

Alabama Statewide Airport Pavement Management Program Update



Tuscaloosa Regional Airport (TCL)

Final Report

February 2022



Submitted to

Alabama Aeronautics Bureau

Submitted by



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

Pavement Management – Evaluation – Testing - Design

ALABAMA STATEWIDE AIRPORT PAVEMENT MANAGEMENT
PROGRAM UPDATE

Tuscaloosa Regional Airport (TCL)

FINAL REPORT

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Executive Summary

The Aviation Inc. team, which included All About Pavements, Inc., (API) was awarded a contract by the Tuscaloosa Regional Airport Authority (TRAA) in 2018 to update the existing Alabama Statewide Airport Pavement Management Program (APMP). The scope of this project includes the airside pavement network at Tuscaloosa Regional Airport (TCL).

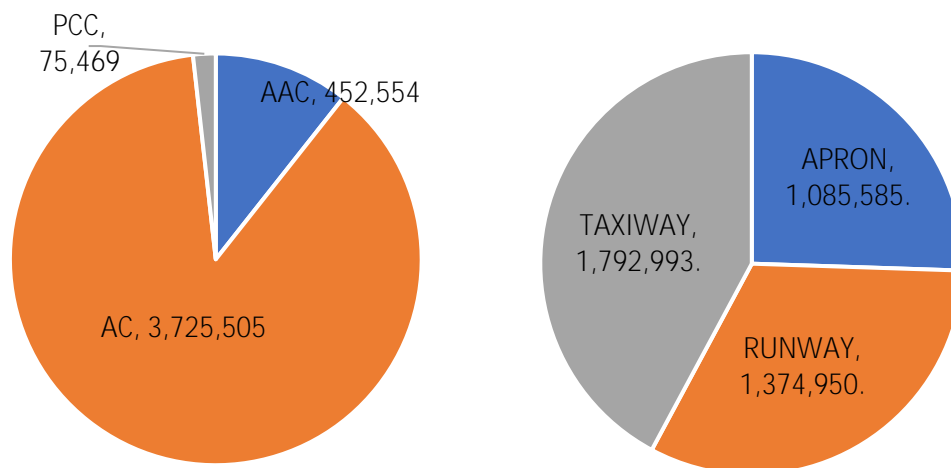
The following APMP tasks were completed to achieve the project objectives at TCL:

- Ø Update the PAVER work history with records review information provided by ALDOT
- Ø Conduct a visual pavement condition survey of the airfield pavements
- Ø Update the PAVER database with inventory and condition data
- Ø Update Maintenance and Rehabilitation (M&R) policies and unit costs
- Ø Develop a 7-Year Pavement Capital Improvement Program (PCIP) with associated cost estimates

ES.1 Pavement Inventory

There are 39 branches and 61 sections within TCL approximately 4.25 million square feet (sf). Figure ES-1 shows the distribution of the pavement network by surface type and branch use.

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



ES.2 Pavement Condition

Visual pavement inspections were conducted in November 2019 using the Pavement Condition Index (PCI) method as specified in ASTM D5340-12 and FAA AC 150/5380-6C. The PCI is a numerical rating

area-weighted network PCI (AW PCI) for the TCL pavement network is 75 Satisfactory condition. The network area-weighted pavement age (AW Age) is greater than 20 years.

Table ES-1 is a listing of the section PCI values and ratings.

Table ES-1: TCL Section PCI Values and Ratings.

Branch ID	Name	Section ID	Surface	Area, sf	PCI	PCI Category
A01	Apron 01	01	AC	153,547	47	Poor
A02	Apron 02	01	AC	186,830	55	Poor
A02	Apron 02	02	AC	26,407	14	Serious
A03	Apron 03	01	AC	81,000	25	Serious
A03	Apron 03	02	AC	36,473	51	Poor
A04	Apron 04	02	AC	63,858	0	Failed
A04	Apron 04	03	AC	53,633	100	Good
A04	Apron 04	04	AC	46,017	48	Poor
A04	Apron 04	05	AC	248,215	100	Good
A04	Apron 04	06	APC	40,600	100	Good
A05	Apron 05	01	AC	48,493	67	Fair
A05	Apron 05	02	AC	32,048	71	Satisfactory
A06	Apron 06	01	AC	68,464	54	Poor
R0422	Runway 04-22	01	AC	974,850	100	Good
R1230	Runway 12-30	01	AAC	400,100	91	Good
TA	Taxiway A	01	AC	483,484	55	Poor
TA1	Taxiway A1	01	AC	52,454	100	Good
TA2	Taxiway A2	01	AC	30,519	55	Poor
TA2	Taxiway A2	02	AC	12,079	62	Fair
TA2	Taxiway A2	03	AC	10,348	60	Fair
TA3	Taxiway A3	01	AC	33,226	89	Good
TA4	Taxiway A4	01	AC	29,845	57	Fair
TA5	Taxiway A5	01	AC	29,793	100	Good
TB	Taxiway B	01	AC	258,703	88	Good
TB	Taxiway B	02	AC	79,350	69	Fair
TB1	Taxiway B1	01	AC	20,358	60	Fair
TB2	Taxiway B2	01	AC	18,503	84	Satisfactory
TB2	Taxiway B2	02	AC	14,711	93	Good
TB3	Taxiway B3	01	AC	34,764	89	Good
TB4	Taxiway B4	01	AC	34,769	89	Good
TB5	Taxiway B5	01	AC	35,946	90	Good
TC	Taxiway C	01	AC	165,069	54	Poor
TC1	Taxiway C1	01	AC	10,217	56	Fair

Branch ID	Name	Section ID	Surface	Area, sf	PCI	PCI Category
TC2	Taxiway C2	01	AC	11,236	39	Very Poor
TC2	Taxiway C2	02	AC	11,832	62	Fair
TC3	Taxiway C3	01	AC	11,284	47	Poor
TC3	Taxiway C3	02	AC	12,199	54	Poor
TC4	Taxiway C4	01	AC	11,070	50	Poor
TC4	Taxiway C4	02	AC	7,715	56	Fair
TC5	Taxiway C5	01	AC	11,895	52	Poor
TD	Taxiway D	01	AC	137,915	67	Fair
TD1	Taxiway D1	01	AC	6,621	69	Fair
TD2	Taxiway D2	01	AC	9,557	57	Fair
TD3	Taxiway D3	01	AC	9,692	54	Poor
TD3	Taxiway D3	02	AC	8,285	34	Very Poor
TD4	Taxiway D4	01	AC	3,394	62	Fair
TD4	Taxiway D4	02	PCC	4,346	17	Serious
TD4	Taxiway D4	03	AC	4,101	58	Fair
TD4	Taxiway D4	04	PCC	17,524	23	Serious
TD4	Taxiway D4	05	AC	2,731	61	Fair
TD5	Taxiway D5	01	AC	9,653	62	Fair
TD6	Taxiway D6	01	AC	8,120	72	Satisfactory
TF	Taxiway F	01	AC	16,291	62	Fair
TG	Taxiway G	01	AC	11,480	65	Fair
TG	Taxiway G	02	AC	10,948	56	Fair
THANG01	Taxiway Hangar 01	01	AC	12,346	54	Poor
THANG01	Taxiway Hangar 01	02	AC	20,498	67	Fair
THANG01	Taxiway Hangar 01	03	AC	14,523	52	Poor
THANG02	Taxiway Hangar 02	01	PCC	16,124	32	Very Poor
TL01	Taxilane 01	01	PCC	19,323	35	Very Poor
TL02	Taxilane 02	01	PCC	18,152	88	Good

ES.3 Pavement Maintenance and Repair Funding Levels

The PAVER database was updated with 2019 condition data, maintenance and repair (M&R) policies, and unit costs; which were then used to evaluate the effect of multiple funding levels on the overall future pavement condition. Figure ES-2 presents the forecasted TCL network PCI values for each funding level.

ES.4 Pavement Capital Improvement Program (PCIP)

The analysis output from the unlimited funding budget scenario was used as a starting point in developing the PCIP. For this scenario, sections were grouped into projects to allow for a logical construction sequence. Table ES-2 summarizes the 7-year PCIP, which has an estimated total cost of approximately \$17.9 million. These recommendations are based on a network-level evaluation. Project-level evaluations should be conducted prior to developing design and bid package documents.

In addition to the major rehabilitation needs that are identified in the PCIP, PAVER was used to develop maintenance activities to repair specific PCI distresses in Year 1. The estimated costs for these maintenance activities are \$1.7 million as summarized in Table ES-3.

Figure ES-2: M&R Funding Levels.

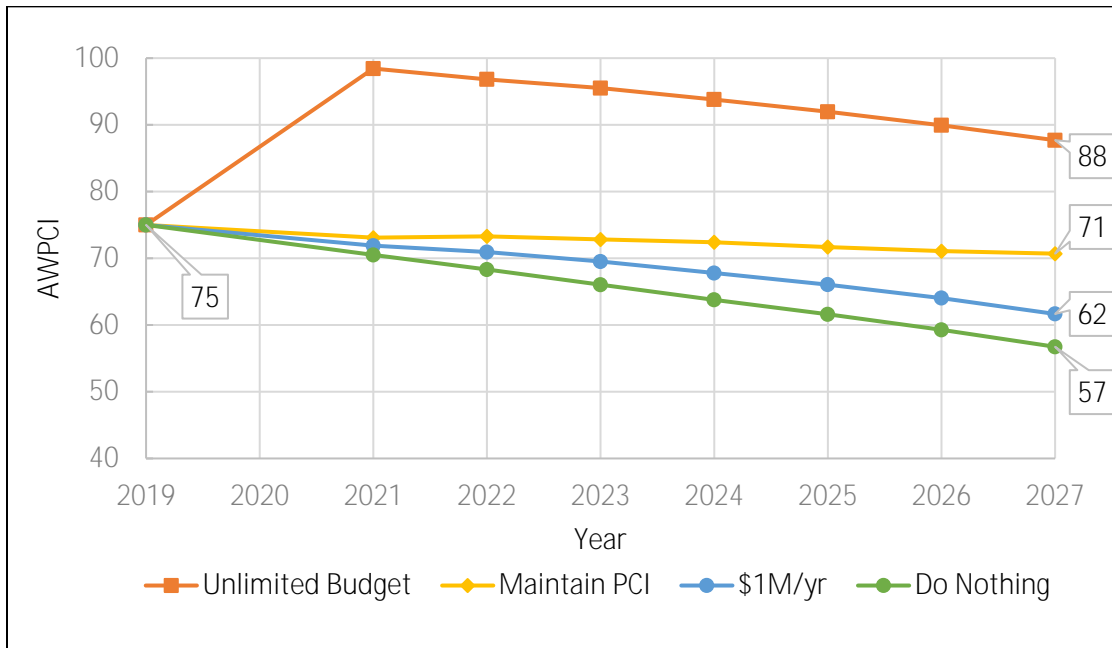


Table ES-2: Summary of Pavement Capital Improvement Program.

Project Year	CIP Project	Total Project Cost	Total Project Area, sf	AWPCI Before	AWPCI After
2021	TCL_21-01_Runway 12-30 Preservation	See Note	400,100	87	93
	TCL_21-02_Taxiway B Preservation	\$377,475	430,622	85	93
2022	TCL_22-01_Taxiway A Rehabilitation	\$3,485,360	567,407	54	100
	TCL_22-02_Taxiway C Rehabilitation	\$1,898,346	268,808	45	100
2023	TCL_23-01_Taxiway B Rehabilitation	\$524,396	99,708	53	100
	TCL_23-02_Apron 02 Rehabilitation	\$1,631,663	234,533	43	100

Project Year	CIP Project	Total Project Cost	Total Project Area, sf	AWPCI Before	AWPCI After
	TCL_23-03_Apron 01 Rehabilitation	\$2,280,943	200,914	41	100
2024	TCL_24-01_Taxiway D Rehabilitation	\$1,457,144	200,069	46	99
	TCL_24-02_Apron 05 Rehabilitation	\$413,577	80,541	59	100
	TCL_24-03_Runway 04-22 Surface Treatment	\$711,187	1,117,461	96	99
2025	TCL_25-01_Apron 06 Rehabilitation	\$866,071	68,464	42	100
	TCL_25-02_Apron 04 Reconstruction	\$1,389,921	109,875	20	100
	TCL_25-03_Taxiway A Surface Treatment	\$332,379	525,483	96	99
	TCL_25-04_Taxiway C Surface Treatment	\$176,210	268,808	96	99
2026	TCL_26-01_Apron 03 Reconstruction	\$1,530,617	117,473	19	100
	TCL_26-02_Taxiway B Surface Treatment	\$67,322	99,708	96	99
	TCL_26-03_Apron 02 Surface Treatment	\$158,354	234,533	94	98
	TCL_26-04_Apron 01 Surface Treatment	\$103,673	153,547	93	98
2027	TCL_27-01_Apron 04 Preservation	\$302,298	288,815	84	91
	TCL_27-02_Taxiway D Surface Treatment	\$139,137	200,069	96	99
	TCL_27-03_Apron 05 Surface Treatment	\$56,012	80,541	93	98
Total		\$17,902,086			

Table ES-3: Summary of Localized Maintenance Plan.

Policy	Work Description	Work Quantity	Work Unit	Work Cost
Safety	Crack Sealing - AC	602	Ft	\$2,377
	Crack Sealing - PCC	414	Ft	\$3,456
	Patching - AC Full-Depth	61,216	SqFt	\$1,533,457
	Patching - PCC Full Depth	757	SqFt	\$36,871
	Patching - PCC Partial Depth	52	SqFt	\$12,712
	Slab Replacement - PCC	1,649	SqFt	\$45,892
Preventive	Crack Sealing - AC	3,248	Ft	\$12,829
	Patching - AC Full-Depth	1,026	SqFt	\$25,703
Total				\$1,673,296

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1 Introduction

1.1. Overview

ALDOT implemented an Airport Pavement Management Program (APMP) in 2008 using the PAVER system. ALDOT awarded a project in 2018 to Aviation Inc. (Aviation) to update the System Plan and conduct an Economic Analysis for the Alabama airports. The scope of work also included an update of the APMP for 59 general aviation airports, which was conducted by All About Pavements, Inc., (API), a Aviation team member.

With this update of the APMP, the Alabama airports continue to be eligible for FAA funding for major pavement rehabilitation work under the Airport Improvement Program (AIP) since an APMP meets the pavement maintenance management requirements described in Appendix A of AC 150/5380-6C.

This report discusses the evaluation of the airside pavements at Tuscaloosa Regional Airport (TCL), the current and forecasted pavement condition, and the development of the Pavement Capital Improvement Program (PCIP).

1.2. Work Scope

The goals of the Alabama Statewide Airport Pavement Management Update program are as follows:

- Ø Conduct a visual pavement inspection of the asphalt surfaced pavements for 59 of the 74 general aviation airports in Alabama.
- Ø Based on the visual inspection analysis results, develop a 7-year PCIP for each airport.

The scope of work is as shown below:

- Ø Conduct a Records Review
- Ø Update Pavement Network Definition
- Ø Conduct Pavement Condition Surveys
- Ø Update and customize existing APMP PAVER database
- Ø Develop PCIP and associated project cost estimates
- Ø Prepare Draft and Final Reports
- Ø Develop a web-based viewer for reporting APMP data

As required in the Scope of Work, a detailed pavement condition survey was not conducted for any Portland Cement Concrete (PCC) aprons and PCC taxiways longer than 2,000 ft. Instead, a condition

The deliverable products include a PAVER 7.0 database, individual airport evaluation reports, a statewide summary report, and the web viewer. The TCL report will be one of the 59 individual airport reports that will be

1.3. Pavement Management Concept

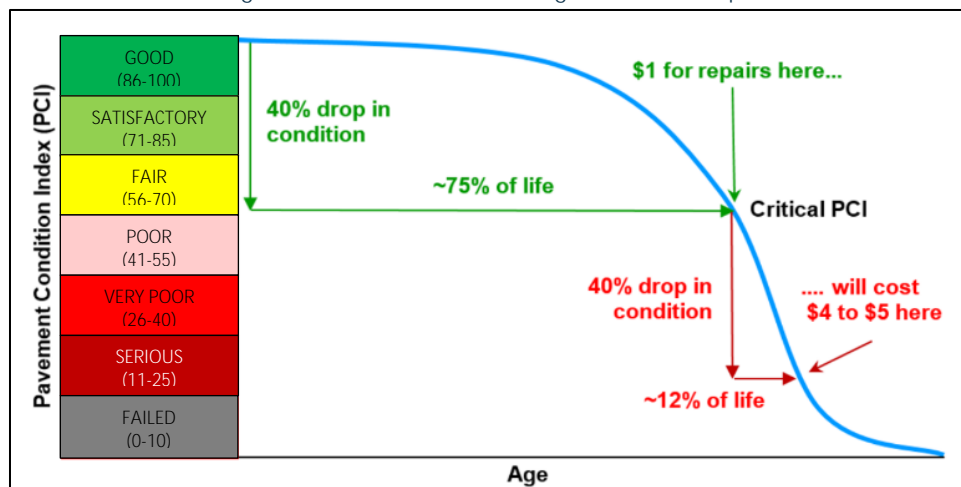
An APMP provides an integrated framework for comprehensive evaluation and decision making for managing airfield pavements. The essential components of an effective APMP provide for an objective evaluation of the condition of existing pavements, identification of short-term and long-range major rehabilitation work, necessary improvements in the pavement structural capacity, and the recurring maintenance work that should be completed each year. The APMP will also provide a budget for each of these types of pavement construction.

Historically, most organizations have made maintenance decisions based on past experience, without the benefit of documented data or analysis. This practice does not encourage life cycle cost analysis, nor the evaluation of cost effectiveness of alternate scenarios, and can lead to the inefficient use of funds. With limited allocated funding for Maintenance and Repair (M&R) Program projects, a defined procedure for setting priorities and schedules that will maximize the funds available is more important than ever.

In examining the lifespan of a 20-15 years. After that point, the rate of deterioration of pavements accelerates sharply as the age of the pavement increases, and within five years, the pavement may deteriorate to the point of failure. In order to extend pavement life, maintenance and repairs need to be scheduled and performed before the point at which rehabilitation can be done

Pavement Condition Index (PCI) is between 60 and 70 for general aviation airports. If the work is done before deterioration accelerates, the cost of rehabilitation can be reduced as shown in Figure 1.1.

Figure 1.1: Pavement Management Concept.



2 Airfield Pavement Inventory

2.1. Introduction

TCL is a General Aviation (GA) airport located approximately 3 miles north west of Tuscaloosa. The airport was activated in April 1940 and is owned and operated by the City of Tuscaloosa. Figure 2.1 shows an aerial image of the airport.

Figure 2.1: Tuscaloosa Regional Airport.



(Source: Google Earth)

2.2. Pavement Inventory

TCL consists of two runways, four parallel taxiways, and multiple taxiways and aprons. The total pavement area is approximately 4.25 million square feet. Pavement surfaces at TCL include Asphalt Concrete (AC), Asphalt Overlay on AC (AAC), Portland Cement Concrete (PCC), and Asphalt Overlay on PCC (APC). A complete listing of the pavement sections is included in Appendix A. Runway 04-22 is 6,499 ft. long and 150 ft. wide. Runway 12-30 is 4,001 ft. long and 100 ft. wide.

A records search was undertaken to identify any preservation or rehabilitation work that has occurred at TCL since the last APMP update in 2009. The following records that were provided by ALDOT were reviewed, and the PAVER database was updated with work history information:

- Ø Construct Taxiway B, 2011
- Ø GA Apron Rehabilitation, 2018

Further, as directed by ALDOT, the work history was updated with the 2019 rehabilitation of Runway 04-22.

2.3. Climatic Conditions

Table 3.1 provides a summary of the climatic data for the geographic region that includes TCL. As the table shows, the pavements at TCL are exposed to freeze-thaw cycles in January. The mean air temperature for January ranges from an average low of 32 degrees °F to an average high of 53 degrees °F. The average annual rainfall at TCL is near 55 inches.

Table 2.1: Average Annual Temperatures and Rainfall for TCL.

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
High Temp (°F)	53	59	66	74	81	88	91	90	86	76	65	56
Low Temp (°F)	32	36	43	49	58	66	70	69	63	51	42	35
Precip. (in)	5.8	4.9	6.5	5.0	4.5	4.0	4.7	3.4	3.3	3.7	4.4	4.7

Source: www.intellicast.com

2.4. Pavement Network Definition

A key element in developing an APMP system is defining the pavement network, which is the process of

The TCL network (e.g. all airside pavements) is then divided into branches, which are a readily identifiable part of the pavement system and have distinct functions. For airports, branches typically consist of individual runways, taxiways and aprons. Figure B1A in Appendix B shows the branches at TCL.

Once branches have been defined, pavement evaluation and analysis techniques require the airfield management unit that is used when considering the application and selection of maintenance and rehabilitation (M&R) treatments, and is defined in Section 2.1.8 of ASTM D 5340-12 as *“a contiguous pavement area having uniform construction, maintenance, usage history, and condition. A section should also have the same traffic volume and load intensity.”* A complete list of the pavement inventory and the corresponding section designations are included in Appendix A. Figure B1B presents the section layout.

To facilitate the visual survey of the airside pavement, each section is further subdivided into conveniently defined sub-section areas, or sample units. Similar sizing is critical as studies have found that maintaining the size of the sample units to within 40 percent of the established norm may reduce the standard error

of the average PCI values. To meet that criteria, ASTM recommends that sample units for asphalt pavements be 5,000 square feet ($\pm 2,000$).

Table 2.2 was used as a guideline in developing sampling rates that reflect typical rates that are used for other large pavement networks. In general, this sampling rate will not provide a 95% confidence level with a standard error of 5 PCI points. A higher level of sampling is recommended before a project-level rehabilitation design is developed for a pavement section or facility.

Sample units that include a one-time occurrence of a distress (i.e. a large patch) or an unusual severity the ASTM D5340 PCI procedure. This allows the PCI to be calculated without extrapolating the aberrant distress throughout the section as a whole. In Appendix B, Figure B1C shows the sample unit layout for TCL.

Table 2.2: PCI Sampling Rate for AC Surfaces.

Total Samples	Samples to Inspect
1	1
2	2
3 6	3
7 13	4
14 39	5
> 39	15 percent, but less than 12

2.5. Inventory Summary

There are 39 branches (facilities) at TCL that include 61 pavement sections and a total area of approximately 4.25 million square feet of paved surfaces, as shown in Table 2.3.

Table 2.3: TCL Pavement Branches.

Branch ID	Branch Name	Branch Use	Area, sf	Number of Sections
A01	Apron 01	APRON	153,547	1
A02	Apron 02	APRON	213,237	2
A03	Apron 03	APRON	117,473	2
A04	Apron 04	APRON	452,323	5
A05	Apron 05	APRON	80,541	2
A06	Apron 06	APRON	68,464	1
R0422	Runway 04-22	RUNWAY	974,850	1
R1230	Runway 12-30	RUNWAY	400,100	1
TA	Taxiway A	TAXIWAY	483,484	1
TA1	Taxiway A1	TAXIWAY	52,454	1
TA2	Taxiway A2	TAXIWAY	52,946	3
TA3	Taxiway A3	TAXIWAY	33,226	1

Branch ID	Branch Name	Branch Use	Area, sf	Number of Sections
TA4	Taxiway A4	TAXIWAY	29,845	1
TA5	Taxiway A5	TAXIWAY	29,793	1
TB	Taxiway B	TAXIWAY	338,053	2
TB1	Taxiway B1	TAXIWAY	20,358	1
TB2	Taxiway B2	TAXIWAY	33,214	2
TB3	Taxiway B3	TAXIWAY	34,764	1
TB4	Taxiway B4	TAXIWAY	34,769	1
TB5	Taxiway B5	TAXIWAY	35,946	1
TC	Taxiway C	TAXIWAY	165,069	1
TC1	Taxiway C1	TAXIWAY	10,217	1
TC2	Taxiway C2	TAXIWAY	23,068	2
TC3	Taxiway C3	TAXIWAY	23,483	2
TC4	Taxiway C4	TAXIWAY	18,785	2
TC5	Taxiway C5	TAXIWAY	11,895	1
TD	Taxiway D	TAXIWAY	137,915	1
TD1	Taxiway D1	TAXIWAY	6,621	1
TD2	Taxiway D2	TAXIWAY	9,557	1
TD3	Taxiway D3	TAXIWAY	17,977	2
TD4	Taxiway D4	TAXIWAY	32,096	5
TD5	Taxiway D5	TAXIWAY	9,653	1
TD6	Taxiway D6	TAXIWAY	8,120	1
TF	Taxiway F	TAXIWAY	16,291	1
TG	Taxiway G	TAXIWAY	22,428	2
THANG01	Taxiway Hangar 01	TAXIWAY	47,367	3
THANG02	Taxiway Hangar 02	TAXIWAY	16,124	1
TL01	Taxilane 01	TAXIWAY	19,323	1
TL02	Taxilane 02	TAXIWAY	18,152	1
Total			4,253,528	61

Table 2.4 shows the distribution of airfield pavement by age with the area-weighted age being greater than 20 years for all airside pavements at TCL.

Table 2.4: TCL Pavement Age.

Age (Years)	Number of Sections	Percent of Area	Area, sf
0 5	7	42.3	1,799,645
6 10	6	10.1	429,456
11 15	1	0.3	11,480
16 20	4	2.0	84,937
> 20	43	45.3	1,928,010

Figure 2.2 shows the distribution by surface type. Figure 2.3 presents the distribution by pavement use (e.g. runway, taxiway, and apron).

Figure 2.2: TCL Pavement Area by Surface Type.

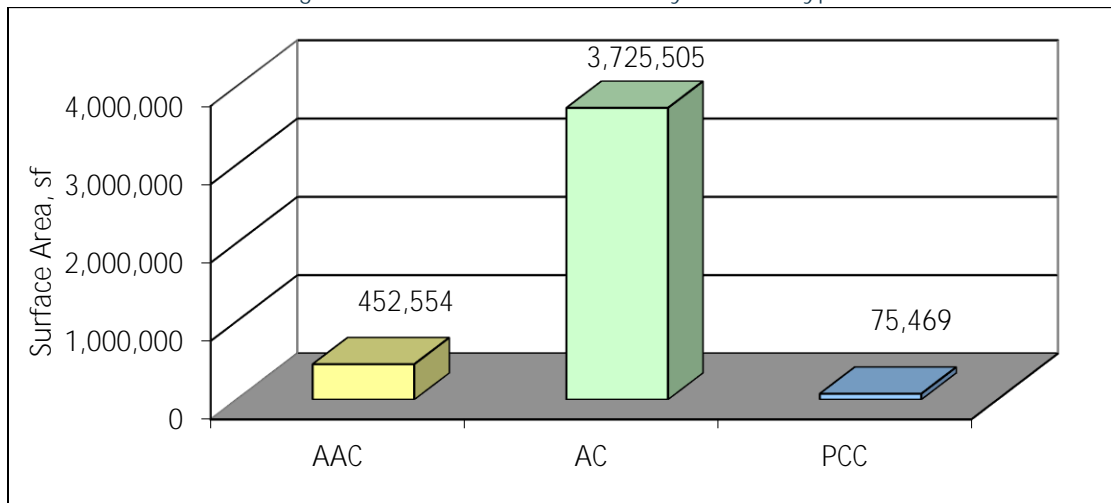
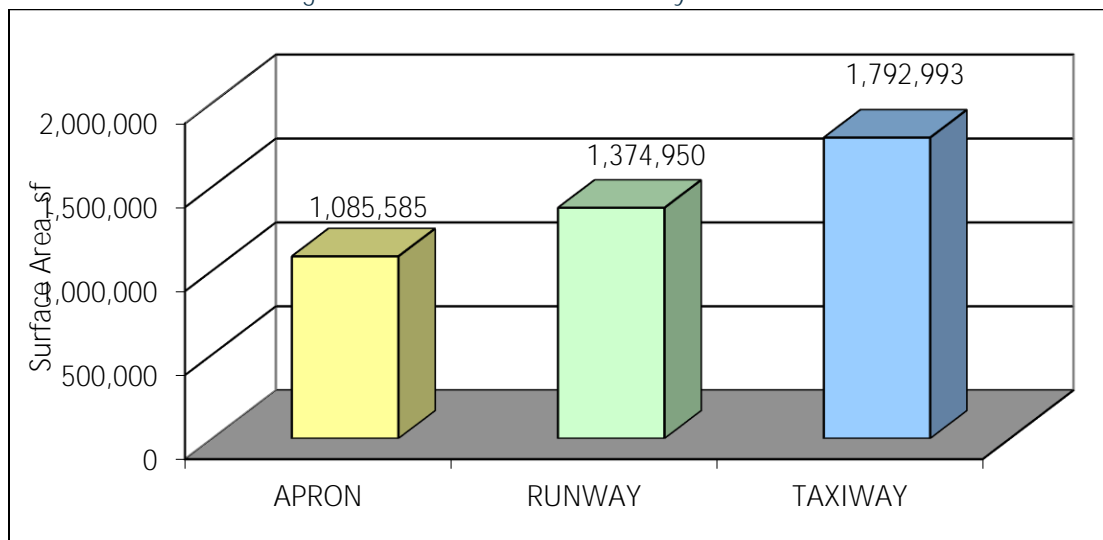


Figure 2.3: TCL Pavement Area by Branch Use.



Maps B1D, B1E, and B1F show the pavement type, branch use, and pavement age, respectively.

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3 Pavement Condition

3.1. Introduction

A visual PCI survey of the airside pavements at TCL was conducted in order to assist in the development of a realistic PCIP. The PCI survey measures and records pavement distresses that exist within each of the inspected sample units. This survey was conducted in November 2019 by a two 2-person team. The survey was performed in accordance with the methods described in ASTM D 5340-12 and FAA AC 150/5380-7B, using the sampling rates from Chapter 2 of this API report.

During the pavement survey, Quality Control (QC) and data verification were performed on both the individual distresses and the calculated section PCI values. QC included the following activities;

- Ø Review of distress quantities to identify data entry errors (100% review at the sample unit level). General guidance was used from ASTM D5340-12, section 13, which addresses the precision of distress quantities that are recorded during PCI surveys.
- Ø Duplicate surveys were performed to ensure consistency between each of the inspectors in a 2-person PCI survey team.

3.2. Pavement Condition Rating Methodology

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of each distress, and whether the distress is primarily caused by load, climatic conditions, and other material related deficiencies. The PCI is a numerical rating (on a scale of 0 to 100) that is based on the type, severity and quantity of each distress that is found in an inspected sample unit.

The PCI survey results are displayed using seven categories and ratings in accordance with the ASTM, but can also be presented using a simplified 3-category rating system for use in comparing with other distress related indices, as shown in Table 3.1.

Table 3.1: Pavement Condition Index Rating Scale.

	Simplified PCI Color Legend	ASTM PCI Color Legend	PCI Range	PCI Ratings and Definition
GOOD			86-100	<u>GOOD</u> : Pavement has minor or no distresses and should require only routine maintenance.
			71-85	<u>SATISFACTORY</u> : Pavement has scattered low-severity distresses that should require only routine maintenance.
FAIR			56-70	<u>FAIR</u> : Pavement has a combination of generally low- and medium-severity distresses. Near-term maintenance and repair needs may range from routine to major.
POOR			41-55	<u>POOR</u> : Pavement has low-, medium-, and high-severity distresses that probably cause some operational problems. Near-term M&R needs range from routine to major. requirement for
			26-40	<u>VERY POOR</u> : Pavement has predominantly medium- and high-severity distresses that cause considerable maintenance & operational problems. Near-term M&R needs will be major.
			11-25	<u>SERIOUS</u> : Pavement has mainly high-severity distresses that cause operational restrictions; immediate repairs are needed.
			0-10	<u>FAILED</u> : Pavement deterioration has progressed to the point that safe aircraft operations are no longer possible; complete reconstruction is required.

3.3. Distress Types

The ASTM D5340 standard considers 17 distresses, which tend to fall into one of the following four cause categories:

- Ø Load related: AC distresses include alligator cracking, corrugation, depression, polished aggregate, rutting and slippage cracking; PCC distresses include corner breaks, longitudinal cracking, divided slabs, polished aggregate, pumping and joint spalling.
- Ø Climate and durability related: AC distresses include bleeding, block cracking, joint reflection cracking, longitudinal and transverse (L&T) cracking, swelling, raveling, and weathering; PCC distresses include blow-outs, pumping, scaling, shrinkage cracks, and joint and corner spalling.
- Ø Moisture & Drainage related: AC distresses include alligator cracking, depressions, potholes and swelling; PCC distresses include corner breaks, divided slabs and pumping.
- Ø Other factors: Oil spillage, jet blast erosion, bleeding, patching and concrete slab joint faulting.

As described above, distress may have more than one cause. For example, depressions may be caused by incorrect compaction during construction, or by subgrade softening due to environmental factors. In addition, a distress may be initiated by one cause but may progress to a distress of higher severity by another cause. Therefore, engineering judgment is critical in analyzing the actual causes of the distress.

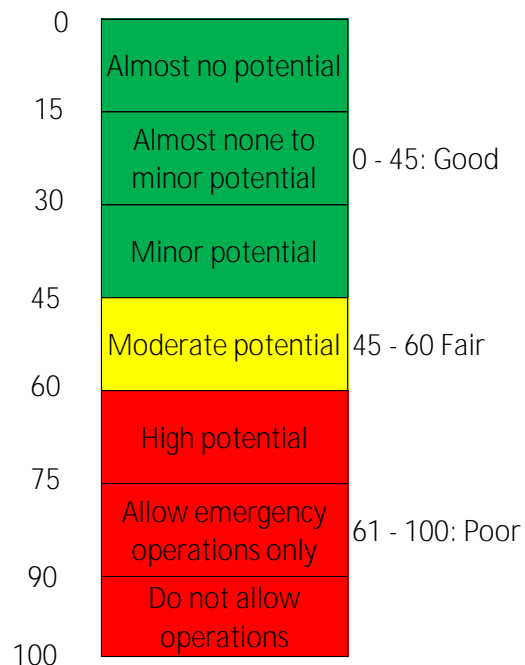
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 U.S. Army Construction Engineering Research Lab (CERL), latest edition. Appendix C provides a detailed explanation of each type of AC and PCC surface distress.

3.4. Additional PCI-based Indices

The distress data used to compute PCI can also be used to calculate additional indices that are helpful in understanding the condition of the pavement and developing PCIP recommendations. One additional index that was computed is the Foreign Object Damage (FOD) potential index.

The FOD index was developed by the US Air Force and is described in detail in the US Army Corp of Engineers Engineering Technical Letter (ETL) 04-09, Pavement Engineering Assessment (EA) Standards. Loose objects on an airfield pavement surface resulting from pavement distresses can be detrimental to aircraft engines, specifically engines that are low to the ground. The objects are ingested into the engines causing costly damage and presenting a safety hazard. Not all pavement distresses create a FOD potential. Therefore, an additional index was identified that uses the results of the PCI distress survey. As shown in Figure 3.1, the scale ranges from 0 to 100 with 0 being no FOD potential. Note that the FOD index uses a simplified three color scale.

Figure 3.1: FOD Potential Rating Scale.



3.5. PCI Survey Results

The airside pavements at TCL include 61 sections with 832 sample units. The sample number of sample units that were surveyed in the field is 237, which is 28 percent of the total samples. Data from the inspected sample units were input into the PAVER database and a resultant PCI for each section was computed.

Figure 3.2 presents the area-weighted PCI by use and the overall airside network.

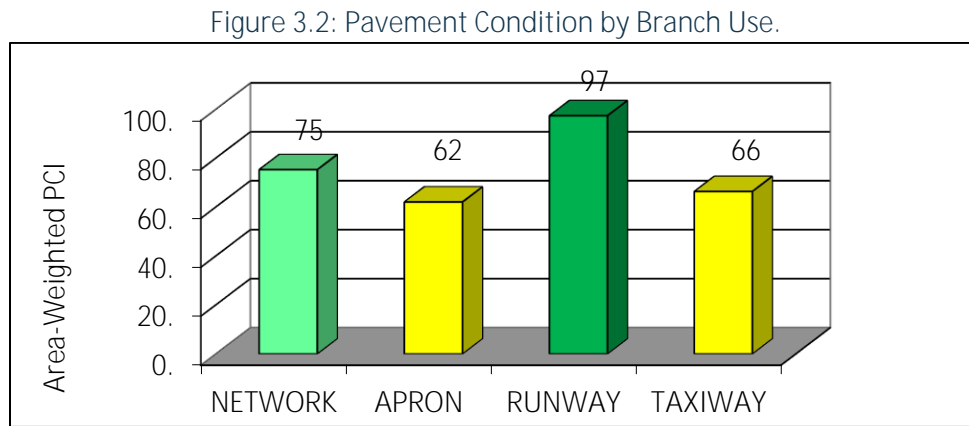


Figure 3.3 shows the distribution of the TCL pavement network by condition. Approximately 35 percent

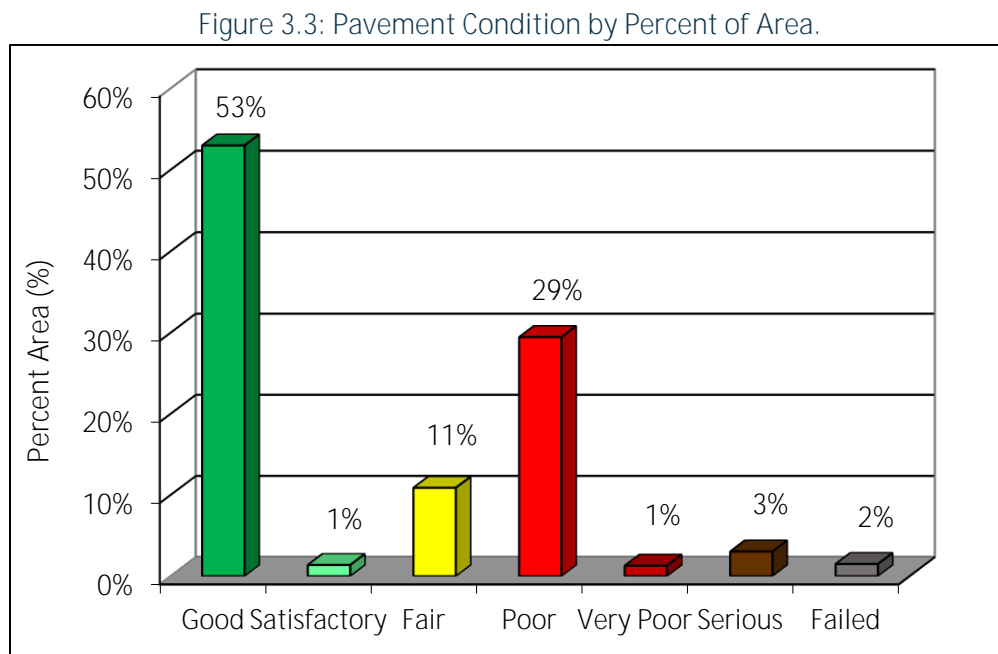


Table 3.2 is a listing of the section PCI.

Table 3.2: Section PCI.

Branch ID	Name	Section ID	Surface	Area, sf	PCI	PCI Category	FOD
A01	Apron 01	01	AC	153,547	47	Poor	52
A02	Apron 02	01	AC	186,830	55	Poor	60
A02	Apron 02	02	AC	26,407	14	Serious	74
A03	Apron 03	01	AC	81,000	25	Serious	75
A03	Apron 03	02	AC	36,473	51	Poor	61
A04	Apron 04	02	AC	63,858	0	Failed	78
A04	Apron 04	03	AC	53,633	100	Good	0
A04	Apron 04	04	AC	46,017	48	Poor	67
A04	Apron 04	05	AC	248,215	100	Good	0
A04	Apron 04	06	APC	40,600	100	Good	0
A05	Apron 05	01	AC	48,493	67	Fair	42
A05	Apron 05	02	AC	32,048	71	Satisfactory	42
A06	Apron 06	01	AC	68,464	54	Poor	59
R0422	Runway 04-22	01	AC	974,850	100	Good	0
R1230	Runway 12-30	01	AAC	400,100	91	Good	19
TA	Taxiway A	01	AC	483,484	55	Poor	60
TA1	Taxiway A1	01	AC	52,454	100	Good	0
TA2	Taxiway A2	01	AC	30,519	55	Poor	60
TA2	Taxiway A2	02	AC	12,079	62	Fair	52
TA2	Taxiway A2	03	AC	10,348	60	Fair	54
TA3	Taxiway A3	01	AC	33,226	89	Good	21
TA4	Taxiway A4	01	AC	29,845	57	Fair	58
TA5	Taxiway A5	01	AC	29,793	100	Good	0
TB	Taxiway B	01	AC	258,703	88	Good	22
TB	Taxiway B	02	AC	79,350	69	Fair	44
TB1	Taxiway B1	01	AC	20,358	60	Fair	54
TB2	Taxiway B2	01	AC	18,503	84	Satisfactory	27
TB2	Taxiway B2	02	AC	14,711	93	Good	16
TB3	Taxiway B3	01	AC	34,764	89	Good	21
TB4	Taxiway B4	01	AC	34,769	89	Good	21
TB5	Taxiway B5	01	AC	35,946	90	Good	20
TC	Taxiway C	01	AC	165,069	54	Poor	61
TC1	Taxiway C1	01	AC	10,217	56	Fair	59
TC2	Taxiway C2	01	AC	11,236	39	Very Poor	75
TC2	Taxiway C2	02	AC	11,832	62	Fair	51
TC3	Taxiway C3	01	AC	11,284	47	Poor	68
TC3	Taxiway C3	02	AC	12,199	54	Poor	61
TC4	Taxiway C4	01	AC	11,070	50	Poor	65
TC4	Taxiway C4	02	AC	7,715	56	Fair	59

Branch ID	Name	Section ID	Surface	Area, sf	PCI	PCI Category	FOD
TC5	Taxiway C5	01	AC	11,895	52	Poor	63
TD	Taxiway D	01	AC	137,915	67	Fair	47
TD1	Taxiway D1	01	AC	6,621	69	Fair	44
TD2	Taxiway D2	01	AC	9,557	57	Fair	58
TD3	Taxiway D3	01	AC	9,692	54	Poor	59
TD3	Taxiway D3	02	AC	8,285	34	Very Poor	68
TD4	Taxiway D4	01	AC	3,394	62	Fair	38
TD4	Taxiway D4	02	PCC	4,346	17	Serious	76
TD4	Taxiway D4	03	AC	4,101	58	Fair	57
TD4	Taxiway D4	04	PCC	17,524	23	Serious	88
TD4	Taxiway D4	05	AC	2,731	61	Fair	53
TD5	Taxiway D5	01	AC	9,653	62	Fair	52
TD6	Taxiway D6	01	AC	8,120	72	Satisfactory	41
TF	Taxiway F	01	AC	16,291	62	Fair	50
TG	Taxiway G	01	AC	11,480	65	Fair	49
TG	Taxiway G	02	AC	10,948	56	Fair	59
THANG01	Taxiway Hangar 01	01	AC	12,346	54	Poor	51
THANG01	Taxiway Hangar 01	02	AC	20,498	67	Fair	47
THANG01	Taxiway Hangar 01	03	AC	14,523	52	Poor	55
THANG02	Taxiway Hangar 02	01	PCC	16,124	32	Very Poor	71
TL01	Taxilane 01	01	PCC	19,323	35	Very Poor	82
TL02	Taxilane 02	01	PCC	18,152	88	Good	7

Figure B2A and B2B in Appendix B are maps of the section PCI in 7- and 3-scale categories, respectively. Figure B2C is a map of the FOD rating. Appendix D contains a detailed report of the PCI values and distress type, quantity, and severity data for each sample unit that was surveyed in a section. Appendix E is a summary report of the extrapolated distress data at the section level.

