Alabama Statewide Airport Pavement Management Program Update

Pryor Field Regional Airport (DCU)

Final Report

February 2022

Submitted to

Alabama Aeronautics Bureau

Submitted by

JVIATION

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

Pavement Management – Evaluation – Testing - Design

ALABAMA STATEWIDE AIRPORT PAVEMENT MANAGEMENT PROGRAM UPDATE

Pryor Field Regional Airport (DCU)
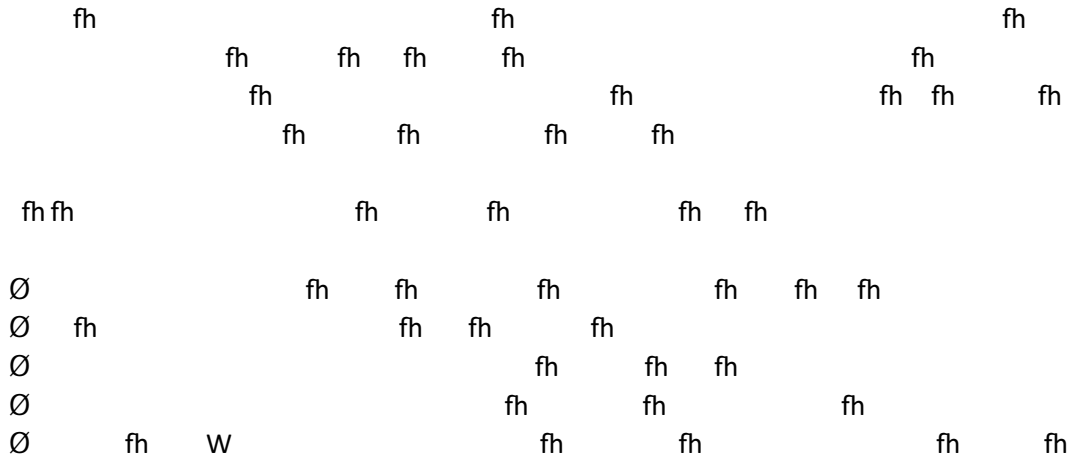
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Executive Summary

ES.1 Pavement Inventory

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

ES.2 Pavement Condition

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

		fh				fh
	fh					fh
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	fh fh					flfh

ES.3 Pavement Maintenance and Repair Funding Levels

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fh   fh   fh   fh   fh
fh   fh   fh   fh   fh

ES.4 Pavement Capital Improvement Program (PCIP)

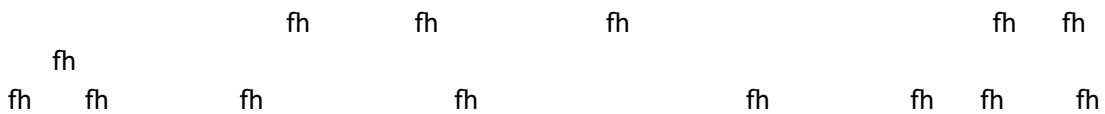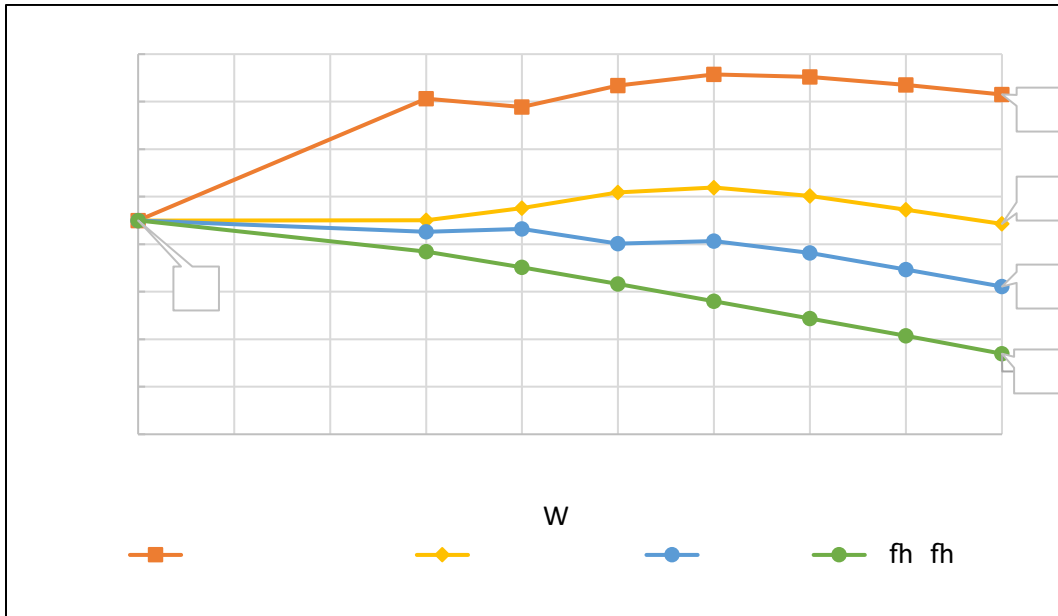fh   fh   fh   fh
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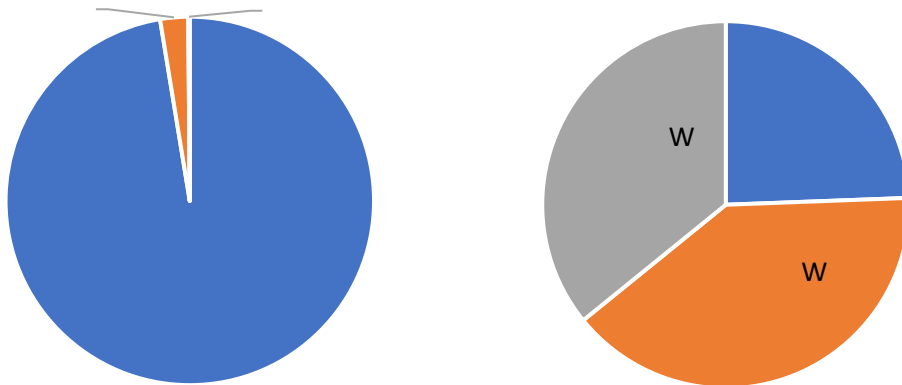
fh fh   fh   fh   fh   fh
fh   W   fh   fh

Figure ES-2: M&R Funding Levels.

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

fh W	fh	fh fh fh	fh fh	fh	
	fh fh fh				
	fh fh fh				
	fh fh				
	fh				
	fh fh fh				
	fh				
	fh fh fh				
	fh				
	fh				
Total		$10,232,273			

Table ES-3: Summary of Localized Maintenance Plan.

fh	fh	fh	fh	fh	fh	fh
			Total		$108,869	

TABLE OF CONTENTS

LIST OF TABLES

LIST OF FIGURES

APPENDICES

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1 Introduction

1.1. Overview

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1.2. Work Scope

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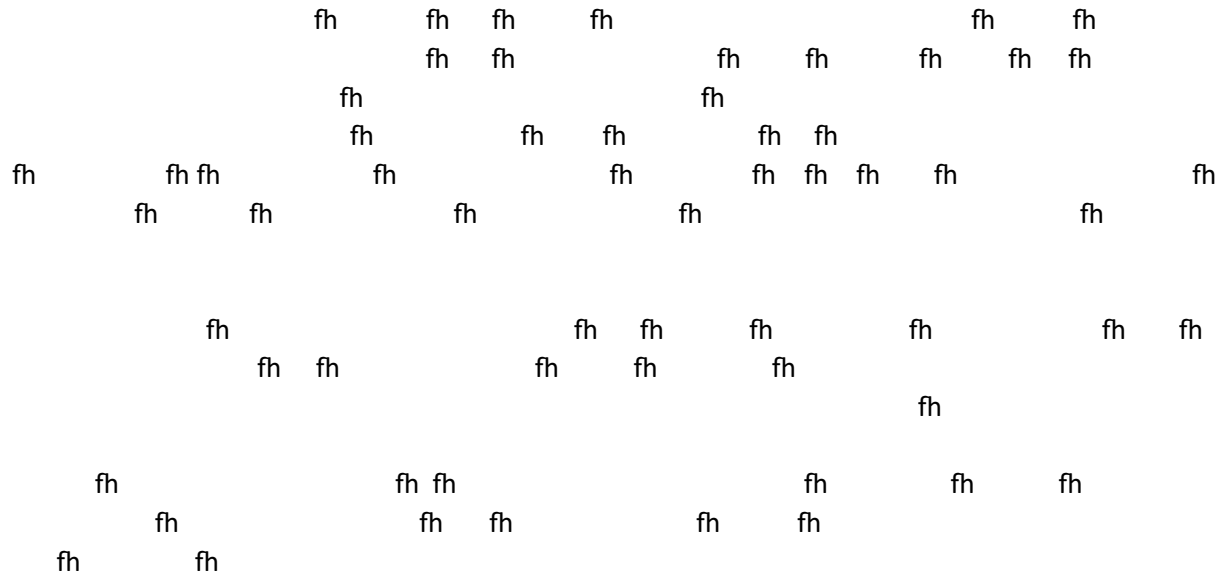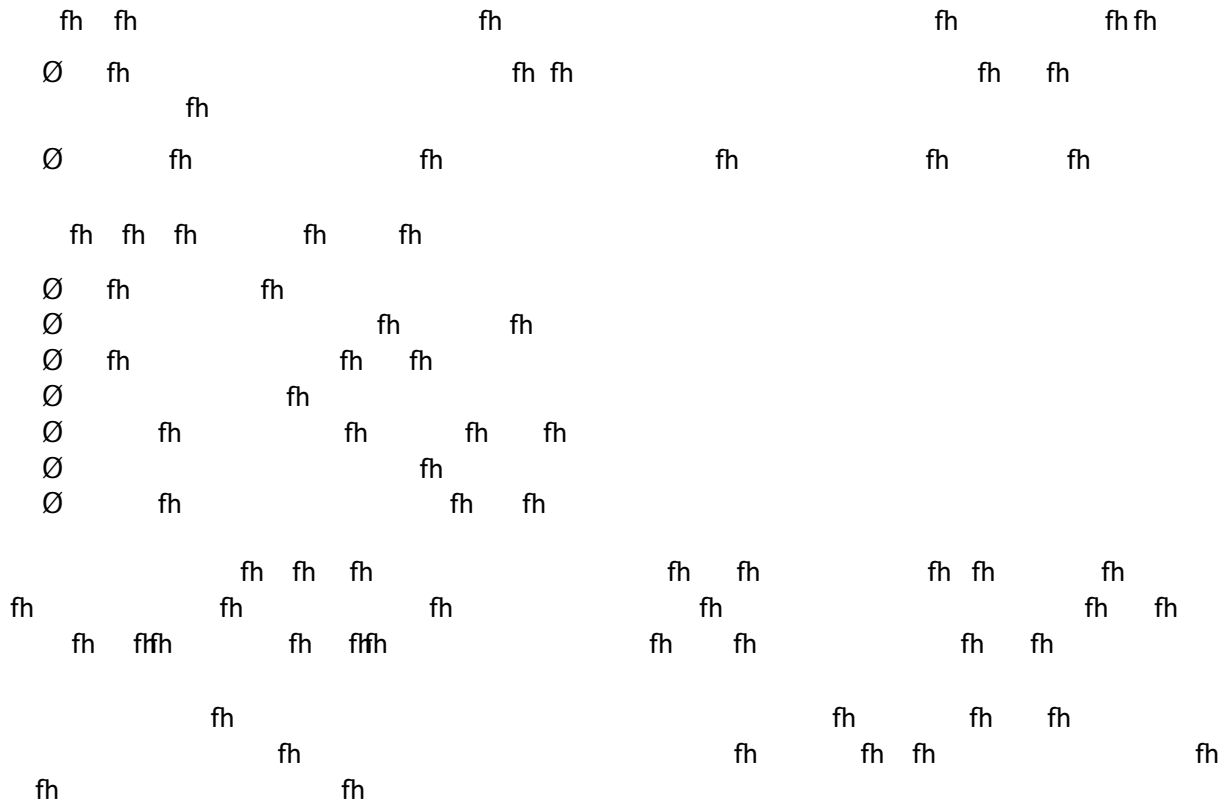
1.3. Pavement Management Concept
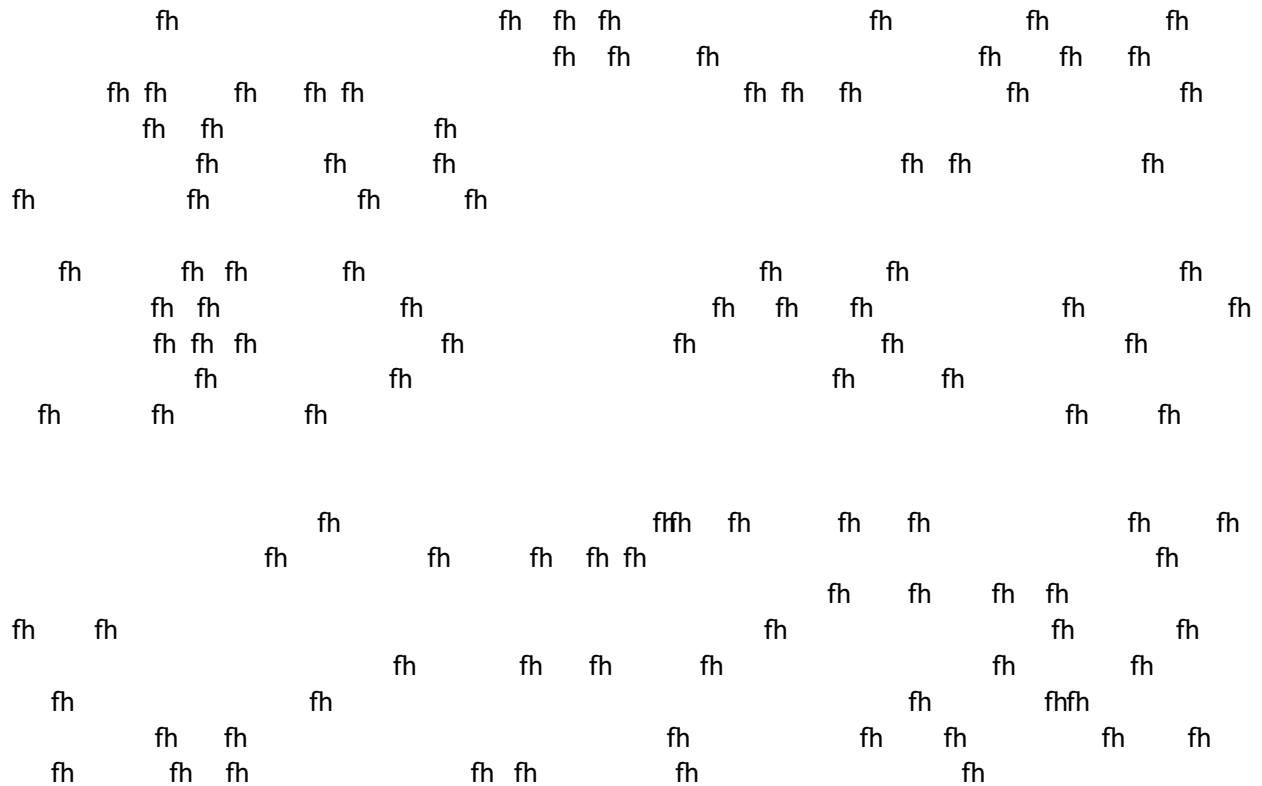
Figure 1.1: Pavement Management Concept.

