 Gc h			
) + K95H 9F-B;		@		&%888 Gc h			
QladYBi aVf.	\$	HdY	F	5fYU	) * &'888Gc h	D7= **	
QladY7caaYlg							
(, @/ H7F		@		(8888 :h			
(, @/ H7F		A		+)888 :h			
)& F5J9@B;		@		%8'888 Gc h			
) + K95H 9F-B;		@		(88'888 Gc h			
QladYBi aVf.	\$-	HdY	F	5fYU	) * &'888Gc h	D7= )-	
QladY7caaYlg							
(, @/ H7F		@		88888 :h			
(, @/ H7F		A		&)'888 :h			
) + K95H 9F-B;		@		(88'888 Gc h			
) + K95H 9F-B;		A		%8'888 Gc h			
QladYBi aVf.	%	HdY	F	5fYU	) * &'888Gc h	D7= *(	
QladY7caaYlg							
(, @/ H7F		@		&888 :h			
(, @/ H7F		A		%)'888 :h			
) + K95H 9F-B;		@		(88'888 Gc h			
) + K95H 9F-B;		A		%8'888 Gc h			

<b>BVkf.</b>	<b>%A</b>	<b>BuY</b>	<b>DgYX</b>				
<b>GfUW</b>	<b>5%</b>	<b>BuY</b>	<b>5db%UjY</b>	<b>Ig</b>	<b>5FCB</b>	<b>5fU</b>	<b>%-i(%Gh</b>
<b>GWch</b>	<b>%</b>	<b>z'</b>	<b>:fca.</b>	<b>HUkUis</b>	<b>H.</b>	<b>GWcb&amp;</b>	<b>@Uj7cbg' '#-SS-</b>
<b>GfUW</b>	<b>57</b>	<b>:Ua]m</b>	<b>5@SCH5dldg</b>	<b>NbY</b>	<b>7UH]cfm</b>		<b>FUb. G</b>
<b>5fU</b>		<b>,&amp;** Gch</b>	<b>@Y[h.</b>	<b>'&amp;:h</b>	<b>K]Ph.</b>	<b>&amp;:h</b>	
<b>GUg</b>		<b>GU@Y[h.</b>	<b>:h</b>	<b>GUVK]Ph.</b>	<b>:h</b>	<b>&gt;ch@Y[h.</b>	<b>:h</b>
<b>Gci Xf.</b>		<b>GfYHhY</b>		<b>;fUX \$</b>		<b>@Uyg \$</b>	
<b>GWcb7caaYlg</b>							
<b>Kcf_8UY</b>	<b>%%SS</b>	<b>Kcf_HdY</b>	<b>Bk7cbgUcb':h]U</b>		<b>7cX</b>	<b>BI!-B</b>	<b>=AUcfA/ F. HiY</b>
<b>Kcf_8UY</b>	<b>'#-SS-</b>	<b>Kcf_HdY</b>	<b>Bk7cbgUcb':h]U</b>		<b>7cX</b>	<b>BI!-B</b>	<b>=AUcfA/ F. HiY</b>
<b>Kcf_8UY</b>	<b>*#-SS&amp;</b>	<b>Kcf_HdY</b>	<b>7UWGUH]!57</b>		<b>7cX</b>	<b>7G57</b>	<b>=AUcfA/ F. :Ug</b>
<b>Kcf_8UY</b>	<b>*#-SS&amp;</b>	<b>Kcf_HdY</b>	<b>GfUWGU!7UHf</b>		<b>7cX</b>	<b>GG7H</b>	<b>=AUcfA/ F. :Ug</b>
<b>@Uj:hg]'8UY</b>	<b>%%-SS%</b>	<b>HRUCladyg</b>	<b>%</b>	<b>GfjYX</b>	<b>)</b>		
<b>7cb]cbg</b>	<b>D7=</b>	<b>+&amp;</b>					
<b>-hgUWcb7caaYlg</b>							
<b>QadYBiaVf.</b>	<b>5%</b>	<b>HdY</b>	<b>F</b>	<b>5fU</b>	<b>)&amp;'SSGch</b>	<b>D7=</b>	<b>*(</b>
<b>QadY7caaYlg</b>							
<b>(, @/ H7F</b>		<b>@</b>		<b>(SS :h</b>			
<b>(, @/ H7F</b>		<b>A</b>		<b>'(SS :h</b>			
<b>)+ K95H9F-B;</b>		<b>@</b>		<b>)&amp;'SS Gch</b>			
<b>QadYBiaVf.</b>	<b>5</b>	<b>HdY</b>	<b>F</b>	<b>5fU</b>	<b>)*&amp;'SSGch</b>	<b>D7=</b>	<b>*'</b>
<b>QadY7caaYlg</b>							
<b>(, @/ H7F</b>		<b>@</b>		<b>&amp;'SS :h</b>			
<b>(, @/ H7F</b>		<b>A</b>		<b>'%SS :h</b>			
<b>)+ K95H9F-B;</b>		<b>@</b>		<b>)*&amp;'SS Gch</b>			
<b>QadYBiaVf.</b>	<b>5</b>	<b>HdY</b>	<b>F</b>	<b>5fU</b>	<b>)&amp;'SSGch</b>	<b>D7=</b>	<b>,*</b>
<b>QadY7caaYlg</b>							
<b>(, @/ H7F</b>		<b>@</b>		<b>%SS :h</b>			
<b>(, @/ H7F</b>		<b>A</b>		<b>%SS :h</b>			
<b>)+ K95H9F-B;</b>		<b>@</b>		<b>)*&amp;'SS Gch</b>			
<b>QadYBiaVf.</b>	<b>5%</b>	<b>HdY</b>	<b>F</b>	<b>5fU</b>	<b>)*&amp;'SSGch</b>	<b>D7=</b>	<b>+&amp;</b>
<b>QadY7caaYlg</b>							
<b>(, @/ H7F</b>		<b>@</b>		<b>%SS :h</b>			
<b>(, @/ H7F</b>		<b>A</b>		<b>%SS :h</b>			
<b>)+ K95H9F-B;</b>		<b>@</b>		<b>)*&amp;'SS Gch</b>			
<b>QadYBiaVf.</b>	<b>%</b>	<b>HdY</b>	<b>F</b>	<b>5fU</b>	<b>)*&amp;'SSGch</b>	<b>D7=</b>	<b>+*</b>
<b>QadY7caaYlg</b>							
<b>(, @/ H7F</b>		<b>@</b>		<b>&amp;'SS :h</b>			
<b>(, @/ H7F</b>		<b>A</b>		<b>'SS :h</b>			
<b>)+ K95H9F-B;</b>		<b>@</b>		<b>)*&amp;'SS Gch</b>			