Appendix F contains current section and branch PCI data and forecasted section PCI values. FOD values by section and branch are also presented. Figure B2D in Appendix B shows the locations of the photos that were taken during the survey. Photos are included in Appendix J.

3.6. PCC Pavements

As stated earlier, the project scope did not include a detailed pavement condition survey for any

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4 Pavement Capital Improvement Program

4.1. Introduction

PCI data were collected and entered into the PAVER database. In addition, the database customization included the following components, which are described in detail in this chapter.

1. Performance Modeling
2. Maintenance & Repair (M&R) Triggers (Critical PCI)
3. M&R Policies
4. Unit Costs

Once the database was customized, it was used to run budget analysis scenarios and develop a 7-year PCIP.

4.2. Performance Modeling

To determine long-term M&R needs, a APMP must be able to predict future pavement condition. Future pavement condition is predicted using equation models that are generated from current and historical PCI data. Equation models are developed by grouping pavements based on similar performance characteristics such as region, construction history, surface type, traffic, priority and use. Mathematical techniques such as straight-line extrapolation and regression that include boundary and outlier filters are used to develop models that provide the best fit equation for the pavement condition

$$PCI = a - k \cdot h + U \cdot \left(\frac{h}{7} \right)^{\#}$$

Prediction models are used at the section level to compute future conditions based on the typical performance of the pavement sections that are included in each model. Future condition is computed by defining its position relative to the prediction model. The section prediction curve, or equation, is drawn through the current PCI-age point for each specific section. Since the shifted curve will run parallel to the computed prediction model, the predicted condition can be computed for any future age. Figure 4.1 is an illustration of this process.

Prediction models provide an effective way to compute future pavement performance based on past and current conditions, and pavement maintenance and rehabilitation practices. As new PCI inspection surveys are conducted, these models should be updated accordingly. In the case of the Alabama statewide airport pavement network, the best fit family curves were developed for each region by grouping pavements according to branch use (e.g. runway, taxiway) and surface type (e.g. AC, AAC, and APC). The family curves for ALDOT were developed based on branch use and are presented in Figure 4.2.

Figure 4.1: PCI Forecasting.

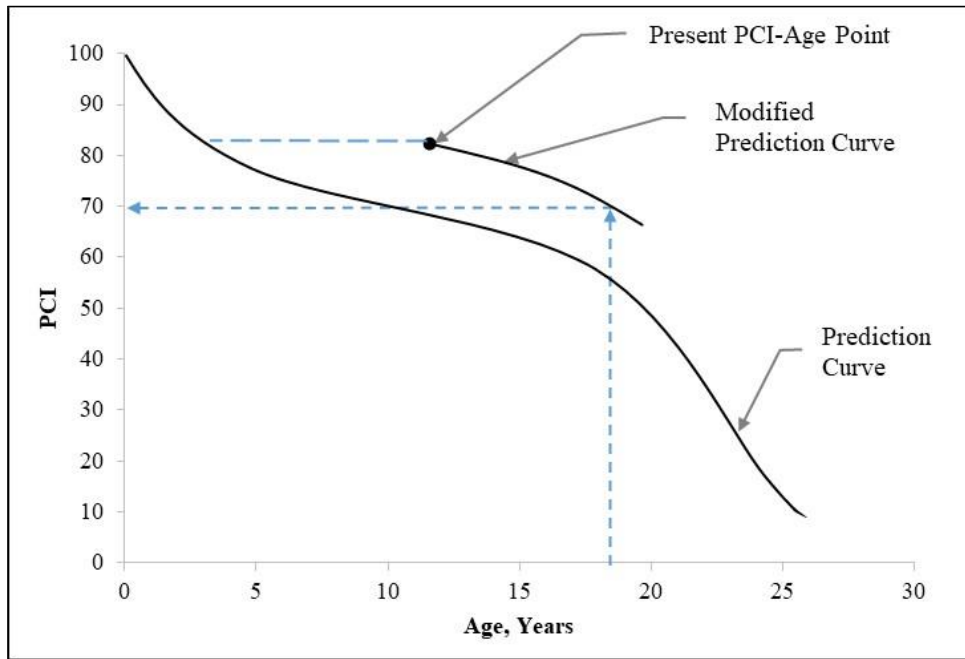
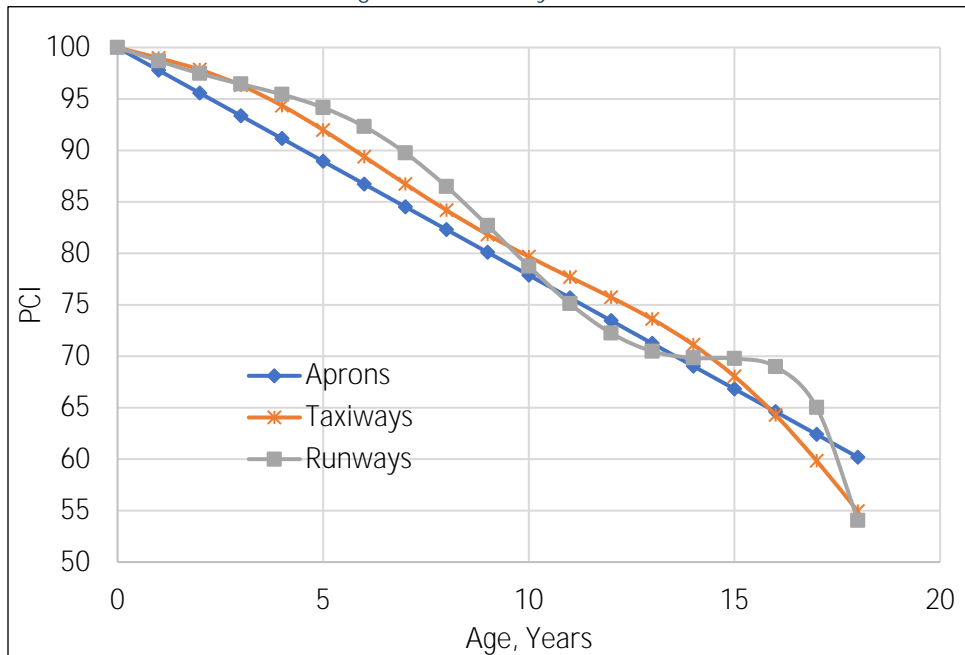


Figure 4.2: Family Curves.



4.3. Critical PCI Values

the PCI value at which the rate of PCI loss increases with time, or the cost of applying localized preventive maintenance increases significantly into PAVER in defining and measuring the critical PCI values. These values, or M&R triggers, are assigned for each prediction model. As such, the critical PCI values are directly related to the branch use.

These critical PCI levels are selected based on several factors including a review of performance models; experience; other airport triggers; and acknowledge that time is required for funding approval and design. Note that preventive maintenance is recommended, and it should generally be performed above the critical PCI (trigger) values and Major M&R is generally performed below them. The critical PCI (CP) values were set at 70 for runways and taxiways, and 65 for other pavements.

4.4. M&R Policies and Unit Costs

M&R policies refer to the activities that are applied at different condition levels to maintain and repair a pavement section.

Maintenance activities are localized activities which are typically assigned in the first year of the M&R plan based on the observed distresses. Safety (stopgap) maintenance addresses distresses that would affect operational safety if left unrepaired and is applied to pavements below the critical PCI. Preventive maintenance activities are aimed at slowing the rate of deterioration through consistent maintenance of existing pavements and are generally applied to pavements above the critical PCI. Appendix G presents the policies for preventive and safety maintenance.

Repair activities are conducted for larger areas, typically at the section level and are assigned based on the critical PCI. Repair activities broadly consist of three categories: preservation, rehabilitation, and reconstruction. Pavement preservation involves activities like surface treatments that are used to extend pavement service life and to delay more expensive rehabilitation work. These are applied when the pavement is in relatively good condition and does not exhibit any structural distress. Rehabilitation activities are used to repair pavements below or around the critical PCI and typically include mill and overlay. Reconstruction is recommended when the pavement has deteriorated to a level where rehabilitation is no longer cost effective.

Table 4.1 lists the pavement activity types, the individual activities within each type, and their associated 2020 unit costs. A more detailed description of the M&R activities and the development of the M&R unit costs is presented in Appendix H.

surface treatment is applied to all resurfaced and reconstructed runways, taxiways, and aprons three years after construction work is complete. Taxilanes and T-Hangar pavements are excluded from this requirement. This policy is applicable for projects in the PCIP between 2021 and 2024. For cost estimating, this surface treatment is assumed to have the same cost as the runway surface treatment.

Table 4.1: M&R Activities and Unit Costs.

Activity Type	PCI	Activity	Cost/sf
Maintenance	Note 1	Seal Cracks AC (\$/lf)	\$3.95
		AC Full-Depth Patching	\$25.05
		AC Partial-Depth Patching	\$16.28
Preservation	75-90	Runway Surface Treatment	\$0.57
		Taxiway and Apron Surface Treatment	\$0.85
Rehabilitation	> CP	2" AC OL ²	\$4.19
	55 - CP	Mill 2" & 2" AC OL	\$4.56
	45 - 55	Mill 2" & 3" AC OL	\$5.79
Reconstruction	0 - 45	AC Reconstruction	\$10.91

¹ Preventive > CP; Safety (Stopgap) < CP

²For sections with structural distress and PCI > CP

4.5. Pavement CIP Development

The PAVER database, updated with condition data and customized with condition performance priorities, policies, and costs; was used to evaluate the effect of multiple funding levels on the overall future pavement condition. This output was further used to develop the PCIP. Figure 4.3 illustrates the process that PAVER uses in the funding analysis.

The following M&R funding levels were used for the TCL pavement network to help establish the 7-Year PCIP. Figure 4.4 presents the network area-weighted average PCI for each of the following funding scenarios at the end of the analysis period:

- Ø Unlimited Funding: Unlimited funding is available for all pavement needs. The PCI increases to 88 by 2027.
- Ø Maintain PCI: Maintain existing PCI of 75.
- Ø Constrained Funding: This scenario constrains the funding to \$1 million each year (total of \$7 million). The PCI decreases to 62 in 2027.
- Ø Do Nothing: Performing no M&R would reduce the network PCI from 75 to 57 by 2027.

Figure 4.3: Budget Analysis Process.

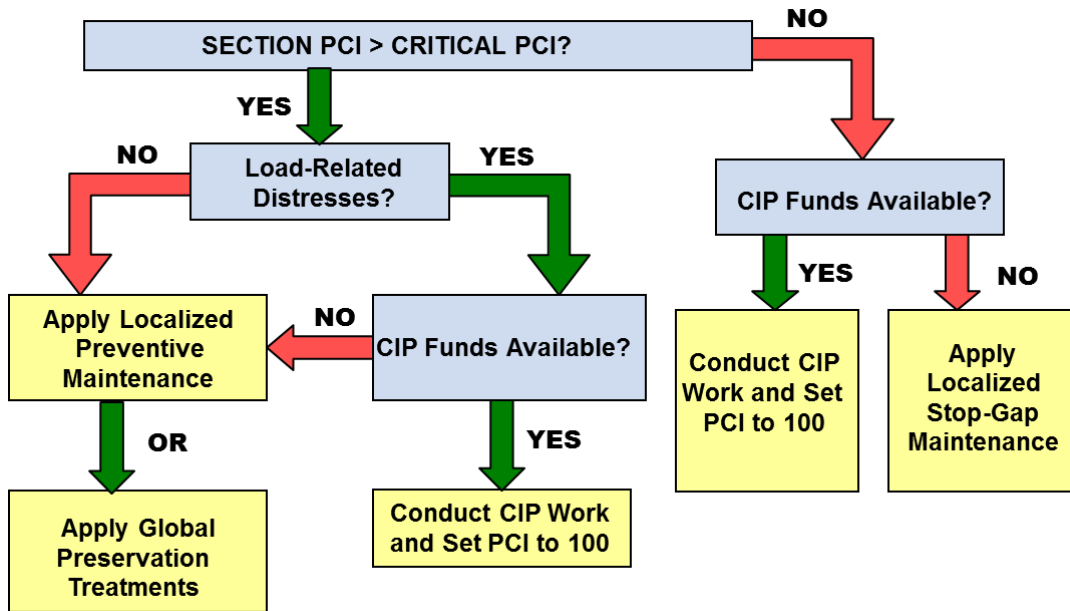


Figure 4.4: M&R Funding Levels.

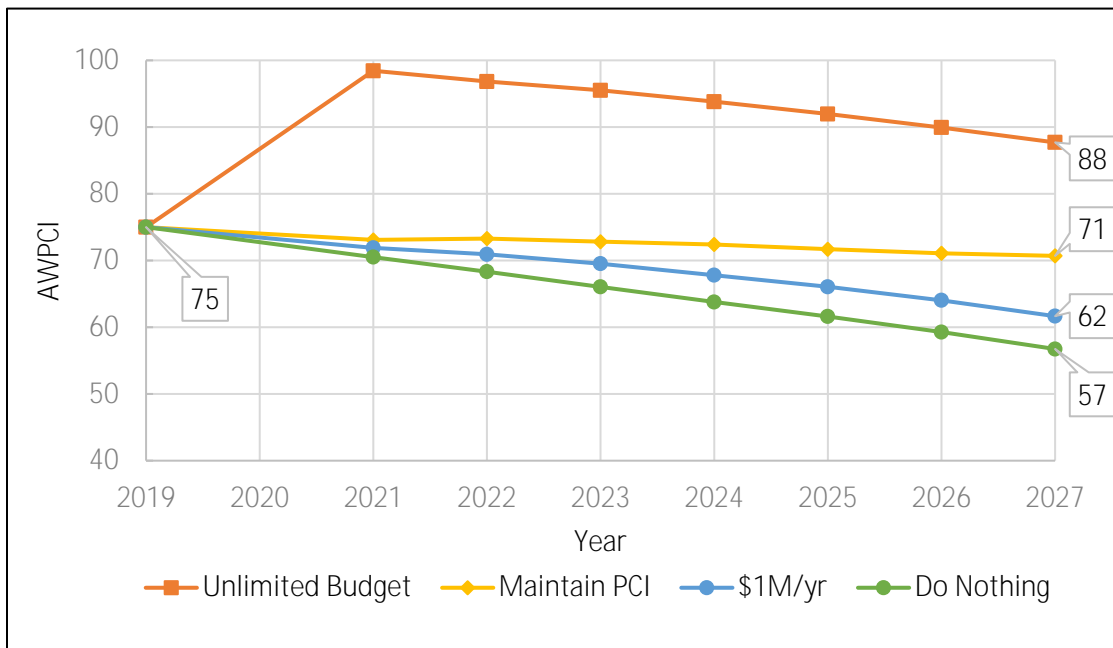


Table 4.2 summarizes the annual funding required for the above analyses. For the unlimited analysis, all pavement needs are funded in the year they are required. Therefore, the unfunded costs are zero. The total funded amount over the 7-year period is approximately \$14 million. For the annual funding level of \$1 million per year, funding is prioritized based on the prioritization matrix. When the needs exceed the funding for any year, the remaining sections are transferred to the succeeding year and the amount

The 2027 for this funding level is approximately \$21.3 million.

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

Year	Unlimited	Maintain PCI	Constrained \$1M/year	Do Nothing
2021	\$13,610,000	\$1,520,000	\$987,000	\$0
2022	\$13,000	\$1,473,000	\$971,000	\$0
2023	\$173,403	\$1,522,332	\$961,000	\$0
2024	\$26,000	\$1,520,000	\$927,000	\$0
2025	\$35,000	\$1,479,000	\$950,000	\$0
2026	\$44,979	\$1,526,697	\$957,409	\$0
2027	\$56,535	\$1,388,081	\$984,161	\$0
Total	\$13,960,000	\$10,428,000	\$6,738,000	\$0
2027 Backlog	-	\$15,019,000	\$21,337,000	\$25,933,000

Map B3A in Appendix B presents the 2027 forecasted PCI by section when the M&R activities recommended in the CIP are not conducted.

4.6. Pavement Capital Improvement Program

The unlimited funding analysis contains rehabilitation activities for sections from the same branch spread out over the seven-year period, which is not always operationally feasible to construct. The analysis output was treated as a starting point in developing the CIP. Sections were often integrated together to account for construction feasibility and other factors, resulting in larger projects which were more realistic. In addition, each project could contain sections whose condition did not trigger rehabilitation but were included to provide a logical plan when pavement within a particular feature. For example, if the PAVER analysis showed rehabilitation was required for eight out of 10 sections on a runway, the entire runway would be recommended for rehabilitation to provide a continuous new pavement surface.

Table 4.3 shows the projects and the associated costs for the recommended 7-year PCIP. Table 4.4 is a more detailed view of the PCIP. This table lists the individual pavement section, section level M&R work, section repair cost, surface area and the PCI before the M&R is applied. The costs that are presented represent an annual escalation rate of 3% for the unit costs. The total 7-year PCIP cost is approximately \$17.9 million. Map B3B shows the recommended repair types, while Map B3C presents the recommended projects and activities in the PCIP. Appendix I1 presents a summary of the recommended activities and cost by year for each section at TCL.

Table 4.3: Summary of 7-Year PCIP by Project.

Project Year	CIP Project	Total Project Cost	Total Project Area, sf	AWPCI Before	AWPCI After
2021	TCL_21-01_Runway 12-30 Preservation	See Note	400,100	87	93
	TCL_21-02_Taxiway B Preservation	\$377,475	430,622	85	93
2022	TCL_22-01_Taxiway A Rehabilitation	\$3,485,360	567,407	54	100
	TCL_22-02_Taxiway C Rehabilitation	\$1,898,346	268,808	45	100
2023	TCL_23-01_Taxiway B Rehabilitation	\$524,396	99,708	53	100
	TCL_23-02_Apron 02 Rehabilitation	\$1,631,663	234,533	43	100
	TCL_23-03_Apron 01 Rehabilitation	\$2,280,943	200,914	41	100
2024	TCL_24-01_Taxiway D Rehabilitation	\$1,457,144	200,069	46	99
	TCL_24-02_Apron 05 Rehabilitation	\$413,577	80,541	59	100
	TCL_24-03_Runway 04-22 Surface Treatment	\$711,187	1,117,461	96	99
2025	TCL_25-01_Apron 06 Rehabilitation	\$866,071	68,464	42	100
	TCL_25-02_Apron 04 Reconstruction	\$1,389,921	109,875	20	100
	TCL_25-03_Taxiway A Surface Treatment	\$332,379	525,483	96	99
	TCL_25-04_Taxiway C Surface Treatment	\$176,210	268,808	96	99
2026	TCL_26-01_Apron 03 Reconstruction	\$1,530,617	117,473	19	100
	TCL_26-02_Taxiway B Surface Treatment	\$67,322	99,708	96	99
	TCL_26-03_Apron 02 Surface Treatment	\$158,354	234,533	94	98
	TCL_26-04_Apron 01 Surface Treatment	\$103,673	153,547	93	98
2027	TCL_27-01_Apron 04 Preservation	\$302,298	288,815	84	91
	TCL_27-02_Taxiway D Surface Treatment	\$139,137	200,069	96	99
	TCL_27-03_Apron 05 Surface Treatment	\$56,012	80,541	93	98
Total		\$17,902,086			

Cost for Runway 12-30 and TD04-05 excluded from PCIP as directed by ALDOT

Table 4.4: Summary of 7-Year PCIP by Project and Section.

Branch	Section	Area, sf	PCI Before Rehab	Activity	Activity Type	Cost
TCL_21-01_Runway 12-30 Preservation						-
R1230	01	400,100	87	Runway Surface Treatment	Preservation	See Note
TCL_21-02_Taxiway B Preservation						\$377,475
TA3	01	33,226	86	Taxiway & Apron Surface Treatment	Preservation	\$29,125
TB	01	258,703	85	Taxiway & Apron Surface Treatment	Preservation	\$226,774
TB2	01	18,503	81	Taxiway & Apron Surface Treatment	Preservation	\$16,219
TB2	02	14,711	90	Taxiway & Apron Surface Treatment	Preservation	\$12,895

Branch	Section	Area, sf	PCI Before Rehab	Activity	Activity Type	Cost
TB3	01	34,764	86	Taxiway & Apron Surface Treatment	Preservation	\$30,473
TB4	01	34,769	86	Taxiway & Apron Surface Treatment	Preservation	\$30,478
TB5	01	35,946	87	Taxiway & Apron Surface Treatment	Preservation	\$31,510
TCL_22-01_Taxiway A Rehabilitation						\$3,485,360
TA	01	483,484	49	Mill 2" & 3" AC OL	Rehabilitation	\$2,969,854
TA2	01	30,519	49	Mill 2" & 3" AC OL	Rehabilitation	\$187,466
TA2	02	12,079	56	Mill 2" & 3" AC OL	Rehabilitation	\$74,197
TA4	01	29,845	51	Mill 2" & 3" AC OL	Rehabilitation	\$183,326
TG	01	11,480	60	Mill 2" & 3" AC OL	Rehabilitation	\$70,517
TCL_22-02_Taxiway C Rehabilitation						\$1,898,346
TC	01	165,069	46	Mill 2" & 3" AC OL	Rehabilitation	\$1,013,955
TC1	01	10,217	47	Mill 2" & 3" AC OL	Rehabilitation	\$62,759
TC2	01	11,236	31	AC Reconstruction	Reconstruction	\$130,074
TC2	02	11,832	52	Mill 2" & 3" AC OL	Rehabilitation	\$72,679
TC3	01	11,284	41	AC Reconstruction	Reconstruction	\$130,630
TC3	02	12,199	46	Mill 2" & 3" AC OL	Rehabilitation	\$74,934
TC4	01	11,070	44	AC Reconstruction	Reconstruction	\$128,153
TC4	02	7,715	47	Mill 2" & 3" AC OL	Rehabilitation	\$47,390
TC5	01	11,895	45	AC Reconstruction	Reconstruction	\$137,703
TF	01	16,291	52	Mill 2" & 3" AC OL	Rehabilitation	\$100,069
TCL_23-01_Taxiway B Rehabilitation						\$524,396
TB	02	79,350	56	Mill 2" & 2" AC OL	Rehabilitation	\$395,593
TB1	01	20,358	46	Mill 2" & 3" AC OL	Rehabilitation	\$128,803
TCL_23-02_Apron 02 Rehabilitation						\$1,631,663
A02	01	186,830	48	Mill 2" & 3" AC OL	Rehabilitation	\$1,182,053
A02	02	26,407	7	AC Reconstruction	Reconstruction	\$314,873
TA2	03	10,348	46	Mill 2" & 3" AC OL	Rehabilitation	\$65,471
TG	02	10,948	45	Mill 2" & 3" AC OL	Rehabilitation	\$69,267
TCL_23-03_Apron 01 Rehabilitation						\$2,280,943
A01	01	153,547	40	AC Reconstruction	Reconstruction	\$1,830,872
THANG01	01	12,346	43	AC Reconstruction	Reconstruction	\$147,212
THANG01	02	20,498	53	Mill 2" & 3" AC OL	Rehabilitation	\$129,689
THANG01	03	14,523	42	AC Reconstruction	Reconstruction	\$173,170
TCL_24-01_Taxiway D Rehabilitation						\$1,457,144
TD	01	137,915	48	Mill 2" & 3" AC OL	Rehabilitation	\$898,750

Chapter 4, Pavement Capital Improvement Program

Branch	Section	Area, sf	PCI Before Rehab	Activity	Activity Type	Cost
TD1	01	6,621	51	Mill 2" & 3" AC OL	Rehabilitation	\$43,147
TD2	01	9,557	42	AC Reconstruction	Reconstruction	\$117,375
TD3	01	9,692	40	AC Reconstruction	Reconstruction	\$119,033
TD3	02	8,285	19	AC Reconstruction	Reconstruction	\$101,753
TD4	01	3,394	45	Mill 2" & 3" AC OL	Rehabilitation	\$22,118
TD4	03	4,101	43	AC Reconstruction	Reconstruction	\$50,367
TD4	05	2,731	45	AC Reconstruction	Reconstruction	See Note
TD5	01	9,653	45	Mill 2" & 3" AC OL	Rehabilitation	\$62,906
TD6	01	8,120	56	Mill 2" & 2" AC OL	Rehabilitation	\$41,696
TCL_24-02_Apron 05 Rehabilitation						\$413,577
A05	01	48,493	58	Mill 2" & 2" AC OL	Rehabilitation	\$249,011
A05	02	32,048	62	Mill 2" & 2" AC OL	Rehabilitation	\$164,566
TCL_24-03_Runway 04-22 Surface Treatment						\$711,187
R0422	01	974,850	-	Surface Treatment	Preservation	\$620,425
TA1	01	52,454	-	Surface Treatment	Preservation	\$33,383
TA2	01	30,519	-	Surface Treatment	Preservation	\$19,423
TA4	01	29,845	-	Surface Treatment	Preservation	\$18,994
TA5	01	29,793	-	Surface Treatment	Preservation	\$18,961
TCL_25-01_Apron 06 Rehabilitation						\$866,071
A06	01	68,464	43	AC Reconstruction	Reconstruction	\$866,071
TCL_25-02_Apron 04 Reconstruction						\$1,389,921
A04	02	63,858	0	AC Reconstruction	Reconstruction	\$807,805
A04	04	46,017	37	AC Reconstruction	Reconstruction	\$582,116
TCL_25-03_Taxiway A Surface Treatment						\$332,379
TA	01	483,484	-	Surface Treatment	Preservation	\$316,936
TA2	02	12,079	-	Surface Treatment	Preservation	\$7,918
TG	01	11,480	-	Surface Treatment	Preservation	\$7,525
TCL_25-04_Taxiway C Surface Treatment						\$176,210
TC	01	165,069	-	Surface Treatment	Preservation	\$108,207
TC1	01	10,217	-	Surface Treatment	Preservation	\$6,697
TC2	01	11,236	-	Surface Treatment	Preservation	\$7,365
TC2	02	11,832	-	Surface Treatment	Preservation	\$7,756
TC3	01	11,284	-	Surface Treatment	Preservation	\$7,397
TC3	02	12,199	-	Surface Treatment	Preservation	\$7,997
TC4	01	11,070	-	Surface Treatment	Preservation	\$7,257
TC4	02	7,715	-	Surface Treatment	Preservation	\$5,057
TC5	01	11,895	-	Surface Treatment	Preservation	\$7,797
TF	01	16,291	-	Surface Treatment	Preservation	\$10,679
TCL_26-01_Apron 03 Reconstruction						\$1,530,617
A03	01	81,000	11	AC Reconstruction	Reconstruction	\$1,055,391
A03	02	36,473	37	AC Reconstruction	Reconstruction	\$475,226

Branch	Section	Area, sf	PCI Before Rehab	Activity	Activity Type	Cost
TCL_26-02_Taxiway B Surface Treatment						\$67,322
TB	02	79,350	-	Surface Treatment	Preservation	\$53,576
TB1	01	20,358	-	Surface Treatment	Preservation	\$13,746
TCL_26-03_Apron 02 Surface Treatment						\$158,354
A02	01	186,830	-	Surface Treatment	Preservation	\$126,146
A02	02	26,407	-	Surface Treatment	Preservation	\$17,830
TA2	03	10,348	-	Surface Treatment	Preservation	\$6,987
TG	02	10,948	-	Surface Treatment	Preservation	\$7,392
TCL_26-04_Apron 01 Surface Treatment						\$103,673
A01	01	153,547	-	Surface Treatment	Preservation	\$103,673
TCL_27-01_Apron 04 Preservation						\$302,298
A04	05	248,215	84	Taxiway & Apron Surface Treatment	Preservation	\$259,802
A04	06	40,600	84	Taxiway & Apron Surface Treatment	Preservation	\$42,495
TCL_27-02_Taxiway D Surface Treatment						\$139,137
TD	01	137,915		Surface Treatment	Preservation	\$95,912
TD1	01	6,621		Surface Treatment	Preservation	\$4,605
TD2	01	9,557		Surface Treatment	Preservation	\$6,646
TD3	01	9,692		Surface Treatment	Preservation	\$6,740
TD3	02	8,285		Surface Treatment	Preservation	\$5,762
TD4	01	3,394		Surface Treatment	Preservation	\$2,360
TD4	03	4,101		Surface Treatment	Preservation	\$2,852
TD4	05	2,731		Surface Treatment	Preservation	\$1,899
TD5	01	9,653		Surface Treatment	Preservation	\$6,713
TD6	01	8,120		Surface Treatment	Preservation	\$5,647
TCL_27-03_Apron 05 Surface Treatment						\$56,012
A05	01	48,493		Surface Treatment	Preservation	\$33,724
A05	02	32,048		Surface Treatment	Preservation	\$22,288
Total						\$17,902,086

Cost for Runway 12-30 and TD04-05 excluded from PCIP as directed by ALDOT

The FAA, under the Airport Improvement Program (AIP) provides approximately 90 percent of eligible costs for planning and development of public-use airports included in the NPIAS as grants. The remaining 10 percent of costs are shared between ALDOT and the airport sponsor. The following is the distribution of the 7-yr PCIP cost of \$17.9 million for TCL:

Ø FAA (90%):	\$16.1 million
Ø ALDOT (5%):	\$0.9 million
Ø Airport Sponsor (5%):	\$0.9 million

The recommendations within the PCIP are based on a network-level study and should be used for planning purposes only. A detailed project-level assessment should be conducted for each project to determine the appropriate repair activities and develop more accurate cost estimates.

Table 4.5 summarizes the maintenance activities that are recommended for Year 1 (2021). The estimated cost is approximately \$1.7 million. A complete listing of the maintenance activities by section is presented in Appendix I2. This may be used as a basis for establishing an annual maintenance budget for the TCL pavements.

Table 4.5: Summary of Year-1 Maintenance Plan.

Policy	Work Description	Work Quantity	Work Unit	Work Cost
Safety	Crack Sealing - AC	602	Ft	\$2,377
	Crack Sealing - PCC	414	Ft	\$3,456
	Patching - AC Full-Depth	61,216	SqFt	\$1,533,457
	Patching - PCC Full Depth	757	SqFt	\$36,871
	Patching - PCC Partial Depth	52	SqFt	\$12,712
	Slab Replacement - PCC	1,649	SqFt	\$45,892
Preventive	Crack Sealing - AC	3,248	Ft	\$12,829
	Patching - AC Full-Depth	1,026	SqFt	\$25,703
Total				\$1,673,296

APPENDIX A
INVENTORY



Appendix A
Pavement Inventory Report
Tuscaloosa Regional Airport (TCL)

Branch ID	Name	Branch Use	Section ID	Rank ¹	Length (ft)	Width (ft)	Area (sf)	LCD ²	Surface ³
A01	Apron 01 Tuscaloosa	APRON	01	S	519	283	153,547	1/1/1940	AC
A02	Apron 02 Tuscaloosa	APRON	01	S	602	286	186,830	1/1/1940	AC
A02	Apron 02 Tuscaloosa	APRON	02	S	175	125	26,407	12/16/1980	AC
A03	Apron 03 Tuscaloosa	APRON	01	S	408	190	81,000	1/1/1940	AC
A03	Apron 03 Tuscaloosa	APRON	02	S	274	125	36,473	1/1/1940	AC
A04	Apron 04 Tuscaloosa	APRON	02	S	315	315	63,858	1/1/1940	AC
A04	Apron 04 Tuscaloosa	APRON	03	S	655	97	53,633	12/1/2019	AC
A04	Apron 04 Tuscaloosa	APRON	04	S	300	151	46,017	1/1/1940	AC
A04	Apron 04 Tuscaloosa	APRON	05	S	552	515	248,215	11/1/2019	AC
A04	Apron 04 Tuscaloosa	APRON	06	S	200	203	40,600	11/1/2019	AC
A05	Apron 05 Tuscaloosa	APRON	01	S	250	195	48,493	1/1/1940	AC
A05	Apron 05 Tuscaloosa	APRON	02	S	200	162	32,048	6/1/2011	AC
A06	Apron 06 Tuscaloosa	APRON	01	S	300	229	68,464	1/17/1999	AC
R0422	Runway 04 22 Tuscaloosa	RUNWAY	01	P	6,499	150	974,850	6/1/2021	AC
R1230	Runway 12 30 Tuscaloosa	RUNWAY	01	P	4,001	100	400,100	6/1/2016	AAC
TA	Taxiway A Tuscaloosa	TAXIWAY	01	P	6,440	75	483,484	1/1/1940	AC
TA1	Taxiway A1 Tuscaloosa	TAXIWAY	01	S	999	99	52,454	6/1/2021	AAC
TA2	Taxiway A2 Tuscaloosa	TAXIWAY	01	S	290	70	30,519	1/1/1940	AC
TA2	Taxiway A2 Tuscaloosa	TAXIWAY	02	S	212	75	12,079	1/1/1940	AC
TA2	Taxiway A2 Tuscaloosa	TAXIWAY	03	S	100	75	10,348	11/17/2002	AC
TA3	Taxiway A3 Tuscaloosa	TAXIWAY	01	S	281	86	33,226	6/2/2012	AC
TA4	Taxiway A4 Tuscaloosa	TAXIWAY	01	S	290	70	29,845	1/1/1940	AC
TA5	Taxiway A5 Tuscaloosa	TAXIWAY	01	S	999	99	29,793	6/1/2021	AC
TB	Taxiway B Tuscaloosa	TAXIWAY	01	P	5,480	50	258,703	6/2/2012	AC
TB	Taxiway B Tuscaloosa	TAXIWAY	02	P	1,765	50	79,350	1/1/1940	AC
TB1	Taxiway B1 Tuscaloosa	TAXIWAY	01	S	999	99	20,358	1/1/1940	AC
TB2	Taxiway B2 Tuscaloosa	TAXIWAY	01	S	290	47	18,503	1/1/1940	AC
TB2	Taxiway B2 Tuscaloosa	TAXIWAY	02	S	180	75	14,711	1/1/1940	AC

Appendix A
Pavement Inventory Report
Tuscaloosa Regional Airport (TCL)

Branch ID	Name	Branch Use	Section ID	Rank ¹	Length (ft)	Width (ft)	Area (sf)	LCD ²	Surface ³
TB3	Taxiway B3 Tuscaloosa	TAXIWAY	01	S	308	90	34,764	6/2/2012	AC
TB4	Taxiway B4 Tuscaloosa	TAXIWAY	01	S	300	90	34,769	6/2/2012	AC
TB5	Taxiway B5 Tuscaloosa	TAXIWAY	01	S	999	99	35,946	6/2/2012	AC
TC	Taxiway C Tuscaloosa	TAXIWAY	01	P	3,500	45	165,069	1/1/1940	AC
TC1	Taxiway C1 Tuscaloosa	TAXIWAY	01	S	188	50	10,217	1/1/1940	AC
TC2	Taxiway C2 Tuscaloosa	TAXIWAY	01	S	185	40	11,236	1/1/1940	AC
TC2	Taxiway C2 Tuscaloosa	TAXIWAY	02	S	265	35	11,832	1/1/1940	AC
TC3	Taxiway C3 Tuscaloosa	TAXIWAY	01	S	185	40	11,284	1/1/1940	AC
TC3	Taxiway C3 Tuscaloosa	TAXIWAY	02	S	123	78	12,199	1/1/1940	AC
TC4	Taxiway C4 Tuscaloosa	TAXIWAY	01	S	185	40	11,070	1/1/1940	AC
TC4	Taxiway C4 Tuscaloosa	TAXIWAY	02	T	122	40	7,715	1/1/1940	AC
TC5	Taxiway C5 Tuscaloosa	TAXIWAY	01	S	185	40	11,895	1/1/1940	AC
TD	Taxiway D Tuscaloosa	TAXIWAY	01	P	4,280	35	137,915	1/1/1940	AC
TD1	Taxiway D1 Tuscaloosa	TAXIWAY	01	S	999	99	6,621	1/1/1940	AC
TD2	Taxiway D2 Tuscaloosa	TAXIWAY	01	S	185	40	9,557	1/1/1940	AC
TD3	Taxiway D3 Tuscaloosa	TAXIWAY	01	S	185	40	9,692	1/1/1940	AC
TD3	Taxiway D3 Tuscaloosa	TAXIWAY	02	S	242	30	8,285	1/1/1940	AC
TD4	Taxiway D4 Tuscaloosa	TAXIWAY	01	S	80	35	3,394	4/25/2003	AC
TD4	Taxiway D4 Tuscaloosa	TAXIWAY	02	S	137	25	4,346	4/17/1915	PCC
TD4	Taxiway D4 Tuscaloosa	TAXIWAY	03	S	185	20	4,101	1/1/1940	AC
TD4	Taxiway D4 Tuscaloosa	TAXIWAY	04	S	560	30	17,524	4/12/1922	PCC
TD4	Taxiway D4 Tuscaloosa	TAXIWAY	05	S	115	15	2,731	2/3/2003	AC
TD5	Taxiway D5 Tuscaloosa	TAXIWAY	01	S	185	40	9,653	1/1/1940	AC
TD6	Taxiway D6 Tuscaloosa	TAXIWAY	01	S	999	99	8,120	1/1/1940	AC
TF	Taxiway F Tuscaloosa	TAXIWAY	01	S	307	42	16,291	1/1/1940	AC
TG	Taxiway G Tuscaloosa	TAXIWAY	01	S	113	95	11,480	1/8/2004	AC
TG	Taxiway G Tuscaloosa	TAXIWAY	02	S	117	85	10,948	1/1/1940	AC
THANG01	Taxiway Hangar 01 Tuscaloosa	TAXIWAY	01	T	282	33	12,346	1/1/1940	AC

Appendix A
Pavement Inventory Report
Tuscaloosa Regional Airport (TCL)

Branch ID	Name	Branch Use	Section ID	Rank ¹	Length (ft)	Width (ft)	Area (sf)	LCD ²	Surface ³
THANG01	Taxiway Hangar 01 Tuscaloosa	TAXIWAY	02	T	282	68	20,498	1/1/1940	AC
THANG01	Taxiway Hangar 01 Tuscaloosa	TAXIWAY	03	T	215	62	14,523	1/1/1940	AC
THANG02	Taxiway Hangar 02 Tuscaloosa	TAXIWAY	01	T	999	99	16,124	1/1/1940	PCC
TL01	Taxilane 01 Tuscaloosa	TAXIWAY	01	T	361	50	19,323	1/1/1940	PCC
TL02	Taxilane 02 Tuscaloosa	TAXIWAY	01	T	413	40	18,152	1/1/1940	PCC