Pavement Condition Index (PCI)

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

40% drop in condition

~75% of life

$1 for repairs here...

Critical PCI

40% drop in condition

.... will cost $4 to $5 here

~12% of life

Age
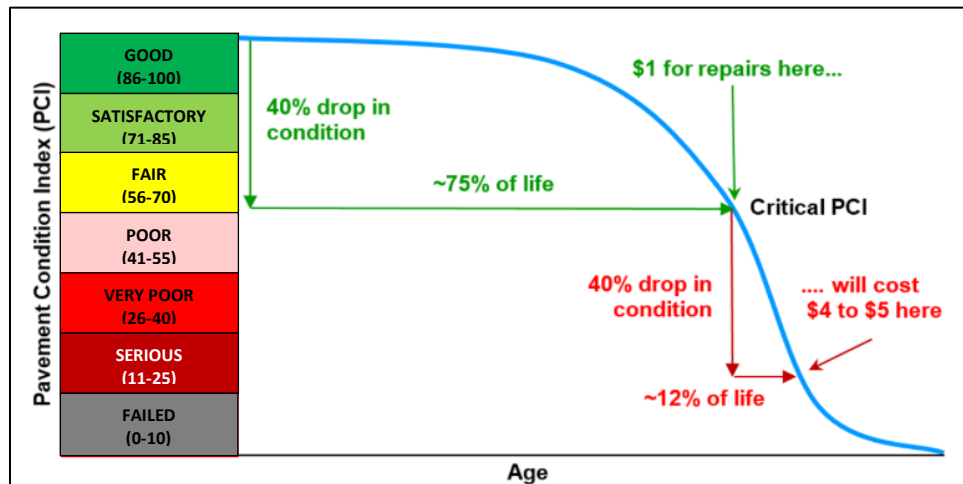
2 Airfield Pavement Inventory

2.1. Introduction

fh   fh fh   fh   fh   fh   fh
                fh   fh   fh   fh
fh   fh   fh

Figure 2.1: Pryor Field Regional Airport.

(Source: Google Earth)

2.2. Pavement Inventory

fh   fh fh   fh   fh   fh   fh
                fh   fh   fh
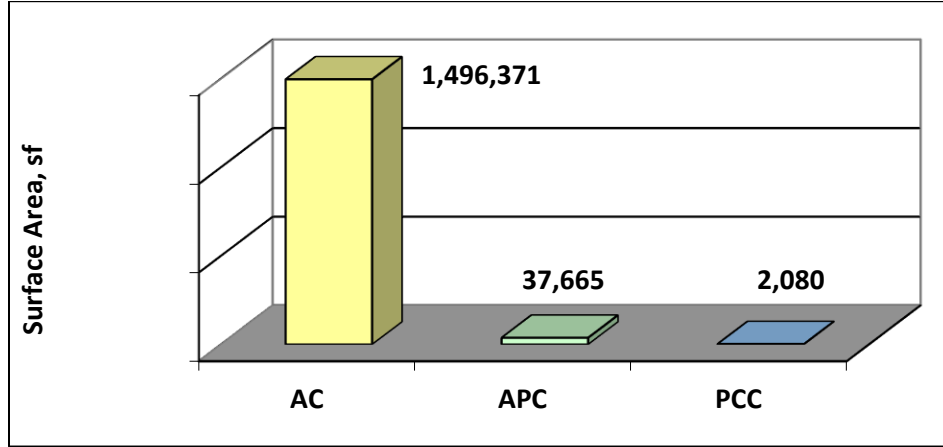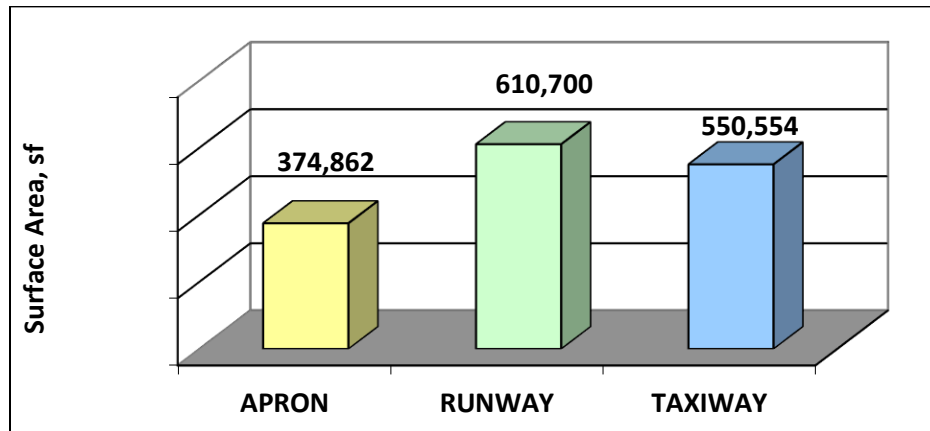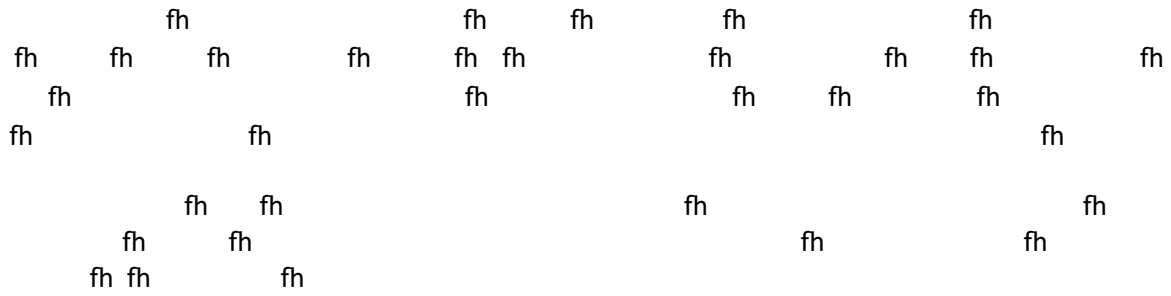   fh   fh   fh
fh

fh   fh   fh fh   fh   fh   fh
                              fh   fh   fh fh   fh
                                    fh   fh   fh   fh

2.3. Climatic Conditions

          fh   fh   fh   fh   fh
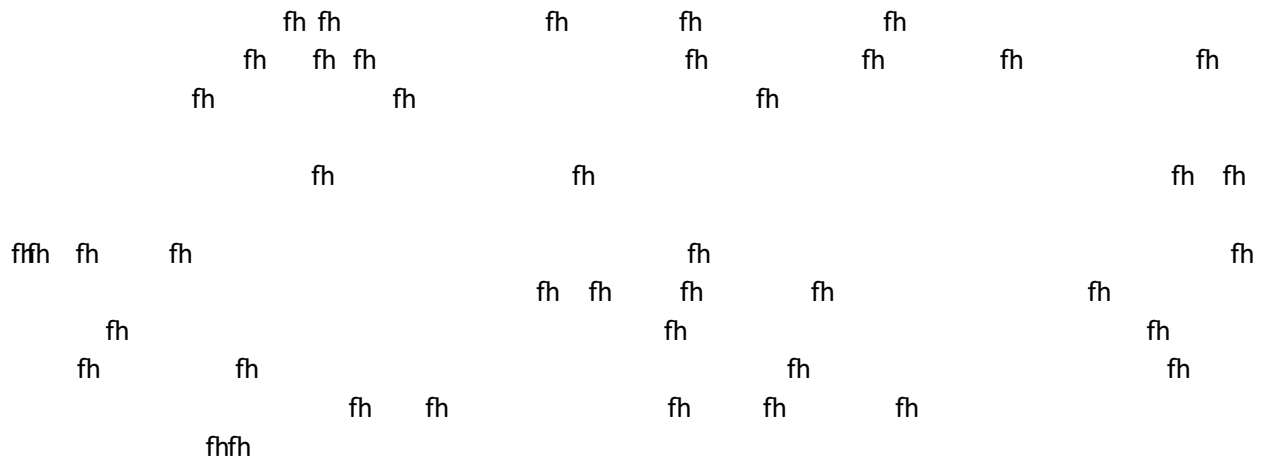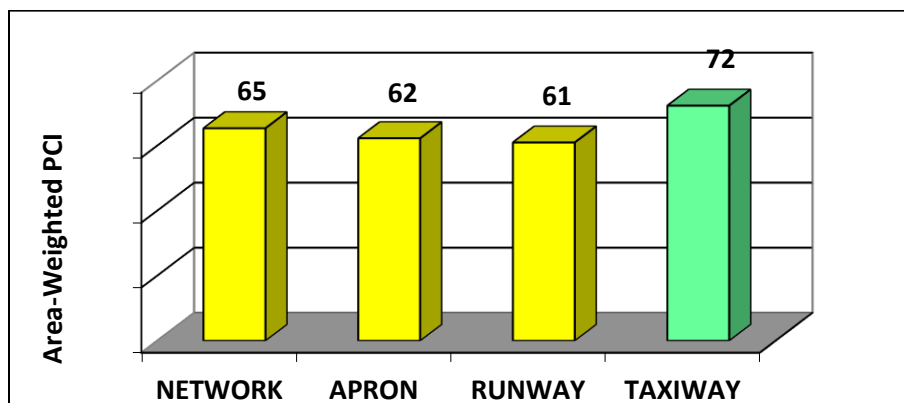fh   fh   fh   fh   fh
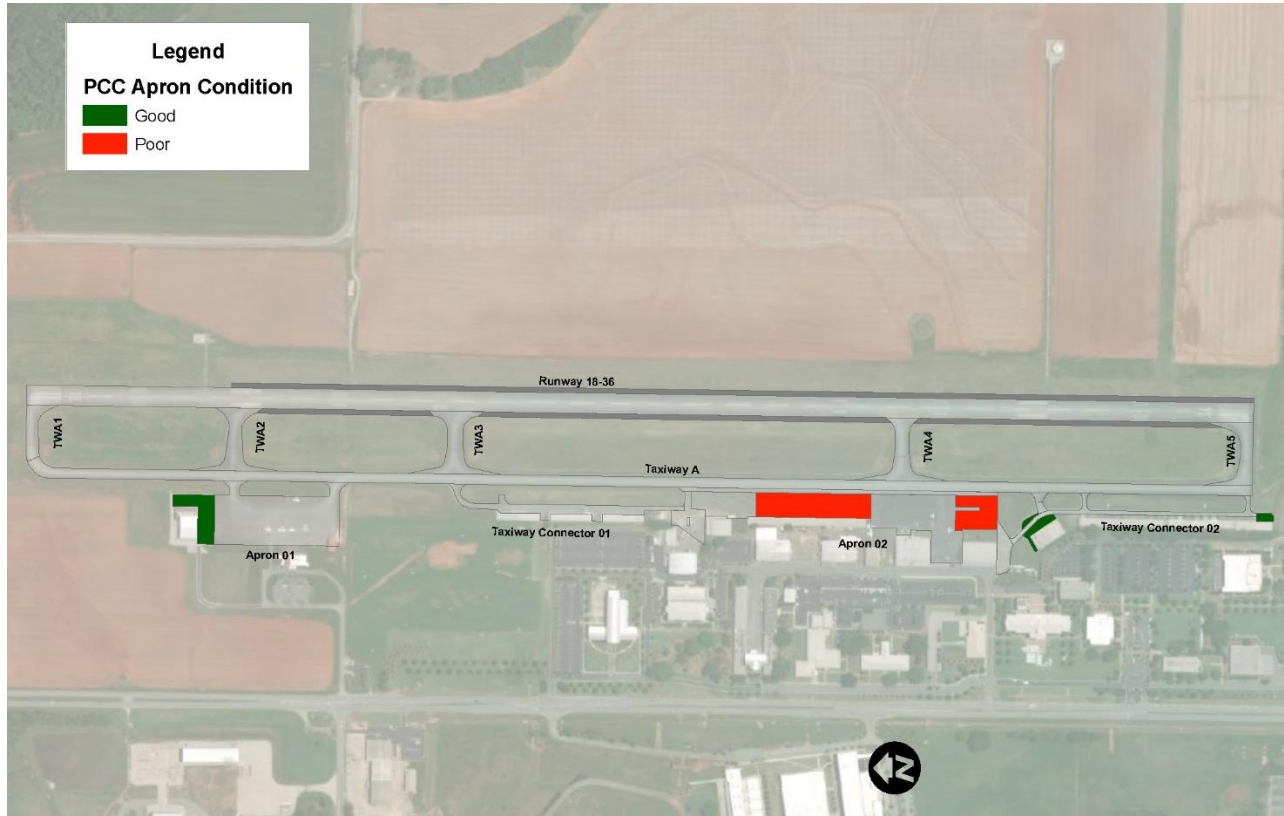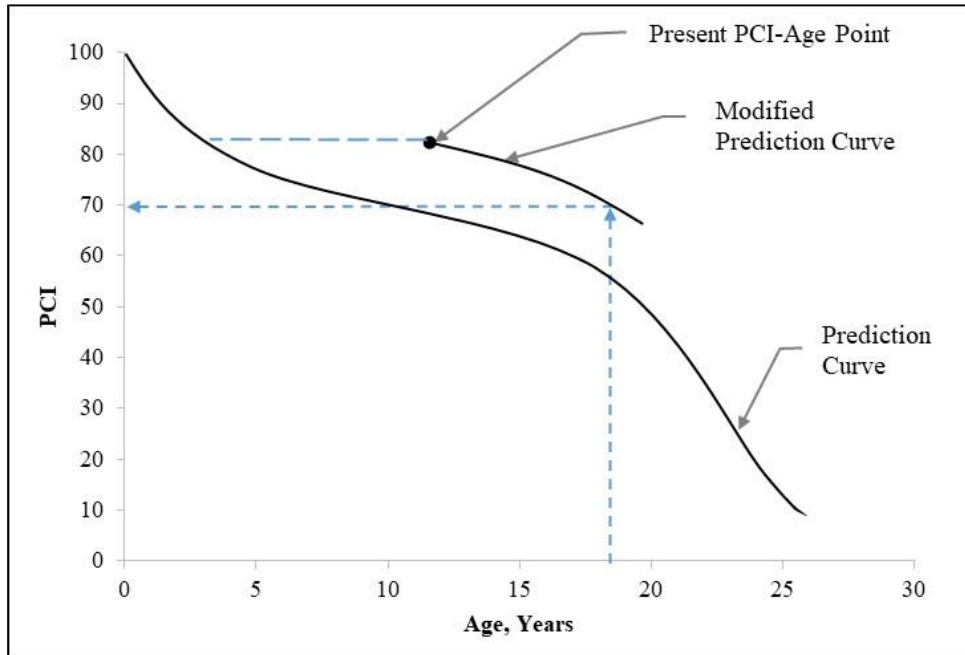   fh   fh   fh fh   fh   fh   fh
     fh