BYkcf.	%A	BLAY	DgYn]YX				
GFUW	F%'*	BLAY	FihkUm%!' * < UYj] Y	I gY	FI BK5M	5fYU	) \$\$ \$ \$ G e h
GMWch	\$%	cZ %	: fca. FihkUm% 9BX		H. FihkUm* 9BX		@Uj]7cbg] ' # \$ \$ \$ \$
GfZAW	57	: Ua]m	5@SCHFKg	NcbY	7UH]cfm		FUb. D
5fYU	) \$\$ \$ \$ G e h	@Y[h.	) \$ \$ : h	K]Ph.	% \$ : h		
GUg		GU@Y[h.	: h	GUVK]Ph.	: h	> ch]@Y[h.	: h
Gci Xf.		GfYWHdY		; fUX \$		@Uj] \$	
GMWcb7caaYlg							
Kcf_8UY	% \$ \$ \$ \$	Kcf_HndY	Bk7cbg] Wcb] : h]U		7cXY BI !-B		=gAUcfA/ F. HiY
Kcf_8UY	' # \$ \$ \$ \$	Kcf_HndY	Bk7cbg] Wcb] : h]U		7cXY BI !-B		=gAUcfA/ F. HiY
Kcf_8UY	* # \$ \$ % &	Kcf_HndY	7UWGUH] !'57		7cXY 7G57		=gAUcfA/ F. : UjY
Kcf_8UY	* # \$ \$ % &	Kcf_HndY	GfZAWGU] 7cUHF		7cXY GG7H		=gAUcfA/ F. : UjY
@Uj]hgl'8UY	% # \$ \$ %	HRUCladyg	% \$		GfjYhX %		
7cb]hcbg	D7= +%						
-hg]Wcb7caaYlg							
QladYBi aVf.	\$%	HndY	F	5fYU	) \$\$ \$ \$ G e h	D7= +(	
QladY7caaYlg							
(, @/ H7F		@	( \$ \$ \$ \$ : h				
) + K95H 9F-B;		@	) \$ \$ \$ \$ G e h				
QladYBi aVf.	\$	HndY	F	5fYU	) \$\$ \$ \$ G e h	D7= +)	
QladY7caaYlg							
(, @/ H7F		@	' +)' \$ \$ : h				
) + K95H 9F-B;		@	) \$ \$ \$ \$ G e h				
QladYBi aVf.	%	HndY	F	5fYU	) \$\$ \$ \$ G e h	D7= + \$	
QladY7caaYlg							
(, @/ H7F		@	( \$ \$ \$ \$ : h				
(, @/ H7F		A	) \$ \$ \$ : h				
) + K95H 9F-B;		@	) \$ \$ \$ \$ G e h				
QladYBi aVf.	&	HndY	F	5fYU	) \$\$ \$ \$ G e h	D7= +(	
QladY7caaYlg							
(, @/ H7F		@	\$ \$ \$ \$ : h				
(, @/ H7F		A	' \$ \$ \$ : h				
) & F5J9@B;		@	) \$ \$ \$ G e h				
) + K95H 9F-B;		@	(-) \$ \$ \$ G e h				
QladYBi aVf.	&	HndY	F	5fYU	) \$\$ \$ \$ G e h	D7= + \$	
QladY7caaYlg							
(, @/ H7F		@	', \$ \$ \$ : h				
(, @/ H7F		A	() \$ \$ \$ : h				
) + K95H 9F-B;		@	) \$ \$ \$ \$ G e h				
QladYBi aVf.	' *	HndY	F	5fYU	) \$\$ \$ \$ G e h	D7= ++	
QladY7caaYlg							
(, @/ H7F		@	' \$ \$ \$ \$ : h				
) + K95H 9F-B;		@	) \$ \$ \$ \$ G e h				
QladYBi aVf.	('	HndY	F	5fYU	) \$\$ \$ \$ G e h	D7= *,	
QladY7caaYlg							
(, @/ H7F		@	(( \$ \$ \$ : h				
(, @/ H7F		A	') \$ \$ \$ : h				
) + K95H 9F-B;		@	) \$ \$ \$ \$ G e h				
QladYBi aVf.	) \$	HndY	F	5fYU	) \$\$ \$ \$ G e h	D7= *-	
QladY7caaYlg							
(, @/ H7F		@	(') \$ \$ \$ : h				