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

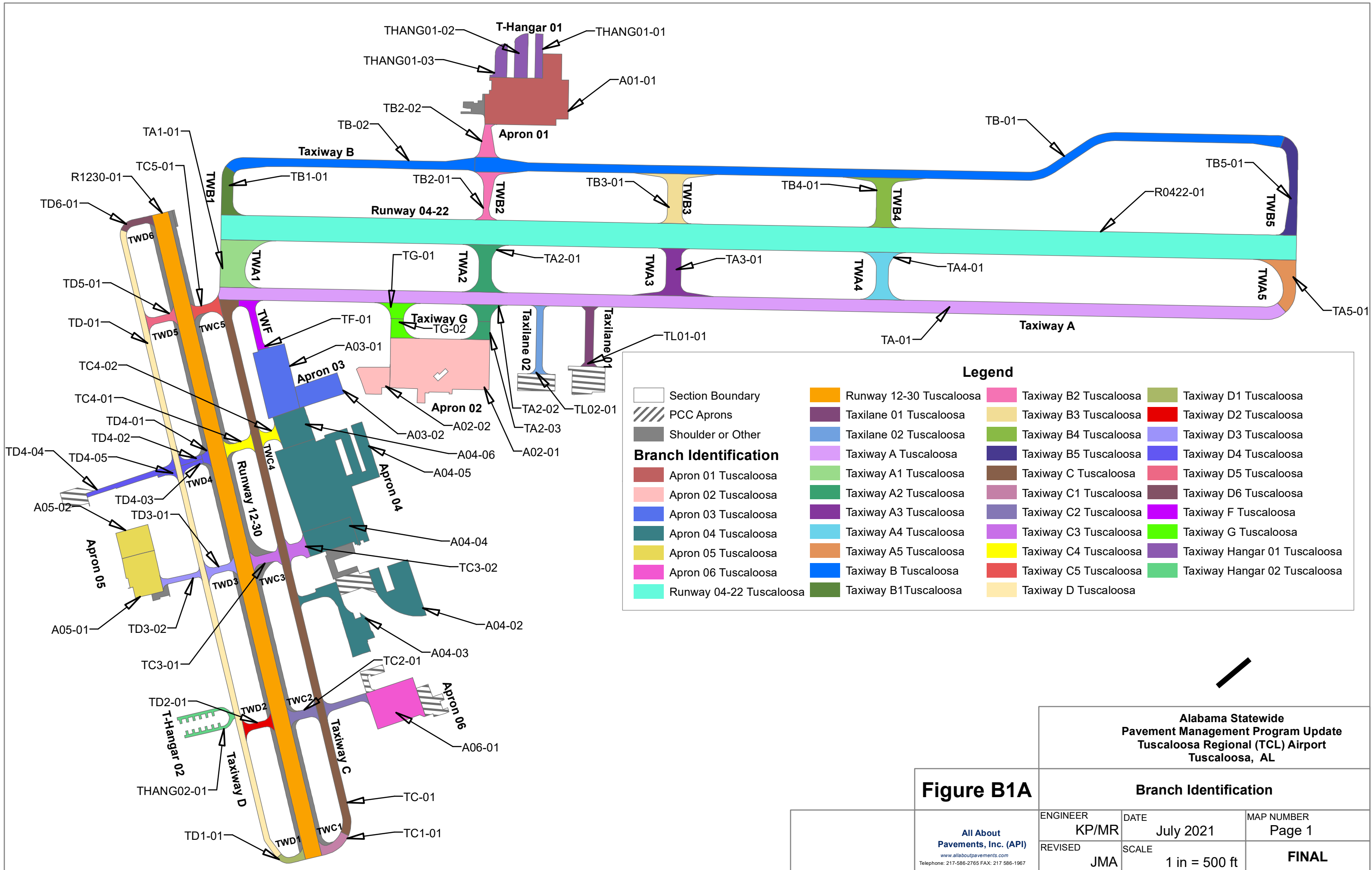
B2D: Survey Photo Locations

B3: Pavement Capital Improvement Plan (PCIP) Maps

B3A: 2027 Forecasted PCI without PCIP

B3B: M&R Needs

B3C: PCIP Recommendations

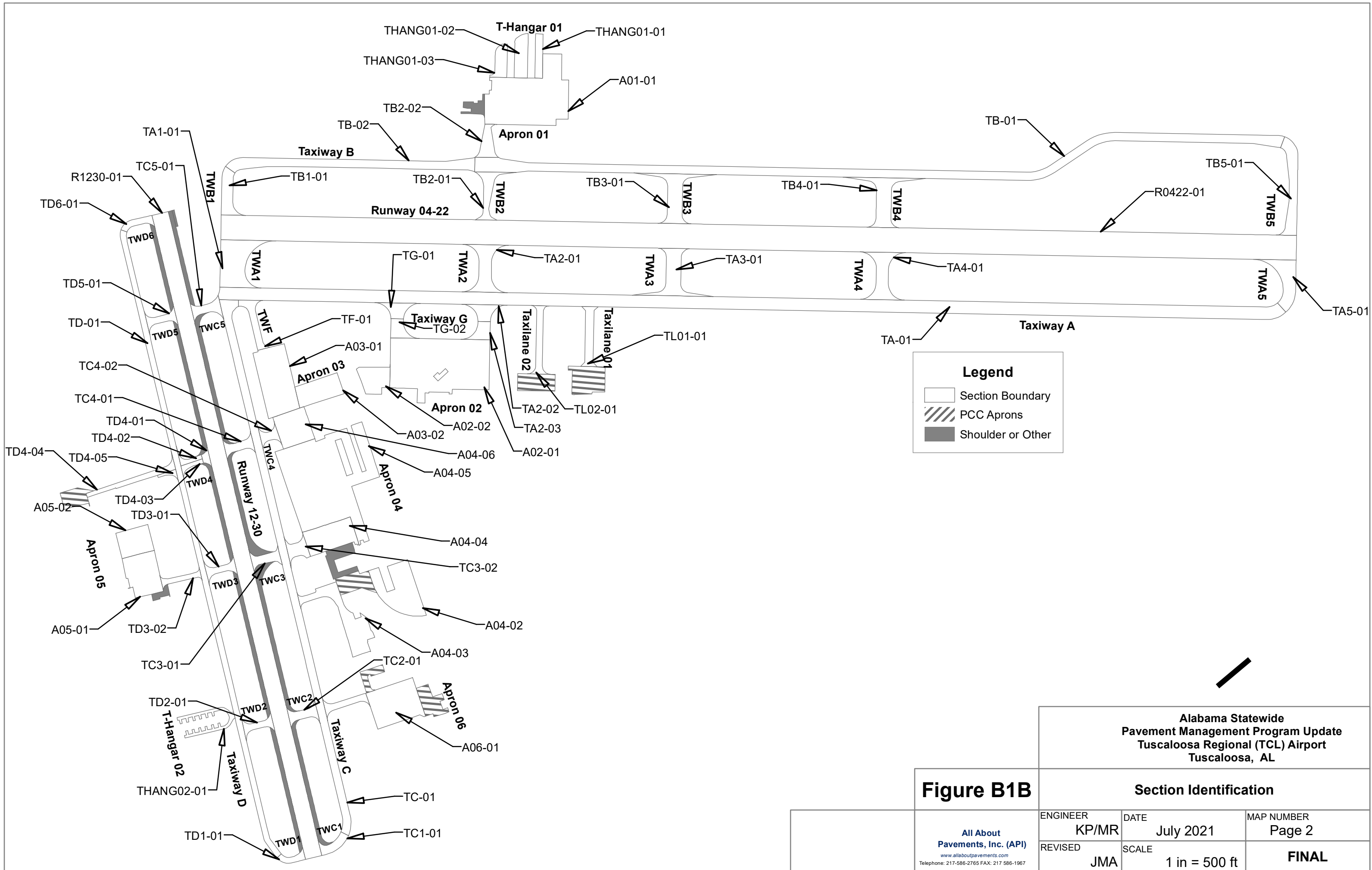


Legend

Section Boundary	Runway 12-30 Tuscaloosa	Taxiway B2 Tuscaloosa	Taxiway D1 Tuscaloosa
PCC Aprons	Taxilane 01 Tuscaloosa	Taxiway B3 Tuscaloosa	Taxiway D2 Tuscaloosa
Shoulder or Other	Taxilane 02 Tuscaloosa	Taxiway B4 Tuscaloosa	Taxiway D3 Tuscaloosa
Branch Identification	Taxiway A Tuscaloosa	Taxiway B5 Tuscaloosa	Taxiway D4 Tuscaloosa
Apron 01 Tuscaloosa	Taxiway A1 Tuscaloosa	Taxiway C Tuscaloosa	Taxiway D5 Tuscaloosa
Apron 02 Tuscaloosa	Taxiway A2 Tuscaloosa	Taxiway C1 Tuscaloosa	Taxiway D6 Tuscaloosa
Apron 03 Tuscaloosa	Taxiway A3 Tuscaloosa	Taxiway C2 Tuscaloosa	Taxiway F Tuscaloosa
Apron 04 Tuscaloosa	Taxiway A4 Tuscaloosa	Taxiway C3 Tuscaloosa	Taxiway G Tuscaloosa
Apron 05 Tuscaloosa	Taxiway A5 Tuscaloosa	Taxiway C4 Tuscaloosa	Taxiway Hangar 01 Tuscaloosa
Apron 06 Tuscaloosa	Taxiway B Tuscaloosa	Taxiway C5 Tuscaloosa	Taxiway Hangar 02 Tuscaloosa
Runway 04-22 Tuscaloosa	Taxiway B1 Tuscaloosa	Taxiway D Tuscaloosa	

Alabama Statewide Pavement Management Program Update Tuscaloosa Regional (TCL) Airport Tuscaloosa, AL		
Figure B1A		
ENGINEER KP/MR	DATE July 2021	MAP NUMBER Page 1
REVISOR JMA	SCALE 1 in = 500 ft	FINAL

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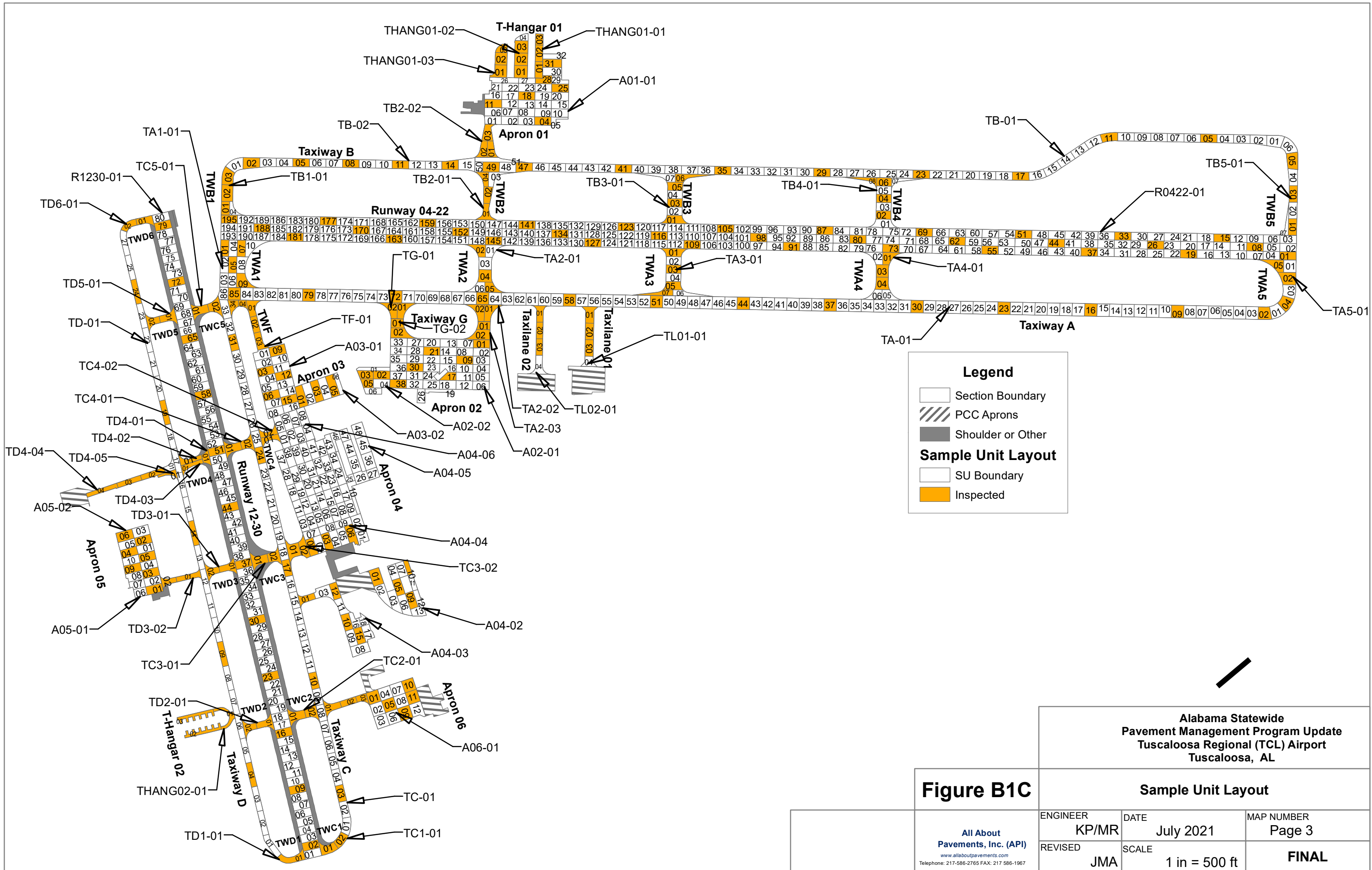


Legend

- Section Boundary
- PCC Aprons
- Shoulder or Other

Alabama Statewide Pavement Management Program Update Tuscaloosa Regional (TCL) Airport Tuscaloosa, AL		
Figure B1B		
Section Identification		
ENGINEER KP/MR	DATE July 2021	MAP NUMBER Page 2
REVISED JMA	SCALE 1 in = 500 ft	FINAL

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Legend

- Section Boundary
- PCC Aprons
- Shoulder or Other

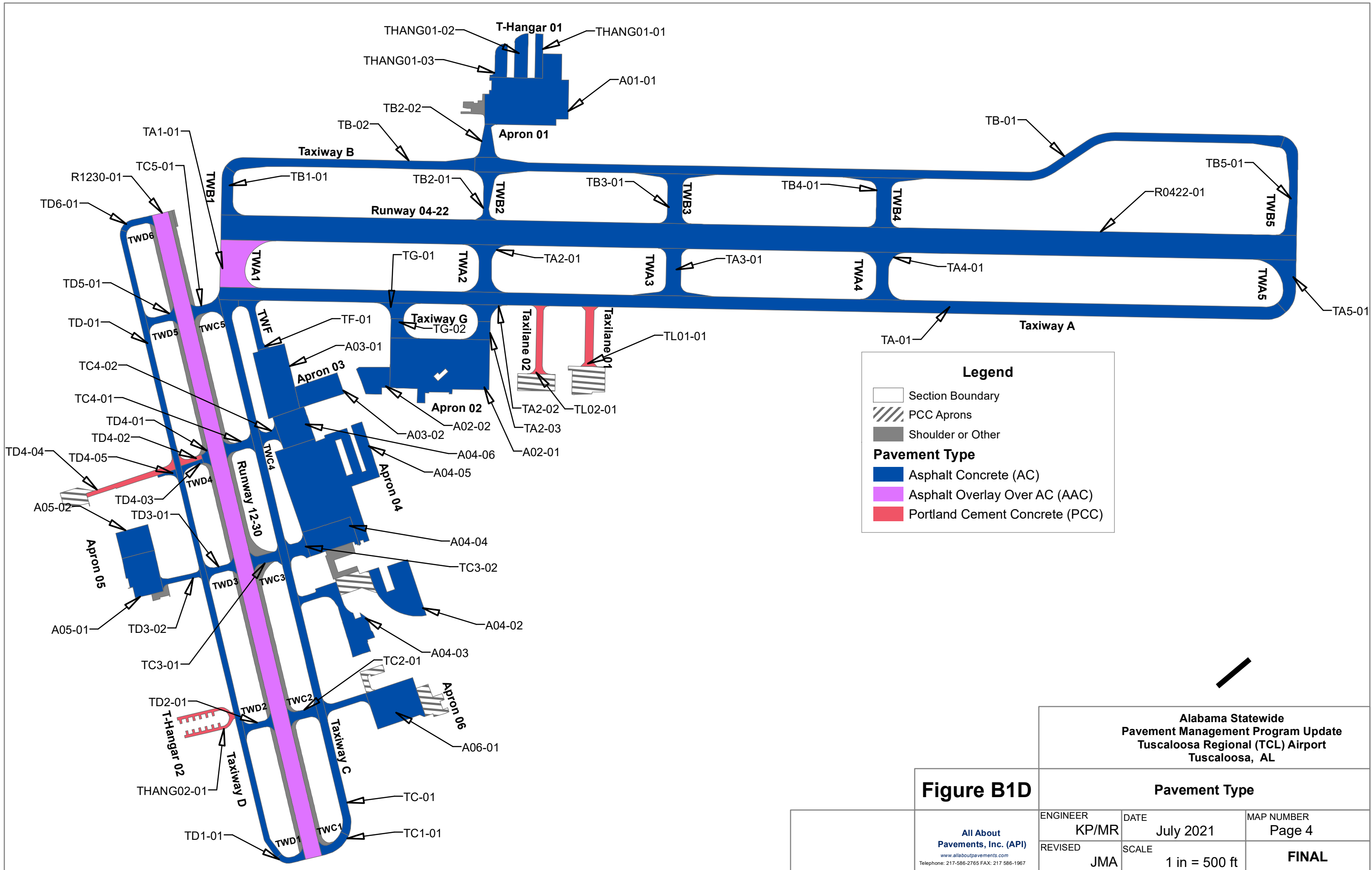
Sample Unit Layout

- SU Boundary
- Inspected

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Tuscaloosa, AL**

Figure B1C **Sample Unit Layout**

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	REVISED JMA	SCALE 1 in = 500 ft	FINAL



Legend

- Section Boundary
- PCC Aprons
- Shoulder or Other

Pavement Type

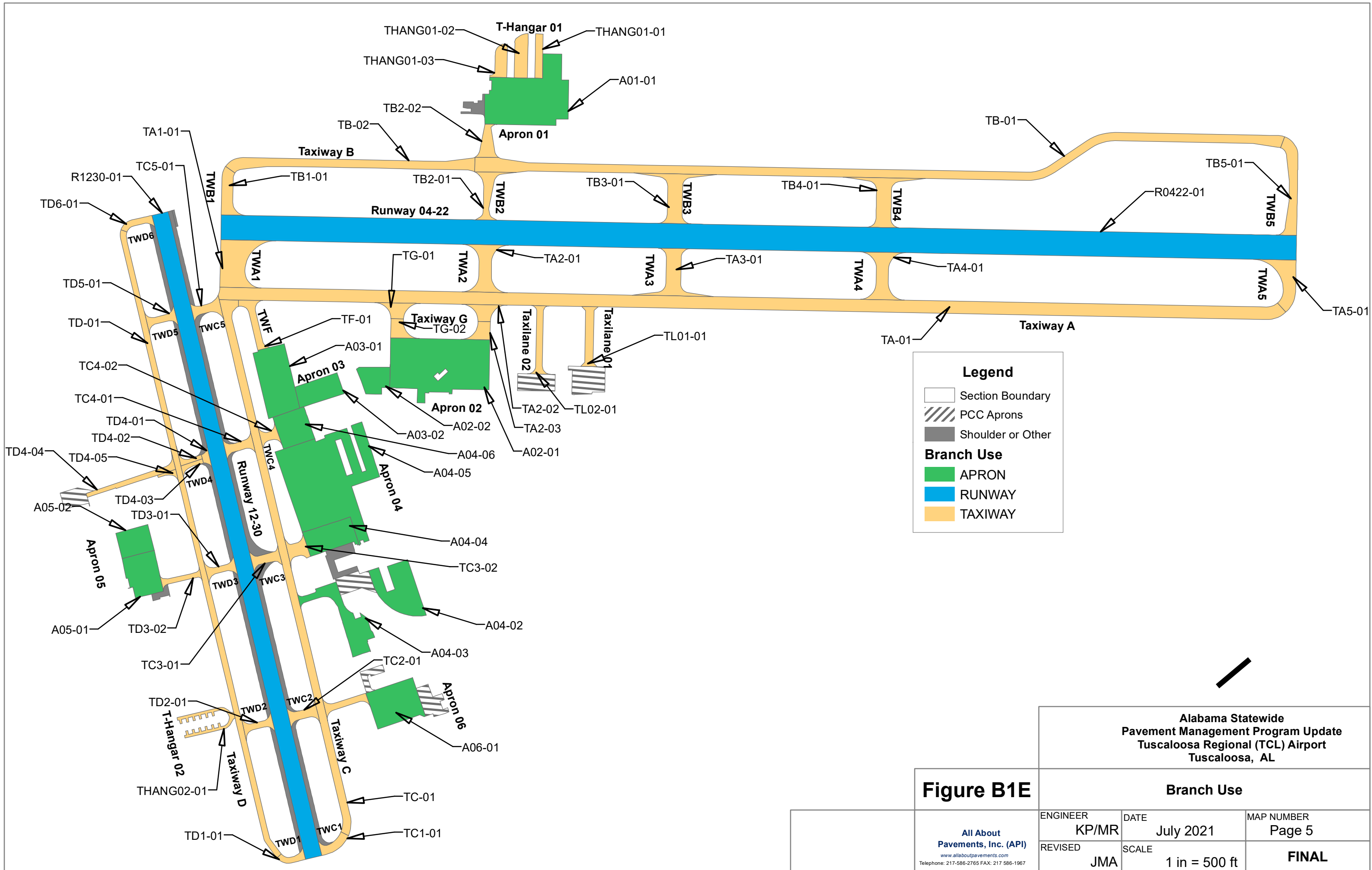
- Asphalt Concrete (AC)
- Asphalt Overlay Over AC (AAC)
- Portland Cement Concrete (PCC)

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Tuscaloosa Regional (TCL) Airport
Tuscaloosa, AL**

Figure B1D

Pavement Type

<p style="font-size: small;">All About Pavements, Inc. (API) www.allaboutpavements.com Telephone: 217-586-2765 FAX: 217-586-1967</p>	ENGINEER KP/MR	DATE July 2021	MAP NUMBER Page 4
	REVISED JMA	SCALE 1 in = 500 ft	FINAL



Legend

- Section Boundary
- PCC Aprons
- Shoulder or Other

Branch Use

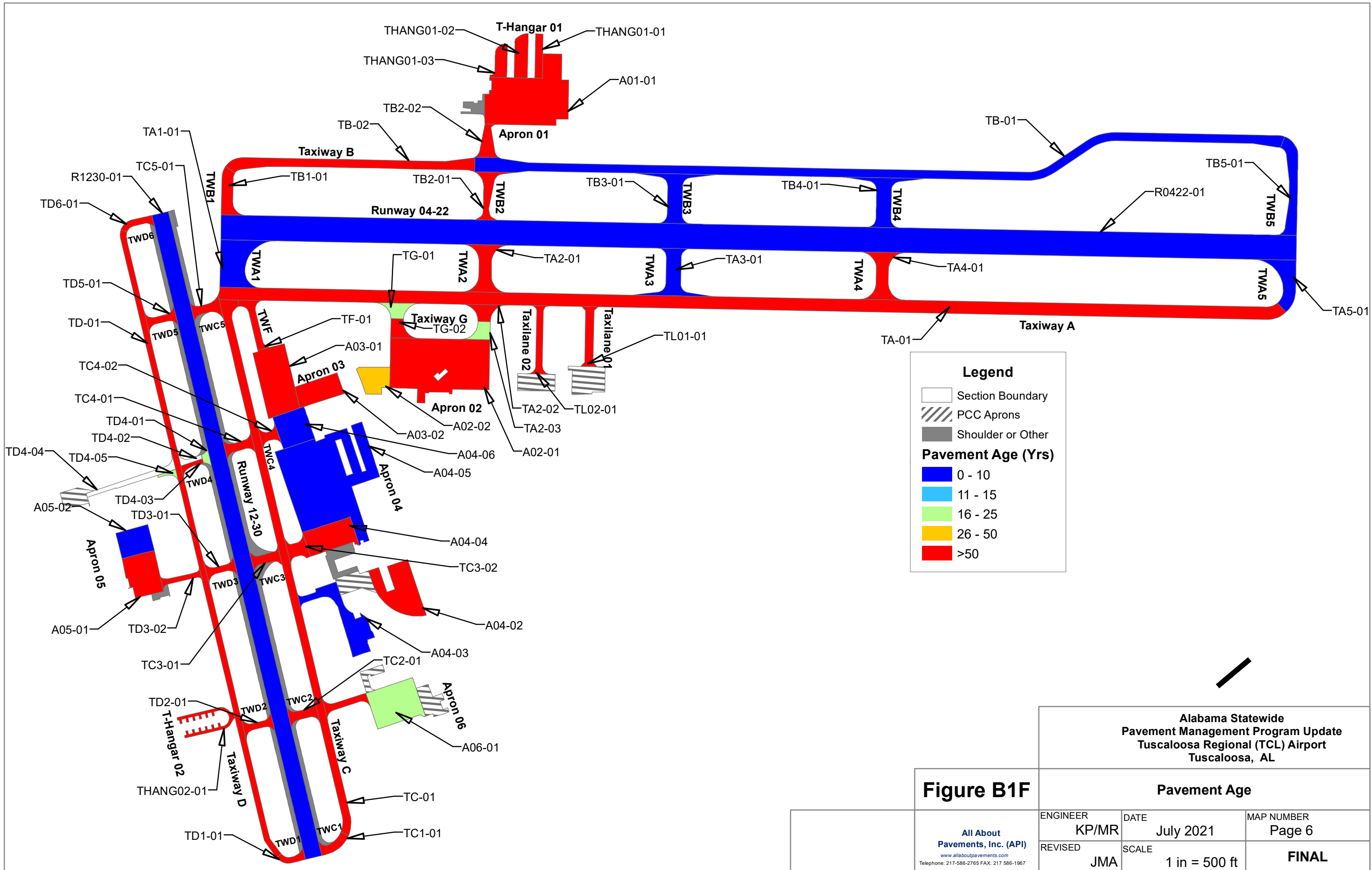
- APRON
- RUNWAY
- TAXIWAY

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Figure B1E

Branch Use		
ENGINEER KP/MR	DATE July 2021	MAP NUMBER Page 5
REVISED JMA	SCALE 1 in = 500 ft	FINAL

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Legend

- Section Boundary
- PCC Aprons
- Shoulder or Other

Pavement Age (Yrs)

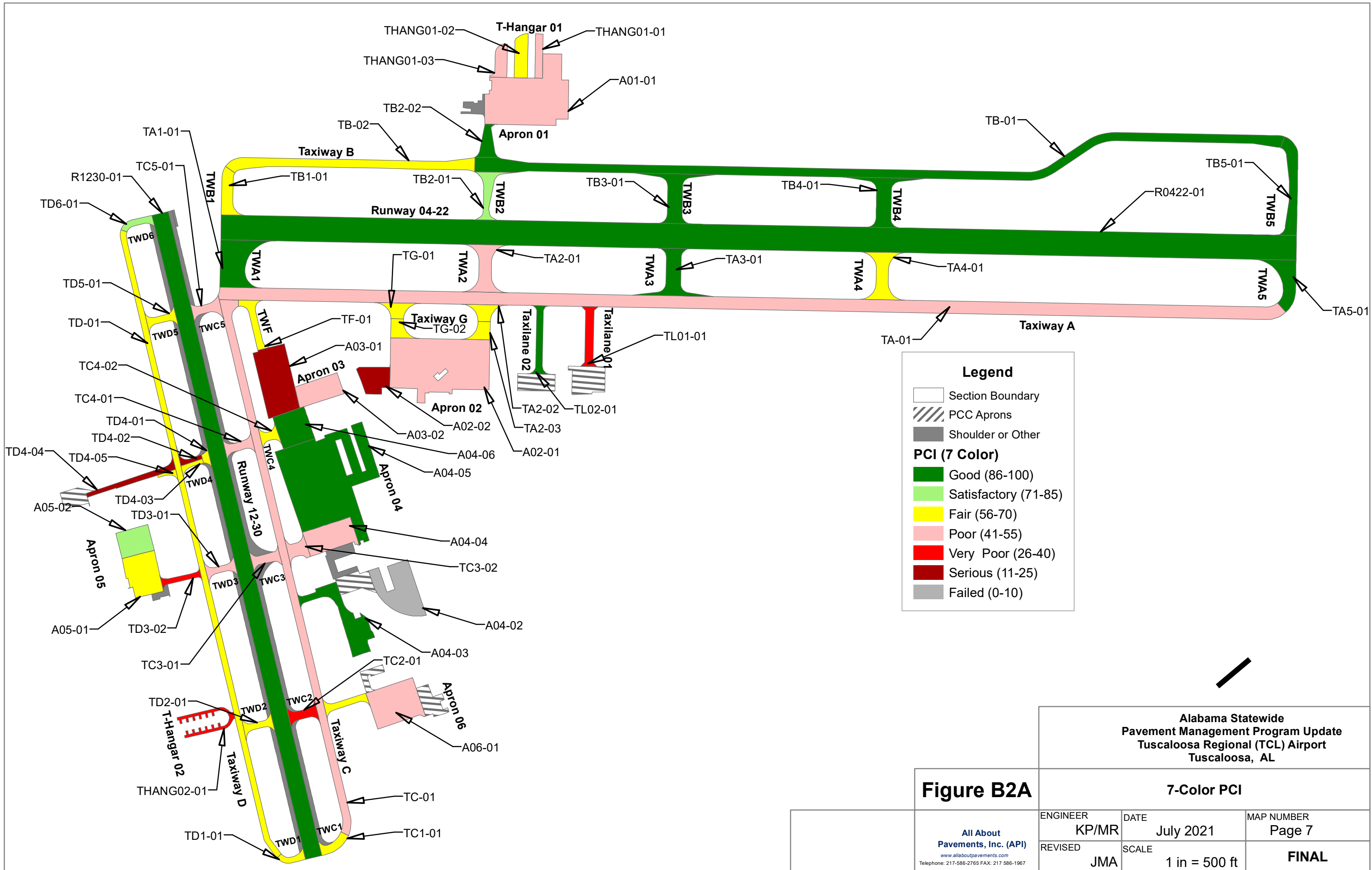
- 0 - 10
- 11 - 15
- 16 - 25
- 26 - 50
- >50

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Figure B1F

Pavement Age		
ENGINEER KP/MR	DATE July 2021	MAP NUMBER Page 6
REVISED JMA	SCALE 1 in = 500 ft	FINAL

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Legend

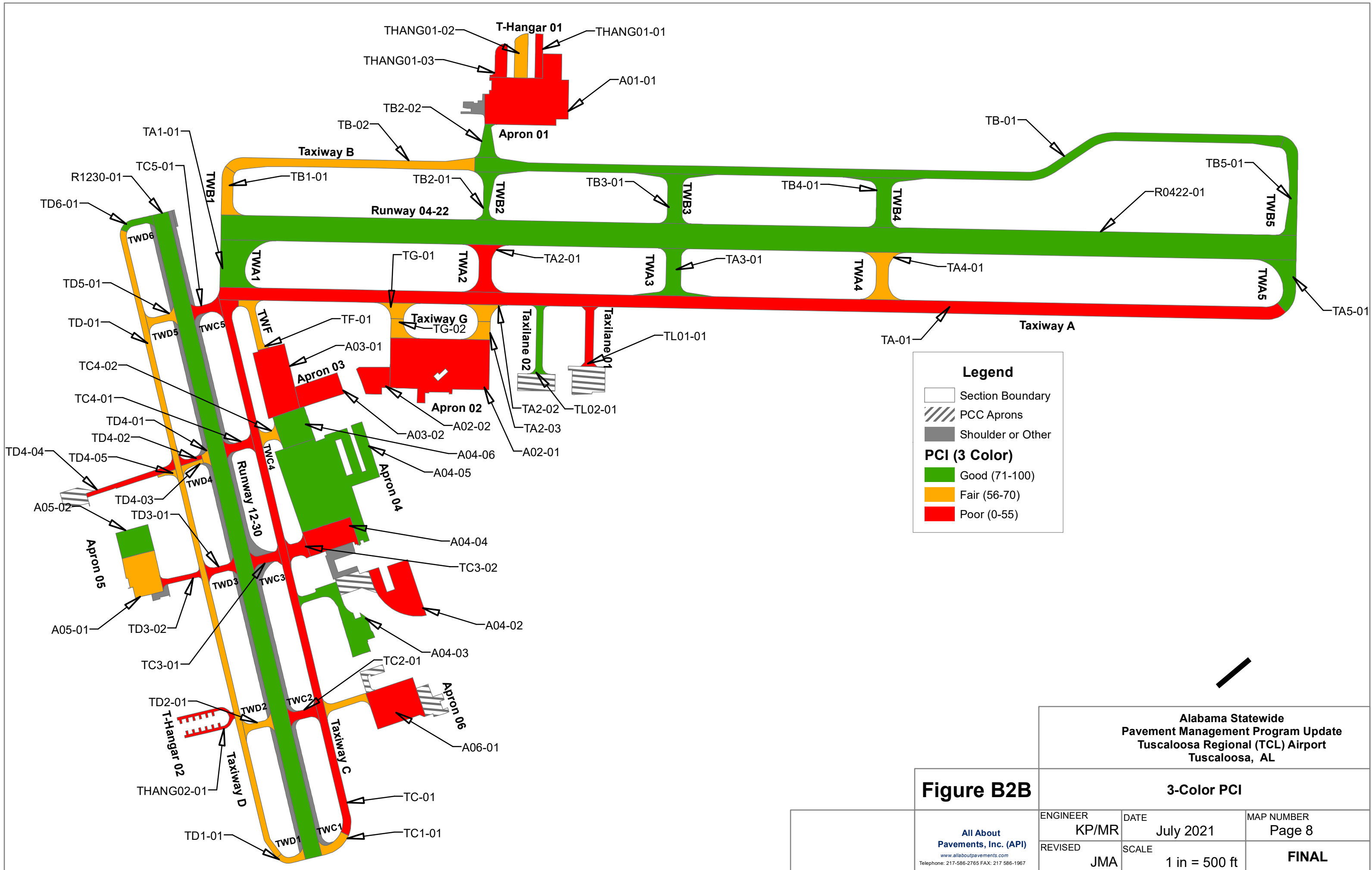
- Section Boundary
- PCC Aprons
- Shoulder or Other

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 Tuscaloosa Regional (TCL) Airport Tuscaloosa, AL		
Figure B2A		
7-Color PCI		
ENGINEER KP/MR	DATE July 2021	MAP NUMBER Page 7
REVISED JMA	SCALE 1 in = 500 ft	FINAL

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Legend

- Section Boundary
- PCC Aprons
- Shoulder or Other

PCI (3 Color)

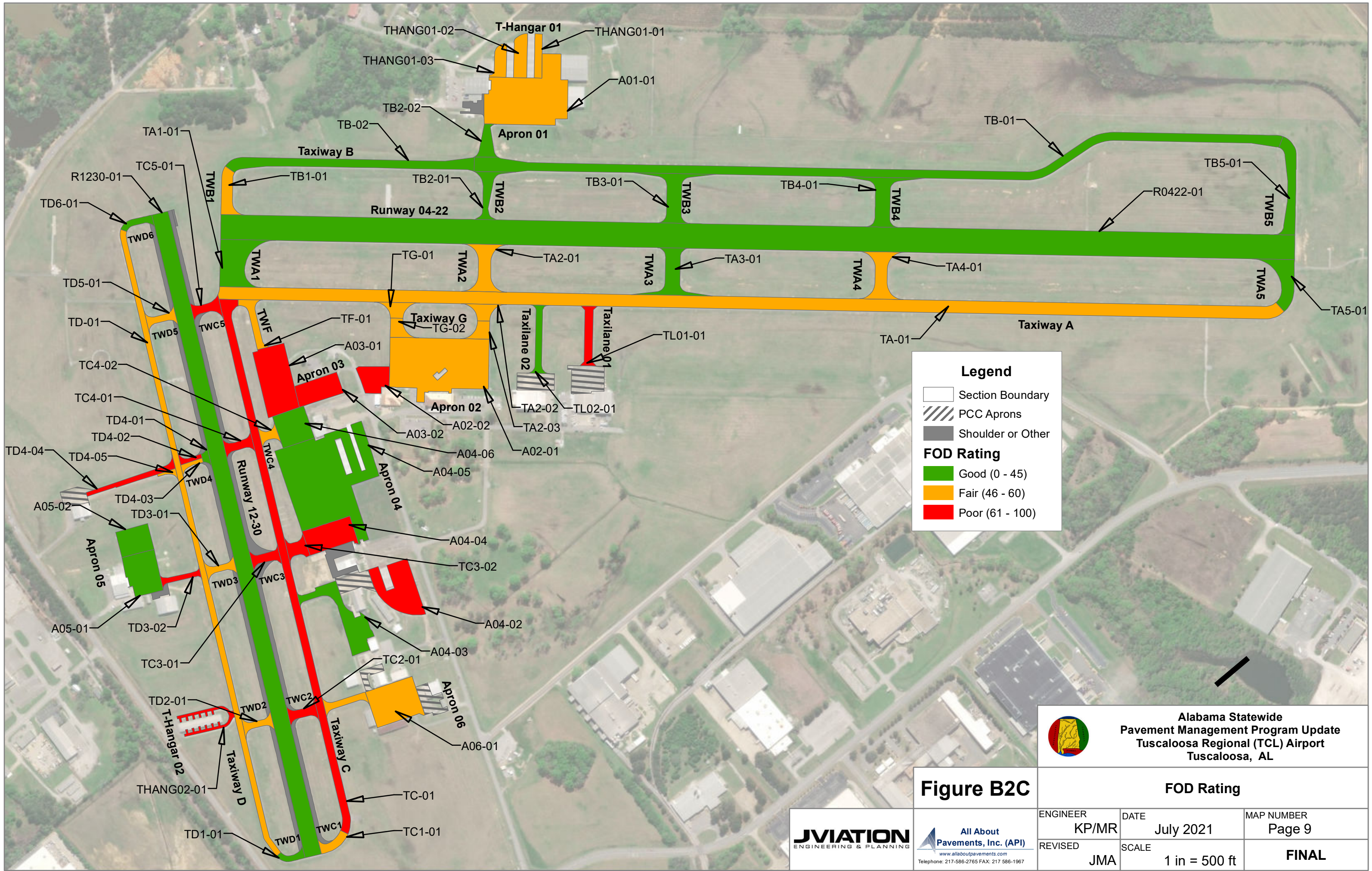
- Good (71-100)
- Fair (56-70)
- Poor (0-55)

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Tuscaloosa Regional (TCL) Airport
Tuscaloosa, AL**

Figure B2B

3-Color PCI		
ENGINEER KP/MR	DATE July 2021	MAP NUMBER Page 8
REVISED JMA	SCALE 1 in = 500 ft	FINAL

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Legend

- Section Boundary
- PCC Aprons
- Shoulder or Other

FOD Rating

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

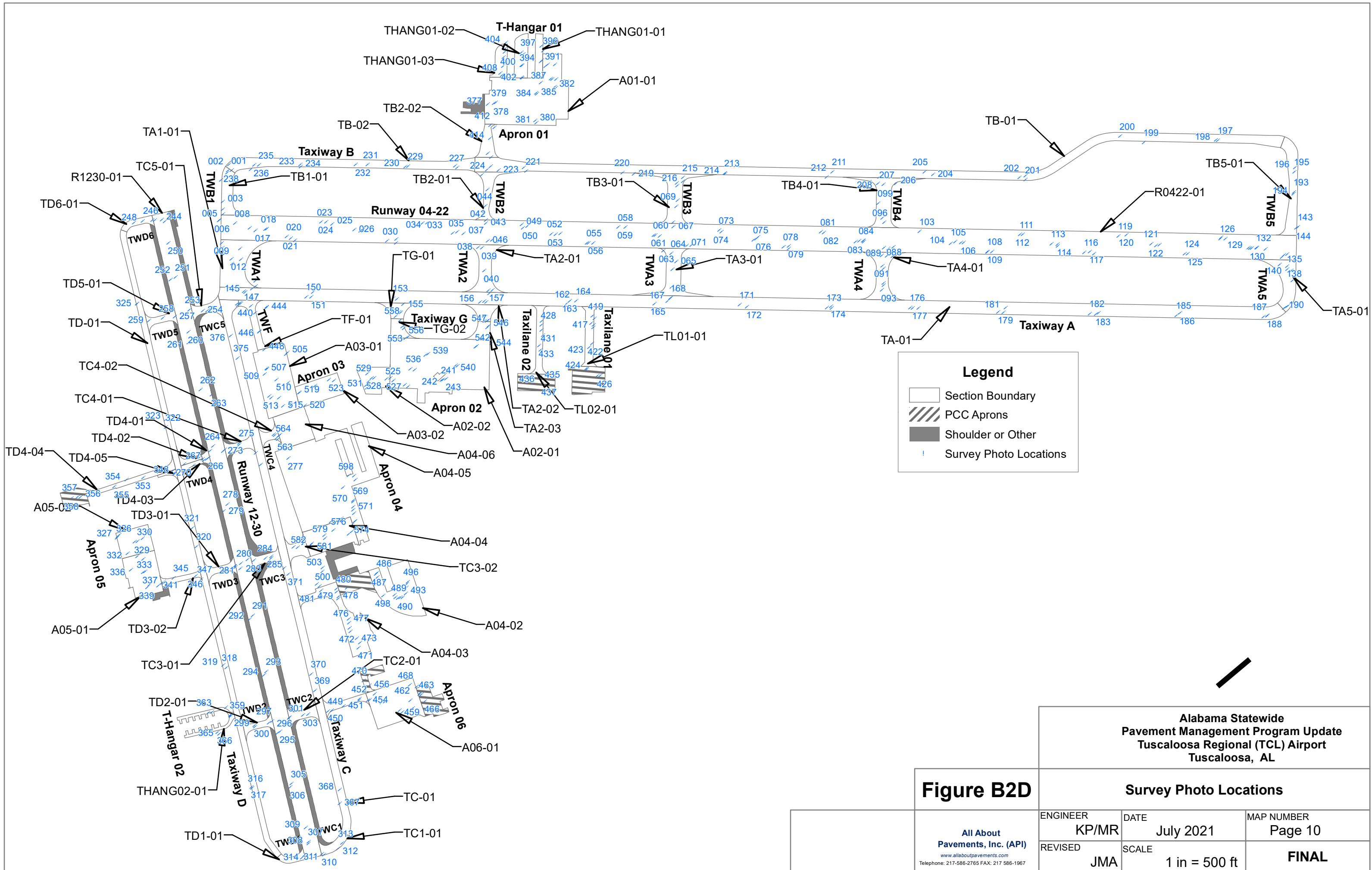
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Figure B2C





FOD Rating		
ENGINEER	DATE	MAP NUMBER
KP/MR	July 2021	Page 9
REVISOR	SCALE	FINAL
JMA	1 in = 500 ft	

JVIATION
ENGINEERING & PLANNING

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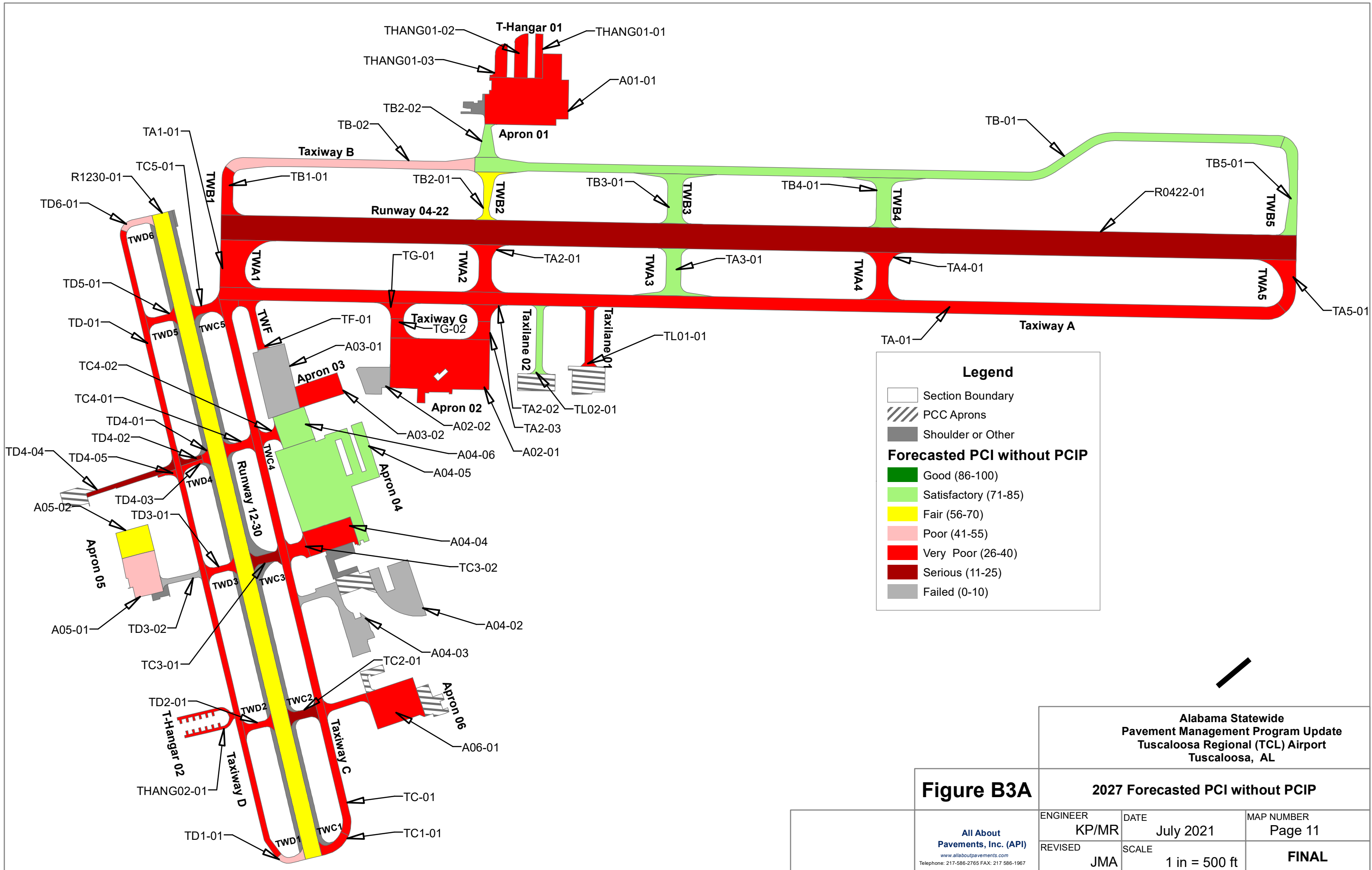
Legend