Table 2.1: Average Annual Temperatures and Rainfall for DCU.

										fh	
	fh										
fh	fh										

Source: www.intellicast.com

2.4.   Pavement Network Definition

fh   fh   fh   fh
fh   fh   fh
fh   fh
fh   fh   fh   fh
fh   fh   fh   fh

fh

fh   fh   fh   fh   fh
fh   fh   fh fh
fh   fh   fh   *"a contiguous pavement area having uniform construction, maintenance, usage history, and condition. A section should also have the same traffic volume and load intensity."*   fh   fh   fh
fh   fh   fh   fh   fh   fh

fh   fh   fh   fh fh
fh   fh   fh
fh   fh   fh   fh   fh
fh   fh   fh   fh

fh   fh
fh   fh   fh fh   fh
fh fh   fh   fh   fh   fh   fh
fh   fh   fh   fh fh

fh   fh   fh   fh
fh   fh   fh
fh   fh   fh   fh   fh
fh   fh   fh   fh   fh   fh   fh

Table 2.2: PCI Sampling Rate for AC Surfaces.

fh	fh

2.5.   Inventory Summary

fh   fh   fh
fh   fh   fh   fh

Table 2.3: DCU Pavement Branches.

				fh fh
	fh			
	fh			
		W		
		W		
		W		
		W		
		W		
		W		
		W		
	fh fh	W		
	fh fh	W		
		Total	**1,536,116**	**16**

fh   fh fh
fh   fh

Table 2.4: DCU Pavement Age.

W	fh fh	fh	

fh   fh   fh
              fh

Figure 2.2: DCU Pavement Area by Surface Type.

Figure 2.3: DCU Pavement Area by Branch Use.

fh

3 Pavement Condition

3.1.   Introduction

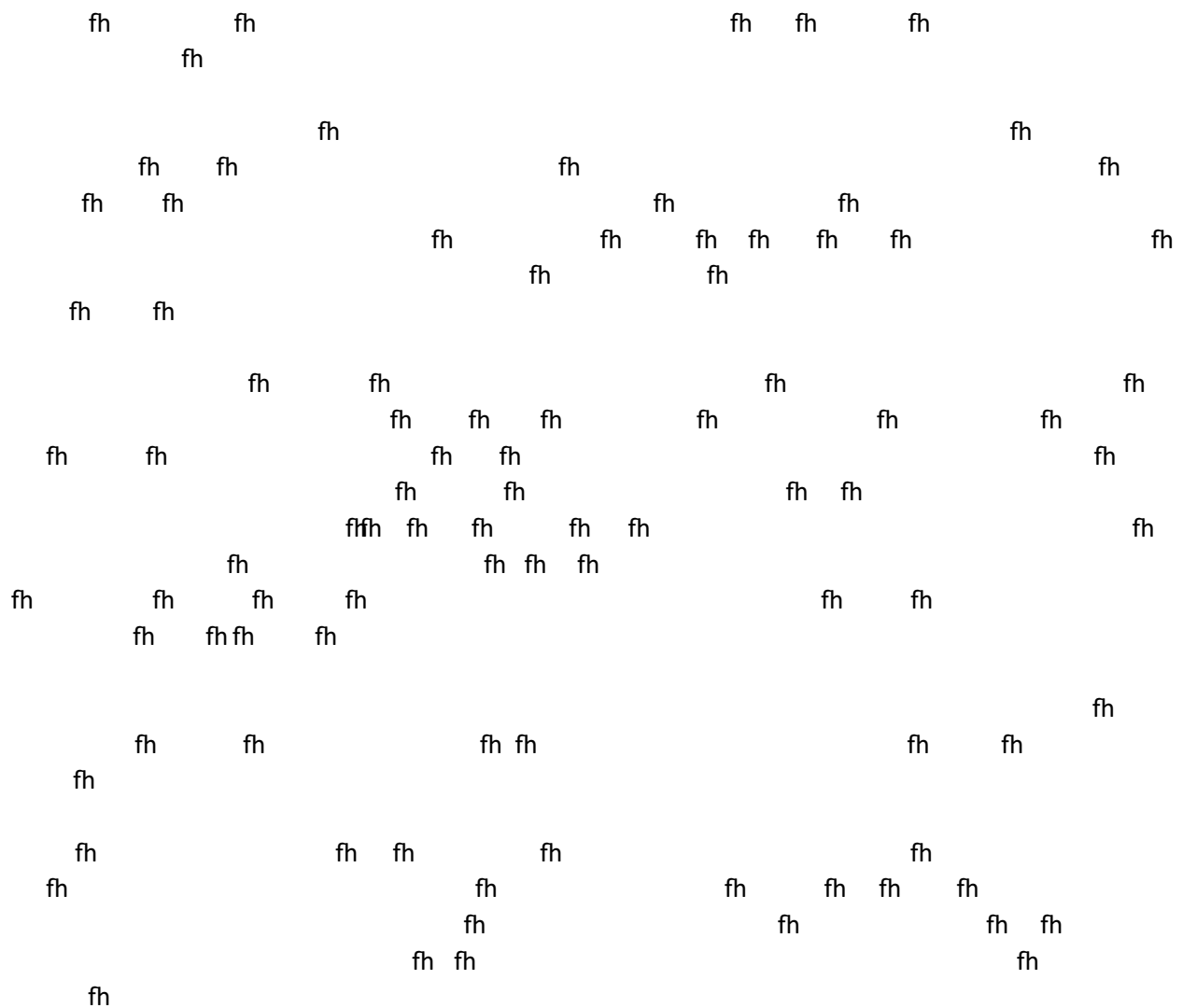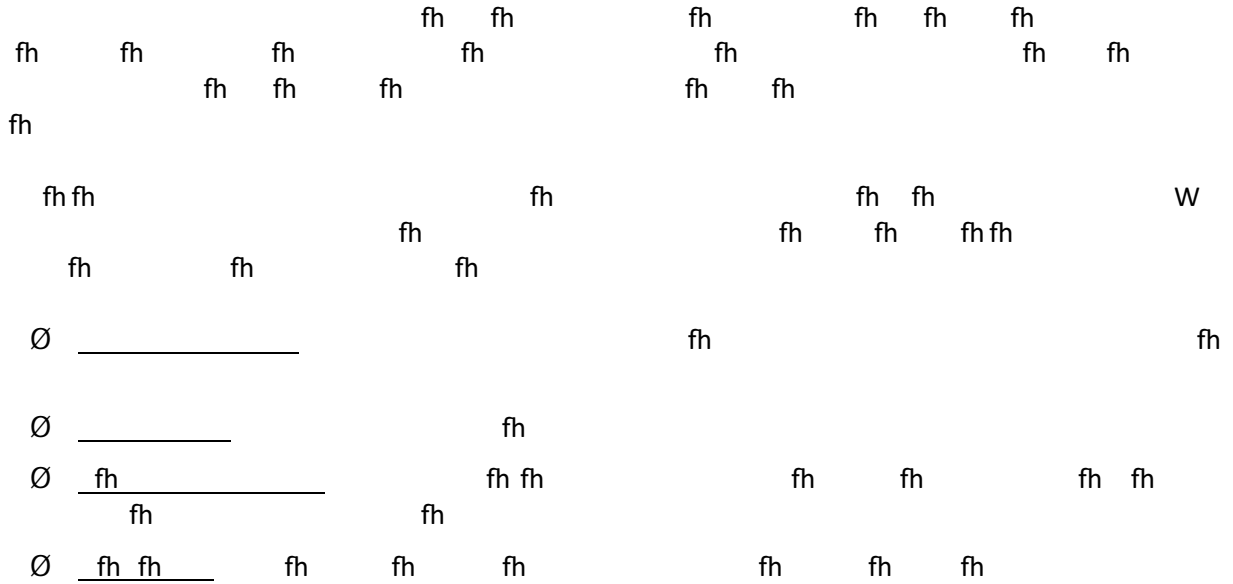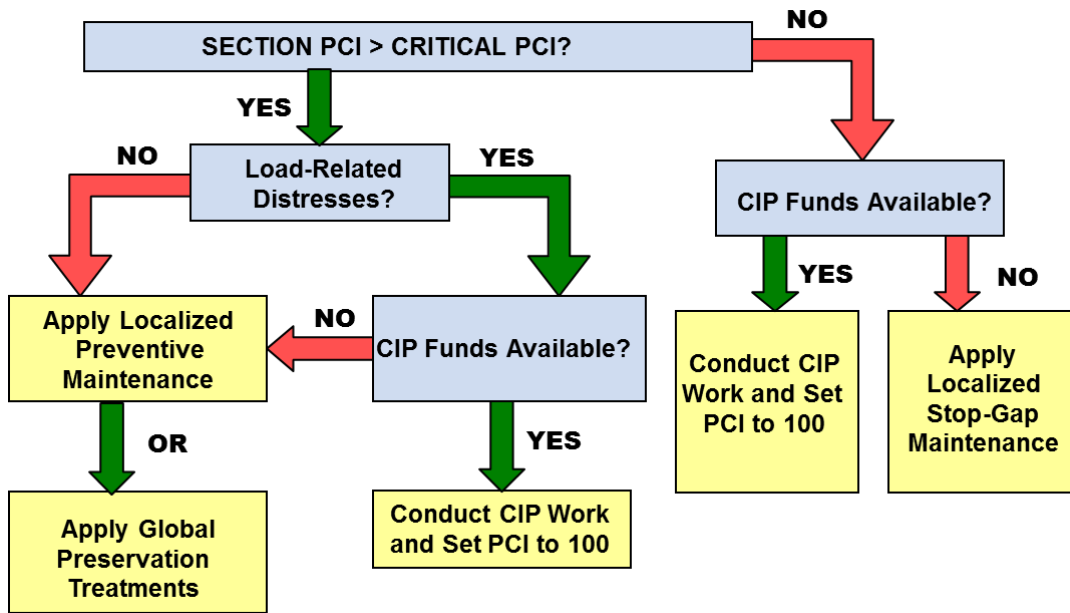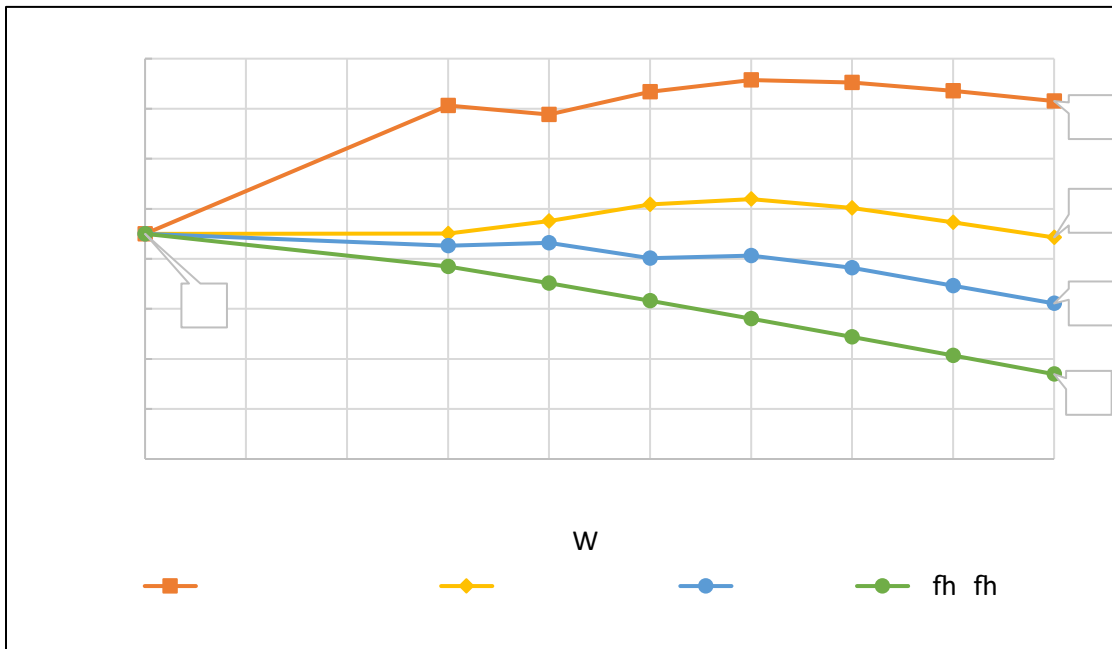fh   fh   fh   fh   fh
fh   fh   fh
                        fh   fh   fh   fh
      fh   fh   fh
            fh   fh   fh