(, @/ H7F A (\$\$\$ :h  
) + K95H 9F-B; @ ) \$\$\$ \$G\$ h

QádYBí aVÉ. )+ HdY F 5fU ) \$\$\$ \$G\$ h D7= +\$

QádY7caaYlg

(, @/ H7F @ (\$\$\$ :h  
(, @/ H7F A %\$'\$\$ :h  
) + K95H 9F-B; @ ) \$\$\$ \$G\$ h

QádYBí aVÉ. \*( HdY F 5fU ) \$\$\$ \$G\$ h D7= \*,

QádY7caaYlg

(, @/ H7F @ () \$\$\$ :h  
(, @/ H7F A ) \$\$\$ :h  
) + K95H 9F-B; @ ) \$\$\$ \$G\$ h

QádYBí aVÉ. +% HdY F 5fU ) \$\$\$ \$G\$ h D7= \*,

QádY7caaYlg

(, @/ H7F @ () \$\$\$ :h  
(, @/ H7F A %\$'\$\$ :h  
) + K95H 9F-B; @ ) \$\$\$ \$G\$ h

QádYBí aVÉ. +, HdY F 5fU ) \$\$\$ \$G\$ h D7= +%

QádY7caaYlg

(, @/ H7F @ (&)'\$\$ :h  
(, @/ H7F A %\$'\$\$ :h  
) + K95H 9F-B; @ ) \$\$\$ \$G\$ h

QádYBí aVÉ. ,) HdY F 5fU ) \$\$\$ \$G\$ h D7= +'

QádY7caaYlg

(, @/ H7F @ ' \$\$\$ :h  
(, @/ H7F A +' \$\$\$ :h  
) + K95H 9F-B; @ ) \$\$\$ \$G\$ h

QádYBí aVÉ. - & HdY F 5fU ) \$\$\$ \$G\$ h D7= +%

QádY7caaYlg

(, @/ H7F @ ') \$\$\$ :h  
(, @/ H7F A ) \$\$\$ :h  
) + K95H 9F-B; @ ) \$\$\$ \$G\$ h

QádYBí aVÉ. -- HdY F 5fU ) \$\$\$ \$G\$ h D7= +%

QádY7caaYlg

(, @/ H7F @ ') \$\$\$ :h  
(, @/ H7F A %\$'\$\$ :h  
) + K95H 9F-B; @ ) \$\$\$ \$G\$ h



BVkf.	%A	BuY	DgYX				
GfUW	H5	BuY	HI]kUis<Uxj]Y	IgY	H5L-K5M	5fU	88)) G h
GM]ch	%	cZ %	: fca. FibkUit%!* *		H. 5drb9%		@Uj7cbg] *#&#88
GfZUW	57	: Ua]m	5@SCH57HI]kUig	NcbY	7UH]cfm		FUb. G
5fU		88)) G h	@Y[h.	)& : h	K]Ph.	(% h	
GUg		GUV@Y[h.	: h	GUVK]Ph.	: h	>cb]@Y[h.	: h
Gci Xf.		GfYWHuY		; fUX \$		@Uyg \$	
GM]cb7caaYig							
Kcf_8UY	%#%88	Kcf_HuY	Bk7cb]Ucb]h]U		7cX BI!B		=gAUcfA/ F. HiY
Kcf_8UY	*#&#88	Kcf_HuY	Bk7cb]Ucb]h]U		7cX BI!B		=gAUcfA/ F. HiY
Kcf_8UY	*#&88%	Kcf_HuY	7UWGUH]!57		7cX 7G57		=gAUcfA/ F. :UgY
Kcf_8UY	*#88%	Kcf_HuY	GfZUWGU!7cUHf		7cX GG7H		=gAUcfA/ F. :UgY
@Uj]bg]8UY	%#&88%	HBUCladyg	'		GfjYX	'	
7cb]Ucb]D7=	+) )						
hg]Ucb7caaYig							
QadYBi aVf.	%	HuY	F	5fU	**()'88G h	D7=	*(
QadY7caaYig							
()	89DF9GCB	@		)')88 G h			
(,	@/ H7F	@		(*)88 : h			
(,	@/ H7F	A		' 888 : h			
)+	K95H 9F-B;	@		*()'88 G h			
)+	K95H 9F-B;	A		88888 G h			
QadYBi aVf.	8&	HuY	F	5fU	*%888G h	D7=	,'
QadY7caaYig							
(,	@/ H7F	@		&888 : h			
)+	K95H 9F-B;	@		*%888 G h			
QadYBi aVf.	\$	HuY	F	5fU	)'%88G h	D7=	+
QadY7caaYig							
(,	@/ H7F	@		&888 : h			
)+	K95H 9F-B;	@		)'%88 G h			