-  Section Boundary
-  PCC Aprons
-  Shoulder or Other
-  Survey Photo Locations

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Figure B2D	Survey Photo Locations		
	ENGINEER KP/MR	DATE July 2021	MAP NUMBER Page 10
REVISOR JMA	SCALE 1 in = 500 ft	FINAL	

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Legend

- Section Boundary
- PCC Aprons
- Shoulder or Other

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)

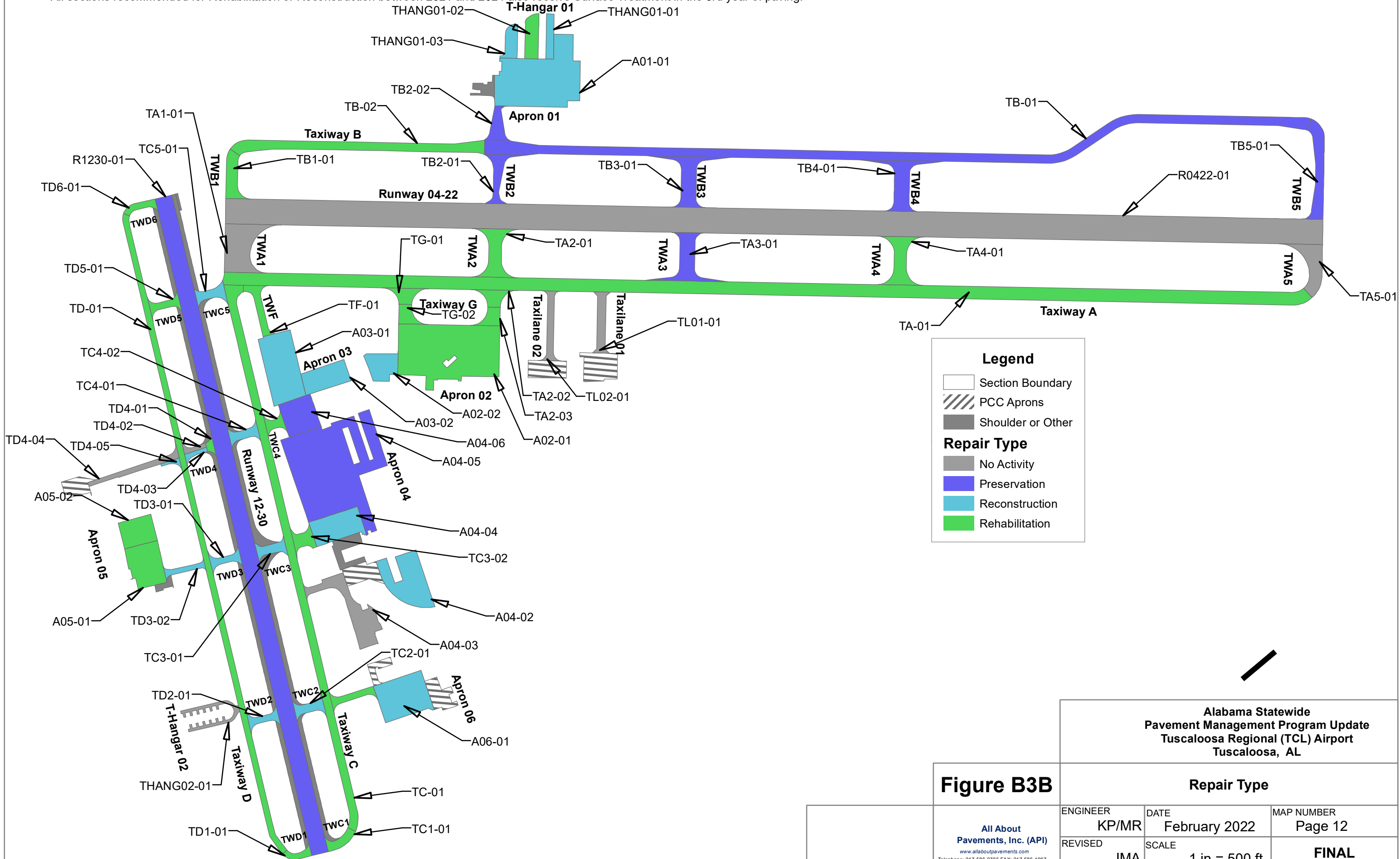
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Figure B3A

2027 Forecasted PCI without PCIP

<p style="font-size: small;">All About Pavements, Inc. (API) www.allaboutpavements.com Telephone: 217-586-2765 FAX: 217-586-1967</p>	ENGINEER	DATE	MAP NUMBER
	KP/MR	July 2021	Page 11
REVISED	SCALE	FINAL	
JMA	1 in = 500 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
- PCC Aprons
- Shoulder or Other

Repair Type

- No Activity
- Preservation
- Reconstruction
- Rehabilitation

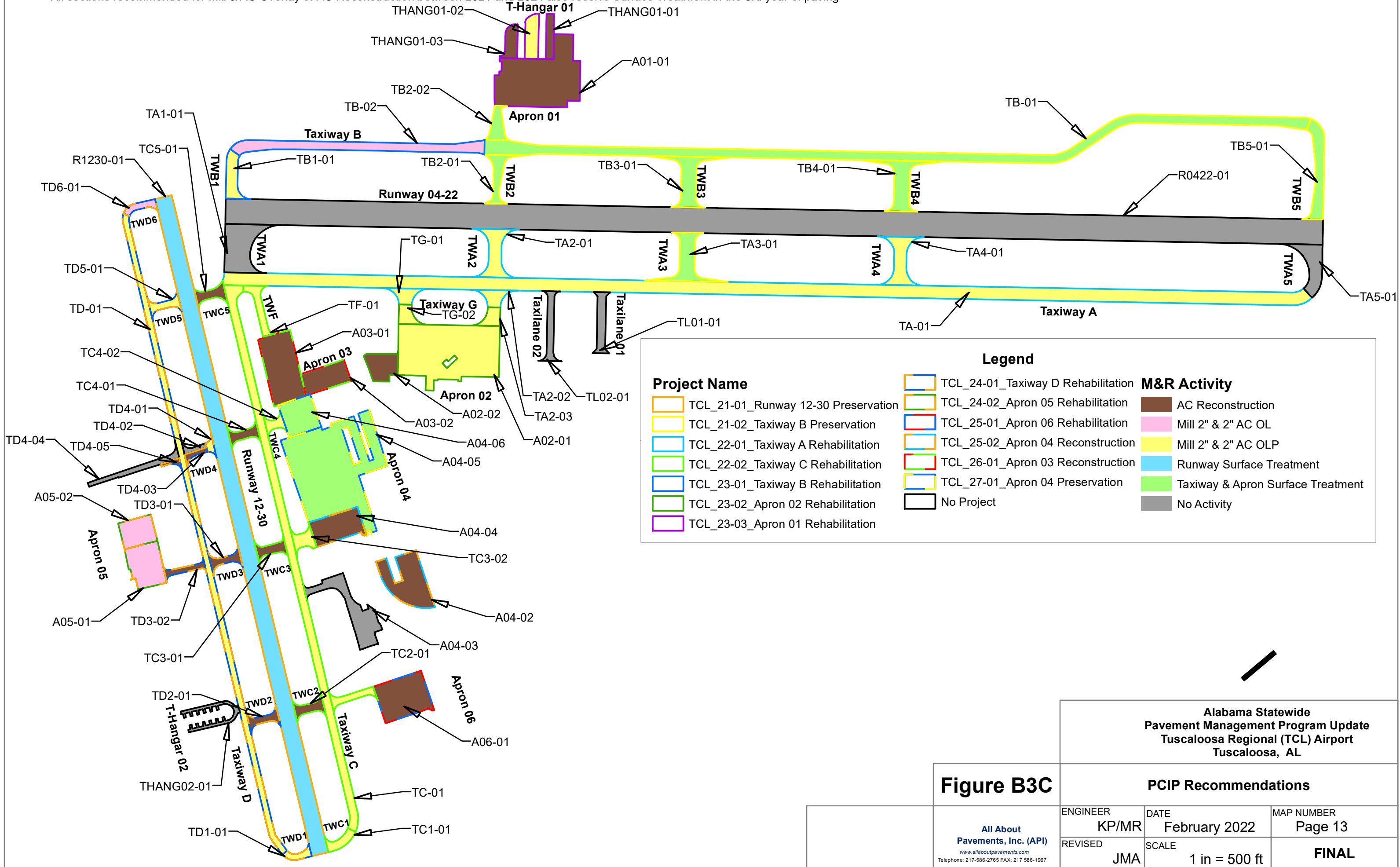
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Figure B3B

Repair Type		
ENGINEER KP/MR	DATE February 2022	MAP NUMBER Page 12
REVISED JMA	SCALE 1 in = 500 ft	FINAL

**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



Project Name		M&R Activity	
	TCL_21-01_Runway 12-30 Preservation		TCL_24-02_Apron 05 Rehabilitation
	TCL_21-02_Taxiway B Preservation		TCL_25-01_Apron 06 Rehabilitation
	TCL_22-01_Taxiway A Rehabilitation		TCL_25-02_Apron 04 Reconstruction
	TCL_22-02_Taxiway C Rehabilitation		TCL_26-01_Apron 03 Reconstruction
	TCL_23-01_Taxiway B Rehabilitation		TCL_27-01_Apron 04 Preservation
	TCL_23-02_Apron 02 Rehabilitation		No Project
	TCL_23-03_Apron 01 Rehabilitation		AC Reconstruction
			Mill 2" & 2" AC OL
			Mill 2" & 2" AC OLP
			Runway Surface Treatment
			Taxiway & Apron Surface Treatment
			No Activity

Figure B3C

Alabama Statewide Pavement Management Program Update Tuscaloosa Regional (TCL) Airport Tuscaloosa, AL		
PCIP Recommendations		
ENGINEER KP/MR	DATE February 2022	MAP NUMBER Page 13
REVISED JMA	SCALE 1 in = 500 ft	FINAL

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APPENDIX C

OVERVIEW OF PAVEMENT DISTRESSES



% 5~|| Ucf7fUWb| f57L

5~|| UcfVUWb| lgUg|YgcZ|HfVbBb| VUWgUgXvZ|| iYZ|ifYcZHY
Ug|UHfUWYg|fZWk\YfYhg|Yg|Yg|Ug|Ug|g\|| \Ygi bWk\Y~cUg'HY
VUWgdcd|UfYc|hYg|fZW|b|U|n|g|Ug|Ygc|Z|f|U|Y|VUWg'5ZfYfUfX
HfZ|WcU|h| hYVUWgVbBb|Z|fa|b| 'a|Ung|X|Z|g|U|f|U| 'X|d|W|g|h|U|Y|Y|cd
Ud|U|b|f|g|a|V|d| W|W|b|k|f|Y|c|h|Y|g|b|c|Z|U|U|| Ucf"HYd|W|g|U|Y|Y|g|h|U|&
Z|Y|h|d| '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|X|c|'
f|Y|U|f|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|f|V|U|X|g|Y|g|'

Gj Yf|ng

- ◆ @k! aUxi dcZ|bz\Uf|_YUWg|f|b|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|h|Z|| \H|U|| UcfVUWb| |b|c|Ud|U|b|f|c|f
b|k|c|f| 'c|Z|U|W|g|h|U|a|U|h|Y|| \h|g|U|Y|X|A|Y|a|!g|j|Y|f|n|U|| UcfVUWb| '
|g|X|b|X|v|U|k|Y|!X|b|X|d|U|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|b|f|c|W|W|k|Y|b|d|W|g|/
- ◆ <|| \! \Ug|d|c|f|Y|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|h|Y|d|W|g|a|U|h|c|W|i|b|W|f|H|Z|W|b|X|a|U|h|U|g|: CS'd|b|U|'

FYU|f|cd|cbg

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



& 6 YXh| B57L

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['Ug] YfZNM| g fZWhUi g UmVWA Ygi |Yg|Wth6 YXh| lgU gXVn
Y Wg| YUa c|bgcZig| UMWA YhcfRfg|bhYa | 'c`dk!Ufj c|XWthb|cfVch"
-hcWAgk\ YUg|UH`ghYj c|XgZhYa | Xfh| \dkYhYUxhYbYdbXgcih
c|chYg fZWCZhYdj Ya YhQBWhYVYXh| dcWg|g|b|f|Yg|VYXfh| WX
kYhYZig|UicfRfk|` UWAi`UYcbhYg fZW'

**Gj YhNg BcX|fygcZg|Y|h|fYX|bX'6 YXh| 'gci`XWb|Xk\Y|hg
Yh|gj Yhci [\ lc fX Wg |Xhg|UW'**

**FYUFD`Mg`8cbch|/g|XVd|hYXg|Ng|X|f|U|h|th|h| \YU|X|c`g|X
|bc hYU|g|U|Z|N|X|k|h VYXh| zfa c|YhYV Wga UMjU/dUW'**



3" 6cW7fUWb| 157L

6cWVWgUfY|bWbNEXWVghUfYj |XhYdj Ya YH|bc fWVH i UfgUdX
d|Wg" HYVcVga UfU| Y|bgrZca %An?Zc|c %Sv?SZYf' 6cWVWVh| '
lgW|gXa U|bn|ng|fb U|YcZhYUg|U|H|WVYU|X|g|bd|c|U|K|g|V|W|X|HY
cWVf|WcZVcWVWVh| i g U|n|b|WVYghUfYUg|U|H|g|U|S|X|g|b|Z|U|H|f|'
6cWVWVh| bca U|ncWVg|g|YU|U|Y|d|c|d|f|b|c|Z|h|Y|d|j|Y|a|Y|H|f|N|Z|V|h|k|''
ga Y|a|Y|c|W|f|c|b|n|b|h|Y|c|b|l|Z|W|V|Y|g|'

Gj Yf|ng

- ◆ @ck! X|b|Xv|WVghUfYUacg| | \hngUYZV|gh| bcZf| |bcVWV
Xa|U|Y|C|S|E|d|h|U|' I bZ' XWVWg\|j|Y|?| |Wc|' Yga Y|b|k|X|Z|X
Z' XWVWg\|j|Y|Z' Y|b|g|U|g|U|f|n|b|X|b|/
- ◆ A Y|a ! X|b|Xv|WVghUfYUacXUfYng|UYX|ga Y: CS'dd|H|U|Z
i bZ' XWVWghUfYUacg| | \hngUYZV|h|j|Y|U|a|Y|b|k|X| |f|U|f|
h|U|?| |Wc|Z' XWVWghUfYUacg| | \hngUYXV|h|j|Y|Z' Y|b|'
i|g|U|g|U|f|n|b|X|b|/
- ◆ <| | \! X|b|Xv|WVghUfYUg| YfYngUYZV|gh| U|X|b|Y: CS'
dd|H|U|'

FYUfD'Vg

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



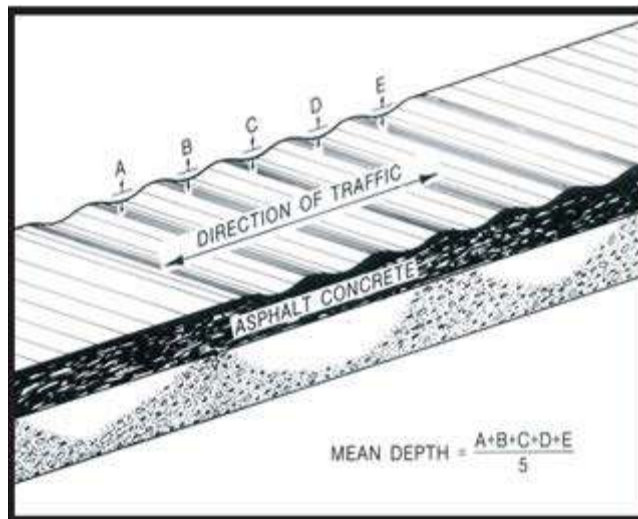
Corrugation

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 UnjhgUBWg' || \hSYFYgcbfYfch bclMVYi bH UZfUUbzk\ YdbbNj kUF'WUng'VEXUHI UNg'VIhY XfYgcbgWbUg' Y'cWPKjhci hfU'VWU'g'ZgUhg'WUHXVidbNj 'cZ kUF'SYFYgcbgWbVWU'g'XVing'NiYa YHcZhYZi bNj'dbg'] cfWbVWU]h XfjH Wbg'f Vdb'SYFYgcbgWU'g'fci [\bYg'UWk\ YbZ' Ykjh kUF'cZ g'ZVfHhSchzW' XW'g'\n'fcdUbj 'cZU'VZfH

GjYfHg

- ◆ @k! SYFYgcbWbVcVg'j Ycf'cWPKVing'U'XU'fNg'cbng' || \hm UZVg'dj Ya YHf'Xj 'ei Ujhm'UXa Un'U'g'\n'fcdUbj 'd'fNj'U'db' fi bkUg'AU]aia Xch % # l % & jWZf'fi bkUg' % & l % jWZf'fU]kUg' UbXU'dbg/
- ◆ A Wj a ! HYSYFYgcbWbVcVg'j Y'ac'WU'Y'n'IZW'g'dj Ya YHf'Xj ' ei Ujhm'UXW'g'g'\n'fcdUbj 'd'fNj'U'db'fi bkUg'AU]aia Xch % & l % jWZf'fi bkUg' % & l % jWZf'fU]kUg'UbXU'dbg/
- ◆ < || \ ! HYSYFYgcbWbVf'f'U'nc'Vg'j Y'z'g'j Y'n'IZW'g'dj Ya YHf'Xj ' ei Ujhm'UXW'g'g'Xj'jY'\n'fcdUbj 'd'fNj'U'/SYh [fU'f'f'U'b % jWZf' fi bkUg'] fU'f'f'U'b % jWZf'fU]kUg'UbXU'dbg'

FYUfDe'Vg

- ◆ @k! BcU'f'cb/
- ◆ A Wj a ! GU'ck'zd'f'f'U'cf'Z' ~ Xch'd'UW'
- ◆ < || \ ! GU'ck'zd'f'f'U'cf'Z' ~ Xch'd'UW'



*" >Yi6Uj57L

SYGJdjb

>Yi/UgMfgcbWigXf_YbXifNgcbhYdjYaYhijfZVMk\YbVhaJbci gVbXf
\UgVbVifbXcfWVchjX~cUjXVi fbXifNg Uij UfnjbXdh idle'
Uhd jaUYn%&|bWf%a|`jaYfg!

GjYfhi@jYg

BcXifYgZejYfhiYXfX-fggjZMfHcJbXUYhUiYiUgMfgcbYlg'



+">chFYZMcb7fUWb] f57L

8YgAd]cb

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g]h]g]V]f]m]b]h]b]'

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Z'YcZ]b]k]h]"



, " @cb|JiXbUUbXHfUbgYfgY7fUWb| 157L

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dj Ya YHbWHF|bYcf 'UxkcbXfWfcb' UxXa UhY
WigXVmYg'&cf' HggHfXVj Y'HYg mWgZMWgUfYbchi gUmX
fYUX

GjYfng

- ◆ @k! \JYfhYfa|bcfgU|h'cfbcgU|h"HYWgWbVZ'Xcfih
Z'X'ibZ'XWg\JYUaYbk|X'cZ%|bWcf'Yg': J'XWgUfY
Ubk|X v|hYfZ'Y|g|g|gUfmb|X|cb/
- ◆ A Wia ! dYcZhyZ`ck|h| Wb|dgY|g' %EMWgUfYacXUym
gdUYXbXbVYfhYfZ'XcfibZ'XcZUbk|X/'&Z'XWgUfYbchi
gdUYXcfdbm||\hngUYZVihYfZ'Y|g|g|gUfmb|X|cb' Hih
Z'XWgUfYbchi gdUYXcfdbm||\hngUYZVihYWk|X YWg
%|bWcf(E||\HUXa WU| Y|g|g|gUfmb|X|cb' UYWbfczhY
HfX|h| Wg/
- ◆ <||\! gjYfngUYXk|h UX|H: C7dH|U"HYmbVYfhYfZ'X
cfibZ'X'

FYUFD:MG

- ◆ @k! BcU|cb/
- ◆ A Wia ! gUWg/
- ◆ <||\! gUWgcfmZfa UZ'X'h'dW'



9" Cj Gd UYB7L

Cj'gd'U Ylgh YXWjcdUjbcfgZjh' cZhYdjYa YhgfZWWUgXVnhY
gd' h' cZc'Z YzcfchYfg'j Ylg'

Gj YlNg Bc Xl fYg'Zgj YlmlfYXWjbx' Hgg ZVhlc' bYUyhUic'gd' UY
Ylgg'

FYUFD' MNg

- ◆ Scbchj' /
- ◆ DffU'cfZ' Xh' dUW'



%8' DUWb'

FYUfduWb Uxi f]mWidUWb]gWbg\NYXUNZUMN\UXYgcZckkY']h
dMzfa gcfkUgWbgi WXX

Gj YINg

- ◆ @ck!]b[ccXWbY]cbUx]gdMzfa]h']h]gZUMf]m'
- ◆ A Y]i a !]gga Yk\UxNY]cfUXUXUZUMg]Xh' ei U]m]c'ga Y]N]h
- ◆ <]\!]gUXm]N]cfUXUXUZUMg]Xh' ei U]m]g]]h]Wb]ncf\Ug]\ \'
: CS'dh]U'

FYUfcd]cbg

- ◆ @ck! BcU]cb/
- ◆ A Y]i a ! gUW]Wg]YU]fhYX]g]Y]g]]bhYdUWcf]m]UW]hYdUW
- ◆ <]\!]m]UW]hYdUW'



:]ifY74. "5g]UHDUWb"

%Dc'lg YX5[[fY\te f57L

8YAd]db

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YhN]h]UvjYhYUg\UhgYhYjYnigaU'cfhYfYfbc'fi[\cfU]i'U
U[[fY\UYd]f]Wgle'dfj]X]ccXg]XfYg]UW'9]g]bWcZ]h]m]cZ]g]N]g]g'
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%&FujYH 157L

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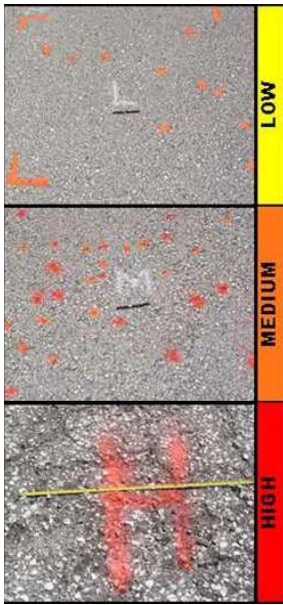
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U|fYUYdUfMwZca hYX'

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bc: CS'ddHJU'

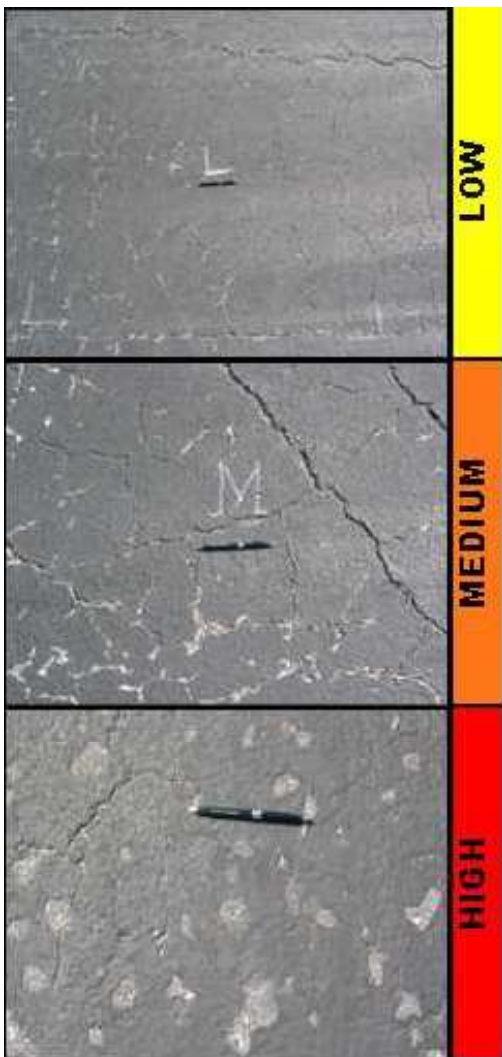
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gaY: CS'ddHJU'

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ddHJU'

BdY h|lg|UbK XgYgg|bWbYSS+ 'g fj Ym



Gi ffr GU#7cUHfCjY8YgYAl GYfJh@Yg



@

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

A

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

<

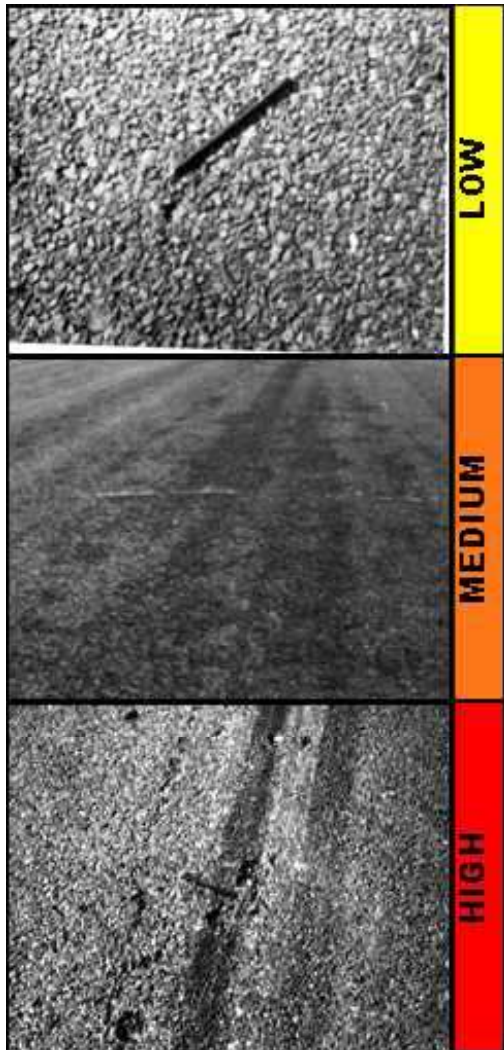
f2H YgUyXlfUlg j Y% dVfHfE-bhYwGcZAUrfhYgfZWWg'
dY]h 'cZ

Dfci g: f]Mkb7ci fgYGjYf]h>@jYg

@ ÷bU%gi UYZdfl#Sgi UYa VffFYgHUIj YgádYhYbi aWfçZ
U[[f]UYd]Wgálgg]]gVlkYb) Ux&SUXçfhYbi aWfçZalg]`
U[[f]UYWg]Gg]Xg]hçh] VWX%

A ÷bU%gi UYZdfl#Sgi UYa VffFYgHUIj YgádYhYbi aWfçZ
U[[f]UYd]Wgálgg]]gVlkYb&UX(SUXçfhYbi aWfçZalg]`
U[[f]UYWg]Gg]f]Uf]hUb%ai]hçYg]hçh] VWX& ç]V]hçZhYUfU

< ÷bU%gi UYZdfl#Sgi UYa VffFYgHUIj YgádYhYbi aWfçZ
U[[f]UYd]Wgálgg]]g]Yf(SUXçfhYbi aWfçZalg]` U[[f]UYWg]Gg]
]g]f]Uf]hUb& ç]V]hçZhYUfU



%" Fi Hh 157L

5 fi hg Ug fZWXYgcb]bhYk\Y'dh^\ckYVZ]ba Un]gUBWgfi lgUY
bc]MUYcbn]UFUUbUzk\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]WgXVnWbc]XU]bcf`UMU'
agj Ya YhcZhYa U]UgX Yc hZ]WdUg`Q] hZ]Wbfi Hh] Wb`YXle'a Ucf
gi VifUZ]i fycZhYdj Ya Yh

Gj YHngUgXcbfi hXchL

- ◆ @ck! YghUb']bW]bXch/
- ◆ A Y]a! V]kYb' Ux%]bW]bXch/
- ◆ <]]\! YVWg%]bW]bXch"

FYUfcdhcg

- ◆ @ck! BcU]cb/
- ◆ A Y]a! d]WU]bfcj YU]h
- ◆ <]]\! d]WU]bfcj YU]h



:]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 fAWc:g|XUXXZfa "H|gi g UncWf|k \Yh Yf|g Uck:g|h' g fAWa|| 'cf dcf VbXV|k Ybh Yg fAWU|b|hU|f' cZdj Ya Yhg fAW'**

Gj Yf|g 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' fU]cf]g]U]d]h] YZ]f]U]X]U]k]j]Y'9]h]Y]h]n]c]z]g]k]Y' WbWY
UW]a]d]h]Y]X]V]n]j]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' WbU]g]c]W]f]c]b]h]Y]g]f]Z]W]c]Z]b]g]d]U]h]
c]j]Y]U]h]h]j]Y]D]7]H]g]U]F]j]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]i]g]h]X]Z]f]h]Y]d]j]Ya]Y]h]g]U]h]b]i]b]X]
@ W]h]g]X]U]h]b]'f]d]k]!g]j]Y]h]n]j]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]j]h]j]U]j]X]j]W]c]j]Y]h]Y]g]U]h]b]U]h]Y]b]c]f]a]U'
U]Q]W]Z]i]g]h]X]5]b]i]d]k]U]X]U]W]U]h]b]k]j]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]i]g]h]X]Z]f]h]Y]d]j]Ya]Y]h]i]
g]U]h]b]i]b]X]W]h]g]X]U]h]b]'

GkY'WbV]f]U]d]n]c]V]g]j]Y]X]U]X]g]j]Y]Y]m]Z]Z]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]i]g]h]X]Z]f]h]Y]d]j]Ya]Y]h]g]U]h]b]i]b]X]W]h]g]X]U]h]b]'



%"KXhY[h] 157L

8Yg[d]db

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

GjY[h]e@jYg

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

A @cg'cZBYU[f]UYaUqI l'gd[MVYUXX YgcZUgYU[f]UY\jYVb'
YdggXidc%# k]X fZhYch YgigX'cZhYUgYU[f]UYX Yc hYcg'
cZBYU[f]UYaUqI "

< 9N YgcZUgYU[f]UY\jYVb'YdggX fUf hU\$# k]X fZhYch Ygi
gX'cZhYUgYU[f]UYH YfYgWgXUUYcg'cZBYU[f]UYaUqI
YU[h] l'cd[h]U'cf gaYcg'cZUgYU[f]UY'



%!"6dk!I d!D77L

8YgAd]b

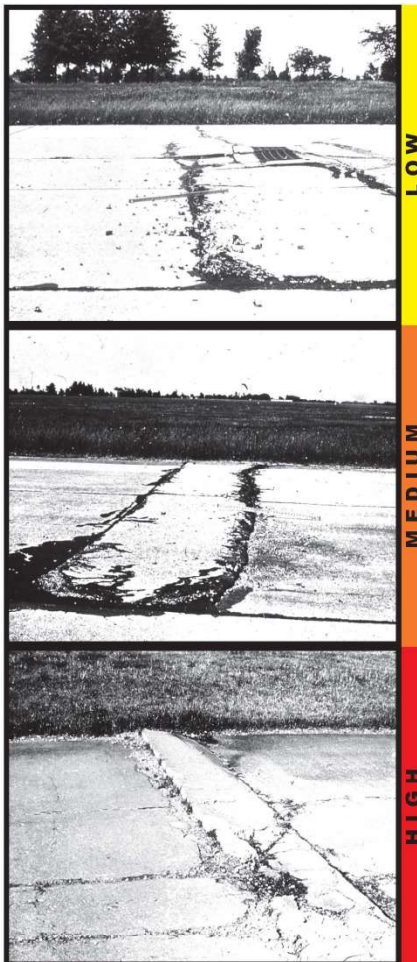
6'dki dg'cWf]b\dkYhYzi gUmHUmhg YgVWcf'c]HhUhg]bck]X
Yci [\ lc'dfa]h]l dlhgdbVnhYWBWYgUG'H Y]hgZ]W]h]k]Xh]gi gUm
W]gXV]h]Z]H]U]bc]Z]W]d]Y]g]V]YaUm]U]g]bc]h]Y'c]h]g]W]K\]b]Y]dlhgdb'
W]b]d]f]Y]Y]Y]ci [\ d]Y]g]f]Z]U]c]W]n]X]i]d]k]U]X]a]j]Y]a]Y]h]c]Z]h]Y]g]U]V]X]Y]g'
f]i]W]h]l]c]f]g]U]M]h]k]~'c]W]f]b]h]Y]j]M]h]c]Z]h]Y'c]h]g]W]K]6'dki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

GjY]h]e]j]Yg

@ 6i W]h] 'cf g'UM]h] \Ug]b]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
l]a]c]i]h]c]Z]i [\]b]g]Y]l]g'

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

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



%! 7cbf6fU_gfD77L

5 wbfvU_lgUWWhUfhgNghY'chgUUXgUWYghUbcfYiUlcdbY
\UzhYgUVY[h'cbVch'gXgaYlgfXZca hYWbfczhYgU': cfYUadYU
gUkjhXaYgdcgZ&Vri&ZrhUhgUWWhgNgh hY'ch)Zrhca`
hYWbfcdbYgYUX%ZrhbhYchYgWlgchUhgXUXUWbYVU/lhg
UXUcbUWU' <ckY YZUWWhUfhgNgh+ZrhcbYgYUX%SZrhbhY
chYlgWgXUXUWbYVU" 5 wbfvU_XZgZca UWbfgU`bhUHY
WUWYhgjYU nbfci [\ hYhYgUVh]Wbgk\]YUWbfgU`fhgNgh
hY'chUhbU'Y@cUXYh]cbWaVbXkjh`cggZgdbfUWf'h'gYggg
igUmUgWbYVU_g'

GjYhNg

- ◆ @ck! 7UW\lgYhYbc'gU'h'cfa'bcfgU'h'fbcZfY[b'cVWNAU'Y
fIC8f'dfHUE'Zch 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
aigWYb'g'gUWf'nWb]h'cb'HYUfUWkYb'hYWbYVU_UXhY
^'cb'lg'ch'WUW
- ◆ A Wia ! One of the following conditions exists: (1) filled or non!filled c'fUWlg'
acXUfYngU'XhgaY: C8'dfHUE/fU'Uch 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
Wb]h'cb'f'f'HYUfUWkYb'hYWbYVU_UXhY'cb'lg'[\h'WUW
kjh`cc'Ycfa'gg'h'dfHUE'
- ◆ <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'gU
a'Ubk]h [fUWf'hU'Uhd]a'UfYm'f'WU'f'a]'a'Y'gZ'WU'h'U'fY
Xa'U'Y'd'f'U'/'c'f'f'HYUfUWkYb'hYWbYVU_UXhY'cb'lg'
g'Y'Y'm'WUW'

FYUfcdhcg

- ◆ @ck! BcUW'bcfgUWUWg
- ◆ A Wia ! gUWUWg
- ◆ <ll\! gUWUWgU'hmU'~
cfYUWWhYgU'



Xh'dUW

: llifY7%&'D777cbf6fU''

%" 7fUWg"@cb|JiXpUZHFUbgYgYUbxS|U|cbU'fD77L

H YgVWUgXj|XhYgU|bc|kc'cfhfYd|WgZUxifYigUmWgXVhU
WáVhU|bcZcdXfYh|cbZf|h|'gYgZUxgfb_UYgVg'@ck'gYf|h
VWgUfYbdhWgXfXaUcfgiVfUxgVg'AYia'cf||\gYf|hVWgUfY
igUnkcf|h|VWgUxifVWgXfXaUcfgiVfUxgVg'

GjYf|ng

- ◆ @ck!%i|Z'YVWUg%#|Wle%&|Wk|Xk|h|bcZi|h|'cf|gU|h|/E
VWg'YghU%&|Wk|Xk|h|`ck'gYf|ngU|h|/cf'EZ'YVWUg'Z
Unk|Xk|h|Zf|f|Zfa|h|'bUg|g|UfinaUbfUx|bcZi|h|'cf
gU|h|/
- ◆ AYia!%i|Z'YVWUgVhYb%&|Wk|Xk|h|bcZi|h|'cf
gU|h|'cf&Z'YVWUg'ZUnk|h|Zi|h|'YghU%#|WcfAYia'
gYf|ngU|h|/
- ◆ <||\!%i|Z'YVWUgk|h|Uk|h|[fUf|hU%|W'&i|Z'YVWUg'Z
Unk|h|k|h|Zi|h|[fUf|hU%&|WcfAYia'gYf|ngZi|h|/cf'E
Z'YVWUg'ZUnk|h|Zi|h|[fUf|hU%&|Wcf||\gYf|ngZi|h|"

FYUfcd|cbg

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



: ||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]ghNcZMwq' aUnjYbU'mXk'XghN]fulbcZhY WBWYk]h]b'c'§ZNFSS'c*SSa]`jaYgicZhY^cbidVW'

GjY]h@Yg

@ ÍSÍ VWVh] \gXjYodXgYFUWg]MVYUaci hZgUVfuk]h`]hYcf bcXghN]fulbcf: CS'dh]U' cfÍSI VWVh] \gWfYX]bU]a]PX UfUcZhYgUzgWg]bcbYcfk'Wb]gcfUd]`cbY^cbZi h]WgUfY a]gh] UXXghN]fulcb\UgWfYX'GaY: CS'dh]U'

A ÍSÍ VWVh] \gXjYodXgYFUWg]MVYUaci hZgUVfuk]h`]hYcf bcXghN]fulbcf: CS'dh]U' cfÍSI VWVh] \gWfYX]bU]a]PX UfUcZhYgUzgWg]bcbYcfk'Wb]gcfUd]`cbY^cbZi h]WgUfY a]gh] UXXghN]fulcb\UgWfYX'GaY: CS'dh]U'

< ÍSÍ VWVh] \gXjYodXgYFUWg]MVYUaci hZgUVfuk]h` XghN]fulbcZ: CS'dh]U'



8% >chhGU'SUa U YID77L

>chhGU'SUa U YgUmWbNjdbzk\|WYbUVgg|'cfcVgkUWai 'UYbhY^chh
cfUck'g|b|ZUH|b|f|U|bcZkUf''5Wai 'U|bcZ|b|adYgVYaUfUg|b'
hY'chh|fY YghYgUVZca YdbNj| Ux|Uing| hbVW|d|zg|Uf|d|zcf
gU|d|''D|UVY'chh| YVbXX|chYX|YgZ|hYgUgd|fWg^chhZca hY
UWai 'U|bcZaUfUgUxUg'cfY YhgkUfZca gX|d| XkbUxgZ|b|d| hY
Zi bX|dbj|dbf|d| hYgV' Hd|W|hd|gZ'chhGU'SUa U YUfY'%g|d|d|d| hY
'chhGU'SUa U YgUmWbNjdbzk\|WYbUVgg|'cfcVgkUWai 'UYbhY^chh
'cg|Z|cbX|chYgUVX|YgUx*EUWcfUg|bWczgUUh|bhY'chh

Gj Yfing

- ◆ @ck ! |b| YbU n|ccXWbNjdbhfc| [\|ci hYgUmWbNjdbzk\|WYbUVgg|'cfcVgkUWai 'UYbhY^chh
- ◆ A X|a ! |b| YbU n|f|WbNjdbhfc| [\|ci hYgUmWbNjdbzk\|WYbUVgg|'cfcVgkUWai 'UYbhY^chh
- ◆ <| \| ! |b| YbU n|bcf|WbNjdbhfc| [\|ci hYgUmWbNjdbzk\|WYbUVgg|'cfcVgkUWai 'UYbhY^chh

FYUfcd|ch

- ◆ @ck ! BcU|cb/
- ◆ A X|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'
UfYXgUfVXj bhYbl 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'
kjhj bhYdUWz'c UgUfYk\ jWkUfUhg
fYUWa Yh

FYUfcdjcbg

- ◆ @k ÈScBchj/
- ◆ A Yjia ! FYUWdUWcf fYUWY
gU'
- ◆ <ll\ ÈFYUWdUWcf fYUWYgU'



: llif7% '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
 acXfU]YgdU]h VbVYgYbUfci bXhY
 Y] Yg'DUWa Uf]U VbVYg'cX Yzk]h`
 WbgXfU]YVZf]f]]bcf: CS'dh]U]L
- ◆ <] \ ! DUW\UgXNf]cfUWZ]hYfVn
 gdU]h Ufci bXhYdUWcfVW]h] k]h]b'
 hYdUWZc UgU]k\]WkUffU]g
 fYdUWa Yh

FYU]fcd]cbg

- ◆ @ck E8cBch]h/
- ◆ A Y]i a ! FYdUWdUWcf fYdUWhYgU'
- ◆ <] \ E'FYdUWdUWcf fYdUWhYgU'



:]]i fY7% `D77 @Uf YDUW'