                        fh   fh   fh   fh   fh   fh
                              fh   fh fh

Ø   fh   fh   fh
                              fh   fh   fh fh
                        fh

Ø   fh   fh   fh   fh   fh
      fh

3.2.   Pavement Condition Rating Methodology

                  fh   fh   fh   fh   fh   fh
fh   fh   fh   fh   fh
                              fh   fh   fh   fh
            fh   fh

                              fh   fh
      fh   fh   fh   fh   fh
                  fh

Table 3.1: Pavement Condition Index Rating Scale.

fhfh	fhfh		fh
			fh fh fh fh fh fh
			W fh fh fh fh
			fh fh fh fh fh fh fh fh
			fh fh fh fh fh fh fh fh fh fh fh
			W fh fh fh fh fh fh
			fh fh fh
			fh fh fh fh fh fh fh fh fh fh fh fh fh

3.3.   Distress Types

fh   fh   fhfh   fh   fh fh   fh
fh

Ø   fh   fh   fh   fh   fh   fh
fh   fh
fh   fh

Ø   fh   fh   fh
fh
fh   fh   fh fh
fh   fh

Ø   fh   fh   fh   fh fh
fh

Ø   fh   fh fh   fh   fh

3.4.   Additional PCI-based Indices

Figure 3.1: FOD Potential Rating Scale.

3.5.   PCI Survey Results

fh   fh
fh   fh   fh
fh   fh   fh
fh

fh   fh

Figure 3.2: Pavement Condition by Branch Use.

fh   fh fh   fh   fh   fh   fh
fh   fh   flfh fh   fh   fh   fh

Figure 3.3: Pavement Condition by Percent of Area.

fh   fh

Table 3.2: Section PCI.

		fh				fh	
	fh					fh	
	fh					flfh	
	fh						
	fh					flfh	
	fh					fh	
	fh					flfh	
						fh	
						fh	
						fh	
						fh	
						fh	
	fh fh					fh	
	fh fh						
	fh fh					flfh	

fh   fh   fh
fh   fh   fh fh
fh   fh
fh fh   fh   fh

fh   fh   fh   fh
fh   fh   fh   fh   fh   fh   fhfh
fhfh

3.6.   PCC Pavements

fh   fh   fh   fh   fh   fh
fh   fh   fh   fh   fh   flfh   fh   flfh
fh   fh   fh   fh   fh   fh   fh   fh
fh
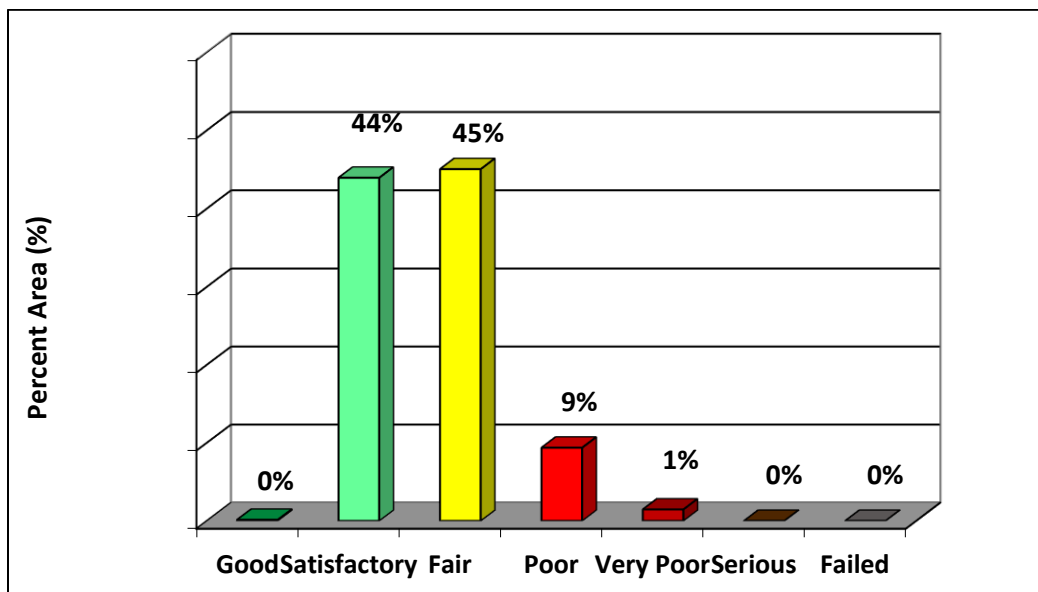
Figure 3.4: PCC Apron Condition Rating.

4 Pavement Capital Improvement Program

4.1. Introduction

4.2. Performance Modeling

Figure 4.1: PCI Forecasting.

Figure 4.2: Family Curves.
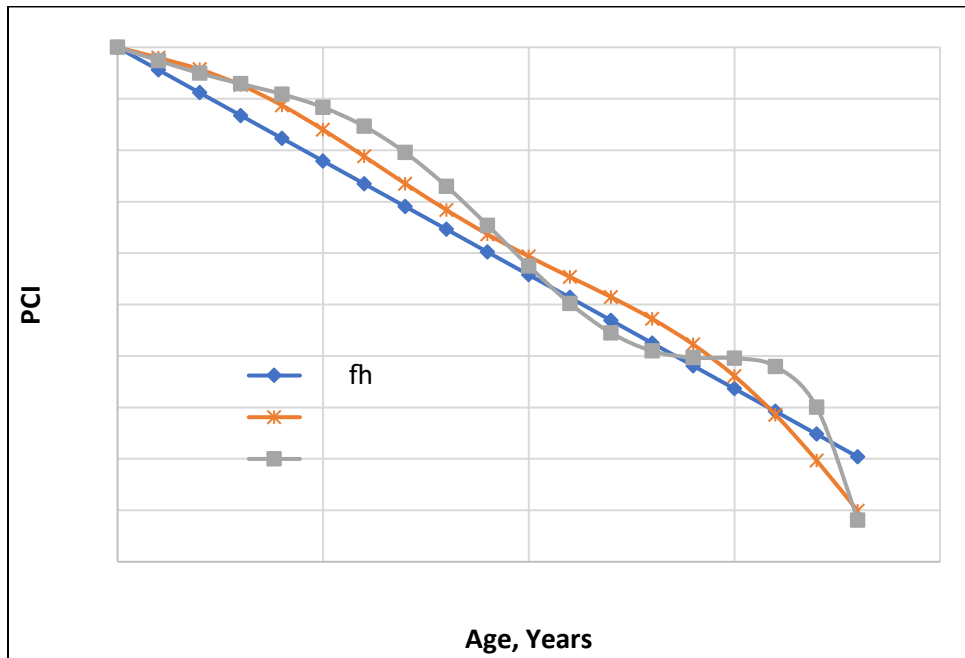
4.3. Critical PCI Values

the PCI value at which the rate of PCI loss increases with time, or the cost of applying localized preventive maintenance increases significantly
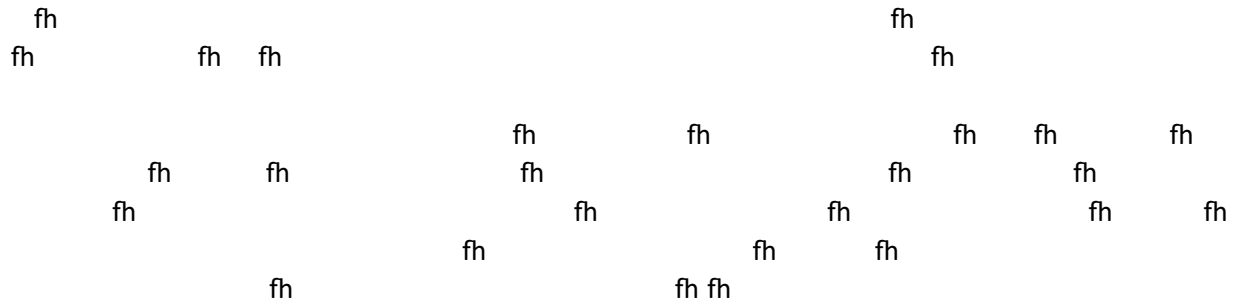
4.4. M&R Policies and Unit Costs

Table 4.1: M&R Activities and Unit Costs.

			fh
	fh		
fh			
		fh	
fh			
fh fh		fh fh	

fh

fh   fh

4.5.   Pavement CIP Development

fh   fh   fh   fh   fh   fh
fh   fh   fh   fh   fh   fh   fh
fh   fh   fh   fh   fh
fh

fh fh   fh   fh   fh   W
fh   fh   fh   fh fh
fh   fh   fh

Ø _____   fh   fh

Ø _____   fh

Ø fh_____   fh fh   fh   fh   fh   fh
fh   fh

Ø fh fh   fh   fh   fh   fh   fh   fh

Figure 4.3: Budget Analysis Process.

Figure 4.4: M&R Funding Levels.

fh

fh   fh

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

W			fh	fh fh
Total	$9,047,000	$5,952,000	$3,541,000	$0
2027 Backlog	-	$7,955,000	$11,375,000	$16,255,000

fh   fh

fh   fh fh

4.6.   Pavement Capital Improvement Program

fh   fh   fh   fh   fh
fh fh   fh   fh   fh   fh   fh fh
fh   fh   fh   fh   fh
fh   fh   fh   fh fh   fh   fh   fh   fh
fh   fh   fh   fh   fh   fh   fh   fh   fh   fh
fh   fh fh   fh   fh   fh   fh
fh   fh   fh
fh   fh fh   fh fh   fh   fh   fh
fh fh fh   fh   fh

fh   fh   fh   fh   fh   fh
fh   fh   fh   fh
fh   fh   fh   fh   fh
fh   fh   fh   fh   fh   fh
fh   fh   fh   fh
fh   fh   fh
fh   fh   fh   fh

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

fh W	fh	fh fh fh	fh fh	fh	
	fh fh fh				
	fh fh fh				
	fh fh				
	fh				
	fh fh fh				
	fh				
	fh fh fh				
	fh				
	fh				
	Total	**$10,232,273**			

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

	fh	fh			fh
DCU_21-01_Taxiway Connector 01 Preservation					**$27,724**
			fh	fh	
DCU_22-01_Apron 02 Reconstruction					**$1,724,344**
			fh fh	fh fh	
			fh fh	fh fh	
				fh	
DCU_24-01_Apron 01 Rehabilitation					**$831,369**
				fh	
DCU_25-01_Runway 18-36 Rehabilitation					**$5,160,632**
				fh	
				fh	
				fh	
				fh	
				fh	
				fh	
DCU_25-02_Connector Taxiway 02 Rehabilitation					**$317,930**
				fh	
				fh	
DCU_25-03_Apron 02 Surface Treatment					**$109,231**
				fh	
				fh	

	fh	fh			fh
				fh	
DCU_26-01_Taxiway Connector 01 Rehabilitation					$279,102
				fh	
DCU_26-02_Taxiway A Rehabilitation					$1,669,346
				fh	
DCU_27-01_Apron Surface Treatment					$112,595
				fh	
				Total	$10,232,273