BVkf.	%A(	BLAY	DgNjX						
GFUW	H 5B %	BLAY	HI]kUia U]fS%< Uxj] Y	I g	H5L-K5M	5fU			-S* Gz h
GM]ch	%	z %	: fca.	5dcb%		H. 9[YcZDj YaYh			@G]7cbg] %S%SS%&
GfZUW	57	: Ua]m	5@SCH57HI]U]g	NcbY		7U]cfm			FUb. H
5fU		-S* Gz h	@Y]h.	S& : h	K]Ph.	(S: h			
GUg		GU@Y]h.	: h	GUVK]Ph.		: h		>cb]Y]h.	: h
Gci Xf.		GfYWHdY		; fUX \$				@U]g	\$
GM]cb7caaYlg									
Kcf_8UY	%S%SS%	Kcf_HdY	Bk7cbg]V]cb!h]U		7cX	BI!B			=gAUcfA/ F. HiY
Kcf_8UY	*#S%&	Kcf_HdY	7UWGU]H!57		7cX	7G57			=gAUcfA/ F. :UgY
Kcf_8UY	*S%&	Kcf_HdY	GfZUWGU!7cUHF		7cX	GG7H			=gAUcfA/ F. :UgY
Kcf_8UY	%S%SS%&	Kcf_HdY	Bk7cbg]V]cb!h]U		7cX	BI!B			=gAUcfA/ F. HiY
@G]7cbg]8UY	%S%SS%		HBUCladyg &			GfjYX &			
7cb]cbg	D7= ,+								
hg]cb7caaYlg									
QldYBi aVf.	%	HdY	F	5fU	(%S%SSGz h			D7= ,*	
QldY7caaYlg									
(, @/ H7F		@		%S%SS : h					
) + K95H 9F-B;		@		(%S%SS Gz h					
QldYBi aVf.	%&	HdY	F	5fU	(-! *%S%SSGz h			D7= ,,	
QldY7caaYlg									
(, @/ H7F		@		- %S%SS : h					
) + K95H 9F-B;		@		(-! *%S%SS Gz h					

**APPENDIX E**  
**DISTRESS SUMMARY REPORT**



)    °    :  
           o    k  
 h   7   U

"	o	o	o	)	)	)	o	j	j	)
				v		U			y	
°		°#			OV8ey) @° Ouk° Vof- lo° #k° #M8°.....	# )	O		7	
°		°#			OV8ey) @° Ouk° Vof- lo° #k° #M8°.....	# )	U		7	
°		°#			‡ - ° u- k08°.....	# )	O		o7	
°		°#			OV8ey) @° Ouk° Vof- lo° #k° #M8°.....	# )	O		7	
°		°#			OV8ey) @° Ouk° Vof- lo° #k° #M8°.....	# )	U		7	
°		°#			k† - 08°.....	# )	O		o7	
°		°#			‡ - ° u- k08°.....	# )	O		o7	
°		°#			‡ - ° u- k08°.....	# )	U		o7	
°		°h			K@uk 70#u@V#k° #M8°.....	# )	O		7	
°		°h			K@uk 70#u@V#k° #M8°.....	# )	U		7	
k		°#			OV8ey) @° Ouk° Vof- lo° #k° #M8°.....	# )	O		7	
k		°#			OV8ey) @° Ouk° Vof- lo° #k° #M8°.....	# )	U		7	
k		°#			k† - 08°.....	# )	O		o7	
k		°#			‡ - ° u- k08°.....	# )	O		o7	
u°		°#			) - Hk @@V°.....	\	O		o7	
u°		°#			OV8ey) @° Ouk° Vof- lo° #k° #M8°.....	# )	O		7	
u°		°#			OV8ey) @° Ouk° Vof- lo° #k° #M8°.....	# )	U		7	
u°		°#			‡ - ° u- k08°.....	# )	O		o7	
u°		°#			‡ - ° u- k08°.....	# )	U		o7	