&" Dddi lgiD77L

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

Gj YHNg

No degrees of severity are defined for popouts. <ckY Yzddi lgaig hYV Hgij Y
VZfYh YnfYw hXUg UxgJYg' YZj YU Yddi hXghiaig hVWX
Uddid ja UYnfbYddi lgidf gi UYnfbXg YhYHfYgUVfU



: ||ifY7%. 'Dddi lgi'

&"D adq id77L

8YAdhb

**D adq lghYYMbcZaUhfUvkUfhci [\ `c hgc VWGWi gXVhWZMcb:
cZhYgWi bXfdlgh `cXg'5ghYkUf'lgYMWZ]hUfYgdffWgcZ] fj YzgWZ
Wncfg'HBXyj lgbUdc fYgj YcgcZdj Ya Yhg ddbfG fAWgUhh Ux
VgYcfj V fUYaUhfU'cbhYdj Ya YhVgYc `c hgc VWGufYj]XbWcZ
d adq "D adq bXf `c hgc bXWgdcf `c hgc UY Ux cgcZj ddbfk \]Wk]"`
`YXlc VWWh i bXfYXUXcXg'**

GjYfm@jYg

BcX] fYgcZj YfmfYXWbX-hgg ZMhlc]bXUYhUd adq Ylgg'



&" GUVh ID77L

**AUVWVh 'cfVUth fYVgUUbKcf 'cZgUdczZbZcf\UFjBYVWghU
YVbXcbnhfi [\ hYiddf g fZVcZhYVbWVYHYVWVgVXlc]bVgVUth
Uj 'YgZ/SSX|fYg'AUVWVh 'cfVUth |lgjUmWgXVnj YZhg |hY
VbWVUXaUmXlc:GUh 'cZhYgfZVWk\|W|ghYVU_XkbcZhYgU
g fZVmc UXh of approximately 1/4 to 1/2 in W'GUh 'aUthg VVWgXVn
|adcfVbgi VbUXbcfU |f|UY'5bchYfVW|bXgi fWcZVgVgghY
fU|bVWkYbhYU_U|g|BUC'UX? &E|bga YW YlgUXVU|ba |bUg|b'
ga YU |f|Ug'DcXVgZfa YVnhYVU|bVWkYbhYU_U|g|UXU |f|UY
fj |bY|d|g|chU|g|YU|VU_Xkb|bhYVbWVY'**

GjYVhG

- ◆ @k! 7Uth 'cfAUVWVh YlgjYg|bZVWgUVfUHYg fZVW|gb
|ccXVb|b|b|k|h|c:GUh 'HYVWdUmbaig|VWkY X|b|X|b
Yg|n|VW|b|X
- ◆ A V|a ! GUVggVUXj YUhd |aUYn)1 'cfYgZZhYgfZVWk|h'gaY
: CS'dh|U/
- ◆ <||\! GUVggj YVngVUXW|gh U||\ : CS'dh|U'1 gUmācfYhU
)1 'cZhYgfZVW|g|U|V|X



&": 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 Y'ia '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, |ghZfYXlc 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 fj Y,) dMWhcZck!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,) dMWhcZhYVUWgZck! /**
- ◆ **<|\! 5hlg^yY'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%) dMWhcZhYVUWgZaWja! cf \|\!gj Yfhn**

FYUfcdhbg

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



&" Gfb_ qY7fQWfD77L

Gfb_ qY7fQWfD77L
Yf]bYf]WghUf]YigUnibnUZkZf]hd| UXXcbdi
Yf]bYf]WghUf]YigUnibnUZkZf]hd| UXXcbdi
WbNYUxi gUnkcbdiNf]Xhfi | \ hYXdh'zhYgU'

GjYf]Dg

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

FYUfcdhbg

- ◆ **8cBch]d**



''

' \$' >chGdUgfD77L

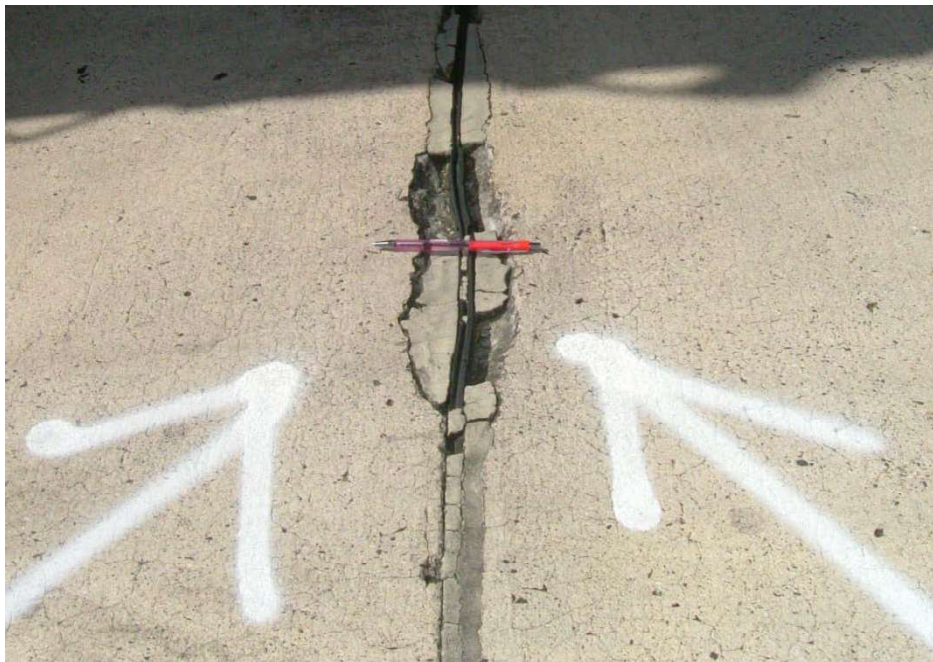
>chigU'h lghYXghN fU'bcZhYgUVX Ygkjh b&ZYh'ZhYgXyZHY'chH'
5'chigU i gUmXygdhN Nbxj YhU nhtci [\ hYgUzV hHhGhY'chHh
UbU' Y'GU'h f'g l'Zca YWg'j YgYg'gU'hY'chH'WU gXVn' b' f'U'cb'
cZb'Ad'YgVYaU'hU'g'cf'f'U'W'U'g' K'YU' W'U'Y'U'hY'chH'U' gXVn
cj Ykcf _h' E'W'a V'bx'k'h l'U'W'U'g'g'U'chY'W'g'Y'c'Z'g'U'h''

Gj YhNg

- ◆ @k! gj Y&ZYh'ch' UxlgVc_Y]bc'acfyhUbhfYd]WgXVbXVn
'ck'cfa Y]a 'gj Y]h'W'W'g'k'h '\h'Y'cf'bc: CS'dhH]U'zcf'g&Y'ghU'
&ZYh'ch' UxlgVc_Y]bc'acfyhUbhfYd]W'g'k'h '\h': CS'cf]Y
XaU'Y'dhH]U/
- ◆ A Y]a ! gj Y&ZYh'ch' UxlgVc_Y]bc'acfyhUb' 'd]W'g'X'V'b'X'V'n'[\h
cfa Y]a W'W'g'cf'ga Y: CS'dhH]U'Y' l]h'z'cf'g&Y'ghU'&ZYh'ch' '
UxlgVc_Y]bc'd]W'g'cf'Z]U'a Y]X'k'h'ga YcZhYd]W'g'cg'Y'cf'U'gh'z'
W'gh' W'gh'X'V'Y: CS'cf]Y'X'aU'Y'dhH]U/
- ◆ <[\! gj Y&ZYh'ch' UxlgVc_Y]bc'acfyhUbhfYd]W'g'X'V'b'X'V'n'cbY
cf'acY'[\ 'gj Y]h'W'W'g'k'h '\[\: CS'dhH]U'

FYUfCd]bg

- ◆ @k! BcU]cb/
- ◆ A Y]a ! d]Z'fa U'd]H]U'X'h'd]W'
- ◆ <[\! d]Z'fa U'd]H]U'X'h'd]W'



'% 7cbfGdUgd77L

7cbfGdUd ghYfjYh'cfVNUXkbcZhYgUkjhJbUdIdJaUYn&ZncZ
hYVbM'5 VbfgU XZNgZca UwbYVNU JbUthYgdUUh'YgXdkkUX
lcJbfgVhY'chk\]YhYVNU YNbgjYfU'nhci[\ hYgU'

GjYfng

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

FYUfCdHbg

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



' &'5GF 'ID77L

5GF 'lgWU gXVhWwWw JW'fUWfcbVWkYbU_UlgUkXWUf'fUWUj 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|bXWUfghU'5GF'a UnYdYgHh|bWXY'

% 7UW|' cZhYWbWfYdj Ya YHfZb|bUa UfdUMfL

& K\|fZVfckb|fufcfchYWcfX|Y'cfgh|b|' a UnYdYgHhU|hYUW
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 |h' cZ
UgdUhdj Ya Ylg'|\hWb|b|h'zgUVAi |h|z'c|ha |gU|| ba YHfUkXU|f'gdb'cZ
'c|h|gUgcf Y dHgdb'c|h|' Yg'

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

%; YbMU'n5GF Xg|Yg'g'fYbdcVg'j YX|bhYZf|Zk' nUgUZY'Wg'f'W|b' b
Wb|g'z'Ug|Wg'f|b UYUWU| W'cWf'hYXh'cZUg'f'W|b'UkXg|UdfYh
k|h|bhYZf|n|f'

& 5GF 'gXZfYH|UfXZca 8!7UW|' VnhYdYg'WcZUW|' d'fWbXWUf'c'
hY'c|hW 8!7UW|' d'fXca |b|h'mXj YodgUgUg|Yg'ZdfUYUWg|c'
'c|hWgUkX|b|fWUW| k|h|bhYgU'

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

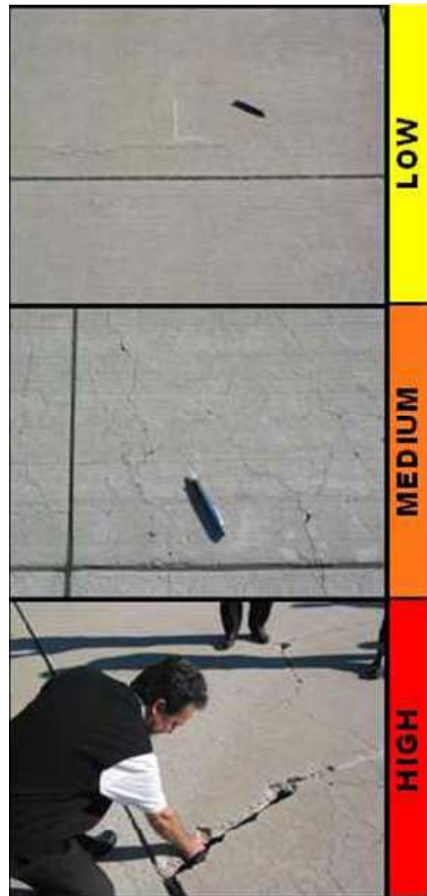
GjYfhi@jYg

@ A|jaUlebc: cf||bCVVNSUaU|YECSE'ddnh|UZca VWGf'clhgcf5GF' fYUXdddi lg/VWGUhYg fZWFYH| \HfYXa|b|hn?aa'cf~Yg|@|hY lebcY|NSWcZag Ya Yh|bdj Ya Yhcf g ffdi b|h| g| VifgcfYYa Ylg'

Gca Y: CS'ddnh|U/|b|N|gXgkY|h| 'cfchY: CS'fYagU'a YhcXgaUnWY f|i|fYX AUnWY|NSWcZg'Uvag Ya Yh|b|X'cf ga YXa U|Yc UXW|h| g| VifgcfYYa Ylg'

A A Y|i a'5GF Xg|Ng|g|N|Z|f|h|UXZca ~ck Vm|U|h| 'dbYcfadYcZhY ZE~ck|h|. |b|N|gX: CS'ddnh|U|Z|b|N|gX|W|W|h| 'cZhYgU'zga YZU|a Ylg' Udh| VWGcfU|W|h|f|g|N|d|g|f|Y|g|h|g fZWFddi lg'Z|W|N|Y|a Un cW|Z|U|b|c|Z|k|X|VW|G|f|Y|X|a|b|h|n|?|a|a|'c|f|k|X|h|U|a|Un|Y g|V|j|X|X|h|h| \h|f|VW|G'

< ObYcfVh'cZhYZE~ck|h| Y|g|h| %|@|cg|Y|c|f|a|lg|h| W|N|Y|Z|U|a|Y|g|k| \W|d|g| \|| \: CS'ddnh|U|Z| &EGU|g| fZWF|H|f|h|U|X|Z|b|U|c|b|g|h|Z|W|h|n| X|f|U|X|U|X|d|j| Ya Yh|f|i| |f|g|a|a|Y|U|f|U|f|'a|Un|U|c|f|i| |f|Y|Y|U|g|e| UXW|h|g| VifgcfYYa Ylg'



APPENDIX D

DETAILED PAVEMENT CONDITION DATA



Re-Inspection Report

ALDOT_210811

Generated Date

3/16/2022

Page 1 of 63

Network:	TCL	Name:	Tuscaloosa Regional Airport		
Branch:	A01	Name:	Apron 01 Tuscaloosa	Use:	APRON
		Area:	153,547 SqFt		
Section:	01	of	1	From:	Taxiway B2
		To:	T-Hangar 01		
Last Const.:	1/1/1940				
Surface:	AC	Family:	ALDOT_Aprons	Zone:	
		Category:			
Rank:	S				
Area:	153,547 SqFt	Length:	519 Ft	Width:	283 Ft
Slabs:		Slab Length:	Ft	Slab Width:	Ft
		Joint Length:	Ft		
Shoulder:		Street Type:		Grade:	0
		Lanes:	0		

Section Comments:

Work Date:	1/1/1940	Work Type:	New Construction - Initial	Code:	NU-IN
		Is Major M&R:	True		

Last Insp. Date:	11/4/2019	Total Samples:	32	Surveyed:	6
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Conditions: PCI: 47

Inspection Comments:

Sample Number:	04	Type:	R	Area:	5000.00 SqFt	PCI:	51
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Sample Comments:

41	ALLIGATOR CR	M	130.00	SqFt
45	DEPRESSION	L	44.00	SqFt
48	L & T CR	L	400.00	Ft

Sample Number:	11	Type:	R	Area:	5170.00 SqFt	PCI:	56
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Sample Comments:

41	ALLIGATOR CR	M	56.00	SqFt
48	L & T CR	L	645.00	Ft
48	L & T CR	M	100.00	Ft

Sample Number:	18	Type:	R	Area:	5000.00 SqFt	PCI:	47
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Sample Comments:

41	ALLIGATOR CR	M	275.00	SqFt
48	L & T CR	L	430.00	Ft

Sample Number:	25	Type:	R	Area:	5150.00 SqFt	PCI:	41
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Sample Comments:

41	ALLIGATOR CR	M	120.00	SqFt
41	ALLIGATOR CR	H	6.00	SqFt
43	BLOCK CR	L	500.00	SqFt
45	DEPRESSION	L	18.00	SqFt
48	L & T CR	L	400.00	Ft
52	RAVELING	L	100.00	SqFt

Sample Number:	28	Type:	A	Area:	4240.00 SqFt	PCI:	5
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Sample Comments:

41	ALLIGATOR CR	M	700.00	SqFt
41	ALLIGATOR CR	H	500.00	SqFt
48	L & T CR	M	100.00	Ft
52	RAVELING	M	100.00	SqFt
53	RUTTING	L	300.00	SqFt

Sample Number:	31	Type:	R	Area:	5740.00 SqFt	PCI:	45
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Sample Comments:

41	ALLIGATOR CR	M	27.00	SqFt
41	ALLIGATOR CR	H	50.00	SqFt
48	L & T CR	M	350.00	Ft
48	L & T CR	H	50.00	Ft

Network: TCL **Name:** Tuscaloosa Regional Airport

Branch: A02 **Name:** Apron 02 Tuscaloosa **Use:** APRON **Area:** 213,237 SqFt

Section: 02 of 2 **From:** Section 01 **To:** Edge of Pavement **Last Const.:** 12/16/1980

Surface: AC **Family:** ALDOT_Aprons **Zone:** **Category:** **Rank:** S

Area: 26,407 SqFt **Length:** 175 Ft **Width:** 125 Ft

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

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 12/16/1980 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 11/4/2019 **TotalSamples:** 6 **Surveyed:** 3

Conditions: PCI: 14

Inspection Comments:

Sample Number: 02 **Type:** R **Area:** 5000.00 SqFt **PCI:** 0

Sample Comments:

41 ALLIGATOR CR M 2500.00 SqFt

41 ALLIGATOR CR H 1000.00 SqFt

50 PATCHING H 250.00 SqFt

Sample Number: 03 **Type:** R **Area:** 5000.00 SqFt **PCI:** 9

Sample Comments:

41 ALLIGATOR CR M 1300.00 SqFt

41 ALLIGATOR CR H 275.00 SqFt

48 L & T CR M 220.00 Ft

50 PATCHING M 48.00 SqFt

50 PATCHING H 25.00 SqFt

Sample Number: 05 **Type:** R **Area:** 5000.00 SqFt **PCI:** 32

Sample Comments:

41 ALLIGATOR CR M 280.00 SqFt

41 ALLIGATOR CR H 5.00 SqFt

48 L & T CR M 70.00 Ft

50 PATCHING L 70.00 SqFt

50 PATCHING H 110.00 SqFt

Network:	TCL	Name:	Tuscaloosa Regional Airport					
Branch:	A02	Name:	Apron 02 Tuscaloosa	Use:	APRON	Area:	213,237 SqFt	
Section:	01	of 2	From:	Taxiway Connectors	To:	Terminal Building	Last Const.:	1/1/1940
Surface:	AC	Family:	ALDOT_Aprons	Zone:		Category:	Rank:	S
Area:	186,830 SqFt	Length:	602 Ft	Width:	286 Ft			
Slabs:		Slab Length:	Ft	Slab Width:	Ft	Joint Length:	Ft	
Shoulder:		Street Type:		Grade:	0	Lanes:	0	
Section Comments:								
Work Date:	1/1/1940	Work Type:	New Construction - Initial		Code:	NU-IN	Is Major M&R:	True
Last Insp. Date:	11/4/2019	TotalSamples:	39	Surveyed:	6			
Conditions:	PCI: 55							
Inspection Comments:								
Sample Number:	01	Type:	R	Area:	5000.00 SqFt	PCI:	54	
Sample Comments:								
48	L & T CR	M	840.00	Ft				
Sample Number:	09	Type:	R	Area:	5000.00 SqFt	PCI:	55	
Sample Comments:								
48	L & T CR	M	800.00	Ft				
Sample Number:	17	Type:	R	Area:	3915.00 SqFt	PCI:	56	
Sample Comments:								
48	L & T CR	M	610.00	Ft				
Sample Number:	21	Type:	R	Area:	5000.00 SqFt	PCI:	52	
Sample Comments:								
48	L & T CR	M	950.00	Ft				
Sample Number:	30	Type:	R	Area:	5000.00 SqFt	PCI:	58	
Sample Comments:								
48	L & T CR	M	675.00	Ft				
Sample Number:	38	Type:	R	Area:	5205.00 SqFt	PCI:	56	
Sample Comments:								
43	BLOCK CR	M	1750.00	SqFt				
48	L & T CR	M	355.00	Ft				

Network:	TCL	Name:	Tuscaloosa Regional Airport						
Branch:	A03	Name:	Apron 03 Tuscaloosa	Use:	APRON	Area:	117,473 SqFt		
Section:	02	of 2	From:	Section 01	To:	Edge of Pavement	Last Const.:	1/1/1940	
Surface:	AC	Family:	ALDOT_Aprons	Zone:		Category:		Rank:	S
Area:	36,473 SqFt	Length:	274 Ft	Width:	125 Ft				
Slabs:		Slab Length:	Ft	Slab Width:	Ft	Joint Length:	Ft		
Shoulder:		Street Type:		Grade:	0	Lanes:	0		
Section Comments:									
Work Date:	1/1/1940	Work Type:	New Construction - Initial	Code:	NU-IN	Is Major M&R:	True		
Last Insp. Date:	11/4/2019	TotalSamples:	6	Surveyed:	3				
Conditions:	PCI: 51								
Inspection Comments:									
Sample Number:	01	Type:	R	Area:	6545.00 SqFt	PCI:	47		
Sample Comments:									
41	ALLIGATOR CR	M		160.00	SqFt				
48	L & T CR	L		120.00	Ft				
48	L & T CR	M		435.00	Ft				
57	WEATHERING	L		6545.00	SqFt				
Sample Number:	03	Type:	R	Area:	6600.00 SqFt	PCI:	51		
Sample Comments:									
41	ALLIGATOR CR	M		25.00	SqFt				
48	L & T CR	M		760.00	Ft				
57	WEATHERING	L		6600.00	SqFt				
Sample Number:	05	Type:	R	Area:	6665.00 SqFt	PCI:	55		
Sample Comments:									
48	L & T CR	M		810.00	Ft				
57	WEATHERING	L		6665.00	SqFt				

Network:	TCL	Name:	Tuscaloosa Regional Airport				
Branch:	A03	Name:	Apron 03 Tuscaloosa	Use:	APRON	Area:	117,473 SqFt
Section:	01	of 2	From:	Taxiway F	To:	Apron 04	Last Const.: 1/1/1940
Surface:	AC	Family:	ALDOT_Aprons	Zone:		Category:	Rank: S
Area:	81,000 SqFt	Length:	408 Ft	Width:	190 Ft		
Slabs:		Slab Length:	Ft	Slab Width:	Ft	Joint Length:	Ft
Shoulder:		Street Type:		Grade:	0	Lanes:	0
Section Comments:							
Work Date:	1/1/1940	Work Type:	New Construction - Initial	Code:	NU-IN	Is Major M&R:	True
Last Insp. Date:	11/4/2019	TotalSamples:	22	Surveyed:	5		
Conditions:	PCI: 25						
Inspection Comments:							
Sample Number:	03	Type:	R	Area:	5000.00 SqFt	PCI:	28
Sample Comments:							
41	ALLIGATOR CR	M	250.00	SqFt			
45	DEPRESSION	L	15.00	SqFt			
48	L & T CR	M	340.00	Ft			
50	PATCHING	L	675.00	SqFt			
50	PATCHING	M	75.00	SqFt			
53	RUTTING	L	50.00	SqFt			
57	WEATHERING	M	4250.00	SqFt			
Sample Number:	06	Type:	R	Area:	5000.00 SqFt	PCI:	34
Sample Comments:							
41	ALLIGATOR CR	M	108.00	SqFt			
45	DEPRESSION	M	35.00	SqFt			
48	L & T CR	L	100.00	Ft			
48	L & T CR	M	690.00	Ft			
57	WEATHERING	M	5000.00	SqFt			
Sample Number:	09	Type:	R	Area:	5875.00 SqFt	PCI:	44
Sample Comments:							
41	ALLIGATOR CR	M	20.00	SqFt			
45	DEPRESSION	L	20.00	SqFt			
48	L & T CR	L	50.00	Ft			
48	L & T CR	M	750.00	Ft			
52	RAVELING	L	25.00	SqFt			
57	WEATHERING	M	5850.00	SqFt			
Sample Number:	12	Type:	R	Area:	4940.00 SqFt	PCI:	6
Sample Comments:							
41	ALLIGATOR CR	M	2240.00	SqFt			
41	ALLIGATOR CR	H	250.00	SqFt			
45	DEPRESSION	L	100.00	SqFt			
48	L & T CR	M	50.00	Ft			
48	L & T CR	H	15.00	Ft			
50	PATCHING	L	250.00	SqFt			
50	PATCHING	M	250.00	SqFt			
53	RUTTING	L	20.00	SqFt			
57	WEATHERING	M	4440.00	SqFt			
Sample Number:	15	Type:	R	Area:	4940.00 SqFt	PCI:	11
Sample Comments:							
41	ALLIGATOR CR	M	1150.00	SqFt			
41	ALLIGATOR CR	H	180.00	SqFt			
45	DEPRESSION	L	60.00	SqFt			
45	DEPRESSION	M	45.00	SqFt			
48	L & T CR	M	300.00	Ft			
48	L & T CR	H	20.00	Ft			
57	WEATHERING	M	4940.00	SqFt			

Network:	TCL	Name:	Tuscaloosa Regional Airport					
Branch:	A04	Name:	Apron 04 Tuscaloosa	Use:	APRON	Area:	452,323 SqFt	
Section:	02	of 5	From:	Concrete Apron	To:	Edge of Pavement	Last Const.:	1/1/1940
Surface:	AC	Family:	ALDOT_Aprons	Zone:		Category:	Rank:	S
Area:	63,858 SqFt	Length:	315 Ft	Width:	315 Ft			
Slabs:		Slab Length:	Ft	Slab Width:	Ft	Joint Length:	Ft	
Shoulder:		Street Type:		Grade:	0	Lanes:	0	
Section Comments:								
Work Date:	1/1/1940	Work Type:	New Construction - Initial		Code:	NU-IN	Is Major M&R:	True
Last Insp. Date:	11/4/2019	TotalSamples:	13	Surveyed:	4			
Conditions:	PCI: 0							
Inspection Comments:								
Sample Number:	01	Type:	R	Area:	5460.00 SqFt	PCI:	0	
Sample Comments:								
41	ALLIGATOR CRACKING	H		2730.00	SqFt			
50	PATCHING	M		2730.00	SqFt			
Sample Number:	05	Type:	R	Area:	5020.00 SqFt	PCI:	0	
Sample Comments:								
41	ALLIGATOR CRACKING	H		5020.00	SqFt			
Sample Number:	09	Type:	R	Area:	5000.00 SqFt	PCI:	0	
Sample Comments:								
41	ALLIGATOR CR	H		5000.00	SqFt			
Sample Number:	10	Type:	R	Area:	2645.00 SqFt	PCI:	0	
Sample Comments:								
41	ALLIGATOR CRACKING	H		2465.00	SqFt			

Network:	TCL	Name:	Tuscaloosa Regional Airport						
Branch:	A04	Name:	Apron 04 Tuscaloosa	Use:	APRON	Area:	452,323 SqFt		
Section:	03	of 5	From:	Section 04	To:	Hangars	Last Const.:	12/1/2019	
Surface:	AC	Family:	ALDOT_Aprons	Zone:		Category:		Rank:	S
Area:	53,633 SqFt	Length:	655 Ft	Width:	97 Ft				
Slabs:		Slab Length:	Ft	Slab Width:	Ft	Joint Length:	Ft		
Shoulder:		Street Type:		Grade:	0	Lanes:	0		
Section Comments:									
Work Date:	1/1/1940	Work Type:	New Construction - Initial		Code:	NU-IN	Is Major M&R:	True	
Work Date:	12/1/2019	Work Type:	Complete Reconstruction - AC		Code:	CR-AC	Is Major M&R:	True	
Last Insp. Date:	12/2/2019	TotalSamples:	18	Surveyed:	1				
Conditions:	PCI: 100								
Inspection Comments:									
Sample Number:	001	Type:	R	Area:	5000.00 SqFt	PCI:	100		
Sample Comments:									
<No Distress>									

Network:	TCL	Name:	Tuscaloosa Regional Airport				
Branch:	A04	Name:	Apron 04 Tuscaloosa	Use:	APRON	Area:	452,323 SqFt
Section:	05	of 5	From:	Section 04	To:	Section 06	Last Const.: 11/1/2019
Surface:	AC	Family:	ALDOT_Aprons	Zone:		Category:	Rank: S
Area:	248,215 SqFt	Length:	552 Ft	Width:	515 Ft		
Slabs:		Slab Length:	Ft	Slab Width:	Ft	Joint Length:	Ft
Shoulder:		Street Type:		Grade:	0	Lanes:	0
Section Comments:							
Work Date:	1/1/1940	Work Type:	New Construction - Initial		Code:	NU-IN	Is Major M&R: True
Work Date:	11/1/2019	Work Type:	Cold Mill and Overlay		Code:	MOL	Is Major M&R: True
Last Insp. Date:	11/4/2019	TotalSamples:	12	Surveyed:	1		
Conditions:	PCI: 100						
Inspection Comments:							
Sample Number:	01	Type:	R	Area:	5000.00 SqFt	PCI:	100
Sample Comments:							
<No Distress>							

Network:	TCL	Name:	Tuscaloosa Regional Airport					
Branch:	A04	Name:	Apron 04 Tuscaloosa	Use:	APRON	Area:	452,323 SqFt	
Section:	04	of 5	From:	Taxiway Connector 03	To:	Section 01	Last Const.:	1/1/1940
Surface:	AC	Family:	ALDOT_Aprons	Zone:		Category:	Rank:	S
Area:	46,017 SqFt	Length:	300 Ft	Width:	151 Ft			
Slabs:		Slab Length:	Ft	Slab Width:	Ft	Joint Length:	Ft	
Shoulder:		Street Type:		Grade:	0	Lanes:	0	
Section Comments:								
Work Date:	1/1/1940	Work Type:	New Construction - Initial		Code:	NU-IN	Is Major M&R:	True
Last Insp. Date:	11/4/2019	TotalSamples:	12	Surveyed:	4			
Conditions:	PCI: 48							
Inspection Comments:								
Sample Number:	03	Type:	R	Area:	5000.00 SqFt	PCI:	50	
Sample Comments:								
48	L & T CR	L	50.00	Ft				
48	L & T CR	M	740.00	Ft				
57	WEATHERING	L	5000.00	SqFt				
Sample Number:	04	Type:	R	Area:	5000.00 SqFt	PCI:	53	
Sample Comments:								
48	L & T CR	M	690.00	Ft				
57	WEATHERING	L	5000.00	SqFt				
Sample Number:	05	Type:	R	Area:	5000.00 SqFt	PCI:	52	
Sample Comments:								
48	L & T CR	M	725.00	Ft				
57	WEATHERING	L	5000.00	SqFt				
Sample Number:	06	Type:	R	Area:	4955.00 SqFt	PCI:	38	
Sample Comments:								
43	BLOCK CRACKING	M	4685.00	SqFt				
50	PATCHING	L	270.00	SqFt				
57	WEATHERING	L	4685.00	SqFt				

Network:	TCL	Name:	Tuscaloosa Regional Airport						
Branch:	A04	Name:	Apron 04 Tuscaloosa	Use:	APRON	Area:	452,323 SqFt		
Section:	06	of 5	From:	Section 05	To:	Apron 03	Last Const.:	11/1/2019	
Surface:	AC	Family:	ALDOT_Aprons	Zone:		Category:		Rank:	S
Area:	40,600 SqFt	Length:	200 Ft	Width:	203 Ft				
Slabs:		Slab Length:	Ft	Slab Width:	Ft	Joint Length:		Ft	
Shoulder:		Street Type:		Grade:	0	Lanes:	0		
Section Comments:									
Work Date:	1/1/1900	Work Type:	New Construction - Initial		Code:	NU-IN	Is Major M&R:	True	
Work Date:	11/1/2019	Work Type:	Complete Reconstruction - AC		Code:	CR-AC	Is Major M&R:	True	
Last Insp. Date:	11/4/2019	TotalSamples:	8	Surveyed:	1				
Conditions:	PCI: 100								
Inspection Comments:									
Sample Number:	01	Type:	R	Area:	5000.00 SqFt	PCI:	100		
Sample Comments:									
<No Distress>									

Network:	TCL	Name:	Tuscaloosa Regional Airport						
Branch:	A05	Name:	Apron 05 Tuscaloosa	Use:	APRON	Area:	80,541 SqFt		
Section:	01	of 2	From:	Taxiway D3	To:	Edge of Pavement	Last Const.:	1/1/1940	
Surface:	AC	Family:	ALDOT_Aprons	Zone:		Category:		Rank:	S
Area:	48,493 SqFt	Length:	250 Ft	Width:	195 Ft				
Slabs:		Slab Length:	Ft	Slab Width:	Ft	Joint Length:	Ft		
Shoulder:		Street Type:		Grade:	0	Lanes:	0		
Section Comments:									
Work Date:	1/1/1940	Work Type:	New Construction - Initial		Code:	NU-IN	Is Major M&R:	True	
Last Insp. Date:	11/4/2019	TotalSamples:	16	Surveyed:	4				
Conditions:	PCI: 67								
Inspection Comments:									
Sample Number:	01	Type:	R	Area:	5090.00 SqFt	PCI:	39		
Sample Comments:									
41	ALLIGATOR CR	M		300.00	SqFt				
43	BLOCK CR	M		600.00	SqFt				
48	L & T CR	L		475.00	Ft				
Sample Number:	03	Type:	R	Area:	5000.00 SqFt	PCI:	80		
Sample Comments:									
48	L & T CR	L		265.00	Ft				
48	L & T CR	M		65.00	Ft				
Sample Number:	05	Type:	R	Area:	5240.00 SqFt	PCI:	74		
Sample Comments:									
48	L & T CR	L		264.00	Ft				
48	L & T CR	M		175.00	Ft				
Sample Number:	09	Type:	R	Area:	5110.00 SqFt	PCI:	76		
Sample Comments:									
48	L & T CR	L		375.00	Ft				
48	L & T CR	M		75.00	Ft				

Network:	TCL	Name:	Tuscaloosa Regional Airport				
Branch:	A05	Name:	Apron 05 Tuscaloosa	Use:	APRON	Area:	80,541 SqFt
Section:	02	of 2	From:	Section 01	To:	Edge of Pavement	Last Const.: 6/1/2011
Surface:	AC	Family:	ALDOT_Aprons	Zone:		Category:	Rank: S
Area:	32,048 SqFt	Length:	200 Ft	Width:	162 Ft		
Slabs:		Slab Length:	Ft	Slab Width:	Ft	Joint Length:	Ft
Shoulder:		Street Type:		Grade:	0	Lanes:	0
Section Comments:							
Work Date:	6/1/2011	Work Type:	New Construction - Initial	Code:	NU-IN	Is Major M&R:	True
Last Insp. Date:	11/4/2019	TotalSamples:	6	Surveyed:	3		
Conditions:	PCI: 71						
Inspection Comments:							
Sample Number:	02	Type:	R	Area:	5000.00 SqFt	PCI:	74
Sample Comments:							
45	DEPRESSION	L	10.00	SqFt			
48	L & T CR	L	126.00	Ft			
57	WEATHERING	M	5000.00	SqFt			
Sample Number:	04	Type:	R	Area:	5020.00 SqFt	PCI:	70
Sample Comments:							
45	DEPRESSION	L	15.00	SqFt			
48	L & T CR	L	180.00	Ft			
49	OIL SPILLAGE	N	20.00	SqFt			
57	WEATHERING	M	5000.00	SqFt			
Sample Number:	06	Type:	R	Area:	5955.00 SqFt	PCI:	68
Sample Comments:							
48	L & T CR	L	260.00	Ft			
48	L & T CR	M	10.00	Ft			
49	OIL SPILLAGE	N	20.00	SqFt			
57	WEATHERING	M	5000.00	SqFt			

Network:	TCL	Name:	Tuscaloosa Regional Airport					
Branch:	A06	Name:	Apron 06 Tuscaloosa	Use:	APRON	Area:	68,464 SqFt	
Section:	01	of 1	From:	Taxiway C2	To:	PCC Pavement	Last Const.:	1/17/1999
Surface:	AC	Family:	ALDOT_Aprons	Zone:		Category:	Rank:	S
Area:	68,464 SqFt	Length:	300 Ft	Width:	229 Ft			
Slabs:		Slab Length:	Ft	Slab Width:	Ft	Joint Length:	Ft	
Shoulder:		Street Type:		Grade:	0	Lanes:	0	
Section Comments:								
Work Date:	1/1/1900	Work Type:	New Construction - Initial		Code:	NU-IN	Is Major M&R:	True
Work Date:	1/17/1999	Work Type:	New Construction - Initial		Code:	NU-IN	Is Major M&R:	True
Last Insp. Date:	11/4/2019	TotalSamples:	16	Surveyed:	5			
Conditions:	PCI: 54							
Inspection Comments:								
Sample Number:	01	Type:	R	Area:	5625.00 SqFt	PCI:	42	
Sample Comments:								
41	ALLIGATOR CR	M	45.00	SqFt				
45	DEPRESSION	L	150.00	SqFt				
48	L & T CR	L	340.00	Ft				
48	L & T CR	M	485.00	Ft				
57	WEATHERING	M	5625.00	SqFt				
Sample Number:	05	Type:	R	Area:	5625.00 SqFt	PCI:	64	
Sample Comments:								
48	L & T CR	L	30.00	Ft				
48	L & T CR	M	375.00	Ft				
57	WEATHERING	M	5625.00	SqFt				
Sample Number:	09	Type:	R	Area:	5965.00 SqFt	PCI:	53	
Sample Comments:								
48	L & T CR	L	80.00	Ft				
48	L & T CR	M	725.00	Ft				
57	WEATHERING	M	5965.00	SqFt				
Sample Number:	10	Type:	R	Area:	5395.00 SqFt	PCI:	57	
Sample Comments:								
48	L & T CR	L	45.00	Ft				
48	L & T CR	M	535.00	Ft				
57	WEATHERING	M	5395.00	SqFt				
Sample Number:	11	Type:	R	Area:	5625.00 SqFt	PCI:	53	
Sample Comments:								
45	DEPRESSION	L	25.00	SqFt				
48	L & T CR	L	100.00	Ft				
48	L & T CR	M	375.00	Ft				
50	PATCHING	L	1650.00	SqFt				
54	SHOVING	M	12.00	SqFt				

Network:	TCL	Name:	Tuscaloosa Regional Airport						
Branch:	R0422	Name:	Runway 04-22 Tuscaloosa	Use:	RUNWAY	Area:	974,850 SqFt		
Section:	01	of	1	From:	Runway 04 End	To:	Runway 22 End	Last Const.:	6/1/2021
Surface:	AC	Family:	ALDOT_RWs	Zone:		Category:		Rank:	P
Area:	974,850 SqFt	Length:	6,499 Ft	Width:	150 Ft				
Slabs:		Slab Length:	Ft	Slab Width:	Ft	Joint Length:	Ft		
Shoulder:		Street Type:		Grade:	0	Lanes:	0		
Section Comments:									
Work Date:	1/1/1940	Work Type:	New Construction - Initial		Code:	NU-IN	Is Major M&R:	True	
Work Date:	10/1/2009	Work Type:	Crack Sealing - AC		Code:	CS-AC	Is Major M&R:	False	
Work Date:	10/2/2009	Work Type:	Surface Seal - Coal Tar		Code:	SS-CT	Is Major M&R:	False	
Work Date:	6/1/2021	Work Type:	Complete Reconstruction - AC		Code:	CR-AC	Is Major M&R:	True	
Last Insp. Date:	6/2/2021	TotalSamples:	195	Surveyed:	1				
Conditions:	PCI: 100								
Inspection Comments:									
Sample Number:	001	Type:	R	Area:	5000.00 SqFt	PCI:	100		
Sample Comments:									
<No Distress>									

Network:	TCL	Name:	Tuscaloosa Regional Airport						
Branch:	R1230	Name:	Runway 12-30 Tuscaloosa	Use:	RUNWAY	Area:	400,100 SqFt		
Section:	01	of	1	From:	Runway 12 End	To:	Runway 30 End	Last Const.:	6/1/2016
Surface:	AAC	Family:	ALDOT_RWs	Zone:		Category:		Rank:	P
Area:	400,100 SqFt	Length:	4,001 Ft	Width:	100 Ft				
Slabs:		Slab Length:	Ft	Slab Width:	Ft	Joint Length:	Ft		
Shoulder:		Street Type:		Grade:	0	Lanes:	0		
Section Comments:									
Work Date:	1/1/1940	Work Type:	New Construction - Initial		Code:	NU-IN	Is Major M&R:	True	
Work Date:	6/1/2016	Work Type:	Overlay - AC Thin		Code:	OL-AT	Is Major M&R:	True	
Last Insp. Date:	11/4/2019	TotalSamples:	80	Surveyed:	12				
Conditions:	PCI: 91								
Inspection Comments:									
Sample Number:	02	Type:	R	Area:	5000.00 SqFt	PCI:	96		
Sample Comments:									
48	L & T CR		L	34.00	Ft				
Sample Number:	09	Type:	R	Area:	5000.00 SqFt	PCI:	92		
Sample Comments:									
48	L & T CR		L	120.00	Ft				
Sample Number:	16	Type:	R	Area:	5000.00 SqFt	PCI:	92		
Sample Comments:									
48	L & T CR		L	120.00	Ft				
Sample Number:	23	Type:	R	Area:	5000.00 SqFt	PCI:	90		
Sample Comments:									
48	L & T CR		L	148.00	Ft				
Sample Number:	30	Type:	R	Area:	5000.00 SqFt	PCI:	90		
Sample Comments:									
48	L & T CR		L	143.00	Ft				
Sample Number:	37	Type:	R	Area:	5000.00 SqFt	PCI:	93		
Sample Comments:									
48	L & T CR		L	83.00	Ft				
Sample Number:	44	Type:	R	Area:	5000.00 SqFt	PCI:	92		
Sample Comments:									
48	L & T CR		L	113.00	Ft				
Sample Number:	51	Type:	R	Area:	5000.00 SqFt	PCI:	92		
Sample Comments:									
48	L & T CR		L	113.00	Ft				
Sample Number:	58	Type:	R	Area:	5000.00 SqFt	PCI:	89		
Sample Comments:									
48	L & T CR		L	96.00	Ft				
48	L & T CR		M	5.00	Ft				
Sample Number:	65	Type:	R	Area:	5000.00 SqFt	PCI:	88		
Sample Comments:									
48	L & T CR		L	181.00	Ft				
Sample Number:	72	Type:	R	Area:	5000.00 SqFt	PCI:	89		
Sample Comments:									
48	L & T CR		L	173.00	Ft				

Sample Number: 79

Type: R

Area: 5000.00 SqFt

PCI: 92

Sample Comments:

48 L & T CR

L

115.00 Ft

Network:	TCL	Name:	Tuscaloosa Regional Airport					
Branch:	TA	Name:	Taxiway A Tuscaloosa	Use:	TAXIWAY	Area:	483,484 SqFt	
Section:	01	of 1	From:	Taxiway A5	To:	Taxiway C5	Last Const.:	1/1/1940
Surface:	AC	Family:	ALDOT_AC Taxiways	Zone:		Category:	Rank:	P
Area:	483,484 SqFt	Length:	6,440 Ft	Width:	75 Ft			
Slabs:		Slab Length:	Ft	Slab Width:	Ft	Joint Length:	Ft	
Shoulder:		Street Type:		Grade:	0	Lanes:	0	
Section Comments:								
Work Date:	1/1/1940	Work Type:	New Construction - Initial		Code:	NU-IN	Is Major M&R:	True
Last Insp. Date:	11/4/2019	TotalSamples:	86	Surveyed:	13			
Conditions:	PCI: 55							
Inspection Comments:								
Sample Number:	02	Type:	R	Area:	5675.00 SqFt	PCI:	54	
Sample Comments:								
48	L & T CR	L	255.00	Ft				
48	L & T CR	M	565.00	Ft				
57	WEATHERING	M	5675.00	SqFt				
Sample Number:	09	Type:	R	Area:	5625.00 SqFt	PCI:	56	
Sample Comments:								
48	L & T CR	L	335.00	Ft				
48	L & T CR	M	480.00	Ft				
57	WEATHERING	M	5625.00	SqFt				
Sample Number:	16	Type:	R	Area:	5625.00 SqFt	PCI:	46	
Sample Comments:								
48	L & T CR	L	210.00	Ft				
48	L & T CR	M	655.00	Ft				
48	L & T CR	H	25.00	Ft				
57	WEATHERING	M	5625.00	SqFt				
Sample Number:	23	Type:	R	Area:	5625.00 SqFt	PCI:	54	
Sample Comments:								
48	L & T CR	L	345.00	Ft				
48	L & T CR	M	545.00	Ft				
57	WEATHERING	M	5625.00	SqFt				
Sample Number:	30	Type:	R	Area:	5625.00 SqFt	PCI:	51	
Sample Comments:								
48	L & T CR	L	315.00	Ft				
48	L & T CR	M	665.00	Ft				
57	WEATHERING	M	5625.00	SqFt				
Sample Number:	37	Type:	R	Area:	5625.00 SqFt	PCI:	57	
Sample Comments:								
48	L & T CR	L	285.00	Ft				
48	L & T CR	M	470.00	Ft				
57	WEATHERING	M	5625.00	SqFt				
Sample Number:	44	Type:	R	Area:	5625.00 SqFt	PCI:	54	
Sample Comments:								
48	L & T CR	L	165.00	Ft				
48	L & T CR	M	555.00	Ft				
57	WEATHERING	M	5625.00	SqFt				
Sample Number:	51	Type:	R	Area:	5625.00 SqFt	PCI:	56	
Sample Comments:								
48	L & T CR	L	180.00	Ft				
48	L & T CR	M	475.00	Ft				
57	WEATHERING	M	5625.00	SqFt				

Sample Number: 58	Type: R	Area: 5625.00 SqFt	PCI: 52
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Sample Comments:

48	L & T CR	L	215.00 Ft
48	L & T CR	M	610.00 Ft
57	WEATHERING	M	5625.00 SqFt

Sample Number: 65	Type: R	Area: 5625.00 SqFt	PCI: 51
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Sample Comments:

48	L & T CR	L	115.00 Ft
48	L & T CR	M	730.00 Ft
57	WEATHERING	M	5625.00 SqFt

Sample Number: 72	Type: R	Area: 5625.00 SqFt	PCI: 55
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Sample Comments:

48	L & T CR	L	45.00 Ft
48	L & T CR	M	660.00 Ft
57	WEATHERING	M	5625.00 SqFt

Sample Number: 79	Type: R	Area: 5625.00 SqFt	PCI: 59
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Sample Comments:

48	L & T CR	L	255.00 Ft
48	L & T CR	M	410.00 Ft
57	WEATHERING	M	5625.00 SqFt

Sample Number: 85	Type: R	Area: 5625.00 SqFt	PCI: 75
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Sample Comments:

48	L & T CR	M	125.00 Ft
57	WEATHERING	M	5625.00 SqFt

Network:	TCL	Name:	Tuscaloosa Regional Airport						
Branch:	TA1	Name:	Taxiway A1 Tuscaloosa	Use:	TAXIWAY	Area:	52,454 SqFt		
Section:	01	of	1	From:	Runway 04-22	To:	Taxiway A	Last Const.:	6/1/2021
Surface:	AAC	Family:	ALDOT_AC Taxiways	Zone:		Category:		Rank:	S
Area:	52,454 SqFt	Length:	999 Ft	Width:	99 Ft				
Slabs:		Slab Length:	Ft	Slab Width:	Ft	Joint Length:	Ft		
Shoulder:		Street Type:		Grade:	0	Lanes:	0		
Section Comments:									
Work Date:	1/1/1940	Work Type:	New Construction - Initial		Code:	NU-IN	Is Major M&R:	True	
Work Date:	6/1/2021	Work Type:	Cold Mill and Overlay		Code:	MOL	Is Major M&R:	True	
Last Insp. Date:	6/2/2021	Total Samples:	10	Surveyed:	1				
Conditions:	PCI: 100								
Inspection Comments:									
Sample Number:	001	Type:	R	Area:	5000.00 SqFt	PCI:	100		
Sample Comments:									
<No Distress>									

Network:	TCL	Name:	Tuscaloosa Regional Airport					
Branch:	TA2	Name:	Taxiway A2 Tuscaloosa	Use:	TAXIWAY	Area:	52,946 SqFt	
Section:	01	of 3	From:	Runway 04-22	To:	Taxiway A	Last Const.:	1/1/1940
Surface:	AC	Family:	ALDOT_AC Taxiways	Zone:		Category:	Rank:	S
Area:	30,519 SqFt	Length:	290 Ft	Width:	70 Ft			
Slabs:		Slab Length:	Ft	Slab Width:	Ft	Joint Length:	Ft	
Shoulder:		Street Type:		Grade:	0	Lanes:	0	
Section Comments:								
Work Date:	1/1/1940	Work Type:	New Construction - Initial		Code:	NU-IN	Is Major M&R:	True
Last Insp. Date:	11/4/2019	TotalSamples:	6		Surveyed:	3		
Conditions:	PCI: 55							
Inspection Comments:								
Sample Number:	02	Type:	R	Area:	5000.00 SqFt	PCI:	53	
Sample Comments:								
48	L & T CR	M	620.00	Ft				
52	RAVELING	L	20.00	SqFt				
57	WEATHERING	M	4980.00	SqFt				
Sample Number:	04	Type:	R	Area:	5920.00 SqFt	PCI:	53	
Sample Comments:								
48	L & T CR	L	185.00	Ft				
48	L & T CR	M	605.00	Ft				
57	WEATHERING	M	5920.00	SqFt				
Sample Number:	05	Type:	R	Area:	4405.00 SqFt	PCI:	58	
Sample Comments:								
48	L & T CR	M	380.00	Ft				
52	RAVELING	L	50.00	SqFt				
57	WEATHERING	M	4355.00	SqFt				

Network:	TCL	Name:	Tuscaloosa Regional Airport					
Branch:	TA2	Name:	Taxiway A2 Tuscaloosa	Use:	TAXIWAY	Area:	52,946 SqFt	
Section:	03	of 3	From:	Section 02	To:	Apron 02	Last Const.:	11/17/2002
Surface:	AC	Family:	ALDOT_AC Taxiways	Zone:		Category:	Rank:	S
Area:	10,348 SqFt	Length:	100 Ft	Width:	75 Ft			
Slabs:	Slab Length:	Ft	Slab Width:	Ft	Joint Length:	Ft		
Shoulder:	Street Type:		Grade:	0	Lanes:	0		
Section Comments:								
Work Date:	1/1/1900	Work Type:	New Construction - Initial		Code:	NU-IN	Is Major M&R:	True
Work Date:	11/17/2002	Work Type:	New Construction - Initial		Code:	NU-IN	Is Major M&R:	True
Last Insp. Date:	11/4/2019	TotalSamples:	2	Surveyed:	2			
Conditions:	PCI: 60							
Inspection Comments:								
Sample Number:	01	Type:	R	Area:	3628.00 SqFt	PCI:	57	
Sample Comments:								
48	L & T CR	L	200.00	Ft				
48	L & T CR	M	385.00	Ft				
Sample Number:	02	Type:	R	Area:	6720.00 SqFt	PCI:	61	
Sample Comments:								
48	L & T CR	L	140.00	Ft				
48	L & T CR	M	620.00	Ft				

Network: TCL **Name:** Tuscaloosa Regional Airport

Branch: TA2 **Name:** Taxiway A2 Tuscaloosa **Use:** TAXIWAY **Area:** 52,946 SqFt

Section: 02 of 3 **From:** Taxiway A **To:** Section 03 **Last Const.:** 1/1/1940

Surface: AC **Family:** ALDOT_AC Taxiways **Zone:** **Category:** **Rank:** S

Area: 12,079 SqFt **Length:** 212 Ft **Width:** 75 Ft

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

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

Section Comments:

Work Date: 1/1/1940 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 11/4/2019 **TotalSamples:** 4 **Surveyed:** 2

Conditions: PCI: 62

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 4960.00 SqFt **PCI:** 65

Sample Comments:

48 L & T CR M 340.00 Ft

57 WEATHERING M 4960.00 SqFt

Sample Number: 02 **Type:** R **Area:** 4956.00 SqFt **PCI:** 59

Sample Comments:

48 L & T CR M 490.00 Ft

57 WEATHERING M 4956.00 SqFt

Network:	TCL	Name:	Tuscaloosa Regional Airport				
Branch:	TA3	Name:	Taxiway A3 Tuscaloosa	Use:	TAXIWAY	Area:	33,226 SqFt
Section:	01	of 1	From:	Runway 04-22	To:	Taxiway A	Last Const.: 6/2/2012
Surface:	AC	Family:	ALDOT_AC Taxiways	Zone:		Category:	Rank: S
Area:	33,226 SqFt	Length:	281 Ft	Width:	86 Ft		
Slabs:		Slab Length:	Ft	Slab Width:	Ft	Joint Length:	Ft
Shoulder:		Street Type:		Grade:	0	Lanes:	0
Section Comments:							
Work Date:	6/1/2012	Work Type:	Base Course - Aggregate	Code:	BA-AG	Is Major M&R:	False
Work Date:	6/2/2012	Work Type:	New Construction - Initial	Code:	NU-IN	Is Major M&R:	True
Last Insp. Date:	11/4/2019	TotalSamples:	7	Surveyed:	4		
Conditions:	PCI: 89						
Inspection Comments:							
Sample Number:	01	Type:	R	Area:	5750.00 SqFt	PCI:	89
Sample Comments:							
48	L & T CR	L	51.00 Ft				
57	WEATHERING	L	5750.00 SqFt				
Sample Number:	03	Type:	R	Area:	4500.00 SqFt	PCI:	91
Sample Comments:							
48	L & T CR	L	12.00 Ft				
57	WEATHERING	L	4500.00 SqFt				
Sample Number:	05	Type:	R	Area:	4875.00 SqFt	PCI:	87
Sample Comments:							
48	L & T CR	L	100.00 Ft				
57	WEATHERING	L	4875.00 SqFt				
Sample Number:	07	Type:	R	Area:	4575.00 SqFt	PCI:	90
Sample Comments:							
48	L & T CR	L	18.00 Ft				
57	WEATHERING	L	4575.00 SqFt				

Network:	TCL	Name:	Tuscaloosa Regional Airport						
Branch:	TA4	Name:	Taxiway A4 Tuscaloosa	Use:	TAXIWAY	Area:	29,845 SqFt		
Section:	01	of	1	From:	Runway 04-22	To:	Taxiway A	Last Const.:	1/1/1940
Surface:	AC	Family:	ALDOT_AC Taxiways	Zone:		Category:		Rank:	S
Area:	29,845 SqFt	Length:	290 Ft	Width:	70 Ft				
Slabs:		Slab Length:	Ft	Slab Width:	Ft	Joint Length:	Ft		
Shoulder:		Street Type:		Grade:	0	Lanes:	0		
Section Comments:									
Work Date:	1/1/1940	Work Type:	New Construction - Initial		Code:	NU-IN	Is Major M&R:	True	
Last Insp. Date:	11/4/2019	Total Samples:	6		Surveyed:	3			
Conditions:	PCI: 57								
Inspection Comments:									
Sample Number:	01	Type:	R	Area:	4910.00 SqFt	PCI:	51		
Sample Comments:									
48	L & T CR	M	580.00	Ft					
52	RAVELING	L	200.00	SqFt					
57	WEATHERING	M	4710.00	SqFt					
Sample Number:	03	Type:	R	Area:	5605.00 SqFt	PCI:	59		
Sample Comments:									
48	L & T CR	M	530.00	Ft					
57	WEATHERING	M	5605.00	SqFt					
Sample Number:	04	Type:	R	Area:	5750.00 SqFt	PCI:	60		
Sample Comments:									
48	L & T CR	M	515.00	Ft					
57	WEATHERING	M	5750.00	SqFt					

Network:	TCL	Name:	Tuscaloosa Regional Airport						
Branch:	TA5	Name:	Taxiway A5 Tuscaloosa	Use:	TAXIWAY	Area:	29,793 SqFt		
Section:	01	of	1	From:	Runway 04-22	To:	Taxiway A	Last Const.:	6/1/2021
Surface:	AC	Family:	ALDOT_AC Taxiways	Zone:		Category:		Rank:	S
Area:	29,793 SqFt	Length:	999 Ft	Width:	99 Ft				
Slabs:		Slab Length:	Ft	Slab Width:	Ft	Joint Length:	Ft		
Shoulder:		Street Type:		Grade:	0	Lanes:	0		
Section Comments:									
Work Date:	1/1/1940	Work Type:	New Construction - Initial		Code:	NU-IN	Is Major M&R:	True	
Work Date:	6/1/2021	Work Type:	Complete Reconstruction - AC		Code:	CR-AC	Is Major M&R:	True	
Last Insp. Date:	6/2/2021	Total Samples:	5	Surveyed:	1				
Conditions:	PCI: 100								
Inspection Comments:									
Sample Number:	001	Type:	R	Area:	5000.00 SqFt	PCI:	100		
Sample Comments:									
<No Distress>									

Network:	TCL	Name:	Tuscaloosa Regional Airport						
Branch:	TB	Name:	Taxiway B Tuscaloosa	Use:	TAXIWAY	Area:	338,053 SqFt		
Section:	01	of	2	From:	Taxiway B5	To:	Section 02	Last Const.:	6/2/2012
Surface:	AC	Family:	ALDOT_AC Taxiways	Zone:		Category:		Rank:	P
Area:	258,703 SqFt	Length:	5,480 Ft	Width:	50 Ft				
Slabs:		Slab Length:	Ft	Slab Width:	Ft	Joint Length:	Ft		
Shoulder:		Street Type:		Grade:	0	Lanes:	0		
Section Comments:									
Work Date:	6/1/2012	Work Type:	Base Course - Aggregate		Code:	BA-AG	Is Major M&R:	False	
Work Date:	6/2/2012	Work Type:	New Construction - Initial		Code:	NU-IN	Is Major M&R:	True	
Last Insp. Date:	11/4/2019	TotalSamples:	51	Surveyed:	9				
Conditions:	PCI: 88								
Inspection Comments:									
Sample Number:	05	Type:	R	Area:	5050.00 SqFt	PCI:	92		
Sample Comments:									
48	L & T CR	L	6.00	Ft					
57	WEATHERING	L	5050.00	SqFt					
Sample Number:	11	Type:	R	Area:	5000.00 SqFt	PCI:	89		
Sample Comments:									
48	L & T CR	L	42.00	Ft					
57	WEATHERING	L	5000.00	SqFt					
Sample Number:	17	Type:	R	Area:	5000.00 SqFt	PCI:	89		
Sample Comments:									
52	RAVELING	M	25.00	SqFt					
57	WEATHERING	L	4975.00	SqFt					
Sample Number:	23	Type:	R	Area:	5000.00 SqFt	PCI:	86		
Sample Comments:									
48	L & T CR	L	5.00	Ft					
52	RAVELING	M	25.00	SqFt					
57	WEATHERING	L	4975.00	SqFt					
Sample Number:	29	Type:	R	Area:	5000.00 SqFt	PCI:	82		
Sample Comments:									
48	L & T CR	L	200.00	Ft					
57	WEATHERING	L	5000.00	SqFt					
Sample Number:	35	Type:	R	Area:	5000.00 SqFt	PCI:	89		
Sample Comments:									
48	L & T CR	L	80.00	Ft					
57	WEATHERING	L	5000.00	SqFt					
Sample Number:	41	Type:	R	Area:	5000.00 SqFt	PCI:	89		
Sample Comments:									
48	L & T CR	L	45.00	Ft					
57	WEATHERING	L	5000.00	SqFt					
Sample Number:	47	Type:	R	Area:	5370.00 SqFt	PCI:	90		
Sample Comments:									
48	L & T CR	L	33.00	Ft					
57	WEATHERING	L	5000.00	SqFt					
Sample Number:	49	Type:	R	Area:	6040.00 SqFt	PCI:	87		
Sample Comments:									
48	L & T CR	L	27.00	Ft					
57	WEATHERING	L	5866.00	SqFt					
57	WEATHERING	M	174.00	SqFt					

Network:	TCL	Name:	Tuscaloosa Regional Airport					
Branch:	TB	Name:	Taxiway B Tuscaloosa	Use:	TAXIWAY	Area:	338,053 SqFt	
Section:	02	of 2	From:	Section 01	To:	Taxiway B1	Last Const.:	1/1/1940
Surface:	AC	Family:	ALDOT_AC Taxiways	Zone:		Category:	Rank:	P
Area:	79,350 SqFt	Length:	1,765 Ft	Width:	50 Ft			
Slabs:		Slab Length:	Ft	Slab Width:	Ft	Joint Length:	Ft	
Shoulder:		Street Type:		Grade:	0	Lanes:	0	
Section Comments:								
Work Date:	1/1/1940	Work Type:	New Construction - Initial		Code:	NU-IN	Is Major M&R:	True
Last Insp. Date:	11/4/2019	TotalSamples:	15	Surveyed:	5			
Conditions:	PCI: 69							
Inspection Comments:								
Sample Number:	02	Type:	R	Area:	6360.00 SqFt	PCI:	65	
Sample Comments:								
48	L & T CR	L	130.00	Ft				
48	L & T CR	M	300.00	Ft				
57	WEATHERING	L	6360.00	SqFt				
Sample Number:	05	Type:	R	Area:	4970.00 SqFt	PCI:	70	
Sample Comments:								
48	L & T CR	L	270.00	Ft				
48	L & T CR	M	160.00	Ft				
57	WEATHERING	L	4970.00	SqFt				
Sample Number:	08	Type:	R	Area:	4920.00 SqFt	PCI:	72	
Sample Comments:								
48	L & T CR	L	270.00	Ft				
48	L & T CR	M	130.00	Ft				
57	WEATHERING	L	4920.00	SqFt				
Sample Number:	11	Type:	R	Area:	4885.00 SqFt	PCI:	72	
Sample Comments:								
48	L & T CR	L	260.00	Ft				
48	L & T CR	M	125.00	Ft				
57	WEATHERING	L	4885.00	SqFt				
Sample Number:	14	Type:	R	Area:	5325.00 SqFt	PCI:	70	
Sample Comments:								
48	L & T CR	L	275.00	Ft				
48	L & T CR	M	175.00	Ft				
57	WEATHERING	L	5325.00	SqFt				

Network:	TCL	Name:	Tuscaloosa Regional Airport						
Branch:	TB1	Name:	Taxiway B1Tuscaloosa	Use:	TAXIWAY	Area:	20,358 SqFt		
Section:	01	of 1	From:	Runway 04-22	To:	Taxiway B	Last Const.:	1/1/1940	
Surface:	AC	Family:	ALDOT_AC Taxiways	Zone:		Category:		Rank:	S
Area:	20,358 SqFt	Length:	999 Ft	Width:	99 Ft				
Slabs:		Slab Length:	Ft	Slab Width:	Ft	Joint Length:	Ft		
Shoulder:		Street Type:		Grade:	0	Lanes:	0		
Section Comments:									
Work Date:	1/1/1940	Work Type:	New Construction - Initial	Code:	NU-IN	Is Major M&R:	True		
Last Insp. Date:	11/4/2019	TotalSamples:	4	Surveyed:	3				
Conditions:	PCI: 60								
Inspection Comments:									
Sample Number:	01	Type:	R	Area:	4145.00 SqFt	PCI:	52		
Sample Comments:									
48	L & T CR	L	60.00	Ft					
48	L & T CR	M	400.00	Ft					
57	WEATHERING	L	2895.00	SqFt					
57	WEATHERING	M	1250.00	SqFt					
Sample Number:	02	Type:	R	Area:	6810.00 SqFt	PCI:	62		
Sample Comments:									
48	L & T CR	L	50.00	Ft					
48	L & T CR	M	505.00	Ft					
57	WEATHERING	L	6810.00	SqFt					
Sample Number:	03	Type:	R	Area:	6485.00 SqFt	PCI:	62		
Sample Comments:									
48	L & T CR	L	20.00	Ft					
48	L & T CR	M	500.00	Ft					
57	WEATHERING	L	6485.00	SqFt					

Network:	TCL	Name:	Tuscaloosa Regional Airport						
Branch:	TB2	Name:	Taxiway B2 Tuscaloosa	Use:	TAXIWAY	Area:	33,214 SqFt		
Section:	02	of 2	From:	Taxiway B	To:	Apron 01	Last Const.:	1/1/1940	
Surface:	AC	Family:	ALDOT_AC Taxiways	Zone:		Category:		Rank:	S
Area:	14,711 SqFt	Length:	180 Ft	Width:	75 Ft				
Slabs:		Slab Length:	Ft	Slab Width:	Ft	Joint Length:	Ft		
Shoulder:		Street Type:		Grade:	0	Lanes:	0		
Section Comments:									
Work Date:	1/1/1940	Work Type:	New Construction - Initial		Code:	NU-IN	Is Major M&R:	True	
Last Insp. Date:	11/4/2019	TotalSamples:	3		Surveyed:	3			
Conditions:	PCI: 93								
Inspection Comments:									
Sample Number:	01	Type:	R	Area:	4570.00 SqFt	PCI:	94		
Sample Comments:									
57	WEATHERING		L	4570.00	SqFt				
Sample Number:	02	Type:	R	Area:	4635.00 SqFt	PCI:	94		
Sample Comments:									
57	WEATHERING		L	4635.00	SqFt				
Sample Number:	03	Type:	R	Area:	5505.00 SqFt	PCI:	90		
Sample Comments:									
48	L & T CR		L	18.00	Ft				
57	WEATHERING		L	5505.00	SqFt				

Network:	TCL	Name:	Tuscaloosa Regional Airport					
Branch:	TB2	Name:	Taxiway B2 Tuscaloosa	Use:	TAXIWAY	Area:	33,214 SqFt	
Section:	01	of 2	From:	Runway 04-22	To:	Taxiway B	Last Const.:	1/1/1940
Surface:	AC	Family:	ALDOT_AC Taxiways	Zone:		Category:	Rank:	S
Area:	18,503 SqFt	Length:	290 Ft	Width:	47 Ft			
Slabs:		Slab Length:	Ft	Slab Width:	Ft	Joint Length:	Ft	
Shoulder:		Street Type:		Grade:	0	Lanes:	0	
Section Comments:								
Work Date:	1/1/1940	Work Type:	New Construction - Initial		Code:	NU-IN	Is Major M&R:	True
Last Insp. Date:	11/4/2019	Total Samples:	4		Surveyed:	3		
Conditions:	PCI: 84							
Inspection Comments:								
Sample Number:	01	Type:	R	Area:	5145.00 SqFt	PCI:	75	
Sample Comments:								
48	L & T CR	L	39.00	Ft				
48	L & T CR	M	120.00	Ft				
57	WEATHERING	L	5145.00	SqFt				
Sample Number:	02	Type:	R	Area:	4770.00 SqFt	PCI:	91	
Sample Comments:								
48	L & T CR	L	6.00	Ft				
57	WEATHERING	L	4770.00	SqFt				
Sample Number:	04	Type:	R	Area:	4060.00 SqFt	PCI:	86	
Sample Comments:								
48	L & T CR	L	11.00	Ft				
57	WEATHERING	L	3660.00	SqFt				
57	WEATHERING	M	400.00	SqFt				

Network:	TCL	Name:	Tuscaloosa Regional Airport				
Branch:	TB3	Name:	Taxiway B3 Tuscaloosa	Use:	TAXIWAY	Area:	34,764 SqFt
Section:	01	of 1	From:	Runway 04-22	To:	Taxiway B	Last Const.: 6/2/2012
Surface:	AC	Family:	ALDOT_AC Taxiways	Zone:		Category:	Rank: S
Area:	34,764 SqFt	Length:	308 Ft	Width:	90 Ft		
Slabs:		Slab Length:	Ft	Slab Width:	Ft	Joint Length:	Ft
Shoulder:		Street Type:		Grade:	0	Lanes:	0
Section Comments:							
Work Date:	6/1/2012	Work Type:	Base Course - Aggregate	Code:	BA-AG	Is Major M&R:	False
Work Date:	6/2/2012	Work Type:	New Construction - Initial	Code:	NU-IN	Is Major M&R:	True
Last Insp. Date:	11/4/2019	TotalSamples:	7	Surveyed:	4		
Conditions:	PCI: 89						
Inspection Comments:							
Sample Number:	01	Type:	R	Area:	5820.00 SqFt	PCI:	89
Sample Comments:							
48	L & T CR	L	60.00 Ft				
57	WEATHERING	L	5820.00 SqFt				
Sample Number:	03	Type:	R	Area:	4500.00 SqFt	PCI:	89
Sample Comments:							
48	L & T CR	L	36.00 Ft				
57	WEATHERING	L	4500.00 SqFt				
Sample Number:	05	Type:	R	Area:	4605.00 SqFt	PCI:	89
Sample Comments:							
48	L & T CR	L	47.00 Ft				
57	WEATHERING	L	4605.00 SqFt				
Sample Number:	06	Type:	R	Area:	5420.00 SqFt	PCI:	88
Sample Comments:							
48	L & T CR	L	100.00 Ft				
57	WEATHERING	L	5420.00 SqFt				

Network:	TCL	Name:	Tuscaloosa Regional Airport						
Branch:	TB4	Name:	Taxiway B4 Tuscaloosa	Use:	TAXIWAY	Area:	34,769 SqFt		
Section:	01	of	1	From:	Runway 04-22	To:	Taxiway B	Last Const.:	6/2/2012
Surface:	AC	Family:	ALDOT_AC Taxiways	Zone:		Category:		Rank:	S
Area:	34,769 SqFt	Length:	300 Ft	Width:	90 Ft				
Slabs:		Slab Length:	Ft	Slab Width:	Ft	Joint Length:	Ft		
Shoulder:		Street Type:		Grade:	0	Lanes:	0		
Section Comments:									
Work Date:	6/1/2012	Work Type:	Base Course - Aggregate		Code:	BA-AG	Is Major M&R:	False	
Work Date:	6/2/2012	Work Type:	New Construction - Initial		Code:	NU-IN	Is Major M&R:	True	
Last Insp. Date:	11/4/2019	TotalSamples:	8	Surveyed:	4				
Conditions:	PCI: 89								
Inspection Comments:									
Sample Number:	02	Type:	R	Area:	4500.00 SqFt	PCI:	89		
Sample Comments:									
48	L & T CR	L	72.00	Ft					
57	WEATHERING	L	4500.00	SqFt					
Sample Number:	04	Type:	R	Area:	4500.00 SqFt	PCI:	89		
Sample Comments:									
48	L & T CR	L	48.00	Ft					
57	WEATHERING	L	4500.00	SqFt					
Sample Number:	06	Type:	R	Area:	4500.00 SqFt	PCI:	89		
Sample Comments:									
48	L & T CR	L	48.00	Ft					
57	WEATHERING	L	4500.00	SqFt					
Sample Number:	08	Type:	R	Area:	3220.00 SqFt	PCI:	89		
Sample Comments:									
48	L & T CR	L	40.00	Ft					
57	WEATHERING	L	3220.00	SqFt					

Network:	TCL	Name:	Tuscaloosa Regional Airport						
Branch:	TB5	Name:	Taxiway B5 Tuscaloosa	Use:	TAXIWAY	Area:	35,946 SqFt		
Section:	01	of	1	From:	Runway 4-22	To:	Taxiway B	Last Const.:	6/2/2012
Surface:	AC	Family:	ALDOT_AC Taxiways	Zone:		Category:		Rank:	S
Area:	35,946 SqFt	Length:	999 Ft	Width:	99 Ft				
Slabs:		Slab Length:	Ft	Slab Width:	Ft	Joint Length:	Ft		
Shoulder:		Street Type:		Grade:	0	Lanes:	0		
Section Comments:									
Work Date:	6/2/2012	Work Type:	New Construction - Initial		Code:	NU-IN	Is Major M&R:	True	
Last Insp. Date:	11/4/2019	Total Samples:	7		Surveyed:	3			
Conditions:	PCI: 90								
Inspection Comments:									
Sample Number:	01	Type:	R	Area:	5000.00 SqFt	PCI:	89		
Sample Comments:									
48	L & T CR	L	81.00	Ft					
57	WEATHERING	L	5000.00	SqFt					
Sample Number:	03	Type:	R	Area:	4935.00 SqFt	PCI:	92		
Sample Comments:									
48	L & T CR	L	5.00	Ft					
57	WEATHERING	L	4935.00	SqFt					
Sample Number:	05	Type:	R	Area:	6370.00 SqFt	PCI:	90		
Sample Comments:									
48	L & T CR	L	45.00	Ft					
57	WEATHERING	L	6370.00	SqFt					

Network:	TCL	Name:	Tuscaloosa Regional Airport						
Branch:	TC	Name:	Taxiway C Tuscaloosa	Use:	TAXIWAY	Area:	165,069 SqFt		
Section:	01	of	1	From:	Taxiway C1	To:	Taxiway A	Last Const.:	1/1/1940
Surface:	AC	Family:	ALDOT_AC Taxiways	Zone:		Category:		Rank:	P
Area:	165,069 SqFt	Length:	3,500 Ft	Width:	45 Ft				
Slabs:		Slab Length:	Ft	Slab Width:	Ft	Joint Length:	Ft		
Shoulder:		Street Type:		Grade:	0	Lanes:	0		
Section Comments:									
Work Date:	1/1/1940	Work Type:	New Construction - Initial		Code:	NU-IN	Is Major M&R:	True	
Last Insp. Date:	11/4/2019	TotalSamples:	34		Surveyed:	6			
Conditions:	PCI: 54								
Inspection Comments:									
Sample Number:	03	Type:	R	Area:	4795.00 SqFt	PCI:	57		
Sample Comments:									
48	L & T CR	L	51.00	Ft					
48	L & T CR	M	465.00	Ft					
57	WEATHERING	M	4795.00	SqFt					
Sample Number:	10	Type:	R	Area:	4755.00 SqFt	PCI:	54		
Sample Comments:									
48	L & T CR	L	78.00	Ft					
48	L & T CR	M	535.00	Ft					
57	WEATHERING	M	4755.00	SqFt					
Sample Number:	17	Type:	R	Area:	4825.00 SqFt	PCI:	49		
Sample Comments:									
48	L & T CR	L	65.00	Ft					
48	L & T CR	M	770.00	Ft					
57	WEATHERING	M	4825.00	SqFt					
Sample Number:	24	Type:	R	Area:	4965.00 SqFt	PCI:	55		
Sample Comments:									
48	L & T CR	L	125.00	Ft					
48	L & T CR	M	495.00	Ft					
57	WEATHERING	M	4965.00	SqFt					
Sample Number:	31	Type:	R	Area:	4915.00 SqFt	PCI:	52		
Sample Comments:									
48	L & T CR	L	264.00	Ft					
48	L & T CR	M	540.00	Ft					
57	WEATHERING	M	4915.00	SqFt					
Sample Number:	34	Type:	R	Area:	3670.00 SqFt	PCI:	59		
Sample Comments:									
48	L & T CR	L	70.00	Ft					
48	L & T CR	M	280.00	Ft					
57	WEATHERING	M	3670.00	SqFt					

Network:	TCL	Name:	Tuscaloosa Regional Airport						
Branch:	TC1	Name:	Taxiway C1 Tuscaloosa	Use:	TAXIWAY	Area:	10,217 SqFt		
Section:	01	of 1	From:	Runway 12-30	To:	Taxiway C	Last Const.:	1/1/1940	
Surface:	AC	Family:	ALDOT_AC Taxiways	Zone:		Category:		Rank:	S
Area:	10,217 SqFt	Length:	188 Ft	Width:	50 Ft				
Slabs:		Slab Length:	Ft	Slab Width:	Ft	Joint Length:	Ft		
Shoulder:		Street Type:		Grade:	0	Lanes:	0		
Section Comments:									
Work Date:	1/1/1940	Work Type:	New Construction - Initial		Code:	NU-IN	Is Major M&R:	True	
Last Insp. Date:	11/4/2019	TotalSamples:	2		Surveyed:	2			
Conditions:	PCI: 56								
Inspection Comments:									
Sample Number:	01	Type:	R	Area:	5655.00 SqFt	PCI:	54		
Sample Comments:									
48	L & T CR	L	40.00 Ft						
48	L & T CR	M	690.00 Ft						
57	WEATHERING	M	5655.00 SqFt						
Sample Number:	02	Type:	R	Area:	4560.00 SqFt	PCI:	59		
Sample Comments:									
48	L & T CR	L	25.00 Ft						
48	L & T CR	M	430.00 Ft						
57	WEATHERING	M	4560.00 SqFt						

Network:	TCL	Name:	Tuscaloosa Regional Airport					
Branch:	TC2	Name:	Taxiway C2 Tuscaloosa	Use:	TAXIWAY	Area:	23,068 SqFt	
Section:	02	of 2	From:	Taxiway C	To:	Private Apron	Last Const.:	1/1/1940
Surface:	AC	Family:	ALDOT_AC Taxiways	Zone:		Category:	Rank:	S
Area:	11,832 SqFt	Length:	265 Ft	Width:	35 Ft			
Slabs:		Slab Length:	Ft	Slab Width:	Ft	Joint Length:	Ft	
Shoulder:		Street Type:		Grade:	0	Lanes:	0	
Section Comments:								
Work Date:	1/1/1940	Work Type:	New Construction - Initial		Code:	NU-IN	Is Major M&R:	True
Last Insp. Date:	11/4/2019	TotalSamples:	3		Surveyed:	3		
Conditions:	PCI: 62							
Inspection Comments:								
Sample Number:	01	Type:	R	Area:	5135.00 SqFt	PCI:	58	
Sample Comments:								
48	L & T CR	L	120.00	Ft				
48	L & T CR	M	404.00	Ft				
57	WEATHERING	M	5135.00	SqFt				
Sample Number:	02	Type:	R	Area:	3715.00 SqFt	PCI:	70	
Sample Comments:								
48	L & T CR	L	260.00	Ft				
48	L & T CR	M	25.00	Ft				
57	WEATHERING	M	3715.00	SqFt				
Sample Number:	03	Type:	R	Area:	2980.00 SqFt	PCI:	60	
Sample Comments:								
41	ALLIGATOR CR	L	30.00	SqFt				
45	DEPRESSION	L	20.00	SqFt				
48	L & T CR	L	140.00	Ft				
48	L & T CR	M	25.00	Ft				
57	WEATHERING	M	2980.00	SqFt				

Network:	TCL	Name:	Tuscaloosa Regional Airport					
Branch:	TC2	Name:	Taxiway C2 Tuscaloosa	Use:	TAXIWAY	Area:	23,068 SqFt	
Section:	01	of 2	From:	Runway 12-30	To:	Taxiway C	Last Const.:	1/1/1940
Surface:	AC	Family:	ALDOT_AC Taxiways	Zone:		Category:	Rank:	S
Area:	11,236 SqFt	Length:	185 Ft	Width:	40 Ft			
Slabs:	Slab Length:	Ft	Slab Width:	Ft	Joint Length:	Ft		
Shoulder:	Street Type:		Grade:	0	Lanes:	0		
Section Comments:								
Work Date:	1/1/1940	Work Type:	New Construction - Initial		Code:	NU-IN	Is Major M&R:	True
Last Insp. Date:	11/4/2019	TotalSamples:	2	Surveyed:	2			
Conditions:	PCI: 39							
Inspection Comments:								
Sample Number:	01	Type:	R	Area:	6215.00 SqFt	PCI:	42	
Sample Comments:								
43	BLOCK CRACKING	M	6215.00	SqFt				
57	WEATHERING	M	6215.00	SqFt				
Sample Number:	02	Type:	R	Area:	5020.00 SqFt	PCI:	36	
Sample Comments:								
43	BLOCK CR	M	4000.00	SqFt				
48	L & T CR	M	75.00	Ft				
52	RAVELING	L	500.00	SqFt				
57	WEATHERING	M	4520.00	SqFt				

Network:	TCL	Name:	Tuscaloosa Regional Airport						
Branch:	TC3	Name:	Taxiway C3 Tuscaloosa	Use:	TAXIWAY	Area:	23,483 SqFt		
Section:	01	of	2	From:	Runway 12-30	To:	Taxiway C	Last Const.:	1/1/1940
Surface:	AC	Family:	ALDOT_AC Taxiways	Zone:		Category:		Rank:	S
Area:	11,284 SqFt	Length:	185 Ft	Width:	40 Ft				
Slabs:		Slab Length:	Ft	Slab Width:	Ft	Joint Length:	Ft		
Shoulder:		Street Type:		Grade:	0	Lanes:	0		
Section Comments:									
Work Date:	1/1/1940	Work Type:	New Construction - Initial		Code:	NU-IN	Is Major M&R:	True	
Last Insp. Date:	11/4/2019	TotalSamples:	2		Surveyed:	2			
Conditions:	PCI: 47								
Inspection Comments:									
Sample Number:	01	Type:	R	Area:	6304.00 SqFt	PCI:	46		
Sample Comments:									
43	BLOCK CR	M	3000.00	SqFt					
48	L & T CR	L	25.00	Ft					
48	L & T CR	M	275.00	Ft					
57	WEATHERING	M	6304.00	SqFt					
Sample Number:	02	Type:	R	Area:	4980.00 SqFt	PCI:	48		
Sample Comments:									
48	L & T CR	L	65.00	Ft					
48	L & T CR	M	560.00	Ft					
48	L & T CR	H	15.00	Ft					
57	WEATHERING	M	4980.00	SqFt					

Network:	TCL	Name:	Tuscaloosa Regional Airport					
Branch:	TC3	Name:	Taxiway C3 Tuscaloosa	Use:	TAXIWAY	Area:	23,483 SqFt	
Section:	02	of 2	From:	Taxiway C	To:	Apron 04	Last Const.:	1/1/1940
Surface:	AC	Family:	ALDOT_AC Taxiways	Zone:		Category:	Rank:	S
Area:	12,199 SqFt	Length:	123 Ft	Width:	78 Ft			
Slabs:		Slab Length:	Ft	Slab Width:	Ft	Joint Length:	Ft	
Shoulder:		Street Type:		Grade:	0	Lanes:	0	
Section Comments:								
Work Date:	1/1/1940	Work Type:	New Construction - Initial		Code:	NU-IN	Is Major M&R:	True
Last Insp. Date:	11/4/2019	Total Samples:	2		Surveyed:	2		
Conditions:	PCI: 54							
Inspection Comments:								
Sample Number:	01	Type:	R	Area:	6900.00 SqFt	PCI:	57	
Sample Comments:								
48	L & T CR	L	115.00	Ft				
48	L & T CR	M	620.00	Ft				
57	WEATHERING	M	6900.00	SqFt				
Sample Number:	02	Type:	R	Area:	5160.00 SqFt	PCI:	49	
Sample Comments:								
43	BLOCK CRACKING	M	1200.00	SqFt				
48	L & T CR	L	30.00	Ft				
48	L & T CR	M	330.00	Ft				
57	WEATHERING	M	5160.00	SqFt				

Network:	TCL	Name:	Tuscaloosa Regional Airport						
Branch:	TC4	Name:	Taxiway C4 Tuscaloosa	Use:	TAXIWAY	Area:	18,785 SqFt		
Section:	01	of 2	From:	Runway 12-30	To:	Taxiway C	Last Const.:	1/1/1940	
Surface:	AC	Family:	ALDOT_AC Taxiways	Zone:		Category:		Rank:	S
Area:	11,070 SqFt	Length:	185 Ft	Width:	40 Ft				
Slabs:		Slab Length:	Ft	Slab Width:	Ft	Joint Length:	Ft		
Shoulder:		Street Type:		Grade:	0	Lanes:	0		
Section Comments:									
Work Date:	1/1/1940	Work Type:	New Construction - Initial		Code:	NU-IN	Is Major M&R:	True	
Last Insp. Date:	11/4/2019	Total Samples:	2		Surveyed:	2			
Conditions:	PCI: 50								
Inspection Comments:									
Sample Number:	01	Type:	R	Area:	6170.00 SqFt	PCI:	42		
Sample Comments:									
41	ALLIGATOR CR	L		25.00	SqFt				
43	BLOCK CRACKING	M		6170.00	SqFt				
Sample Number:	02	Type:	R	Area:	4900.00 SqFt	PCI:	60		
Sample Comments:									
41	ALLIGATOR CR	L		20.00	SqFt				
48	L & T CR	M		400.00	Ft				
52	RAVELING	L		40.00	SqFt				

Network:	TCL	Name:	Tuscaloosa Regional Airport						
Branch:	TC4	Name:	Taxiway C4 Tuscaloosa	Use:	TAXIWAY	Area:	18,785 SqFt		
Section:	02	of 2	From:	Taxiway C	To:	Apron 04	Last Const.:	1/1/1940	
Surface:	AC	Family:	ALDOT_AC Taxilanes	Zone:		Category:		Rank:	T
Area:	7,715 SqFt	Length:	122 Ft	Width:	40 Ft				
Slabs:		Slab Length:	Ft	Slab Width:	Ft	Joint Length:	Ft		
Shoulder:		Street Type:		Grade:	0	Lanes:	0		
Section Comments:									
Work Date:	1/1/1940	Work Type:	New Construction - Initial		Code:	NU-IN	Is Major M&R:	True	
Last Insp. Date:	11/4/2019	Total Samples:	2		Surveyed:	2			
Conditions:	PCI: 56								
Inspection Comments:									
Sample Number:	01	Type:	R	Area:	3770.00 SqFt	PCI:	57		
Sample Comments:									
48	L & T CR	L	55.00 Ft						
48	L & T CR	M	353.00 Ft						
57	WEATHERING	M	3770.00 SqFt						
Sample Number:	02	Type:	R	Area:	3945.00 SqFt	PCI:	55		
Sample Comments:									
48	L & T CR	L	50.00 Ft						
48	L & T CR	M	420.00 Ft						
57	WEATHERING	M	3945.00 SqFt						