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fh   fh W

fh   fh   fh   fh   fh

fh

fh

Table 4.5: Summary of Year-1 Maintenance Plan.

fh	fh	fh	fh	fh	fh	fh
			Total		$108,869	

APPENDIX A

INVENTORY

Appendix A
Pavement Inventory Report
Pryor Field Regional Airport (DCU)

Branch ID	Name	Branch Use	Section ID	Rank[1]	Length (ft)	Width (ft)	Area (sf)	LCD[2]	Surface[3]
A01	Apron 01	APRON	01	S	620	246	161,903	1/1/1942	AC
A02	Apron 02	APRON	05	S	325	120	37,665	7/23/1997	APC
A02	Apron 02	APRON	02	S	70	160	14,700	1/1/1942	AC
A02	Apron 02	APRON	04	S	440	176	106,502	1/1/1942	AC
A02	Apron 02	APRON	03	S	1,314	20	31,628	1/1/1942	AC
A02	Apron 02	APRON	01	S	180	124	22,464	1/1/1942	AC
R1836	Runway 18-36	RUNWAY	01	P	6,107	100	610,700	1/1/1942	AC
TA	Taxiway A	TAXIWAY	01	P	6,670	50	306,431	1/1/1942	AC
TA1	Taxiway A1	TAXIWAY	01	S	275	55	19,017	1/1/1942	AC
TA2	Taxiway A2	TAXIWAY	01	S	312	70	36,082	1/1/1942	AC
TA3	Taxiway A3	TAXIWAY	01	S	312	70	40,177	1/1/1942	AC
TA4	Taxiway A4	TAXIWAY	01	S	312	70	34,096	1/1/1942	AC
TA5	Taxiway A5	TAXIWAY	01	S	310	60	28,772	1/1/1942	AC
TC01	Taxiway Connector 01	TAXIWAY	01	S	1,155	45	51,233	1/1/1990	AC
TC02	Taxiway Connector 02	TAXIWAY	01	S	1,300	20	32,666	1/1/1989	AC
TC02	Taxiway Connector 02	TAXIWAY	02	S	55	38	2,080	10/21/2018	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 = Aphalt Overlay AC, PCC = Portland cement Concrete, APC = Asphalt Overlay PCC

APPENDIX B

PMP Maps

B1: Inventory Maps
  B1A: Branch Identification
  B1B: Section Identification
  B1C: Sample Unit Layout
  B1D: Pavement Type
  B1E: Branch Use
  B1F: Pavement Age
B2: Surface Condition Maps
  B2A: 7-Color PCI
  B2B: 3-Color PCI
  B2C: FOD Rating
  B2D: Survey Photo Locations
B3: Pavement Capital Improvement Plan (PCIP) Maps
  B3A: 2027 Forecasted PCI without PCIP
  B3B: M&R Needs
  B3C: PCIP Recommendations

Legend

- ☐ Section Boundary
- ▨ PCC Aprons
- ▤ Shoulder or Other

Branch Identification

- Apron 01 Decatur
- Apron 02 Decatur
- Runway 18-36 Decatur
- Taxiway A Decatur
- Taxiway A1 Decatur
- Taxiway A2 Decatur
- Taxiway A3 Decatur
- Taxiway A4 Decatur
- Taxiway A5 Decatur
- Taxiway Connector 01 Decatur
- Taxiway Connector 02 Decatur
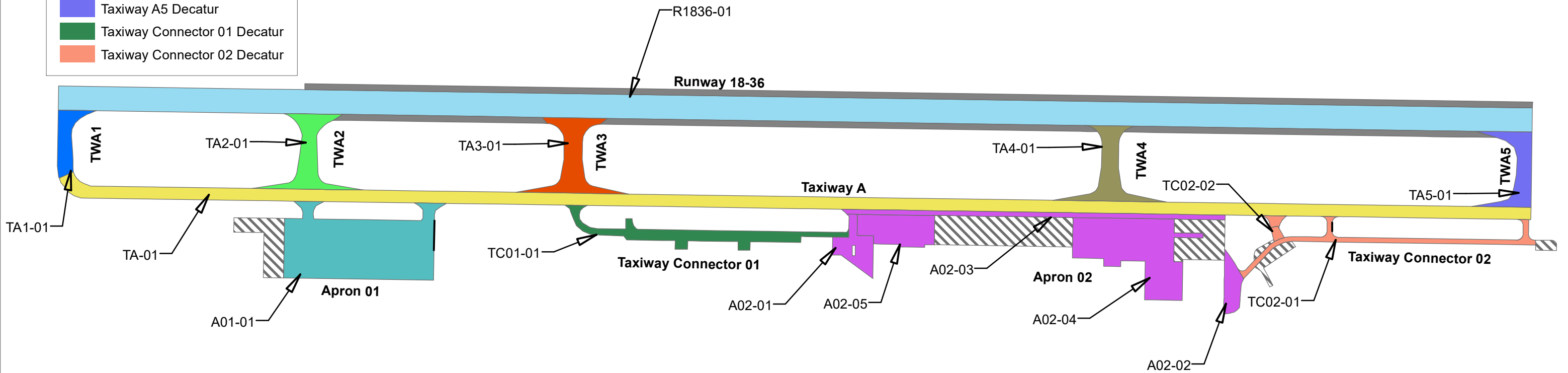
R1836-01

Runway 18-36

TWA1
TA2-01
TWA2
TA3-01
TWA3
TA4-01
TWA4
TC02-02
TWA5
Taxiway A
TA5-01
TA1-01
TA-01
TC01-01
Taxiway Connector 01
A02-01
A02-05
A02-03
Apron 02
A02-04
TC02-01
Taxiway Connector 02
A01-01
Apron 01
A02-02

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Pryor Field Regional (DCU) Airport
Decatur, AL

Figure B1A

Branch Identification

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

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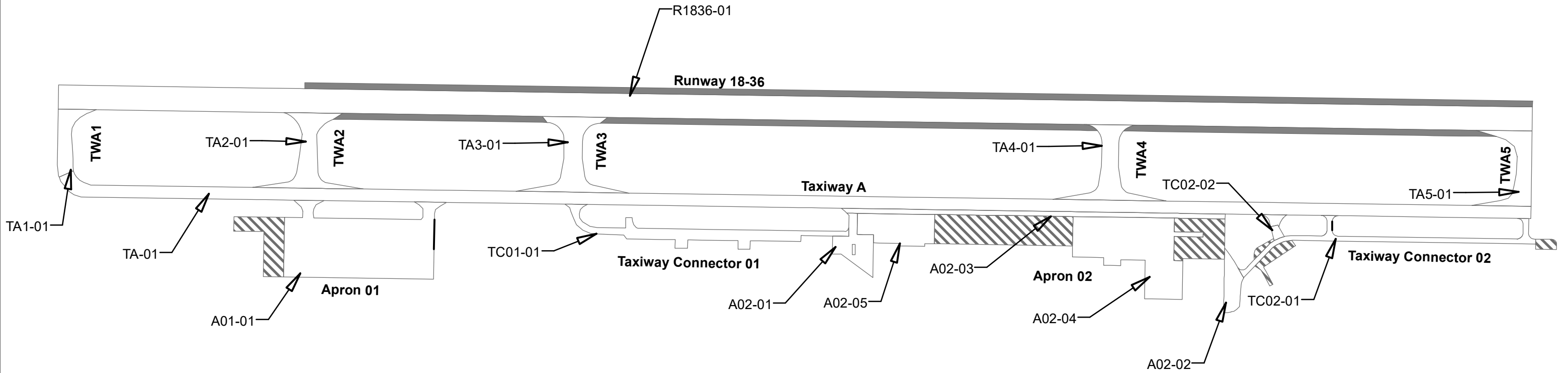
Legend

Section Boundary
PCC Aprons
Shoulder or Other

R1836-01

Runway 18-36

TWA1
TA2-01 →
TWA2
TA3-01 →
TWA3
TA4-01 →
TWA4
TC02-02
TWA5
TA5-01 →

Taxiway A

TA1-01

TA-01

A01-01

Apron 01

TC01-01

Taxiway Connector 01

A02-01

A02-05

A02-03

Apron 02

A02-04

TC02-01

Taxiway Connector 02

A02-02

**Alabama Statewide
Pavement Management Program Update
Pryor Field Regional (DCU) Airport
Decatur, AL**

Figure B1B	**Section Identification**		
All About Pavements, Inc. (API) *www.allaboutpavements.com* Telephone: 217-586-2765 FAX: 217-586-1967	ENGINEER KP/MR	DATE May 2021	MAP NUMBER Page 2
	REVISED JMA	SCALE 1 in = 400 ft	**FINAL**

Legend

- Section Boundary
- PCC Aprons
- Shoulder or Other

Sample Unit Layout
- SU Boundary
- Inspected
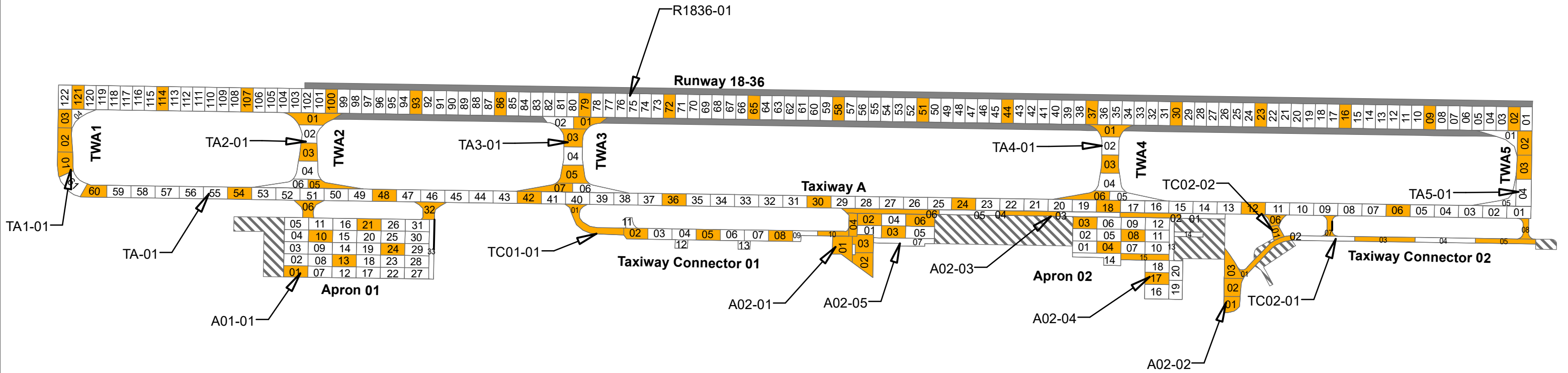
R1836-01

Runway 18-36

TWA1
TWA2
TWA3
TWA4
TWA5

TA2-01
TA3-01
TA4-01
TC02-02
TA5-01
TA1-01
TA-01
Taxiway A
TC01-01
Taxiway Connector 01
Taxiway Connector 02
A01-01
Apron 01
A02-01
A02-05
A02-03
Apron 02
A02-04
TC02-01
A02-02

Alabama Statewide
Pavement Management Program Update
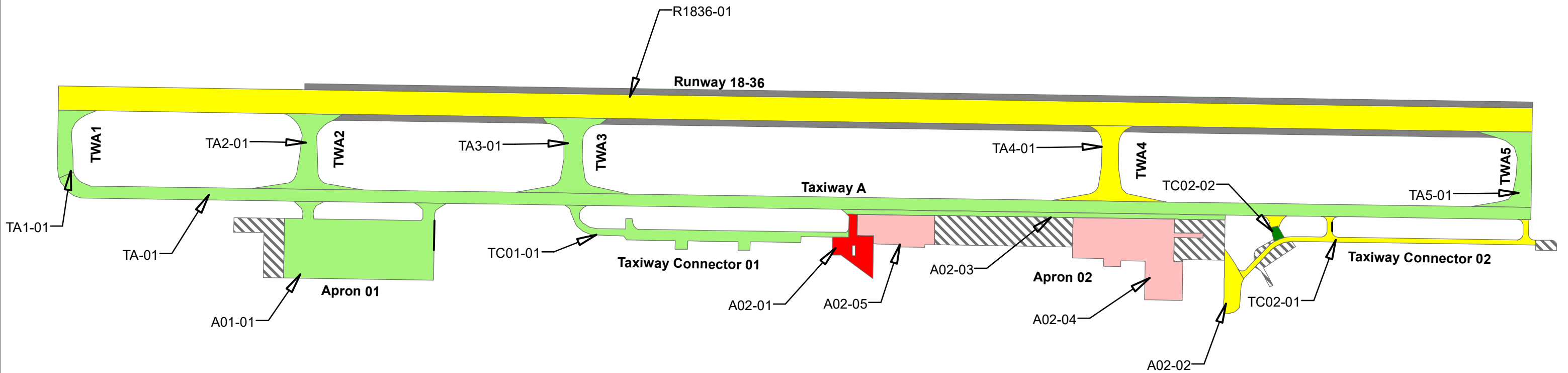Pryor Field Regional (DCU) Airport
Decatur, AL

Figure B1C

Sample Unit Layout

All About
Pavements, Inc. (API)
www.allaboutpavements.com
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ENGINEER	DATE	MAP NUMBER
KP/MR	May 2021	Page 3
REVISED	SCALE	
JMA	1 in = 400 ft	FINAL