)   °   :  
           )   °   k  
           h   7   ·   U

"   °	°   °	°   °	°   °	)   °	)   °	)   °	)   °	)   °	)   °	)   °	
u° V8		° #				<b>OV8y) @° Ouk° Vof- ko°</b>	# )	<b>O</b>		<b>7</b>	
u° V8		° #				<b>‡ - ° u- kOS</b>	# )	<b>O</b>		<b>o7</b>	

° # °   #   #   ° ° # °   \   ° # **h## h**   #   #   ° **h# °**   \   **h##**

## **APPENDIX F**

### **INVENTORY**

F1: Section Forecasted Pavement Condition Rating

F2: Branch PCI Rating

F3: Branch FOD Rating



**Appendix F1**  
**Forecasted Section PCI**  
 Posey Field (1M4)

Branch ID	Section ID	Forecasted PCI						
		2021	2022	2023	2024	2025	2026	2027
A01	01	69	67	65	63	61	58	56
A01	02	61	59	57	55	53	50	48
A01	03	72	70	68	66	64	61	59
R1836	01	70	70	69	66	57	53	49
TA	01	72	70	66	62	57	52	48
THANG01	01	84	82	80	78	76	73	71

Dj Y H SUWgy 5@8CH7ca VbY688%8% BYkcf\_X%A(

6fubW-S	GMcb-S	@Uhi7cbgH SUW	G fZUW	I gY	FUb_	@Uyg	Hi Y5fU Ge H	@Uhi bgfWcb SUW	5[ Y5h hgfWU7= hcb	
A01	01	3/8/2007	AC	APRON	S	0	82,866.00	11/4/2019	12	72
A01	02	7/26/2003	AC	APRON	S	0	59,575.00	11/4/2019	16	64
A01	03	7/16/2008	APC	APRON	S	0	7,000.00	11/4/2019	11	75
R1836	01	3/20/2007	AC	RUNWAY	P	0	500,800.00	11/4/2019	12	71
TA	01	6/27/2007	AC	TAXIWAY	S	0	20,955.00	11/4/2019	12	75
THANG01	01	12/10/2012	AC	TAXIWAY	T	0	9,036.00	11/4/2019	7	87



%188%

**GM7cbYfcbFYcfhG a a Ufn**

DjY&Z&

**DjY YHBUWg 5@BCH7ca VbYSS%8%**

5[ Y7UM] cfm	5j MU Y5[ YUk -bgfWfcb	HEU'5fYURe: IL	Bi a VfcZ GMfcbg	5fha YfW 5j YU YD7=	GUbXEX 8j Ufcb D7=	KY  \ BX 5j MU YD7=
06-10	7	9,036.00	1	87.00	0.00	87.00
11-15	12	611,621.00	4	73.25	1.79	71.32
16-20	16	59,575.00	1	64.00	0.00	64.00
ALL	12	680,232.00	6	74.00	6.88	70.89

, #&#888%
DUY%Z&  
**6fUw7cbXhcbFYhfh**  
 DjYaYHSUUVgy 5@SCHS88 %

6fUw78	Bi a VfcZ GMfcbg	G a 'GMfcb' @b h hEL	5j  'GMfcb' KPh hEL	Hi Y5fyU fGe: EL	I gy	5j yU Y : CS' DcFhJU : CS	GRbXEX 8Y Jhcb' DcFh : CS	KY  \fX 5j yU Y : CS
58%	'	, %'88	%( "'	%- 2 (%88	5DFCB	(' '88	)%8	(( '0
F%' *	%	) 288 '88	%88'88	) 888 8888	FI BK5M	( 888	\$88	( 888
H5	%	) 9-'88	(%88	888)) '88	H5L-K5M	' )'88	\$88	' )'88
H 5B; 8%	%	88'88	( 9'88	- 28 *'88	H5L-K5M	&'88	\$88	&'88

, #&#\$\$% **6fubW7cbYhcbFYbch** DJY&cZ&  
 DjYaYHSUWUy 5@BCHSS\$ %

I gY7UW  cfm	Bi a VYfcZ GWIcbg	HEU'5fYUQe: IL	5fha YfW 5j YU Y: CS	5j YU YGB' : CS DcHbJU'	KY  \HX 5j YU Y: CS D
5DFCB	'	% 2 (%SS	(' 'SS	)'%	((U)
FI BK5M	%	)SS\$ SS\$S	(&SS	\$SS	(&SS
H5L-K5M	&	&Z - %SS	&'SS	*'SS	'%,
5@@	*	*, SS&SS	' , %	, %	(&S