Network:	TCL	Name:	Tuscaloosa Regional Airport						
Branch:	TC5	Name:	Taxiway C5 Tuscaloosa	Use:	TAXIWAY	Area:	11,895 SqFt		
Section:	01	of	1	From:	Runway 12-30	To:	Taxiway C	Last Const.:	1/1/1940
Surface:	AC	Family:	ALDOT_AC Taxiways	Zone:		Category:		Rank:	S
Area:	11,895 SqFt	Length:	185 Ft	Width:	40 Ft				
Slabs:		Slab Length:	Ft	Slab Width:	Ft	Joint Length:	Ft		
Shoulder:		Street Type:		Grade:	0	Lanes:	0		
Section Comments:									
Work Date:	1/1/1940	Work Type:	New Construction - Initial		Code:	NU-IN	Is Major M&R:	True	
Last Insp. Date:	11/4/2019	Total Samples:	2		Surveyed:	2			
Conditions:	PCI: 52								
Inspection Comments:									
Sample Number:	01	Type:	R	Area:	6035.00 SqFt	PCI:	47		
Sample Comments:									
43	BLOCK CR	M	1400.00	SqFt					
48	L & T CR	M	490.00	Ft					
57	WEATHERING	M	6035.00	SqFt					
Sample Number:	02	Type:	R	Area:	5860.00 SqFt	PCI:	57		
Sample Comments:									
48	L & T CR	M	655.00	Ft					
57	WEATHERING	M	5860.00	SqFt					

Network:	TCL	Name:	Tuscaloosa Regional Airport					
Branch:	TD	Name:	Taxiway D Tuscaloosa	Use:	TAXIWAY	Area:	137,915 SqFt	
Section:	01	of 1	From:	Taxiway D1	To:	Taxiway D6	Last Const.:	1/1/1940
Surface:	AC	Family:	ALDOT_AC Taxiways	Zone:		Category:	Rank:	P
Area:	137,915 SqFt	Length:	4,280 Ft	Width:	35 Ft			
Slabs:		Slab Length:	Ft	Slab Width:	Ft	Joint Length:	Ft	
Shoulder:		Street Type:		Grade:	0	Lanes:	0	
Section Comments:								
Work Date:	1/1/1940	Work Type:	New Construction - Initial		Code:	NU-IN	Is Major M&R:	True
Last Insp. Date:	11/4/2019	TotalSamples:	26		Surveyed:	5		
Conditions:	PCI: 67							
Inspection Comments:								
Sample Number:	04	Type:	R	Area:	5250.00 SqFt	PCI:	64	
Sample Comments:								
48	L & T CR	L	63.00	Ft				
48	L & T CR	M	204.00	Ft				
57	WEATHERING	L	2625.00	SqFt				
57	WEATHERING	M	2625.00	SqFt				
Sample Number:	09	Type:	R	Area:	5320.00 SqFt	PCI:	67	
Sample Comments:								
48	L & T CR	L	97.00	Ft				
48	LONGITUDINAL/TRANSVERSE CRACKING	M	225.00	Ft				
57	WEATHERING	M	5320.00	SqFt				
Sample Number:	14	Type:	R	Area:	5250.00 SqFt	PCI:	70	
Sample Comments:								
48	L & T CR	L	175.00	Ft				
48	L & T CR	M	20.00	Ft				
57	WEATHERING	M	5250.00	SqFt				
Sample Number:	19	Type:	R	Area:	5275.00 SqFt	PCI:	71	
Sample Comments:								
48	L & T CR	M	240.00	Ft				
57	WEATHERING	M	5275.00	SqFt				
Sample Number:	24	Type:	R	Area:	5250.00 SqFt	PCI:	66	
Sample Comments:								
48	L & T CR	L	12.00	Ft				
48	L & T CR	M	320.00	Ft				
57	WEATHERING	M	5250.00	SqFt				

Network:	TCL	Name:	Tuscaloosa Regional Airport					
Branch:	TD1	Name:	Taxiway D1 Tuscaloosa	Use:	TAXIWAY	Area:	6,621 SqFt	
Section:	01	of 1	From:	Runway 12-30	To:	Taxiway D	Last Const.:	1/1/1940
Surface:	AC	Family:	ALDOT_AC Taxiways	Zone:		Category:	Rank:	S
Area:	6,621 SqFt	Length:	999 Ft	Width:	99 Ft			
Slabs:		Slab Length:	Ft	Slab Width:	Ft	Joint Length:	Ft	
Shoulder:		Street Type:		Grade:	0	Lanes:	0	
Section Comments:								
Work Date:	1/1/1940	Work Type:	New Construction - Initial		Code:	NU-IN	Is Major M&R:	True
Last Insp. Date:	11/4/2019	TotalSamples:	1	Surveyed:	1			
Conditions:	PCI: 69							
Inspection Comments:								
Sample Number:	01	Type:	R	Area:	5000.00 SqFt	PCI:	69	
Sample Comments:								
48	L & T CR	L	75.00 Ft					
48	L & T CR	M	180.00 Ft					
57	WEATHERING	M	5000.00 SqFt					

Network:	TCL	Name:	Tuscaloosa Regional Airport						
Branch:	TD2	Name:	Taxiway D2 Tuscaloosa	Use:	TAXIWAY	Area:	9,557 SqFt		
Section:	01	of	1	From:	Runway 12-30	To:	Taxiway D	Last Const.:	1/1/1940
Surface:	AC	Family:	ALDOT_AC Taxiways	Zone:		Category:		Rank:	S
Area:	9,557 SqFt	Length:	185 Ft	Width:	40 Ft				
Slabs:		Slab Length:	Ft	Slab Width:	Ft	Joint Length:	Ft		
Shoulder:		Street Type:		Grade:	0	Lanes:	0		
Section Comments:									
Work Date:	1/1/1940	Work Type:	New Construction - Initial		Code:	NU-IN	Is Major M&R:	True	
Last Insp. Date:	11/4/2019	Total Samples:	2		Surveyed:	2			
Conditions:	PCI: 57								
Inspection Comments:									
Sample Number:	01	Type:	R	Area:	5100.00 SqFt	PCI:	57		
Sample Comments:									
43	BLOCK CR	M	1300.00	SqFt					
48	L & T CR	L	30.00	Ft					
48	L & T CR	M	129.00	Ft					
57	WEATHERING	M	3700.00	SqFt					
Sample Number:	02	Type:	R	Area:	4455.00 SqFt	PCI:	57		
Sample Comments:									
48	L & T CR	L	37.00	Ft					
48	L & T CR	M	282.00	Ft					
49	OIL SPILLAGE	N	2.00	SqFt					
52	RAVELING	L	600.00	SqFt					
57	WEATHERING	M	3855.00	SqFt					

Network: TCL **Name:** Tuscaloosa Regional Airport

Branch: TD3 **Name:** Taxiway D3 Tuscaloosa **Use:** TAXIWAY **Area:** 17,977 SqFt

Section: 01 of 2 **From:** Runway 12-30 **To:** Taxiway D **Last Const.:** 1/1/1940

Surface: AC **Family:** ALDOT_AC Taxiways **Zone:** **Category:** **Rank:** S

Area: 9,692 SqFt **Length:** 185 Ft **Width:** 40 Ft

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

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

Section Comments:

Work Date: 1/1/1940 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 11/4/2019 **TotalSamples:** 2 **Surveyed:** 2

Conditions: PCI: 54

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 5120.00 SqFt **PCI:** 45

Sample Comments:

41 ALLIGATOR CR M 18.00 SqFt

45 DEPRESSION L 30.00 SqFt

48 LONGITUDINAL/TRANSVERSE L 153.00 Ft
CRACKING

48 LONGITUDINAL/TRANSVERSE M 360.00 Ft
CRACKING

50 PATCHING L 120.00 SqFt

57 WEATHERING M 5000.00 SqFt

Sample Number: 02 **Type:** R **Area:** 4570.00 SqFt **PCI:** 64

Sample Comments:

48 L & T CR L 24.00 Ft

48 L & T CR M 300.00 Ft

57 WEATHERING M 4570.00 SqFt

Network: TCL **Name:** Tuscaloosa Regional Airport

Branch: TD3 **Name:** Taxiway D3 Tuscaloosa **Use:** TAXIWAY **Area:** 17,977 SqFt

Section: 02 of 2 **From:** Taxiway D **To:** Apron 05 **Last Const.:** 1/1/1940

Surface: AC **Family:** ALDOT_AC Taxiways **Zone:** **Category:** **Rank:** S

Area: 8,285 SqFt **Length:** 242 Ft **Width:** 30 Ft

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

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

Section Comments:

Work Date: 1/1/1940 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 11/4/2019 **TotalSamples:** 2 **Surveyed:** 2

Conditions: PCI: 34

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 4800.00 SqFt **PCI:** 59

Sample Comments:

41 ALLIGATOR CR L 18.00 SqFt

41 ALLIGATOR CR M 6.00 SqFt

48 L & T CR L 324.00 Ft

48 L & T CR M 165.00 Ft

48 L & T CR H 25.00 Ft

Sample Number: 02 **Type:** R **Area:** 3480.00 SqFt **PCI:** 0

Sample Comments:

41 ALLIGATOR CR M 1750.00 SqFt

41 ALLIGATOR CR H 750.00 SqFt

48 L & T CR L 185.00 Ft

48 L & T CR M 15.00 Ft

Network:	TCL	Name:	Tuscaloosa Regional Airport						
Branch:	TD4	Name:	Taxiway D4 Tuscaloosa	Use:	TAXIWAY	Area:	32,096 SqFt		
Section:	03	of 5	From:	Section 01	To:	Taxiway D	Last Const.:	1/1/1940	
Surface:	AC	Family:	ALDOT_AC Taxiways	Zone:		Category:		Rank:	S
Area:	4,101 SqFt	Length:	185 Ft	Width:	20 Ft				
Slabs:		Slab Length:	Ft	Slab Width:	Ft	Joint Length:	Ft		
Shoulder:		Street Type:		Grade:	0	Lanes:	0		
Section Comments:									
Work Date:	1/1/1940	Work Type:	New Construction - Initial		Code:	NU-IN	Is Major M&R:	True	
Last Insp. Date:	11/4/2019	Total Samples:	2		Surveyed:	2			
Conditions:	PCI: 58								
Inspection Comments:									
Sample Number:	01	Type:	R	Area:	4300.00 SqFt	PCI:	42		
Sample Comments:									
43	BLOCK CRACKING	M		4300.00	SqFt				
57	WEATHERING	L		4300.00	SqFt				
Sample Number:	02	Type:	R	Area:	5660.00 SqFt	PCI:	70		
Sample Comments:									
48	LONGITUDINAL/TRANSVERSE CRACKING	L		15.00	Ft				
48	LONGITUDINAL/TRANSVERSE CRACKING	M		105.00	Ft				
50	PATCHING	L		595.00	SqFt				
57	WEATHERING	M		5065.00	SqFt				

Network:	TCL	Name:	Tuscaloosa Regional Airport				
Branch:	TD4	Name:	Taxiway D4 Tuscaloosa	Use:	TAXIWAY	Area:	32,096 SqFt
Section:	05	of 5	From:	Taxiway D	To:	Edge of Pavement	Last Const.: 2/3/2003
Surface:	AC	Family:	ALDOT_AC Taxiways	Zone:		Category:	Rank: S
Area:	2,731 SqFt	Length:	115 Ft	Width:	15 Ft		
Slabs:		Slab Length:	Ft	Slab Width:	Ft	Joint Length:	Ft
Shoulder:		Street Type:		Grade:	0	Lanes:	0
Section Comments:							
Work Date:	1/1/1900	Work Type:	New Construction - Initial		Code:	NU-IN	Is Major M&R: True
Work Date:	2/3/2003	Work Type:	New Construction - Initial		Code:	NU-IN	Is Major M&R: True
Last Insp. Date:	11/4/2019	Total Samples:	1	Surveyed:	1		
Conditions:	PCI: 61						
Inspection Comments:							
Sample Number:	01	Type:	R	Area:	2731.00 SqFt	PCI:	61
Sample Comments:							
48	LONGITUDINAL/TRANSVERSE CRACKING	L		20.00	Ft		
48	LONGITUDINAL/TRANSVERSE CRACKING	M		105.00	Ft		
50	PATCHING	L		96.00	SqFt		
52	RAVELING	H		3.00	SqFt		
57	WEATHERING	M		2628.00	SqFt		

Network: TCL **Name:** Tuscaloosa Regional Airport

Branch: TD4 **Name:** Taxiway D4 Tuscaloosa **Use:** TAXIWAY **Area:** 32,096 SqFt

Section: 04 of 5 **From:** Taxiway D **To:** PCC Apron **Last Const.:** 4/12/1922

Surface: PCC **Family:** ALDOT_PCC Taxiways **Zone:** **Category:** **Rank:** S

Area: 17,524 SqFt **Length:** 560 Ft **Width:** 30 Ft

Slabs: 56 **Slab Length:** 25 Ft **Slab Width:** 13 Ft **Joint Length:** 1,426 Ft

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

Section Comments:

Work Date: 1/1/1900 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Work Date: 4/12/1922 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 11/4/2019 **TotalSamples:** 4 **Surveyed:** 3

Conditions: PCI: 23

Inspection Comments:

Sample Number: 02 **Type:** R **Area:** 20.00 Slabs **PCI:** 25

Sample Comments:

63 LINEAR CR H 1.00 Slabs

65 JOINT SEAL DAMAGE H 20.00 Slabs

67 LARGE PATCH L 1.00 Slabs

67 LARGE PATCH M 1.00 Slabs

72 SHATTERED SLAB H 5.00 Slabs

Sample Number: 03 **Type:** R **Area:** 20.00 Slabs **PCI:** 31

Sample Comments:

65 JT SEAL DMG H 20.00 Slabs

72 SHATTERED SLAB H 2.00 Slabs

73 SHRINKAGE CRACKING N 2.00 Slabs

74 JOINT SPALL H 4.00 Slabs

75 CORNER SPALL M 1.00 Slabs

Sample Number: 04 **Type:** R **Area:** 20.00 Slabs **PCI:** 12

Sample Comments:

63 LINEAR CR H 2.00 Slabs

65 JT SEAL DMG H 20.00 Slabs

67 LARGE PATCH L 2.00 Slabs

72 SHAT. SLAB H 5.00 Slabs

74 JOINT SPALL H 3.00 Slabs

Network:	TCL	Name:	Tuscaloosa Regional Airport						
Branch:	TD4	Name:	Taxiway D4 Tuscaloosa	Use:	TAXIWAY	Area:	32,096 SqFt		
Section:	02	of 5	From:	Section 01	To:	Taxiway D	Last Const.:	4/17/1915	
Surface:	PCC	Family:	ALDOT_PCC Taxiways	Zone:		Category:		Rank:	S
Area:	4,346 SqFt	Length:	137 Ft	Width:	25 Ft				
Slabs:	5	Slab Length:	25 Ft	Slab Width:	25 Ft	Joint Length:	112 Ft		
Shoulder:		Street Type:		Grade:	0	Lanes:	0		
Section Comments:									
Work Date:	1/1/1900	Work Type:	New Construction - Initial		Code:	NU-IN	Is Major M&R:	True	
Work Date:	4/17/1915	Work Type:	New Construction - Initial		Code:	NU-IN	Is Major M&R:	True	
Last Insp. Date:	11/4/2019	TotalSamples:	1	Surveyed:	1				
Conditions:	PCI: 17								
Inspection Comments:									
Sample Number:	01	Type:	R	Area:	5.00 Slabs	PCI:	17		
Sample Comments:									
72	SHATTERED SLAB	M		5.00	Slabs				

Network:	TCL		Name:	Tuscaloosa Regional Airport					
Branch:	TD4	Name:	Taxiway D4 Tuscaloosa	Use:	TAXIWAY	Area:	32,096 SqFt		
Section:	01	of 5	From:	Runway 12-30	To:	Section 02	Last Const.:	4/25/2003	
Surface:	AC	Family:	ALDOT_AC Taxiways	Zone:		Category:		Rank:	S
Area:	3,394 SqFt	Length:	80 Ft	Width:	35 Ft				
Slabs:	10	Slab Length:	10 Ft	Slab Width:	10 Ft	Joint Length:	147 Ft		
Shoulder:		Street Type:		Grade:	0	Lanes:	0		
Section Comments:									
Work Date:	1/1/1900	Work Type:	New Construction - AC	Code:	NC-AC	Is Major M&R:	True		
Work Date:	4/25/2003	Work Type:	New Construction - Initial	Code:	NU-IN	Is Major M&R:	True		
Last Insp. Date:	11/4/2019	TotalSamples:	1	Surveyed:	1				
Conditions:	PCI: 62								
Inspection Comments:									
Sample Number:	01	Type:	R	Area:	3394.00 SqFt	PCI:	62		
Sample Comments:									
41	ALLIGATOR CRACKING	H	24.00	SqFt					
54	SHOVING	M	10.00	SqFt					

Network:	TCL	Name:	Tuscaloosa Regional Airport						
Branch:	TD5	Name:	Taxiway D5 Tuscaloosa	Use:	TAXIWAY	Area:	9,653 SqFt		
Section:	01	of	1	From:	Runway 12-30	To:	Taxiway D	Last Const.:	1/1/1940
Surface:	AC	Family:	ALDOT_AC Taxiways	Zone:		Category:		Rank:	S
Area:	9,653 SqFt	Length:	185 Ft	Width:	40 Ft				
Slabs:		Slab Length:	Ft	Slab Width:	Ft	Joint Length:	Ft		
Shoulder:		Street Type:		Grade:	0	Lanes:	0		
Section Comments:									
Work Date:	1/1/1940	Work Type:	New Construction - Initial		Code:	NU-IN	Is Major M&R:	True	
Last Insp. Date:	11/4/2019	TotalSamples:	2		Surveyed:	2			
Conditions:	PCI: 62								
Inspection Comments:									
Sample Number:	01	Type:	R	Area:	5280.00 SqFt	PCI:	62		
Sample Comments:									
48	L & T CR	L	77.00	Ft					
48	L & T CR	M	347.00	Ft					
57	WEATHERING	M	5280.00	SqFt					
Sample Number:	02	Type:	R	Area:	4370.00 SqFt	PCI:	62		
Sample Comments:									
48	L & T CR	L	25.00	Ft					
48	L & T CR	M	335.00	Ft					
57	WEATHERING	M	4370.00	SqFt					

Network:	TCL	Name:	Tuscaloosa Regional Airport						
Branch:	TD6	Name:	Taxiway D6 Tuscaloosa	Use:	TAXIWAY	Area:	8,120 SqFt		
Section:	01	of	1	From:	Runway 12-30	To:	Taxiway D	Last Const.:	1/1/1940
Surface:	AC	Family:	ALDOT_AC Taxiways	Zone:		Category:		Rank:	S
Area:	8,120 SqFt	Length:	999 Ft	Width:	99 Ft				
Slabs:		Slab Length:	Ft	Slab Width:	Ft	Joint Length:	Ft		
Shoulder:		Street Type:		Grade:	0	Lanes:	0		
Section Comments:									
Work Date:	1/1/1940	Work Type:	New Construction - Initial		Code:	NU-IN	Is Major M&R:	True	
Last Insp. Date:	11/4/2019	TotalSamples:	2		Surveyed:	2			
Conditions:	PCI: 72								
Inspection Comments:									
Sample Number:	01	Type:	R	Area:	4355.00 SqFt	PCI:	73		
Sample Comments:									
48	L & T CR	L	18.00	Ft					
48	LONGITUDINAL/TRANSVERSE CRACKING	M	148.00	Ft					
57	WEATHERING	M	4355.00	SqFt					
Sample Number:	02	Type:	R	Area:	3760.00 SqFt	PCI:	71		
Sample Comments:									
48	L & T CR	L	15.00	Ft					
48	L & T CR	M	154.00	Ft					
57	WEATHERING	M	3760.00	SqFt					

Network:	TCL	Name:	Tuscaloosa Regional Airport						
Branch:	TF	Name:	Taxiway F Tuscaloosa	Use:	TAXIWAY	Area:	16,291 SqFt		
Section:	01	of	1	From:	Taxiway A	To:	Apron 03	Last Const.:	1/1/1940
Surface:	AC	Family:	ALDOT_AC Taxiways	Zone:		Category:		Rank:	S
Area:	16,291 SqFt	Length:	307 Ft	Width:	42 Ft				
Slabs:		Slab Length:	Ft	Slab Width:	Ft	Joint Length:	Ft		
Shoulder:		Street Type:		Grade:	0	Lanes:	0		
Section Comments:									
Work Date:	1/1/1940	Work Type:	New Construction - Initial		Code:	NU-IN	Is Major M&R:	True	
Last Insp. Date:	11/4/2019	Total Samples:	4		Surveyed:	4			
Conditions:	PCI: 62								
Inspection Comments:									
Sample Number:	01	Type:	R	Area:	5130.00 SqFt	PCI:	63		
Sample Comments:									
48	L & T CR	L	155.00	Ft					
48	L & T CR	M	275.00	Ft					
57	WEATHERING	M	5130.00	SqFt					
Sample Number:	02	Type:	R	Area:	4200.00 SqFt	PCI:	63		
Sample Comments:									
48	L & T CR	L	78.00	Ft					
48	L & T CR	M	250.00	Ft					
57	WEATHERING	M	4200.00	SqFt					
Sample Number:	03	Type:	R	Area:	4870.00 SqFt	PCI:	61		
Sample Comments:									
45	DEPRESSION	L	40.00	SqFt					
48	L & T CR	L	200.00	Ft					
48	L & T CR	M	215.00	Ft					
57	WEATHERING	M	4870.00	SqFt					
Sample Number:	04	Type:	R	Area:	2090.00 SqFt	PCI:	64		
Sample Comments:									
48	L & T CR	M	153.00	Ft					
57	WEATHERING	M	2090.00	SqFt					

Network:	TCL	Name:	Tuscaloosa Regional Airport						
Branch:	TG	Name:	Taxiway G Tuscaloosa	Use:	TAXIWAY	Area:	22,428 SqFt		
Section:	01	of 2	From:	Taxiway A	To:	Section 01	Last Const.:	1/8/2004	
Surface:	AC	Family:	ALDOT_AC Taxiways	Zone:		Category:		Rank:	S
Area:	11,480 SqFt	Length:	113 Ft	Width:	95 Ft				
Slabs:		Slab Length:	Ft	Slab Width:	Ft	Joint Length:	Ft		
Shoulder:		Street Type:		Grade:	0	Lanes:	0		
Section Comments:									
Work Date:	1/1/1900	Work Type:	New Construction - Initial		Code:	NU-IN	Is Major M&R:	True	
Work Date:	1/8/2004	Work Type:	New Construction - Initial		Code:	NU-IN	Is Major M&R:	True	
Last Insp. Date:	11/4/2019	TotalSamples:	2		Surveyed:	2			
Conditions:	PCI: 65								
Inspection Comments:									
Sample Number:	01	Type:	R	Area:	5790.00 SqFt	PCI:	67		
Sample Comments:									
48	L & T CR	L		145.00	Ft				
48	L & T CR	M		330.00	Ft				
Sample Number:	02	Type:	R	Area:	6715.00 SqFt	PCI:	63		
Sample Comments:									
41	ALLIGATOR CR	L		24.00	SqFt				
48	L & T CR	L		175.00	Ft				
48	L & T CR	M		375.00	Ft				

Network:	TCL	Name:	Tuscaloosa Regional Airport						
Branch:	TG	Name:	Taxiway G Tuscaloosa	Use:	TAXIWAY	Area:	22,428 SqFt		
Section:	02	of 2	From:	Section 01	To:	Apron 02	Last Const.:	1/1/1940	
Surface:	AC	Family:	ALDOT_AC Taxiways	Zone:		Category:		Rank:	S
Area:	10,948 SqFt	Length:	117 Ft	Width:	85 Ft				
Slabs:		Slab Length:	Ft	Slab Width:	Ft	Joint Length:	Ft		
Shoulder:		Street Type:		Grade:	0	Lanes:	0		
Section Comments:									
Work Date:	1/1/1940	Work Type:	New Construction - Initial		Code:	NU-IN	Is Major M&R:	True	
Last Insp. Date:	11/4/2019	TotalSamples:	2		Surveyed:	2			
Conditions:	PCI: 56								
Inspection Comments:									
Sample Number:	01	Type:	R	Area:	4960.00 SqFt	PCI:	57		
Sample Comments:									
48	L & T CR	M	540.00	Ft					
57	WEATHERING	M	4960.00	SqFt					
Sample Number:	02	Type:	R	Area:	4960.00 SqFt	PCI:	56		
Sample Comments:									
48	L & T CR	M	580.00	Ft					
57	WEATHERING	M	4960.00	SqFt					

Network:	TCL	Name:	Tuscaloosa Regional Airport						
Branch:	THANG01	Name:	Taxiway Hangar 01 Tuscaloosa	Use:	TAXIWAY	Area:	47,367 SqFt		
Section:	03	of 3	From:	Apron 01	To:	Hangars	Last Const.:	1/1/1940	
Surface:	AC	Family:	ALDOT_AC Taxilanes	Zone:		Category:		Rank:	T
Area:	14,523 SqFt	Length:	215 Ft	Width:	62 Ft				
Slabs:		Slab Length:	Ft	Slab Width:	Ft	Joint Length:	Ft		
Shoulder:		Street Type:		Grade:	0	Lanes:	0		
Section Comments:									
Work Date:	1/1/1940	Work Type:	New Construction - Initial		Code:	NU-IN	Is Major M&R:	True	
Last Insp. Date:	11/4/2019	TotalSamples:	3	Surveyed:	3				
Conditions:	PCI: 52								
Inspection Comments:									
Sample Number:	01	Type:	R	Area:	6015.00 SqFt	PCI:	24		
Sample Comments:									
41	ALLIGATOR CR	M		475.00	SqFt				
41	ALLIGATOR CR	H		50.00	SqFt				
48	L & T CR	L		100.00	Ft				
48	L & T CR	M		380.00	Ft				
52	RAVELING	M		120.00	SqFt				
Sample Number:	02	Type:	R	Area:	5445.00 SqFt	PCI:	65		
Sample Comments:									
48	L & T CR	L		120.00	Ft				
48	L & T CR	M		370.00	Ft				
Sample Number:	03	Type:	R	Area:	3060.00 SqFt	PCI:	81		
Sample Comments:									
48	L & T CR	L		50.00	Ft				
48	L & T CR	M		50.00	Ft				

Network:	TCL	Name:	Tuscaloosa Regional Airport					
Branch:	THANG01	Name:	Taxiway Hangar 01 Tuscaloosa	Use:	TAXIWAY	Area:	47,367 SqFt	
Section:	01	of 3	From:	Apron 01	To:	Hangars	Last Const.:	1/1/1940
Surface:	AC	Family:	ALDOT_AC Taxilanes	Zone:		Category:	Rank:	T
Area:	12,346 SqFt	Length:	282 Ft	Width:	33 Ft			
Slabs:		Slab Length:	Ft	Slab Width:	Ft	Joint Length:	Ft	
Shoulder:		Street Type:		Grade:	0	Lanes:	0	
Section Comments:								
Work Date:	1/1/1940	Work Type:	New Construction - Initial		Code:	NU-IN	Is Major M&R:	True
Last Insp. Date:	11/4/2019	TotalSamples:	3		Surveyed:	3		
Conditions:	PCI: 54	Inspection Comments:						
Sample Number:	01	Type:	R	Area:	4690.00 SqFt	PCI:	68	
Sample Comments:								
48	L & T CR	M	360.00	Ft				
Sample Number:	02	Type:	R	Area:	4590.00 SqFt	PCI:	41	
Sample Comments:								
41	ALLIGATOR CR	L	75.00	SqFt				
41	ALLIGATOR CR	M	120.00	SqFt				
48	L & T CR	L	270.00	Ft				
48	L & T CR	M	160.00	Ft				
52	RAVELING	L	40.00	SqFt				
Sample Number:	03	Type:	R	Area:	3065.00 SqFt	PCI:	50	
Sample Comments:								
41	ALLIGATOR CR	L	40.00	SqFt				
41	ALLIGATOR CR	M	20.00	SqFt				
45	DEPRESSION	L	28.00	SqFt				
48	L & T CR	L	210.00	Ft				
48	L & T CR	M	75.00	Ft				
52	RAVELING	L	50.00	SqFt				

Network:	TCL		Name:	Tuscaloosa Regional Airport				
Branch:	THANG01	Name:	Taxiway Hangar 01 Tuscaloosa	Use:	TAXIWAY	Area:	47,367 SqFt	
Section:	02	of 3	From:	Apron 01	To:	Hangars	Last Const.:	1/1/1940
Surface:	AC	Family:	ALDOT_AC Taxilanes	Zone:		Category:	Rank:	T
Area:	20,498 SqFt	Length:	282 Ft	Width:	68 Ft			
Slabs:		Slab Length:	Ft	Slab Width:	Ft	Joint Length:	Ft	
Shoulder:		Street Type:		Grade:	0	Lanes:	0	
Section Comments:								
Work Date:	1/1/1940	Work Type:	New Construction - Initial		Code:	NU-IN	Is Major M&R:	True
Last Insp. Date:	11/4/2019	TotalSamples:	4	Surveyed:	3			
Conditions:	PCI: 67							
Inspection Comments:								
Sample Number:	01	Type:	R	Area:	6015.00 SqFt	PCI:	64	
Sample Comments:								
48	L & T CR		L	125.00	Ft			
48	L & T CR		M	445.00	Ft			
Sample Number:	02	Type:	R	Area:	6005.00 SqFt	PCI:	65	
Sample Comments:								
48	L & T CR		M	560.00	Ft			
Sample Number:	03	Type:	R	Area:	6015.00 SqFt	PCI:	71	
Sample Comments:								
48	L & T CR		M	390.00	Ft			

Network: TCL **Name:** Tuscaloosa Regional Airport

Branch: THANG02 **Name:** Taxiway Hangar 02 Tuscaloosa **Use:** TAXIWAY **Area:** 16,124 SqFt

Section: 01 of 1 **From:** Taxiway D **To:** T-Hangars **Last Const.:** 1/1/1940

Surface: PCC **Family:** ALDOT_PCC Taxiways **Zone:** **Category:** **Rank:** T

Area: 16,124 SqFt **Length:** 999 Ft **Width:** 99 Ft

Slabs: 388 **Slab Length:** 17 Ft **Slab Width:** 15 Ft **Joint Length:** 11,313 Ft

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

Section Comments:

Work Date: 1/1/1940 **Work Type:** New Construction - Initial **Code:** NU-IN **Is Major M&R:** True

Last Insp. Date: 11/4/2019 **TotalSamples:** 3 **Surveyed:** 3

Conditions: PCI: 32

Inspection Comments:

Sample Number: 01 **Type:** R **Area:** 20.00 Slabs **PCI:** 36

Sample Comments:

62	CORNER BREAK	L	1.00	Slabs
63	LINEAR CR	L	3.00	Slabs
63	LINEAR CR	M	1.00	Slabs
65	JT SEAL DMG	M	20.00	Slabs
67	LARGE PATCH	L	2.00	Slabs
72	SHAT. SLAB	M	1.00	Slabs
72	SHAT. SLAB	H	1.00	Slabs
74	JOINT SPALL	M	1.00	Slabs

Sample Number: 02 **Type:** R **Area:** 20.00 Slabs **PCI:** 22

Sample Comments:

62	CORNER BREAK	L	3.00	Slabs
62	CORNER BREAK	M	3.00	Slabs
62	CORNER BREAK	H	2.00	Slabs
63	LINEAR CR	L	6.00	Slabs
63	LINEAR CR	M	3.00	Slabs
63	LINEAR CR	H	1.00	Slabs
65	JT SEAL DMG	M	20.00	Slabs
72	SHAT. SLAB	L	2.00	Slabs

Sample Number: 03 **Type:** R **Area:** 20.00 Slabs **PCI:** 38

Sample Comments:

62	CORNER BREAK	L	4.00	Slabs
62	CORNER BREAK	M	4.00	Slabs
63	LINEAR CR	L	12.00	Slabs
65	JT SEAL DMG	M	20.00	Slabs
72	SHAT. SLAB	L	1.00	Slabs
74	JOINT SPALL	H	1.00	Slabs
75	CORNER SPALL	M	1.00	Slabs

Network:	TCL	Name:	Tuscaloosa Regional Airport					
Branch:	TL01	Name:	Taxilane 01 Tuscaloosa	Use:	TAXIWAY	Area:	19,323 SqFt	
Section:	01	of 1	From:	Taxiway A	To:	Concrete Apron	Last Const.:	1/1/1940
Surface:	PCC	Family:	ALDOT_PCC Taxiways	Zone:		Category:	Rank:	T
Area:	19,323 SqFt	Length:	361 Ft	Width:	50 Ft			
Slabs:	31	Slab Length:	25 Ft	Slab Width:	25 Ft	Joint Length:	1,106 Ft	
Shoulder:		Street Type:		Grade:	0	Lanes:	0	
Section Comments:								
Work Date:	1/1/1940	Work Type:	New Construction - Initial		Code:	NU-IN	Is Major M&R:	True
Last Insp. Date:	11/4/2019	TotalSamples:	4	Surveyed:	3			
Conditions:	PCI: 35							
Inspection Comments:								
Sample Number:	01	Type:	R	Area:	20.00 Slabs	PCI:	34	
Sample Comments:								
65	JT SEAL DMG		H	10.00	Slabs			
72	SHATTERED SLAB		M	10.00	Slabs			
Sample Number:	02	Type:	R	Area:	20.00 Slabs	PCI:	41	
Sample Comments:								
65	JT SEAL DMG		H	8.00	Slabs			
72	SHATTERED SLAB		M	8.00	Slabs			
Sample Number:	03	Type:	R	Area:	20.00 Slabs	PCI:	29	
Sample Comments:								
65	JT SEAL DMG		H	12.00	Slabs			
72	SHATTERED SLAB		M	12.00	Slabs			

Network:	TCL	Name:	Tuscaloosa Regional Airport						
Branch:	TL02	Name:	Taxilane 02 Tuscaloosa	Use:	TAXIWAY	Area:	18,152 SqFt		
Section:	01	of 1	From:	Taxiway A	To:	Concrete Apron	Last Const.:	1/1/1940	
Surface:	PCC	Family:	ALDOT_PCC Taxiways	Zone:		Category:		Rank:	T
Area:	18,152 SqFt	Length:	413 Ft	Width:	40 Ft				
Slabs:	36	Slab Length:	25 Ft	Slab Width:	20 Ft	Joint Length:	1,136 Ft		
Shoulder:		Street Type:		Grade:	0	Lanes:	0		
Section Comments:									
Work Date:	1/1/1940	Work Type:	New Construction - Initial		Code:	NU-IN	Is Major M&R:	True	
Last Insp. Date:	11/4/2019	TotalSamples:	4	Surveyed:	3				
Conditions:	PCI: 88								
Inspection Comments:									
Sample Number:	01	Type:	R	Area:	20.00 Slabs	PCI:	90		
Sample Comments:									
63	LINEAR CR	L	2.00	Slabs					
73	SHRINKAGE CR	N	2.00	Slabs					
Sample Number:	02	Type:	R	Area:	20.00 Slabs	PCI:	96		
Sample Comments:									
74	JOINT SPALL	M	1.00	Slabs					
Sample Number:	03	Type:	R	Area:	20.00 Slabs	PCI:	80		
Sample Comments:									
63	LINEAR CR	L	3.00	Slabs					
72	SHAT. SLAB	L	1.00	Slabs					
74	JOINT SPALL	M	1.00	Slabs					

APPENDIX E
DISTRESS SUMMARY REPORT



Appendix E
Distress Summary Report
Tuscaloosa Regional Airport (TCL)

Branch ID	Section ID	Surface ¹	Area (sf)	Distress Number	Description	Distress Mechanism	Severity	Quantity	Quantity Units	Distress Density
A01	01	AC	153,547	41	ALLIGATOR CRACKING	Load	High	821	SqFt	0.5%
A01	01	AC	153,547	41	ALLIGATOR CRACKING	Load	Medium	4,183	SqFt	2.7%
A01	01	AC	153,547	43	BLOCK CRACKING	Climate/Durability	Low	2,865	SqFt	1.9%
A01	01	AC	153,547	45	DEPRESSION	Other	Low	355	SqFt	0.2%
A01	01	AC	153,547	48	LONGITUDINAL/TRANSVERSE CRACKING	Climate/Durability	High	286	Ft	0.2%
A01	01	AC	153,547	48	LONGITUDINAL/TRANSVERSE CRACKING	Climate/Durability	Low	10,743	Ft	7.0%
A01	01	AC	153,547	48	LONGITUDINAL/TRANSVERSE CRACKING	Climate/Durability	Medium	2,678	Ft	1.7%
A01	01	AC	153,547	52	RAVELING	Climate/Durability	Low	573	SqFt	0.4%
A01	01	AC	153,547	52	RAVELING	Climate/Durability	Medium	100	SqFt	0.1%
A01	01	AC	153,547	53	RUTTING	Load	Low	300	SqFt	0.2%
A02	01	AC	186,830	43	BLOCK CRACKING	Climate/Durability	Medium	11,228	SqFt	6.0%
A02	01	AC	186,830	48	LONGITUDINAL/TRANSVERSE CRACKING	Climate/Durability	Medium	27,139	Ft	14.5%
A02	02	AC	26,407	41	ALLIGATOR CRACKING	Load	High	2,253	SqFt	8.5%
A02	02	AC	26,407	41	ALLIGATOR CRACKING	Load	Medium	7,183	SqFt	27.2%
A02	02	AC	26,407	48	LONGITUDINAL/TRANSVERSE CRACKING	Climate/Durability	Medium	511	Ft	1.9%
A02	02	AC	26,407	50	PATCHING	Climate/Durability	High	678	SqFt	2.6%
A02	02	AC	26,407	50	PATCHING	Climate/Durability	Low	123	SqFt	0.5%
A02	02	AC	26,407	50	PATCHING	Climate/Durability	Medium	85	SqFt	0.3%
A03	01	AC	81,000	41	ALLIGATOR CRACKING	Load	High	1,352	SqFt	1.7%
A03	01	AC	81,000	41	ALLIGATOR CRACKING	Load	Medium	11,850	SqFt	14.6%
A03	01	AC	81,000	45	DEPRESSION	Other	Low	613	SqFt	0.8%
A03	01	AC	81,000	45	DEPRESSION	Other	Medium	252	SqFt	0.3%

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Branch ID	Section ID	Surface ¹	Area (sf)	Distress Number	Description	Distress Mechanism	Severity	Quantity	Quantity Units	Distress Density
A03	01	AC	81,000	48	LONGITUDINAL/TRANSVERSE CRACKING	Climate/Durability	High	110	Ft	0.1%
A03	01	AC	81,000	48	LONGITUDINAL/TRANSVERSE CRACKING	Climate/Durability	Low	472	Ft	0.6%
A03	01	AC	81,000	48	LONGITUDINAL/TRANSVERSE CRACKING	Climate/Durability	Medium	6,699	Ft	8.3%
A03	01	AC	81,000	50	PATCHING	Climate/Durability	Low	2,909	SqFt	3.6%
A03	01	AC	81,000	50	PATCHING	Climate/Durability	Medium	1,022	SqFt	1.3%
A03	01	AC	81,000	52	RAVELING	Climate/Durability	Low	79	SqFt	0.1%
A03	01	AC	81,000	53	RUTTING	Load	Low	220	SqFt	0.3%
A03	01	AC	81,000	57	WEATHERING	Climate/Durability	Medium	76,990	SqFt	95.0%
A03	02	AC	36,473	41	ALLIGATOR CRACKING	Load	Medium	341	SqFt	0.9%
A03	02	AC	36,473	48	LONGITUDINAL/TRANSVERSE CRACKING	Climate/Durability	Low	221	Ft	0.6%
A03	02	AC	36,473	48	LONGITUDINAL/TRANSVERSE CRACKING	Climate/Durability	Medium	3,691	Ft	10.1%
A03	02	AC	36,473	57	WEATHERING	Climate/Durability	Low	36,473	SqFt	100.0%
A04	02	AC	63,858	41	ALLIGATOR CRACKING	Load	High	53,605	SqFt	83.9%
A04	02	AC	63,858	50	PATCHING	Climate/Durability	Medium	9,618	SqFt	15.1%
A04	03	AC	53,633					0		0.0%
A04	04	AC	46,017	43	BLOCK CRACKING	Climate/Durability	Medium	10,804	SqFt	23.5%
A04	04	AC	46,017	48	LONGITUDINAL/TRANSVERSE CRACKING	Climate/Durability	Low	115	Ft	0.3%
A04	04	AC	46,017	48	LONGITUDINAL/TRANSVERSE CRACKING	Climate/Durability	Medium	4,970	Ft	10.8%
A04	04	AC	46,017	50	PATCHING	Climate/Durability	Low	623	SqFt	1.4%
A04	04	AC	46,017	57	WEATHERING	Climate/Durability	Low	45,394	SqFt	98.6%
A04	05	AC	248,215					0		0.0%

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A04	06	AC	40,600					0		0.0%
A05	01	AC	48,493	41	ALLIGATOR CRACKING	Load	Medium	712	SqFt	1.5%
A05	01	AC	48,493	43	BLOCK CRACKING	Climate/Durability	Medium	1,423	SqFt	2.9%
A05	01	AC	48,493	48	LONGITUDINAL/TRANSVERSE CRACKING	Climate/Durability	Low	3,272	Ft	6.7%
A05	01	AC	48,493	48	LONGITUDINAL/TRANSVERSE CRACKING	Climate/Durability	Medium	747	Ft	1.5%
A05	02	AC	32,048	45	DEPRESSION	Other	Low	50	SqFt	0.2%
A05	02	AC	32,048	48	LONGITUDINAL/TRANSVERSE CRACKING	Climate/Durability	Low	1,135	Ft	3.5%
A05	02	AC	32,048	48	LONGITUDINAL/TRANSVERSE CRACKING	Climate/Durability	Medium	20	Ft	0.1%
A05	02	AC	32,048	49	OIL SPILLAGE	Other	N/A	80	SqFt	0.3%
A05	02	AC	32,048	57	WEATHERING	Climate/Durability	Medium	30,092	SqFt	93.9%
A06	01	AC	68,464	41	ALLIGATOR CRACKING	Load	Medium	141	SqFt	0.2%
A06	01	AC	68,464	45	DEPRESSION	Other	Low	549	SqFt	0.6%
A06	01	AC	68,464	48	LONGITUDINAL/TRANSVERSE CRACKING	Climate/Durability	Low	1,868	Ft	2.1%
A06	01	AC	68,464	48	LONGITUDINAL/TRANSVERSE CRACKING	Climate/Durability	Medium	7,832	Ft	8.8%
A06	01	AC	68,464	50	PATCHING	Climate/Durability	Low	5,180	SqFt	5.8%
A06	01	AC	68,464	54	SHOVING	Other	Medium	38	SqFt	0.0%
A06	01	AC	68,464	57	WEATHERING	Climate/Durability	Medium	70,979	SqFt	80.1%
R0422	01	AC	974,850					0		0.0%
R1230	01	AAC	400,100	48	LONGITUDINAL/TRANSVERSE CRACKING	Climate/Durability	Low	9,596	Ft	2.4%
R1230	01	AAC	400,100	48	LONGITUDINAL/TRANSVERSE CRACKING	Climate/Durability	Medium	33	Ft	0.0%