Legend

☐	Section Boundary
▨	PCC Aprons
▦	Shoulder or Other

Pavement Type

🟦	Asphalt Concrete (AC)
🟩	Asphalt Overlay Over PCC (APC)
🟥	Portland Cement Concrete (PCC)

R1836-01

Runway 18-36

TWA1
TA2-01
TWA2
TA3-01
TWA3
TA4-01
TWA4
TC02-02
TWA5

Taxiway A

TA1-01

TA5-01

TA-01

TC01-01

Taxiway Connector 01

A02-01

A02-05

A02-03

Apron 02

Taxiway Connector 02

Apron 01

A01-01

A02-04

TC02-01

A02-02

Legend

- ☐ Section Boundary
- ▨ PCC Aprons
- ▩ Shoulder or Other

Branch Use
- 🟩 APRON
- 🟦 RUNWAY
- 🟨 TAXIWAY
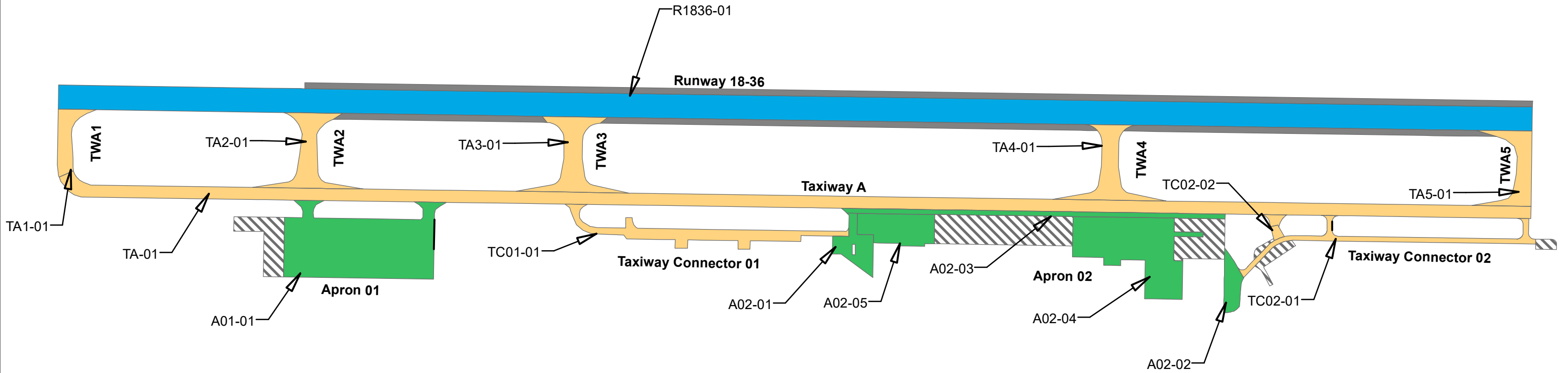
R1836-01

Runway 18-36

TWA1 TA2-01 TWA2 TA3-01 TWA3 TA4-01 TWA4 TWA5

Taxiway A TC02-02 TA5-01

TA1-01

TA-01 TC01-01 A02-01 A02-05 A02-03 **Apron 02** A02-04 TC02-01 **Taxiway Connector 02**

Taxiway Connector 01

Apron 01

A01-01 A02-02

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Decatur, AL

Figure B1E

Branch Use

ENGINEER	DATE	MAP NUMBER
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REVISED	SCALE	
JMA	1 in = 400 ft	**FINAL**

Legend

- Section Boundary
- PCC Aprons
- Shoulder or Other

Pavement Age (Yrs)
- 0 - 10
- 11 - 15
- 16 - 25
- 26 - 50
- >50
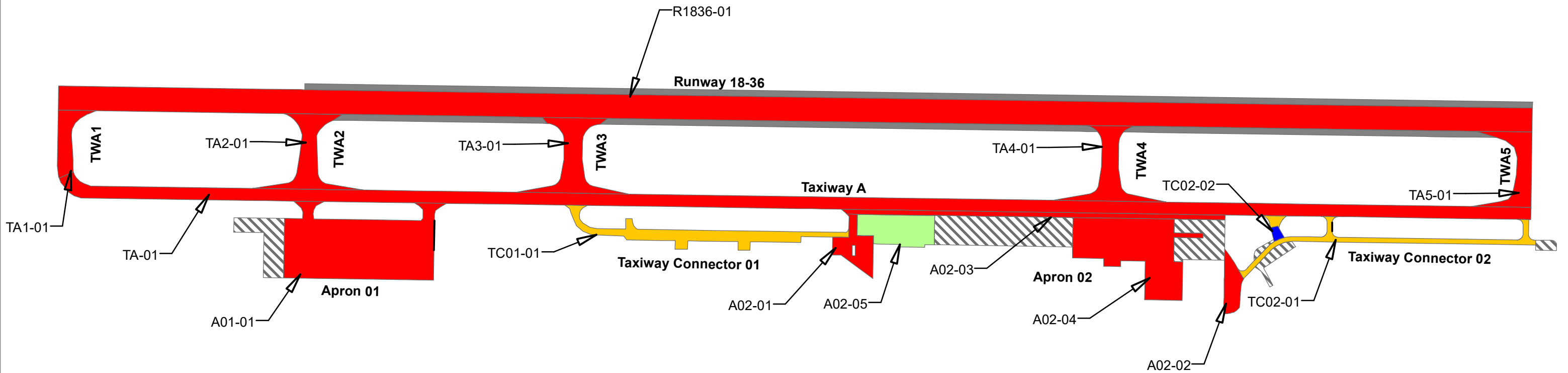
R1836-01

Runway 18-36

TWA1
TA2-01
TWA2
TA3-01
TWA3
TA4-01
TWA4
TC02-02
TA5-01
TWA5

Taxiway A

TA1-01

TA-01

TC01-01

Taxiway Connector 01

A02-01

A02-05

A02-03

Apron 02

TC02-01

Taxiway Connector 02

A01-01

Apron 01

A02-04

A02-02

Figure B1F

Pavement Age

Alabama Statewide
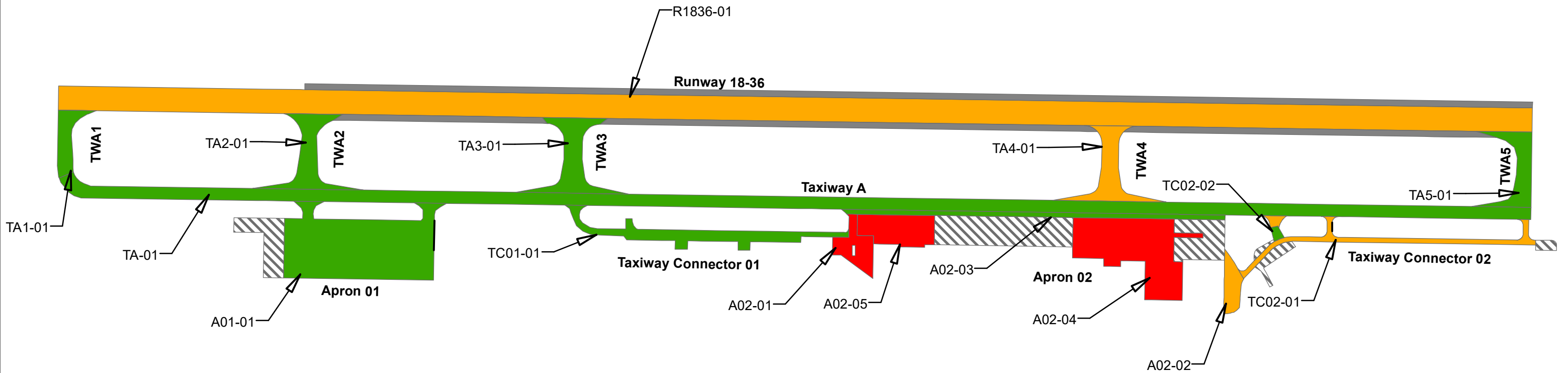Pavement Management Program Update
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REVISED	SCALE	FINAL
JMA	1 in = 400 ft	

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)

R1836-01

Runway 18-36

TWA1
TA2-01
TWA2
TA3-01
TWA3
TA4-01
TWA4
TWA5
TC02-02
TA5-01

Taxiway A

TA1-01
TA-01
TC01-01
Taxiway Connector 01
A02-01
A02-05
A02-03
Apron 02
Taxiway Connector 02
A02-04
TC02-01
A02-02

Apron 01
A01-01

**Alabama Statewide
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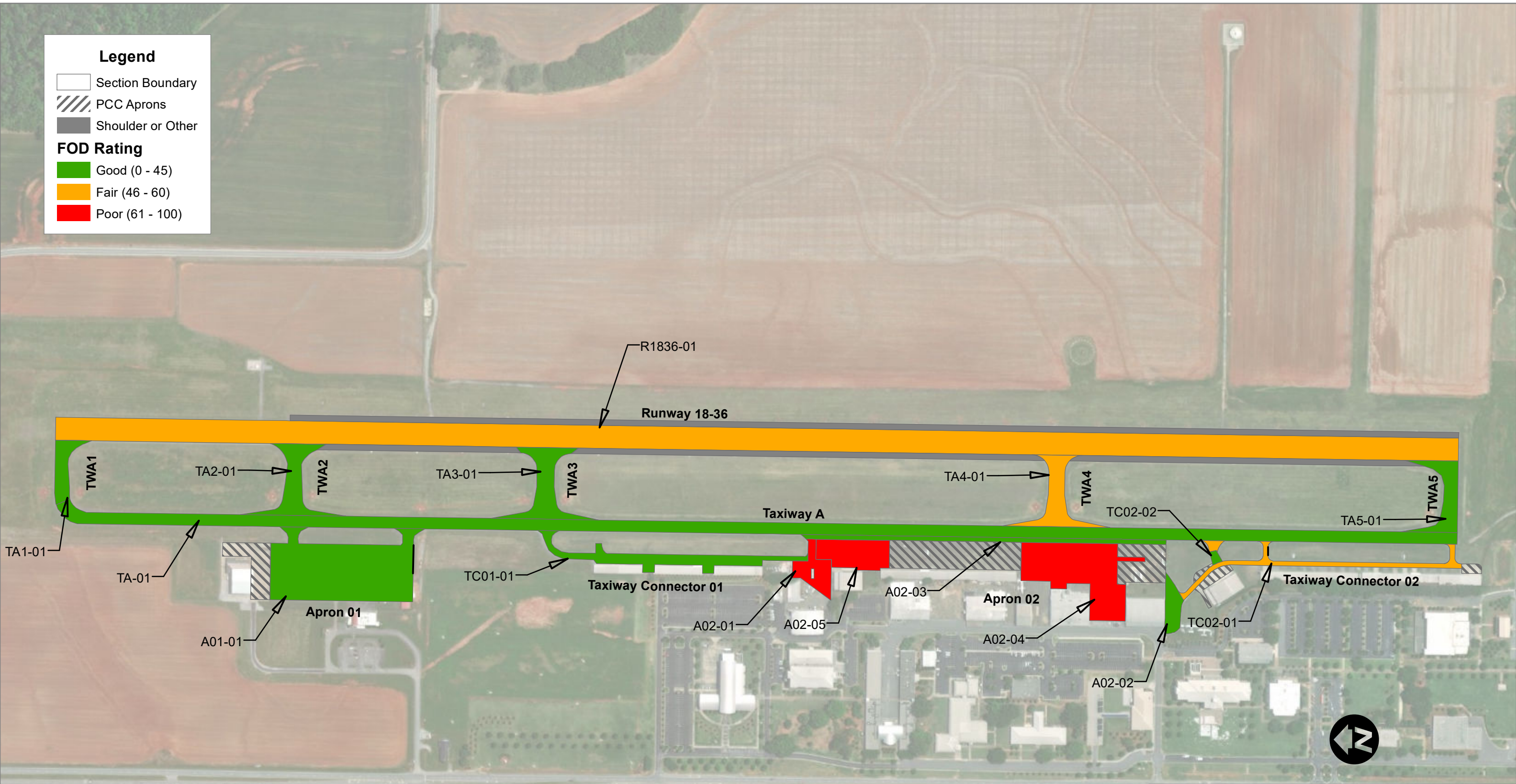Decatur, AL**

Figure B2A

7-Color PCI

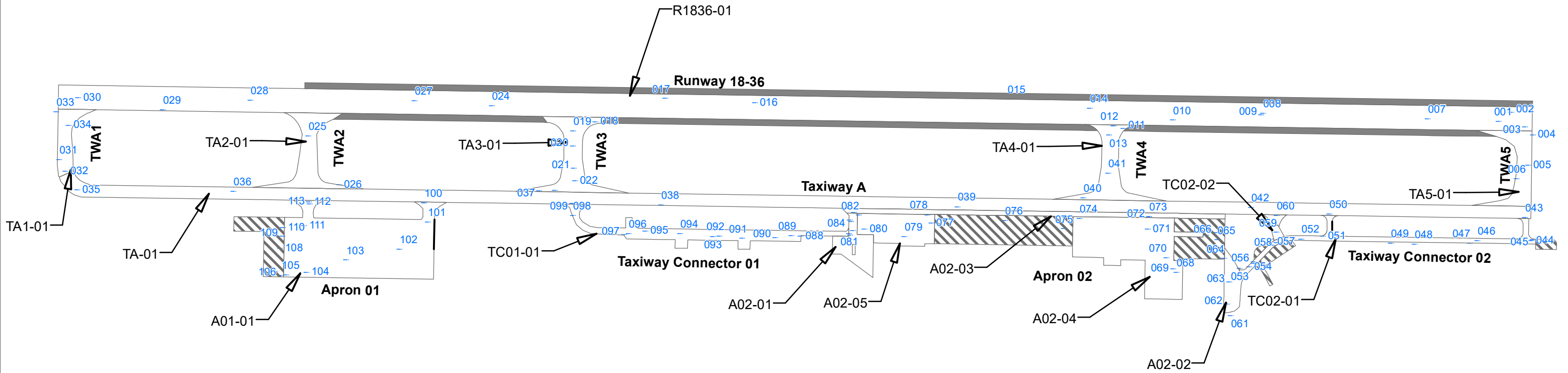| ENGINEER	DATE	MAP NUMBER
KP/MR	May 2021	Page 7
REVISED	SCALE	**FINAL**
JMA	1 in = 400 ft	