**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

<b>Dstress</b>	<b>Dstress Severity</b>	<b>Description</b>	<b>Code</b>	<b>WorkType</b>	<b>Work Unit</b>
41	Medun	ALLGATORCF	PAAC	Patching- ACFull Depth	SqFt
41	Hgh	ALLGATORCF	PAAC	Patching- ACFull Depth	SqFt
42	NA	BIBBING	PAAS	Patching- ACPartial Depth	SqFt
42	Hgh	BLOCKCR	PAAC	Patching- ACFull Depth	SqFt
42	Medun	BLOCKCR	CSAC	GackSealing- AC	R
44	Low	CORRUATION	PAAS	Patching- ACPartial Depth	SqFt
44	Hgh	CORRUATION	PAAS	Patching- ACPartial Depth	SqFt
44	Medun	CORRUATION	PAAS	Patching- ACPartial Depth	SqFt
45	Medun	DEPRESSION	PAAC	Patching- ACFull Depth	SqFt
45	Low	DEPRESSION	PAAC	Patching- ACFull Depth	SqFt
45	Hgh	DEPRESSION	PAAC	Patching- ACFull Depth	SqFt
45	Hgh	JIRE CR	CSAC	GackSealing- AC	R
45	Medun	JIRE CR	CSAC	GackSealing- AC	R
45	Hgh	L&TCR	CSAC	GackSealing- AC	R
45	Medun	L&TCR	CSAC	GackSealing- AC	R
45	NA	OILSPILLAGE	PAAC	Patching- ACFull Depth	SqFt
51	Hgh	PAKING	PAAC	Patching- ACFull Depth	SqFt
51	Medun	PAKING	PAAC	Patching- ACFull Depth	SqFt
52	Hgh	RAVING	PAAS	Patching- ACPartial Depth	SqFt
52	Hgh	RUIDING	PAAC	Patching- ACFull Depth	SqFt
52	Low	RUIDING	PAAC	Patching- ACFull Depth	SqFt
52	Medun	RUIDING	PAAC	Patching- ACFull Depth	SqFt
52	NA	SLIPPAGECR	PAAC	Patching- ACFull Depth	SqFt
52	Low	SWELLING	PAAC	Patching- ACFull Depth	SqFt
52	Medun	SWELLING	PAAC	Patching- ACFull Depth	SqFt
61	Low	BLOWUP	PAH	Patching- FCCFull Depth	SqFt
61	Medun	BLOWUP	PAH	Patching- FCCFull Depth	SqFt
61	Hgh	BLOWUP	PAH	Patching- FCCFull Depth	SqFt
62	Medun	CORNERBREAK	PAH	Patching- FCCFull Depth	SqFt
62	Hgh	CORNERBREAK	PAH	Patching- FCCFull Depth	SqFt
62	Low	CORNERBREAK	CSFC	GackSealing- FCC	R
62	Medun	LINEARCR	CSFC	GackSealing- FCC	R
62	Hgh	LINEARCR	PAH	Patching- FCCPartial Depth	SqFt
64	Medun	DURABL CR	PAH	Patching- FCCFull Depth	SqFt
64	Hgh	DURABL CR	SLFC	SkbReplacement- FCC	SqFt
65	Hgh	JISEALDMG	JSIC	Jirt Seal (Localized)	R
65	Medun	JISEALDMG	JSIC	Jirt Seal (Localized)	R
65	Hgh	SMALLPATCH	PAH	Patching- FCCPartial Depth	SqFt
65	Medun	SMALLPATCH	PAH	Patching- FCCPartial Depth	SqFt
65	Medun	LARGEPATCH	PAH	Patching- FCCFull Depth	SqFt

Appendix G2  
Localized Preventive Repair Policy

<b>Dstress</b>	<b>Dstress Severity</b>	<b>Description</b>	<b>Code</b>	<b>WorkType</b>	<b>Work Unit</b>
<b>6</b>	<b>Hgh</b>	<b>LARGEPAICH</b>	<b>PAH</b>	<b>Patching- FCCFull Depth</b>	<b>SqFt</b>
<b>6E</b>	<b>N/A</b>	<b>PUMING</b>	<b>JSIC</b>	<b>JointSeal(Localized)</b>	<b>R</b>
<b>7</b>	<b>Medun</b>	<b>SCAING</b>	<b>PAH</b>	<b>Patching- FCCPartial Depth</b>	<b>SqFt</b>
<b>7</b>	<b>Hgh</b>	<b>SCAING</b>	<b>SLR</b>	<b>SlabReplacement- FCC</b>	<b>SqFt</b>
<b>7I</b>	<b>Hgh</b>	<b>FAILING</b>	<b>GRH</b>	<b>Girding(Localized)</b>	<b>R</b>
<b>7I</b>	<b>Medun</b>	<b>FAILING</b>	<b>GRH</b>	<b>Girding(Localized)</b>	<b>R</b>
<b>7Z</b>	<b>Medun</b>	<b>SPLIT SLAB</b>	<b>SLR</b>	<b>SlabReplacement- FCC</b>	<b>SqFt</b>
<b>7Z</b>	<b>Hgh</b>	<b>SPLIT SLAB</b>	<b>SLR</b>	<b>SlabReplacement- FCC</b>	<b>SqFt</b>
<b>7A</b>	<b>Hgh</b>	<b>JONISPAII</b>	<b>PAH</b>	<b>Patching- FCCPartial Depth</b>	<b>SqFt</b>
<b>7A</b>	<b>Medun</b>	<b>JONISPAII</b>	<b>PAH</b>	<b>Patching- FCCPartial Depth</b>	<b>SqFt</b>
<b>7C</b>	<b>Medun</b>	<b>CORNERSPAII</b>	<b>PAH</b>	<b>Patching- FCCPartial Depth</b>	<b>SqFt</b>
<b>7C</b>	<b>Hgh</b>	<b>CORNERSPAII</b>	<b>PAH</b>	<b>Patching- FCCPartial Depth</b>	<b>SqFt</b>
<b>7E</b>	<b>Medun</b>	<b>ASR</b>	<b>SLR</b>	<b>SlabReplacement- FCC</b>	<b>SqFt</b>
<b>7E</b>	<b>Hgh</b>	<b>ASR</b>	<b>SLR</b>	<b>SlabReplacement- FCC</b>	<b>SqFt</b>