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TA	01	AC	483,484	48	LONGITUDINAL/TRANSVERSE CRACKING	Climate/Durability	High	165	Ft	0.0%
TA	01	AC	483,484	48	LONGITUDINAL/TRANSVERSE CRACKING	Climate/Durability	Low	17,972	Ft	3.7%
TA	01	AC	483,484	48	LONGITUDINAL/TRANSVERSE CRACKING	Climate/Durability	Medium	45,887	Ft	9.5%
TA	01	AC	483,484	57	WEATHERING	Climate/Durability	Medium	483,484	SqFt	100.0%
TA1	01	AAC	52,454					0		0.0%
TA2	01	AC	30,519	48	LONGITUDINAL/TRANSVERSE CRACKING	Climate/Durability	Low	368	Ft	1.2%
TA2	01	AC	30,519	48	LONGITUDINAL/TRANSVERSE CRACKING	Climate/Durability	Medium	3,196	Ft	10.5%
TA2	01	AC	30,519	52	RAVELING	Climate/Durability	Low	139	SqFt	0.5%
TA2	01	AC	30,519	57	WEATHERING	Climate/Durability	Medium	30,380	SqFt	99.5%
TA2	02	AC	12,079	48	LONGITUDINAL/TRANSVERSE CRACKING	Climate/Durability	Medium	1,011	Ft	8.4%
TA2	02	AC	12,079	57	WEATHERING	Climate/Durability	Medium	12,079	SqFt	100.0%
TA2	03	AC	10,348	48	LONGITUDINAL/TRANSVERSE CRACKING	Climate/Durability	Low	340	Ft	3.3%
TA2	03	AC	10,348	48	LONGITUDINAL/TRANSVERSE CRACKING	Climate/Durability	Medium	1,005	Ft	9.7%
TA3	01	AC	33,226	48	LONGITUDINAL/TRANSVERSE CRACKING	Climate/Durability	Low	305	Ft	0.9%
TA3	01	AC	33,226	57	WEATHERING	Climate/Durability	Low	33,226	SqFt	100.0%
TA4	01	AC	29,845	48	LONGITUDINAL/TRANSVERSE CRACKING	Climate/Durability	Medium	2,982	Ft	10.0%
TA4	01	AC	29,845	52	RAVELING	Climate/Durability	Low	367	SqFt	1.2%
TA4	01	AC	29,845	57	WEATHERING	Climate/Durability	Medium	29,478	SqFt	98.8%

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TA5	01	AC	29,793					0		0.0%
TB	01	AC	258,703	48	LONGITUDINAL/TRANSVERSE CRACKING	Climate/Durability	Low	2,439	Ft	0.9%
TB	01	AC	258,703	52	RAVELING	Climate/Durability	Medium	278	SqFt	0.1%
TB	01	AC	258,703	57	WEATHERING	Climate/Durability	Low	255,395	SqFt	98.7%
TB	01	AC	258,703	57	WEATHERING	Climate/Durability	Medium	969	SqFt	0.4%
TB	02	AC	79,350	48	LONGITUDINAL/TRANSVERSE CRACKING	Climate/Durability	Low	3,614	Ft	4.6%
TB	02	AC	79,350	48	LONGITUDINAL/TRANSVERSE CRACKING	Climate/Durability	Medium	2,669	Ft	3.4%
TB	02	AC	79,350	57	WEATHERING	Climate/Durability	Low	79,350	SqFt	100.0%
TB1	01	AC	20,358	48	LONGITUDINAL/TRANSVERSE CRACKING	Climate/Durability	Low	152	Ft	0.7%
TB1	01	AC	20,358	48	LONGITUDINAL/TRANSVERSE CRACKING	Climate/Durability	Medium	1,640	Ft	8.1%
TB1	01	AC	20,358	57	WEATHERING	Climate/Durability	Low	18,899	SqFt	92.8%
TB1	01	AC	20,358	57	WEATHERING	Climate/Durability	Medium	1,459	SqFt	7.2%
TB2	01	AC	18,503	48	LONGITUDINAL/TRANSVERSE CRACKING	Climate/Durability	Low	74	Ft	0.4%
TB2	01	AC	18,503	48	LONGITUDINAL/TRANSVERSE CRACKING	Climate/Durability	Medium	159	Ft	0.9%
TB2	01	AC	18,503	57	WEATHERING	Climate/Durability	Low	17,973	SqFt	97.1%
TB2	01	AC	18,503	57	WEATHERING	Climate/Durability	Medium	530	SqFt	2.9%
TB2	02	AC	14,711	48	LONGITUDINAL/TRANSVERSE CRACKING	Climate/Durability	Low	18	Ft	0.1%
TB2	02	AC	14,711	57	WEATHERING	Climate/Durability	Low	14,711	SqFt	100.0%
TB3	01	AC	34,764	48	LONGITUDINAL/TRANSVERSE CRACKING	Climate/Durability	Low	415	Ft	1.2%

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TB3	01	AC	34,764	57	WEATHERING	Climate/Durability	Low	34,764	SqFt	100.0%
TB4	01	AC	34,769	48	LONGITUDINAL/TRANSVERSE CRACKING	Climate/Durability	Low	433	Ft	1.2%
TB4	01	AC	34,769	57	WEATHERING	Climate/Durability	Low	34,769	SqFt	100.0%
TB5	01	AC	35,946	48	LONGITUDINAL/TRANSVERSE CRACKING	Climate/Durability	Low	289	Ft	0.8%
TB5	01	AC	35,946	57	WEATHERING	Climate/Durability	Low	35,946	SqFt	100.0%
TC	01	AC	165,069	48	LONGITUDINAL/TRANSVERSE CRACKING	Climate/Durability	Low	3,860	Ft	2.3%
TC	01	AC	165,069	48	LONGITUDINAL/TRANSVERSE CRACKING	Climate/Durability	Medium	18,236	Ft	11.0%
TC	01	AC	165,069	57	WEATHERING	Climate/Durability	Medium	165,069	SqFt	100.0%
TC1	01	AC	10,217	48	LONGITUDINAL/TRANSVERSE CRACKING	Climate/Durability	Low	65	Ft	0.6%
TC1	01	AC	10,217	48	LONGITUDINAL/TRANSVERSE CRACKING	Climate/Durability	Medium	1,120	Ft	11.0%
TC1	01	AC	10,217	57	WEATHERING	Climate/Durability	Medium	10,217	SqFt	100.0%
TC2	01	AC	11,236	43	BLOCK CRACKING	Climate/Durability	Medium	10,216	SqFt	90.9%
TC2	01	AC	11,236	48	LONGITUDINAL/TRANSVERSE CRACKING	Climate/Durability	Medium	75	Ft	0.7%
TC2	01	AC	11,236	52	RAVELING	Climate/Durability	Low	500	SqFt	4.5%
TC2	01	AC	11,236	57	WEATHERING	Climate/Durability	Medium	10,736	SqFt	95.5%
TC2	02	AC	11,832	41	ALLIGATOR CRACKING	Load	Low	30	SqFt	0.3%
TC2	02	AC	11,832	45	DEPRESSION	Other	Low	20	SqFt	0.2%
TC2	02	AC	11,832	48	LONGITUDINAL/TRANSVERSE CRACKING	Climate/Durability	Low	520	Ft	4.4%
TC2	02	AC	11,832	48	LONGITUDINAL/TRANSVERSE CRACKING	Climate/Durability	Medium	454	Ft	3.8%

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Branch ID	Section ID	Surface ¹	Area (sf)	Distress Number	Description	Distress Mechanism	Severity	Quantity	Quantity Units	Distress Density
TC2	02	AC	11,832	57	WEATHERING	Climate/Durability	Medium	11,832	SqFt	100.0%
TC3	01	AC	11,284	43	BLOCK CRACKING	Climate/Durability	Medium	3,000	SqFt	26.6%
TC3	01	AC	11,284	48	LONGITUDINAL/TRANSVERSE CRACKING	Climate/Durability	High	15	Ft	0.1%
TC3	01	AC	11,284	48	LONGITUDINAL/TRANSVERSE CRACKING	Climate/Durability	Low	90	Ft	0.8%
TC3	01	AC	11,284	48	LONGITUDINAL/TRANSVERSE CRACKING	Climate/Durability	Medium	835	Ft	7.4%
TC3	01	AC	11,284	57	WEATHERING	Climate/Durability	Medium	11,284	SqFt	100.0%
TC3	02	AC	12,199	43	BLOCK CRACKING	Climate/Durability	Medium	1,214	SqFt	10.0%
TC3	02	AC	12,199	48	LONGITUDINAL/TRANSVERSE CRACKING	Climate/Durability	Low	147	Ft	1.2%
TC3	02	AC	12,199	48	LONGITUDINAL/TRANSVERSE CRACKING	Climate/Durability	Medium	961	Ft	7.9%
TC3	02	AC	12,199	57	WEATHERING	Climate/Durability	Medium	12,199	SqFt	100.0%
TC4	01	AC	11,070	41	ALLIGATOR CRACKING	Load	Low	45	SqFt	0.4%
TC4	01	AC	11,070	43	BLOCK CRACKING	Climate/Durability	Medium	6,170	SqFt	55.7%
TC4	01	AC	11,070	48	LONGITUDINAL/TRANSVERSE CRACKING	Climate/Durability	Medium	400	Ft	3.6%
TC4	01	AC	11,070	52	RAVELING	Climate/Durability	Low	40	SqFt	0.4%
TC4	02	AC	7,715	48	LONGITUDINAL/TRANSVERSE CRACKING	Climate/Durability	Low	105	Ft	1.4%
TC4	02	AC	7,715	48	LONGITUDINAL/TRANSVERSE CRACKING	Climate/Durability	Medium	773	Ft	10.0%
TC4	02	AC	7,715	57	WEATHERING	Climate/Durability	Medium	7,715	SqFt	100.0%
TC5	01	AC	11,895	43	BLOCK CRACKING	Climate/Durability	Medium	1,400	SqFt	11.8%
TC5	01	AC	11,895	48	LONGITUDINAL/TRANSVERSE CRACKING	Climate/Durability	Medium	1,145	Ft	9.6%

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TC5	01	AC	11,895	57	WEATHERING	Climate/Durability	Medium	11,895	SqFt	100.0%
TD	01	AC	137,915	48	LONGITUDINAL/TRANSVERSE CRACKING	Climate/Durability	Low	1,817	Ft	1.3%
TD	01	AC	137,915	48	LONGITUDINAL/TRANSVERSE CRACKING	Climate/Durability	Medium	5,282	Ft	3.8%
TD	01	AC	137,915	57	WEATHERING	Climate/Durability	Low	13,742	SqFt	10.0%
TD	01	AC	137,915	57	WEATHERING	Climate/Durability	Medium	124,173	SqFt	90.0%
TD1	01	AC	6,621	48	LONGITUDINAL/TRANSVERSE CRACKING	Climate/Durability	Low	99	Ft	1.5%
TD1	01	AC	6,621	48	LONGITUDINAL/TRANSVERSE CRACKING	Climate/Durability	Medium	238	Ft	3.6%
TD1	01	AC	6,621	57	WEATHERING	Climate/Durability	Medium	6,621	SqFt	100.0%
TD2	01	AC	9,557	43	BLOCK CRACKING	Climate/Durability	Medium	1,300	SqFt	13.6%
TD2	01	AC	9,557	48	LONGITUDINAL/TRANSVERSE CRACKING	Climate/Durability	Low	67	Ft	0.7%
TD2	01	AC	9,557	48	LONGITUDINAL/TRANSVERSE CRACKING	Climate/Durability	Medium	411	Ft	4.3%
TD2	01	AC	9,557	49	OIL SPILLAGE	Other	N/A	2	SqFt	0.0%
TD2	01	AC	9,557	52	RAVELING	Climate/Durability	Low	600	SqFt	6.3%
TD2	01	AC	9,557	57	WEATHERING	Climate/Durability	Medium	7,557	SqFt	79.1%
TD3	01	AC	9,692	41	ALLIGATOR CRACKING	Load	Medium	18	SqFt	0.2%
TD3	01	AC	9,692	45	DEPRESSION	Other	Low	30	SqFt	0.3%
TD3	01	AC	9,692	48	LONGITUDINAL/TRANSVERSE CRACKING	Climate/Durability	Low	177	Ft	1.8%
TD3	01	AC	9,692	48	LONGITUDINAL/TRANSVERSE CRACKING	Climate/Durability	Medium	660	Ft	6.8%
TD3	01	AC	9,692	50	PATCHING	Climate/Durability	Low	120	SqFt	1.2%
TD3	01	AC	9,692	57	WEATHERING	Climate/Durability	Medium	9,572	SqFt	98.8%

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TD3	02	AC	8,285	41	ALLIGATOR CRACKING	Load	High	750	SqFt	9.1%
TD3	02	AC	8,285	41	ALLIGATOR CRACKING	Load	Low	18	SqFt	0.2%
TD3	02	AC	8,285	41	ALLIGATOR CRACKING	Load	Medium	1,757	SqFt	21.2%
TD3	02	AC	8,285	48	LONGITUDINAL/TRANSVERSE CRACKING	Climate/Durability	High	25	Ft	0.3%
TD3	02	AC	8,285	48	LONGITUDINAL/TRANSVERSE CRACKING	Climate/Durability	Low	509	Ft	6.1%
TD3	02	AC	8,285	48	LONGITUDINAL/TRANSVERSE CRACKING	Climate/Durability	Medium	180	Ft	2.2%
TD4	01	AC	3,394	41	ALLIGATOR CRACKING	Load	High	24	SqFt	0.7%
TD4	01	AC	3,394	54	SHOVING	Other	Medium	10	SqFt	0.3%
TD4	02	PCC	4,346	72	SHATTERED SLAB	Load	Medium	5	Slabs	100.0%
TD4	03	AC	4,101	43	BLOCK CRACKING	Climate/Durability	Medium	1,771	SqFt	43.2%
TD4	03	AC	4,101	48	LONGITUDINAL/TRANSVERSE CRACKING	Climate/Durability	Low	6	Ft	0.2%
TD4	03	AC	4,101	48	LONGITUDINAL/TRANSVERSE CRACKING	Climate/Durability	Medium	43	Ft	1.1%
TD4	03	AC	4,101	50	PATCHING	Climate/Durability	Low	245	SqFt	6.0%
TD4	03	AC	4,101	57	WEATHERING	Climate/Durability	Low	1,771	SqFt	43.2%
TD4	03	AC	4,101	57	WEATHERING	Climate/Durability	Medium	2,085	SqFt	50.9%
TD4	04	PCC	17,524	63	LINEAR CRACKING	Load	High	0	Slabs	5.0%
TD4	04	PCC	17,524	65	JOINT SEAL DAMAGE	Climate/Durability	High	5	Slabs	100.0%
TD4	04	PCC	17,524	67	LARGE PATCH/UTILITY	Other	Low	0	Slabs	5.0%
TD4	04	PCC	17,524	67	LARGE PATCH/UTILITY	Other	Medium	0	Slabs	1.7%
TD4	04	PCC	17,524	72	SHATTERED SLAB	Load	High	1	Slabs	20.0%
TD4	04	PCC	17,524	73	SHRINKAGE CRACKING	Other	N/A	0	Slabs	3.3%
TD4	04	PCC	17,524	74	JOINT SPALLING	Other	High	1	Slabs	11.7%
TD4	04	PCC	17,524	75	CORNER SPALLING	Other	Medium	0	Slabs	1.7%

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TD4	05	AC	2,731	48	LONGITUDINAL/TRANSVERSE CRACKING	Climate/Durability	Low	20	Ft	0.7%
TD4	05	AC	2,731	48	LONGITUDINAL/TRANSVERSE CRACKING	Climate/Durability	Medium	105	Ft	3.8%
TD4	05	AC	2,731	50	PATCHING	Climate/Durability	Low	96	SqFt	3.5%
TD4	05	AC	2,731	52	RAVELING	Climate/Durability	High	3	SqFt	0.1%
TD4	05	AC	2,731	57	WEATHERING	Climate/Durability	Medium	2,628	SqFt	96.2%
TD5	01	AC	9,653	48	LONGITUDINAL/TRANSVERSE CRACKING	Climate/Durability	Low	102	Ft	1.1%
TD5	01	AC	9,653	48	LONGITUDINAL/TRANSVERSE CRACKING	Climate/Durability	Medium	682	Ft	7.1%
TD5	01	AC	9,653	57	WEATHERING	Climate/Durability	Medium	9,653	SqFt	100.0%
TD6	01	AC	8,120	48	LONGITUDINAL/TRANSVERSE CRACKING	Climate/Durability	Low	33	Ft	0.4%
TD6	01	AC	8,120	48	LONGITUDINAL/TRANSVERSE CRACKING	Climate/Durability	Medium	302	Ft	3.7%
TD6	01	AC	8,120	57	WEATHERING	Climate/Durability	Medium	8,120	SqFt	100.0%
TF	01	AC	16,291	45	DEPRESSION	Other	Low	40	SqFt	0.2%
TF	01	AC	16,291	48	LONGITUDINAL/TRANSVERSE CRACKING	Climate/Durability	Low	433	Ft	2.7%
TF	01	AC	16,291	48	LONGITUDINAL/TRANSVERSE CRACKING	Climate/Durability	Medium	893	Ft	5.5%
TF	01	AC	16,291	57	WEATHERING	Climate/Durability	Medium	16,291	SqFt	100.0%
TG	01	AC	11,480	41	ALLIGATOR CRACKING	Load	Low	24	SqFt	0.2%
TG	01	AC	11,480	48	LONGITUDINAL/TRANSVERSE CRACKING	Climate/Durability	Low	320	Ft	2.6%
TG	01	AC	11,480	48	LONGITUDINAL/TRANSVERSE CRACKING	Climate/Durability	Medium	705	Ft	5.6%

Appendix E
Distress Summary Report
Tuscaloosa Regional Airport (TCL)

Branch ID	Section ID	Surface ¹	Area (sf)	Distress Number	Description	Distress Mechanism	Severity	Quantity	Quantity Units	Distress Density
TG	02	AC	10,948	48	LONGITUDINAL/TRANSVERSE CRACKING	Climate/Durability	Medium	1,236	Ft	11.3%
TG	02	AC	10,948	57	WEATHERING	Climate/Durability	Medium	10,948	SqFt	100.0%
THANG01	01	AC	12,346	41	ALLIGATOR CRACKING	Load	Low	115	SqFt	0.9%
THANG01	01	AC	12,346	41	ALLIGATOR CRACKING	Load	Medium	140	SqFt	1.1%
THANG01	01	AC	12,346	45	DEPRESSION	Other	Low	28	SqFt	0.2%
THANG01	01	AC	12,346	48	LONGITUDINAL/TRANSVERSE CRACKING	Climate/Durability	Low	480	Ft	3.9%
THANG01	01	AC	12,346	48	LONGITUDINAL/TRANSVERSE CRACKING	Climate/Durability	Medium	595	Ft	4.8%
THANG01	01	AC	12,346	52	RAVELING	Climate/Durability	Low	90	SqFt	0.7%
THANG01	02	AC	20,498	48	LONGITUDINAL/TRANSVERSE CRACKING	Climate/Durability	Low	142	Ft	0.7%
THANG01	02	AC	20,498	48	LONGITUDINAL/TRANSVERSE CRACKING	Climate/Durability	Medium	1,586	Ft	7.7%
THANG01	03	AC	14,523	41	ALLIGATOR CRACKING	Load	High	50	SqFt	0.3%
THANG01	03	AC	14,523	41	ALLIGATOR CRACKING	Load	Medium	475	SqFt	3.3%
THANG01	03	AC	14,523	48	LONGITUDINAL/TRANSVERSE CRACKING	Climate/Durability	Low	270	Ft	1.9%
THANG01	03	AC	14,523	48	LONGITUDINAL/TRANSVERSE CRACKING	Climate/Durability	Medium	800	Ft	5.5%
THANG01	03	AC	14,523	52	RAVELING	Climate/Durability	Medium	120	SqFt	0.8%
THANG02	01	PCC	16,124	62	CORNER BREAK	Load	High	13	Slabs	3.3%
THANG02	01	PCC	16,124	62	CORNER BREAK	Load	Low	52	Slabs	13.3%
THANG02	01	PCC	16,124	62	CORNER BREAK	Load	Medium	45	Slabs	11.7%
THANG02	01	PCC	16,124	63	LINEAR CRACKING	Load	High	6	Slabs	1.7%
THANG02	01	PCC	16,124	63	LINEAR CRACKING	Load	Low	136	Slabs	35.0%
THANG02	01	PCC	16,124	63	LINEAR CRACKING	Load	Medium	26	Slabs	6.7%

Appendix E
Distress Summary Report
Tuscaloosa Regional Airport (TCL)

Branch ID	Section ID	Surface ¹	Area (sf)	Distress Number	Description	Distress Mechanism	Severity	Quantity	Quantity Units	Distress Density
THANG02	01	PCC	16,124	65	JOINT SEAL DAMAGE	Climate/Durability	Medium	388	Slabs	100.0%
THANG02	01	PCC	16,124	67	LARGE PATCH/UTILITY	Other	Low	13	Slabs	3.3%
THANG02	01	PCC	16,124	72	SHATTERED SLAB	Load	High	6	Slabs	1.7%
THANG02	01	PCC	16,124	72	SHATTERED SLAB	Load	Low	19	Slabs	5.0%
THANG02	01	PCC	16,124	72	SHATTERED SLAB	Load	Medium	6	Slabs	1.7%
THANG02	01	PCC	16,124	74	JOINT SPALLING	Other	High	6	Slabs	1.7%
THANG02	01	PCC	16,124	74	JOINT SPALLING	Other	Medium	6	Slabs	1.7%
THANG02	01	PCC	16,124	75	CORNER SPALLING	Other	Medium	6	Slabs	1.7%
TL01	01	PCC	19,323	65	JOINT SEAL DAMAGE	Climate/Durability	High	16	Slabs	50.0%
TL01	01	PCC	19,323	72	SHATTERED SLAB	Load	Medium	16	Slabs	50.0%
TL02	01	PCC	18,152	63	LINEAR CRACKING	Load	Low	3	Slabs	8.3%
TL02	01	PCC	18,152	72	SHATTERED SLAB	Load	Low	1	Slabs	1.7%
TL02	01	PCC	18,152	73	SHRINKAGE CRACKING	Other	N/A	1	Slabs	3.3%
TL02	01	PCC	18,152	74	JOINT SPALLING	Other	Medium	1	Slabs	3.3%

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
Tuscaloosa Regional Airport (TCL)

Branch ID	Section ID	Forecasted PCI						
		2021	2022	2023	2024	2025	2026	2027
A01	01	44	42	40	38	36	33	31
A02	01	52	50	48	46	44	41	39
A02	02	11	9	7	5	3	0	0
A03	01	22	20	18	16	14	11	9
A03	02	48	46	44	42	40	37	35
A04	02	0	0	0	0	0	0	0
A04	03	98	95	93	91	89	87	84
A04	04	45	43	41	39	37	34	32
A04	05	97	95	93	91	89	86	84
A04	06	97	95	93	91	89	86	84
A05	01	64	62	60	58	56	53	51
A05	02	68	66	64	62	60	57	55
A06	01	51	49	47	45	43	40	38
R0422	01	100	99	98	97	96	95	93
R1230	01	87	84	80	76	73	71	70
TA	01	49	46	44	40	37	33	30
TA1	01	100	99	98	97	95	93	90
TA2	01	49	46	44	40	37	33	30
TA2	02	56	52	47	45	42	39	35
TA2	03	54	50	46	44	41	37	33
TA3	01	86	83	81	79	77	75	73
TA4	01	51	47	45	42	38	35	31
TA5	01	100	99	98	97	95	93	90
TB	01	85	83	80	78	76	74	72
TB	02	65	60	56	51	47	45	41
TB1	01	54	50	46	44	41	37	33
TB2	01	81	79	77	75	73	70	67
TB2	02	90	87	85	82	80	78	76
TB3	01	86	83	81	79	77	75	73
TB4	01	86	83	81	79	77	75	73
TB5	01	87	84	82	80	78	76	74
TC	01	49	46	43	40	36	33	29
TC1	01	50	47	45	41	38	34	31
TC2	01	35	31	28	24	21	17	14
TC2	02	56	52	47	45	42	39	35
TC3	01	45	41	38	34	31	27	23
TC3	02	49	46	43	40	36	33	29
TC4	01	46	44	40	37	33	30	26
TC4	02	50	47	45	41	38	34	31

Appendix F1
Forecasted Section PCI
Tuscaloosa Regional Airport (TCL)

Branch ID	Section ID	Forecasted PCI						
		2021	2022	2023	2024	2025	2026	2027
TC5	01	47	45	42	38	35	31	28
TD	01	62	58	53	48	45	43	39
TD1	01	65	60	56	51	47	45	41
TD2	01	51	47	45	42	38	35	31
TD3	01	49	46	43	40	36	33	29
TD3	02	30	26	23	19	16	12	9
TD4	01	56	52	47	45	42	39	35
TD4	02	16	15	14	13	13	12	11
TD4	03	52	48	45	43	39	36	32
TD4	04	22	21	20	19	19	18	17
TD4	05	55	51	47	45	41	38	34
TD5	01	56	52	47	45	42	39	35
TD6	01	69	65	61	56	51	47	45
TF	01	56	52	47	45	42	39	35
TG	01	60	55	50	46	45	41	37
TG	02	50	47	45	41	38	34	31
THANG01	01	49	46	43	40	36	33	29
THANG01	02	62	58	53	48	45	43	39
THANG01	03	47	45	42	38	35	31	28
THANG02	01	31	30	29	28	28	27	26
TL01	01	34	33	32	31	31	30	29
TL02	01	87	86	85	84	84	83	82

Pavement Database: ALDOT_210811

Branch ID	Number of Sections	Sum Section Length (Ft)	Avg Section Width (Ft)	True Area (SqFt)	Use	Average PCI	Standard Deviation PCI	Weighted Average PCI
A01	1	519.00	283.00	153,547.00	APRON	47.00	0.00	47.00
A02	2	777.00	205.50	213,237.00	APRON	34.50	20.50	49.92
A03	2	682.00	157.50	117,473.00	APRON	38.00	13.00	33.07
A04	5	2,022.00	256.20	452,323.00	APRON	69.60	40.21	80.59
A05	2	450.00	178.50	80,541.00	APRON	69.00	2.00	68.59
A06	1	300.00	229.00	68,464.00	APRON	54.00	0.00	54.00
R0422	1	6,499.00	150.00	974,850.00	RUNWAY	100.00	0.00	100.00
R1230	1	4,001.00	100.00	400,100.00	RUNWAY	91.00	0.00	91.00
TA	1	6,440.00	75.00	483,484.00	TAXIWAY	55.00	0.00	55.00
TA1	1	999.00	99.00	52,454.00	TAXIWAY	100.00	0.00	100.00
TA2	3	602.00	73.33	52,946.00	TAXIWAY	59.00	2.94	57.57
TA3	1	281.00	86.00	33,226.00	TAXIWAY	89.00	0.00	89.00
TA4	1	290.00	70.00	29,845.00	TAXIWAY	57.00	0.00	57.00
TA5	1	999.00	99.00	29,793.00	TAXIWAY	100.00	0.00	100.00
TB	2	7,245.00	50.00	338,053.00	TAXIWAY	78.50	9.50	83.54
TB1	1	999.00	99.00	20,358.00	TAXIWAY	60.00	0.00	60.00
TB2	2	470.00	61.00	33,214.00	TAXIWAY	88.50	4.50	87.99
TB3	1	308.00	90.00	34,764.00	TAXIWAY	89.00	0.00	89.00
TB4	1	300.00	90.00	34,769.00	TAXIWAY	89.00	0.00	89.00
TB5	1	999.00	99.00	35,946.00	TAXIWAY	90.00	0.00	90.00
TC	1	3,500.00	45.00	165,069.00	TAXIWAY	54.00	0.00	54.00
TC1	1	188.00	50.00	10,217.00	TAXIWAY	56.00	0.00	56.00
TC2	2	450.00	37.50	23,068.00	TAXIWAY	50.50	11.50	50.80
TC3	2	308.00	59.00	23,483.00	TAXIWAY	50.50	3.50	50.64
TC4	2	307.00	40.00	18,785.00	TAXIWAY	53.00	3.00	52.46
TC5	1	185.00	40.00	11,895.00	TAXIWAY	52.00	0.00	52.00
TD	1	4,280.00	35.00	137,915.00	TAXIWAY	67.00	0.00	67.00
TD1	1	999.00	99.00	6,621.00	TAXIWAY	69.00	0.00	69.00
TD2	1	185.00	40.00	9,557.00	TAXIWAY	57.00	0.00	57.00
TD3	2	427.00	35.00	17,977.00	TAXIWAY	44.00	10.00	44.78
TD4	5	1,077.00	25.00	32,096.00	TAXIWAY	44.20	19.89	34.02
TD5	1	185.00	40.00	9,653.00	TAXIWAY	62.00	0.00	62.00
TD6	1	999.00	99.00	8,120.00	TAXIWAY	72.00	0.00	72.00
TF	1	307.00	42.00	16,291.00	TAXIWAY	62.00	0.00	62.00
TG	2	230.00	90.00	22,428.00	TAXIWAY	60.50	4.50	60.61
THANG01	3	779.00	54.33	47,367.00	TAXIWAY	57.67	6.65	59.01
THANG02	1	999.00	99.00	16,124.00	TAXIWAY	32.00	0.00	32.00
TL01	1	361.00	50.00	19,323.00	TAXIWAY	35.00	0.00	35.00
TL02	1	413.00	40.00	18,152.00	TAXIWAY	88.00	0.00	88.00

3/16/2022

Branch Condition Report

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Pavement Database: ALDOT_210811

Use Category	Number of Sections	Total Area (SqFt)	Arithmetic Average PCI	Average STD PCI	Weighted Average PCI
APRON	13	1,085,585.00	56.31	30.62	62.11
RUNWAY	2	1,374,950.00	95.50	4.50	97.38
TAXIWAY	46	1,792,993.00	62.11	18.94	66.40
ALL	61	4,253,528.00	61.97	22.69	75.32

Pavement Database: ALDOT_210811

Branch ID	Number of Sections	Sum Section Length (Ft)	Avg Section Width (Ft)	True Area (SqFt)	Use	Average FOD Potential	Standard Deviation FOD Pote	Weighted Average FOD Poten
A01	1	519.00	283.00	153,547.00	APRON	52.00	0.00	52.00
A02	2	777.00	205.50	213,237.00	APRON	67.00	7.00	61.73
A03	2	682.00	157.50	117,473.00	APRON	68.00	7.00	70.65
A04	5	2,022.00	256.20	452,323.00	APRON	29.00	35.69	17.83
A05	2	450.00	178.50	80,541.00	APRON	42.00	0.00	42.00
A06	1	300.00	229.00	68,464.00	APRON	59.00	0.00	59.00
R0422	1	6,499.00	150.00	974,850.00	RUNWAY	0.00	0.00	0.00
R1230	1	4,001.00	100.00	400,100.00	RUNWAY	19.00	0.00	19.00
TA	1	6,440.00	75.00	483,484.00	TAXIWAY	60.00	0.00	60.00
TA1	1	999.00	99.00	52,454.00	TAXIWAY	0.00	0.00	0.00
TA2	3	602.00	73.33	52,946.00	TAXIWAY	55.33	3.40	57.00
TA3	1	281.00	86.00	33,226.00	TAXIWAY	21.00	0.00	21.00
TA4	1	290.00	70.00	29,845.00	TAXIWAY	58.00	0.00	58.00
TA5	1	999.00	99.00	29,793.00	TAXIWAY	0.00	0.00	0.00
TB	2	7,245.00	50.00	338,053.00	TAXIWAY	33.00	11.00	27.16
TB1	1	999.00	99.00	20,358.00	TAXIWAY	54.00	0.00	54.00
TB2	2	470.00	61.00	33,214.00	TAXIWAY	21.50	5.50	22.13
TB3	1	308.00	90.00	34,764.00	TAXIWAY	21.00	0.00	21.00
TB4	1	300.00	90.00	34,769.00	TAXIWAY	21.00	0.00	21.00
TB5	1	999.00	99.00	35,946.00	TAXIWAY	20.00	0.00	20.00
TC	1	3,500.00	45.00	165,069.00	TAXIWAY	61.00	0.00	61.00
TC1	1	188.00	50.00	10,217.00	TAXIWAY	59.00	0.00	59.00
TC2	2	450.00	37.50	23,068.00	TAXIWAY	63.00	12.00	62.69
TC3	2	308.00	59.00	23,483.00	TAXIWAY	64.50	3.50	64.36
TC4	2	307.00	40.00	18,785.00	TAXIWAY	62.00	3.00	62.54
TC5	1	185.00	40.00	11,895.00	TAXIWAY	63.00	0.00	63.00
TD	1	4,280.00	35.00	137,915.00	TAXIWAY	47.00	0.00	47.00
TD1	1	999.00	99.00	6,621.00	TAXIWAY	44.00	0.00	44.00
TD2	1	185.00	40.00	9,557.00	TAXIWAY	58.00	0.00	58.00
TD3	2	427.00	35.00	17,977.00	TAXIWAY	63.50	4.50	63.15
TD4	5	1,077.00	25.00	32,096.00	TAXIWAY	62.40	17.62	74.15
TD5	1	185.00	40.00	9,653.00	TAXIWAY	52.00	0.00	52.00
TD6	1	999.00	99.00	8,120.00	TAXIWAY	41.00	0.00	41.00
TF	1	307.00	42.00	16,291.00	TAXIWAY	50.00	0.00	50.00
TG	2	230.00	90.00	22,428.00	TAXIWAY	54.00	5.00	53.88
THANG01	3	779.00	54.33	47,367.00	TAXIWAY	51.00	3.27	50.50
THANG02	1	999.00	99.00	16,124.00	TAXIWAY	71.00	0.00	71.00
TL01	1	361.00	50.00	19,323.00	TAXIWAY	82.00	0.00	82.00
TL02	1	413.00	40.00	18,152.00	TAXIWAY	7.00	0.00	7.00

3/16/2022

Branch Condition Report

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Pavement Database: ALDOT_210811

Use Category	Number of Sections	Total Area (SqFt)	Arithmetic Average FOD	Average STD FOD Potential	Weighted Average FOD P
APRON	13	1,085,585.00	46.92	27.85	41.39
RUNWAY	2	1,374,950.00	9.50	9.50	5.53
TAXIWAY	46	1,792,993.00	48.78	20.46	45.82
ALL	61	4,253,528.00	47.10	23.08	31.67

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

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	=	# hky8 u@V	h° °c	h °° #h)	o7
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	V°	\ @h08	h° °)	h °° #7)	o7
	=	h u# 08"	h° °)	h °° #7)	o7
	U	h u# 08"	h° °)	h °° #7)	o7
	=	k° † - 08"	h° °c	h °° #h)	o7
	=	kyu08"	h° °)	h °° #7)	o7
	O	kyu08"	h° °)	h °° #7)	o7
	U	kyu08"	h° °)	h °° #7)	o7
	V°	α@h° 8 #k	h° °)	h °° #7)	o7
	O	‡ - 08"	h° °)	h °° #7)	o7
	U	‡ - 08"	h° °)	h °° #7)	o7
	O	"O‡ yh"	h° h	h °° #7)	o7
	U	"O‡ yh"	h° h	h °° #7)	o7
	=	"O‡ yh"	h° h	h °° #7)	o7
	U	# kV k'k °N	h° h	h °° #7)	o7
	=	# kV k'k °N	h° h	h °° #7)	o7
	O	# kV k'k °N	#oh#	# ° ° °° #	7
	U	@ ° k#k"	#oh#	# ° ° °° #	7
	=	@ ° k#k"	h° h	h °° #h)	o7
	U)yk" @#k	h° h	h °° #7)	o7
	=)yk" @#k	α@h	o k °° #	o7
	=	Kio ° Q US	KG	K ° ° °	7
	U	Kio ° Q US	KG	K ° ° °	7
	=	d° @h u#	h° h	h °° #h)	o7
	U	d° @h u#	h° h	h °° #h)	o7
	U	Ol8 h u#	h° h	h °° #7)	o7

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)) o)	#	‡ u	‡ y
=		Ol8 h u#	h h	h ' h##7)	o7
V°		hyUh98	KG	K o ' O	7
U		α# Q8	h h	h ' h##h)	o7
=		α# Q8	αh	o k ' h##	o7
=		7yG98	8kh	8 ' O	7
U		7yG98	8kh	8 ' O	7
U		α° u' d''	αh	o k ' h##	o7
=		α° u' d''	αh	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	αh	o k ' h##	o7
=		° dk	αh	o k ' h##	o7

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.

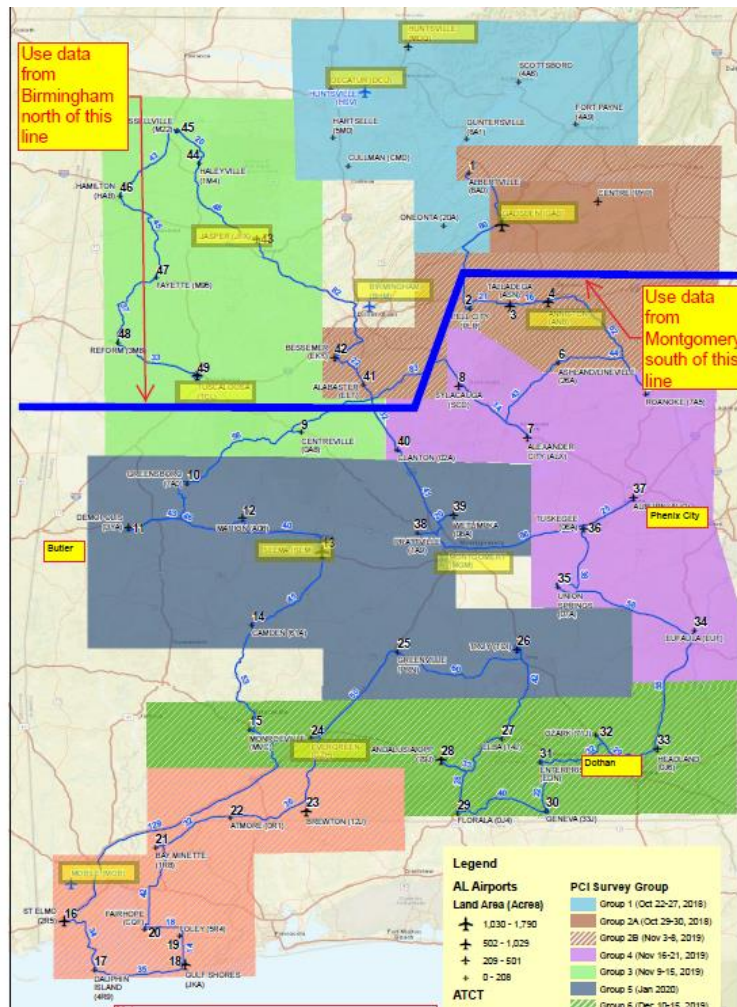


Figure 1: RSMMeans Unit Costs Locations.

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 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 Section 700 of the Alabama Department of Transportation Manual 150/5320-6F. The pavement sections used for developing the cost estimates are:

- Less than 2,500 lbs 4" h-403 (State HMA Mix) + 6" P-209 Base
- 12,500 - 30,000 lbs 4" h-403 (State HMA Mix) + 8" h-209 Base
- 30,000 - 100,000 lbs 4" h-401 + 10" h-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 cost estimates.

When 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-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		
		2.5	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		
		2.5	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 E
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 E
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



Branch & Section	2021	2022	2023	2024	2025	2026	2027
A01 01	StopGap \$5439.24 Before:44.43 After:44.43	StopGap \$5959.45 Before:42.22 After:42.22	Required Project Major Below Critical \$1830280.24 Before:40.01 After:100	Preventive \$378.78 Before:97.79 After:97.79	Preventive \$781.9 Before:95.57 After:95.57	Preventive + Required Project Global MR \$105619.16 Before:93.36 After:97.79 Preventive + Required Project Global MR \$128513.28 Before:93.36 After:97.79 Preventive + Required Project Global MR \$18164.37 Before:93.36 After:97.79	Preventive \$827.81 Before:95.58 After:95.58
A02 01	StopGap \$5132.49 Before:52.43 After:52.43	StopGap \$5681.56 Before:50.22 After:50.22	Required Project Major Below Critical \$1182633.9 Before:48.01 After:100	Preventive \$460.89 Before:97.79 After:97.79	Preventive \$951.38 Before:95.57 After:95.57	Preventive + Required Project Global MR \$128513.28 Before:93.36 After:97.79 Preventive + Required Project Global MR \$18164.37 Before:93.36 After:97.79	Preventive \$1007.25 Before:95.58 After:95.58
A02 02	StopGap \$11813.58 Before:11.43 After:11.43	StopGap \$22059.49 Before:9.22 After:9.22	Required Project Major Below Critical \$314771.44 Before:7.01 After:100	Preventive \$65.14 Before:97.79 After:97.79	Preventive \$134.47 Before:95.57 After:95.57	Preventive + Required Project Global MR \$18164.37 Before:93.36 After:97.79	Preventive \$142.37 Before:95.58 After:95.58
A03 01	StopGap \$19456.27 Before:22.43 After:22.43	StopGap \$20776.29 Before:20.22 After:20.22	StopGap				