## **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.

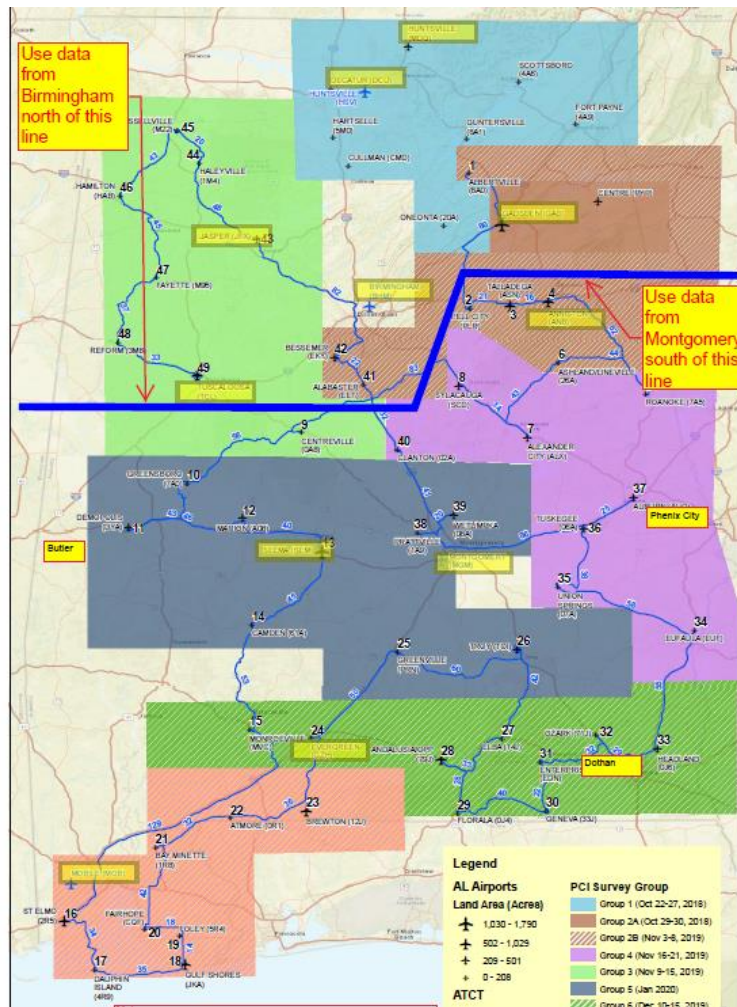


Figure 1: RSMMeans Unit Costs Locations.

**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 <sup>1</sup>
	55 - CP	Mill 2" & 2" AC OL
	45 - 55	Mill 2" & 3" AC OL
Reconstruction	0 - 45	Reconstruct with AC

<sup>1</sup>For 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	Florala	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**  
**PCIIP Summary**  
 Posey Field (1M4)

Branch & Section	2021	2022	2023	2024	2025	2026	2027
A01-01	Preventive \$2729.89 Before:69.36 After:69.36	Preventive \$3757.77 Before:67.15 After:67.15	Required Project Major Below Critical \$376211.64 Before:64.94 After:100	Preventive \$204.42 Before:97.79 After:97.79	Preventive \$421.97 Before:95.57 After:95.57	Preventive + Required Project Global MR \$57000.38 Before:93.36 After:97.79	Preventive \$446.75 Before:95.58 After:95.58
A01-02	StopGap \$1134.61 Before:61.36 After:61.36	StopGap \$1302.62 Before:59.15 After:59.15	Required Project Major Below Critical \$270470.5 Before:56.94 After:100	Preventive \$146.96 Before:97.79 After:97.79	Preventive \$303.37 Before:95.57 After:95.57	Preventive + Required Project Global MR \$40979.38 Before:93.36 After:97.79	Preventive \$321.18 Before:95.58 After:95.58
A01-03	Preventive \$192.76 Before:72.36 After:72.36	Preventive \$213.34 Before:70.15 After:70.15	Required Project Major Above Critical \$31780 Before:67.94 After:100	Preventive \$17.27 Before:97.79 After:97.79	Preventive \$35.65 Before:95.57 After:95.57	Preventive + Required Project Global MR \$4815.03 Before:93.36 After:97.79	Preventive \$37.74 Before:95.58 After:95.58
R1836-01	Required Project Major Below Critical \$2143424 Before:69.89 After:100	Preventive \$685.28 Before:98.7 After:98.7	Preventive \$1367.25 Before:97.48 After:97.48	Preventive + Required Project Global MR \$322494.76 Before:96.45 After:98.7	Preventive \$1450.52 Before:97.48 After:97.48	Preventive \$2103.51 Before:96.45 After:96.45	Preventive \$2777.71 Before:95.45 After:95.45

**Appendix I1**  
**PCIP Summary**  
 Posey Field (1M4)

Branch & Section	2021	2022	2023	2024	2025	2026	2027
TA-01	Preventive \$578.39 Before:72.29 After:72.29	StopGap \$231.4 Before:69.51 After:69.51	Required Project Major Below Critical \$95135.7 Before:66.07 After:100	Preventive \$23.83 Before:98.98 After:98.98	Preventive \$51.93 Before:97.85 After:97.85	Preventive + Required Project Global MR \$14340.58 Before:96.33 After:98.98	Preventive \$55.09 Before:97.85 After:97.85
THANG01-01	Preventive + (TW-ST) Taxiway and Apron Surface Treatment \$7828.75 Before:83.95	Preventive \$103.33 Before:89.14 After:89.14	Preventive \$132.25 Before:86.5 After:86.5	Preventive \$161.81 Before:83.96 After:83.96	Preventive \$191.14 Before:81.61 After:81.61	Preventive \$219.06 Before:79.49 After:79.49	Preventive \$245.48 Before:77.51 After:77.51

**Appendix I2**  
**Localized Maintenance Plan**  
Posey Field (1M4)

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	2,418	Ft	2.92	No Localized M & R	0		\$0.00	\$0
A01	01	Preventive	57	WEATHERING	Low	82,866	SqFt	100	No Localized M & R	0		\$0.00	\$0
A01	01	Preventive	48	L & T CR	Medium	2,523	Ft	3.05	Crack Sealing - AC	2,523	Ft	\$3.95	\$9,967
A01	02	Safety	48	L & T CR	Low	2,754	Ft	4.62	No Localized M & R	0		\$0.00	\$0
A01	02	Safety	48	L & T CR	Medium	1,867	Ft	3.13	No Localized M & R	0		\$0.00	\$0
A01	02	Safety	57	WEATHERING	Medium	7,446	SqFt	12.5	No Localized M & R	0		\$0.00	\$0
A01	02	Safety	57	WEATHERING	Low	40,951	SqFt	68.74	No Localized M & R	0		\$0.00	\$0
A01	02	Safety	52	RAVELING	Low	11,168	SqFt	18.75	No Localized M & R	0		\$0.00	\$0
A01	03	Preventive	47	JT REF. CR	Medium	200	Ft	2.86	Crack Sealing - AC	200	Ft	\$3.95	\$790
A01	03	Preventive	47	JT REF. CR	Low	350	Ft	5	No Localized M & R	0		\$0.00	\$0
R1836	01	Preventive	52	RAVELING	Low	334	SqFt	0.07	No Localized M & R	0		\$0.00	\$0
R1836	01	Preventive	48	L & T CR	Low	37,093	Ft	7.41	No Localized M & R	0		\$0.00	\$0
R1836	01	Preventive	48	L & T CR	Medium	5,743	Ft	1.15	Crack Sealing - AC	5,742	Ft	\$3.95	\$22,683
R1836	01	Preventive	57	WEATHERING	Low	500,466	SqFt	99.93	No Localized M & R	0		\$0.00	\$0
TA	01	Preventive	57	WEATHERING	Medium	231	SqFt	1.1	No Localized M & R	0		\$0.00	\$0
TA	01	Preventive	48	L & T CR	Medium	35	Ft	0.17	Crack Sealing - AC	35	Ft	\$3.95	\$137
TA	01	Preventive	45	DEPRESSION	Low	64	SqFt	0.3	Patching - AC Full-Depth	100	SqFt	\$25.05	\$2,498
TA	01	Preventive	48	L & T CR	Low	1,140	Ft	5.44	No Localized M & R	0		\$0.00	\$0
TA	01	Preventive	57	WEATHERING	Low	20,724	SqFt	98.9	No Localized M & R	0		\$0.00	\$0
THANG01	01	Preventive	48	L & T CR	Low	190	Ft	2.1	No Localized M & R	0		\$0.00	\$0
THANG01	01	Preventive	57	WEATHERING	Low	9,036	SqFt	100	No Localized M & R	0		\$0.00	\$0