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Legend

- Section Boundary
- PCC Aprons
- Shoulder or Other

PCI (3 Color)
- Good (71-100)
- Fair (56-70)
- Poor (0-55)

R1836-01

Runway 18-36

TWA1

TA2-01 TWA2 TA3-01 TWA3 TA4-01 TWA4 TC02-02

Taxiway A

TA5-01 TWA5

TA1-01

TA-01

TC01-01

Taxiway Connector 01

A02-01

A02-05

A02-03

Apron 02

A02-04

TC02-01

Taxiway Connector 02

A01-01

Apron 01

A02-02

Alabama Statewide		
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Decatur, AL		

Figure B2B	**3-Color PCI**	

	ENGINEER	DATE	MAP NUMBER
All About	KP/MR	May 2021	Page 8
Pavements, Inc. (API)	REVISED	SCALE	
www.allaboutpavements.com	JMA	1 in = 400 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)

R1836-01

Runway 18-36

TWA1
TA2-01
TWA2
TA3-01
TWA3
TA4-01
TWA4
TWA5
TC02-02
TA5-01

TA1-01
TA-01
Taxiway A
TC01-01
Taxiway Connector 01
A02-01
A02-05
A02-03
Apron 02
A02-04
A01-01
Apron 01
A02-02
TC02-01
Taxiway Connector 02

Figure B2C

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FOD Rating

JVIATION
ENGINEERING & PLANNING

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JMA	1 in = 400 ft	**FINAL**

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

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Figure B2D

Survey Photo Locations

ENGINEER	DATE	MAP NUMBER
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REVISED	SCALE	FINAL
JMA	1 in = 400 ft	

Figure B3A — 2027 Forecasted PCI without PCIP

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)
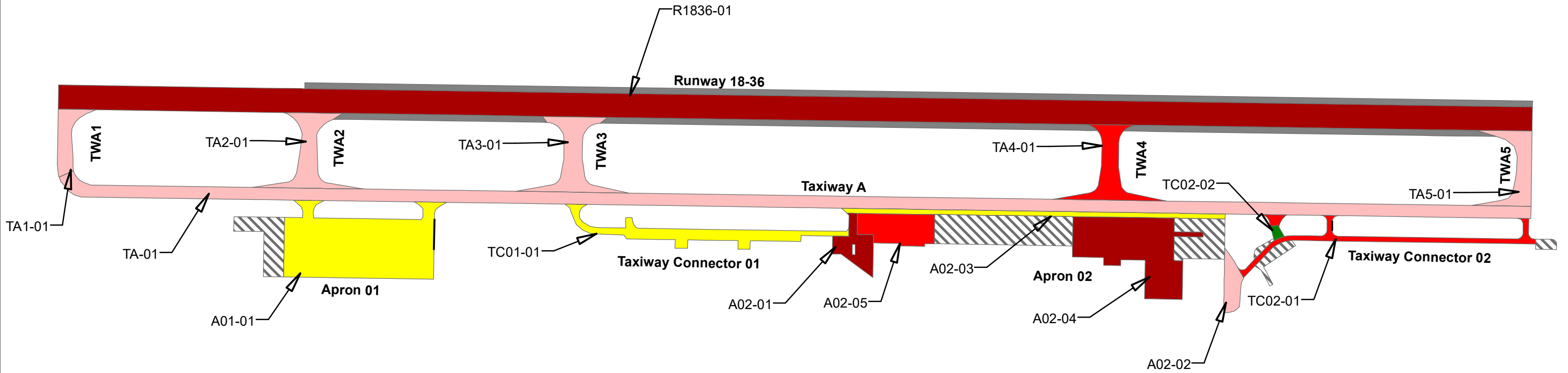
R1836-01

Runway 18-36

TWA1
TA2-01
TWA2
TA3-01
TWA3
TA4-01
TWA4
TC02-02
TWA5
TA5-01
Taxiway A
TA1-01
TA-01
TC01-01
Taxiway Connector 01
A02-01
A02-05
A02-03
Apron 02
A02-04
TC02-01
Taxiway Connector 02
A02-02
A01-01
Apron 01

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Figure B3A

2027 Forecasted PCI without PCIP

ENGINEER	DATE	MAP NUMBER
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REVISED	SCALE	FINAL
JMA	1 in = 400 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

R1836-01

Runway 18-36

TWA1

TA2-01

TWA2

TA3-01

TWA3

TA4-01

TWA4

TC02-02

TA5-01

TWA5

Taxiway A

TA1-01

TA-01

TC01-01

Taxiway Connector 01

A02-01

A02-05

A02-03

Apron 02

A02-04

TC02-01

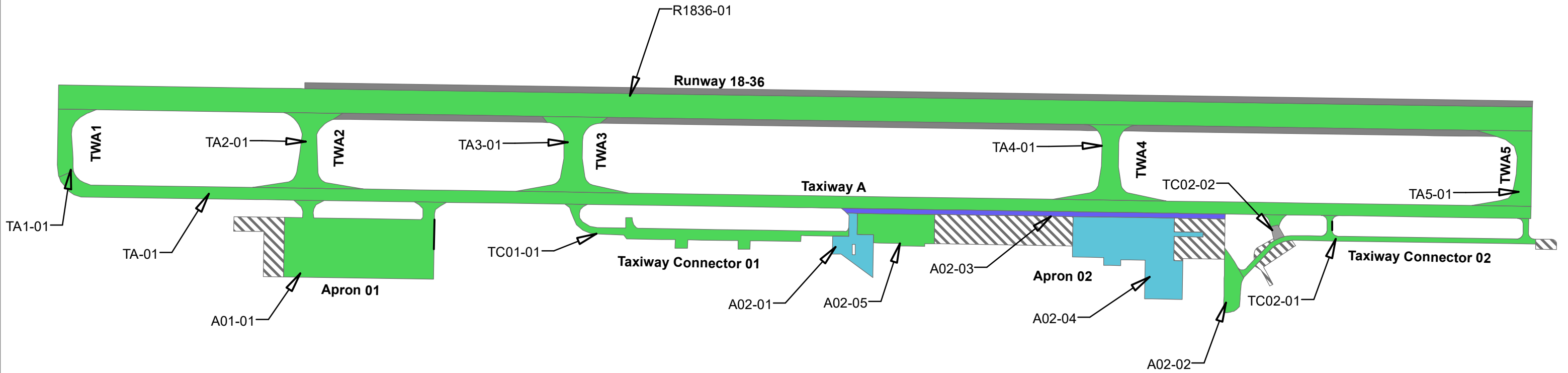Taxiway Connector 02

A01-01

Apron 01

A02-02

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

Legend

Project Name
- DCU_21-01_Taxiway Connector 01 Preservation
- DCU_22-01_Apron 02 Reconstruction
- DCU_24-01_Apron 01 Rehabilitation
- DCU_25-01_Runway 18-36 Rehabilitation
- DCU_25-02_Connector Taxiway 02 Rehabilitation
- DCU_26-01_Taxiway Connector 01 Rehabilitation
- DCU_26-02_Taxiway A Rehabilitation
- No Project

M&R Activity
- AC Reconstruction
- Mill 2" & 2" AC OL
- Mill 2" & 2" AC OLP
- Taxiway & Apron Surface Treatment
- No Activity
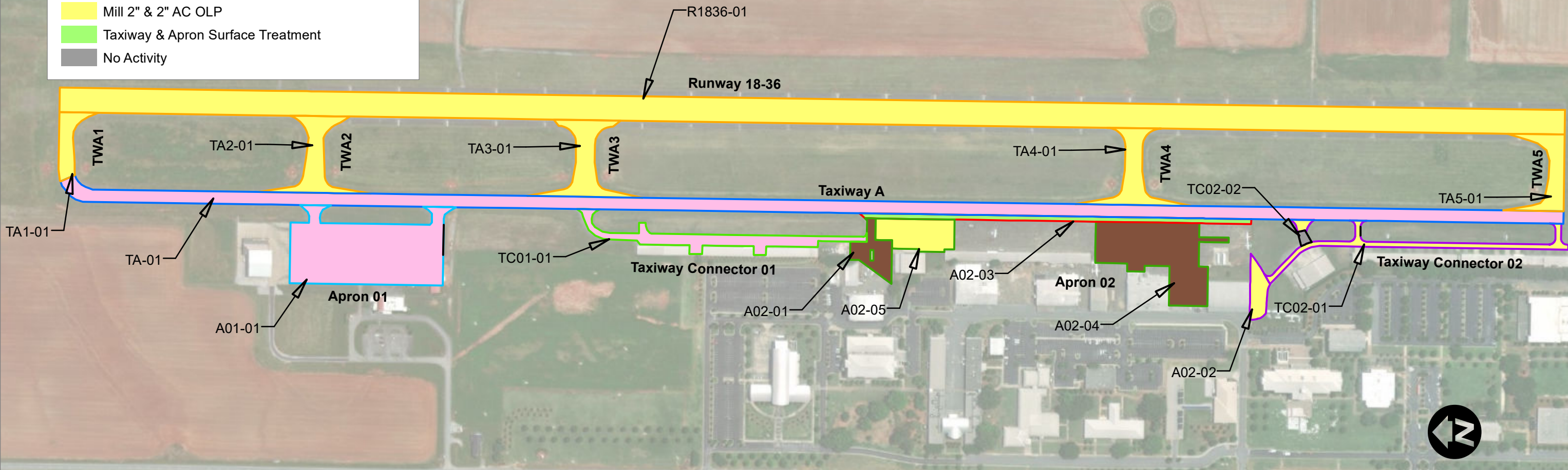
R1836-01

Runway 18-36

TWA1 TA2-01 TWA2 TA3-01 TWA3 TA4-01 TWA4 TC02-02 TWA5

Taxiway A

TA1-01 TA-01 TC01-01 Taxiway Connector 01 A02-03 Apron 02 TA5-01 Taxiway Connector 02

A01-01 Apron 01 A02-01 A02-05 A02-04 TC02-01

A02-02

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Figure B3C

PCIP Recommendations

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ENGINEER KP/MR	DATE February 2022	MAP NUMBER Page 13
REVISED JMA	SCALE 1 in = 400 ft	**FINAL**

APPENDIX C

OVERVIEW OF PAVEMENT DISTRESSES

(") 7cffi[Ufcb(57L

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

@ 7cffi[Ufcb[dcfUYajbcf UXXcdbch[b]bZ, Whm tZ Uf.XYei U]mfgYYa Ylg[fYa Ydi VphYfUVYckL'

A 7cffi[Ufcb[dcfUYbch WLVYUbXg[b]bZ, Whm tZ Uf.XYei U]mfgYYa Ylg[fYa Ydi VphYfUVYckL'

< 7cffi[Ufcb[dcfUYjg[mbch WALbXXgj YYm tZ Uf.XYei U]mfgYYa Ylg[fYa Ydi VphYfUVYckL'

MEAN DEPTH = $\frac{A+B+C+D+E}{5}$

C-4

+". >cbhFYZXcb 7fUWb f57L

8YjWdbb

H jgXhjYgcWWgcb ncbdj Ya Ybg\j jb Ublgd Uhcf Rfg fZWcj YFUD77 gUW
H jgWbfcfmYcYgbdh jbWXYfYZXWcb WWb jb Zca Ubnch Yhndh YcZUgYj "YZ
Wa Yhg UjmhX a YgUjmhX g WWUWgUY jgHXg cb hixjbU Ubdh Ygg
WWg">cbhFYZXcb WWb jgWUgXa UbmVmaj Ya Ybc Zh YD77gUW Vb Th
hY57 gfZWWWUgYcZh Ya UUbXm cdjhfYWUb Yg jhjgbchicUXfYUhX <ck YjYZ
kUZWcUXjb a UhWgYUWYU_XckbcZh Y57bUfh YWWzfYg jb jbgdU jb UbX
: C8 cbhbhU"=ZhYdj Ya Yhg ZU m YhXUdb UWW zh YWW gg XlcWY
gdUX5_bk YXjYcZgUXma Ygkcg Vbhh h Y57 gfZWk j \Ydlc XhiZm
h YgWWg"

GjYfhi@YYg

%8' DLRWJb[

FYdUfdLRWJb[UbXi [i]bvWJdLRWJb[ ]gVibgXyfXLUXYZWfY[fUXYg·cZ.ck1kY·]h dYZcfag·cfkLgWbgiiVbX'

GjYfTRY:

♦ @ck·!]b[ccXWbY]jdb·UbX]g·dYZca]b[·g]hg7VWf]mí
♦ A YXi a·!]g·gca Yk\Uh·NYfjcfUYX·UbX1ZZWigfXYb[·ei U]mirg·ca YY'NYbí
♦ <][\·!]gWbXm·NYfjcfUYX·UbX1ZZWigfXYb[·ei U]mig]b[ZWbmef\Ug\][\·:C8·dcRYbhU'

FYdUfcdKcbg:

♦ @ck·!BcTWJcb·
♦ A YXi a·!gU WWgfYdUfh·YdUbgfgg]bhYdUWcfYdUWhYdUW
♦ <][\·!fYdUWhYdUW'

:][ifY7·4.¨5gd\UhdLRWJb["

%"Dc`]g`YX5[[fY[Ute f`57L

8YgWf]dh]cb

5[[fY[UYdc`]g`]b`]gWU`gXvnfYNUfX1$Z4Wddd]Whcbg'Dc`]g`YXU[[fY[UY[g`dfYg]hh-k\Yb`WgYYUt]bU]hcb]cZUd]Y`Ybhfy]UUg\Uh\Ydcffj]cb]cZU[[fY[UY`Y]bhXh[`Uvg`Yh`YUg\`Uhg`Yh`Yfj`Ym]ga`U`cf]h`YYUfYhbcf'fcu][\`cf`Ub[`i`Uf`U[[fY[UYdUfFM`W]h`c`dfg]`XY[`ccXg[`XYYg[dobW"9l]gh]bbWcZh]g]hmdYcfZ\g[hYg[]g]U`Ug]]bXY`W]hX`k\Ybh`Yb]a`WfcbUg]XYY[g[dobWWfUr]h]b`g]hg`c`k`cf\`Ug]XfcdhX]Xg][b]4`Wbh]mZ]ca]dfY]cicgfU]Pb[g"

GjYfj]hnh@PjYg

Bc]XY[fYY]cZg]xyjY[]hmhufYXY]hb]XX"<ck`YY`YcZh`YXY[fYY]cZdc`]g`]h]h`]g]cu][XY]g][b]4`Wbh`i]vZ`cY]r]hg]bW`dWXX]b]hY`YWby]Yhcb]g]'fj`Yn]bX]XfU`Xg]Ug`UXZXNUMM

Gi ffmGU#7cU'Hf'CjY'8YbgY'A`l 'GjYf]m@jYg

Dfcig; f]VjXb`7cifgYGjYfhm@jYg

@ (yellow)	**=bU%geiUfYZcdf`k#Š\`geiUfYaYkf`fYdfYgdfUj`Ygl`Ud`Yn`Ybiamb`Vfcz`U[[fYUYdjXWâa`gglb[`gWWk`Yb)UbX&UbXcfh`Ybiam`VfcZa`gglb[`U[[fYUYW\gh\gXc\Yb\bc4\WnWd%**
A (orange)	**=bU%geiUfYZcdf`k#Š\`geiUfYaYkf`fYdfYgdfUj`Ygl`Ud`Yn`Ybiamb`Vfcz`U[[fYUYdjXWâa`gglb[`gWWk`Yb&UbX(\UbXcfh`Ybiam`VfcZa`gglb[`U[[fYUYW\gh\`U[[fUYWW\g\gl[fUXfh`bUb\%\i\WdcchbcV4\WnWd&`cdMWdh\cZb\YUfU`**
< (red)	**=bU%geiUfYZcdf`k#Š\`geiUfYaYkf`fYdfYgdfUj`Ygl`Ud`Yn`Ybiamb`Vfcz`U[[fYUYdjXWâa`gglb[`gkgjYf(\UbXcfh`Ybiam`VfcZa`gglb[`U[[fYUYW\gh\`U[[fUYWW\g\gl[fUXfh`bUb&`cdMWdh\cZb\YUfU`**

LOW

MEDIUM

HIGH

%." Filiph[957L

5 filigUgifZWXYfYgkdo]bhYk\YY'dUh/\ckYjYZ]baUm]bg\UbWgfilgUfY bchMLVYcb`niZYfUfUbiU`zk\Ybh Yk\YY'dUh]gUYZ`XkJhkUUf".IjYaYbhi dZ]auineWtifUcb[ hYgiXg`cZhYfi`"Fi`ph['gMagZica'UduaUbixhXY.faUpcb']bUnisZhYdkjYmYbhUmgcfgjV.[fUXYsgiU`mWigXvmUebgc]XUifcbicf`UfU` agjYmYbhicZhYmUnfUg]XgYk`e19ZMEWcUg"G[[h]4WtbfiLph[`Wb`LXlaaUcf gliWtfUZ]]ifYcZhYdkjYmYbh

GjYrnh;ftWgeXcbfih-WMnl:

◆ @ck '`YggnUb'`]bWJbXXdh/
◆ AYXjiam!WikYb'`UbX°{]bWJbXXdh/
◆ <]][\'`YWXXg°{]bWJbXXdh."

FYdUfcdh]cbg

◆ @ck '`Bc'`UWjkdb/
◆ AYXjiam!dlhWUbXXefcjYfUmh/
◆ <]][\'`dlhWUbXXefcjYfUmh'h

:][ifY7¹.˙˙57Fi`ph["

%&"G`dddU[Y7fUW]b[157L

G`dddU[YW`UWgUfYWUWg]bh cf\UZa ccb]g UhXWUWg`]j]b[ 1kc YbXg dcbhXX1kUm from the direction of traffic. They are produced when braking or turning wheels cause the dUjYaYbhgifZUWac]gXYUbXXYZcfa"H[gigU`ncWWifgk\YbhYY[gUck!g]Ob[h·g]fZUWa]`·cfdocfVcbXVWk Ybhigif ZUWUbXbhúaifcZdUjYaYbhiVfY"

GjYHY: No degrees of severity are defined. It is sufficient to indicate that a slippage **WUWY]gdg"**

FYdUf Dc`Mg:

♦ **8c`bch]b[/**

♦ **DUffhjU·cfZ``XdhdUfW"**

:][ifY7%8:G`dddU[Y7fUW]b["

C-18

17. Blow-Up (PCC)

Description

Blowups occur in hot weather, usually at a transverse crack or joint that is not wide enough to permit expansion by the concrete slabs. The insufficient width is usually caused by infiltration of incompressible materials into the joint space. When expansion cannot relieve enough pressure, a localized upward movement of the slab edges (buckling) or shattering will occur in the vicinity of the joint. Blowups can also occur at utility cuts and drainage inlets. This type of distress is almost always repaired immediately because of severe damage potential to aircraft. Blowups are included for reference when closed sections are being evaluated for reopening.

Severity Levels

L **Buckling or shattering has not rendered the pavement inoperative, and only a slight amount of roughness exists.**

M **Buckling or shattering has not rendered the pavement inoperative, but a significant amount of roughness exists.**

H **Buckling or shattering has rendered the pavement inoperative.**

LOW
MEDIUM
HIGH

10. Corner Break (PCC)

[text obscured/garbled]

Severity

- **Low –** [garbled] ...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 [garbled] ...
- **Medium –** One of the following conditions exists: (1) filled or non-filled crack is [garbled] ...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 [garbled] ...
- **High –** One of the following conditions exists: (1) filled or non-filled crack is severely spalled, causing definite FOD potential; (2) a non-filled crack has a [garbled] ...

Repair options

- **Low –** No action or seal cracks.
- **Medium –** seal cracks.
- **High –** seal cracks [garbled] ...or replace slab.

Figure C-11. PCC Corner Break.

C-21

&)" 8ifUW]hm7fUWg#D77Ł

8YgWf]dh]cb

8ifUW]hm WfUW_]b[gWUgX]cih Yb[U]lhieZh YWcbUY_Ylckh]g[JXUXgj]fcbaYfU
ZUWfggWUgYfYWhUk WbWg"=igUlmijdUlUggUdaUbcZWfUWgfibb]b[
parallel to a joint or linear crack. A dark coloring can usually be seen around the fine
XfUW]hmWfUWg"HlghmgcfYZWfUW] `aUhYWbiUmXXcXgdhYfUfcbcZhY
WbWUYk hbb% c &ZWfhf1$$1c*$$a]`aYfgcZhY`cbhcfVUW"

GjYf]hm@YjYg

@	Í8î WfUWh g]WfXbXvtàUf]bY WfUWWgcWWfffh]bU]aUXXfUcfY YgUWZ gjWUgkcbYcfTkcWckYg]cfUcb[cb]cbhl@hiYcfbcX]ghY WfUWcb\Ugk WWfffX'Bc: C8 'dcbkUU]'U"
A	f% Í8î WfUWh\g XjYcoXXjYfUWkbgd%XfUWY YacibhicZgWUUfkkh]hYcf bc X]ghY WfUWcbcf: C8 'dcbkU'cf f% Í8î WfUWh\g UgcWWfffXbU]a]XX UfUcfYYgUWgb]cbXfokccWbYgcfUdc[cbY'cbhZjihjWgUfY mggh[UXX]bXXgb[]fUWcb\UgcWWfffX'GmY: C8 'dcbkU"
<	Í8î WfUWh\g XjYcoXXjYfUWkbgd%XfUWY YaciHicZgWUUfkkh] X]ghY WfUWcbcZ: C8 'dcbkU"

&&! Ga U˙ DˇUˇ W fD77Ł

5´dˇUˇ Wˇ g˙Ub ˙UˇUˇk\ YˇYˇh Yˇcf[[b ˙Uˇdˇjˇ Yˇa ˇ Ybˇh has been removed and replaced by a filler **aˇUˇˇiˇU˙ˇ: ˙cf ˇVˇb˙XˇIˇcbˇ ˙Yˇ ˇU˙i ˙U˙ˇc˙bˇžˇd ˙UˇW˙h ˙ˇ g˙ X˙jˇ]XˇXˇ]b ˙ic ˙ikˇc ˙h ˙r ˙Ns ˙gˇa U˙ ˙fˇ Ygˇh ˙Ub) ˙gˇ i ˙U˙ Y Zˇ ˙Wˇ iˇUˇ ˙X ˙Uˇf Yˇf ˙j Yˇ) ˙gˇ i ˙Uˇf YˇZˇW ˙L˙ ´Uˇf [˙Yˇd ˙UˇW ˙g ˙ UˇfY X ˙Xˇ W ˙Xˇ]b ˙h Yˇb ˙NˇI˙ ˙r ˙s ˙W]b ".**

G ˙j Yˇ fˇhˇNˇg:

- ♦ **@ c ˙k ! ˙Uˇ ˇWˇ]g ˙Zˇ ˙]b ˙Nˇfˇ]c b ˙h [˙ ˙k Y˙žˇk]h ´ `˙hˇiˇYˇcf ˙b c ˇ Xˇ NˇhˇfˇcfˇUˇ ˙]cb /**

- ♦ **Aˇ Yˇ X˙i a ! ˙U ˇUˇ Wˇ \ ˙ˇg ˙Xˇ Nˇhˇfˇcf ˇU˙ Xˇ ˙Uˇ Xˇ ˙r ˙f a ˙c Xˇ UˇhˇY ˙g ˙U˙]b [˙ ˙Ubˇ Wˇ g ˙]b ˙Uˇfˇc iˇb X˙hˇY ˙YˇXˇ]Yˇg ˙ ˇUˇ Wˇ ˙a ˙Uˇ]bˇ U˙Ubˇ Wˇ Xˇ ˙ g˙c ˙Xˇ]Y˙z ˙k]h ˇ ˙Vˇ]g ˙Xˇf ˙UˇYˇZ˙ ˙fˇ˙h ˙iˇ˙]b cf ˙: C8 ´ ˙c ˙h ˙V ˙h ˙Uˇ LZ.**

- ♦ **< ˙] [˙\ ! ˙U ˇUˇ Wˇ \ ˙ˇg ˙Xˇ Nˇhˇfˇcf ˇU˙X Z ˙Yˇh Y ˙Vˇ m ˙g ˙U˙]b [˙Uˇfˇc iˇb X˙hˇY ˙d ˙UˇW ˙cf ˙VˇCˇ W ˙]b ˙´ ˙k]h ˙]bˇ]bˇh Y˙d ˙UˇW ˙zˇ c ˙Uˇgˇhˇ Yˇk \ ]ˇWˇ k ˙UˇffˇUˇbˇg ˙fˇYˇd ˙UˇW ˙a Yˇh ˙]˙**

F Yˇ Uˇ fˇ c dˇ h ˙]c bˇ g:

- ♦ **@ c ˙k Ë ˙8 c ˙B c ˙h ˙]b [˙/**
- ♦ **Aˇ Yˇ X˙i a ! ˙F Yˇd ˙UˇWˇ d ˙UˇW ˙cf ˙fˇ Yˇd ˙UˇW ˙h ˙Y ˙g ˙U ˙V /**
- ♦ **< ˙] [˙\ Ë ˙F Yˇd ˙UˇWˇ d ˙UˇW ˙cf ˙fˇ Yˇd ˙UˇW ˙h ˙Yˇg ˙U ˙V ".**

:]ˇ[˙iˇ fˇY ˙7 ˇ%ˇ(. ˙˙ D˙7 ˙7 Ga U˙ D˙UˇfˇW".

&" @uf[YDUfW fD77Ł

Patching is the same as defined **Zcf Uga U`cUfW** **\ckYjYf"YUfUcZfhYdUfW]g`acfYhUb)'gei UfY** **ZW'5 u]f]]m WUg'UdUfW'hUh gf fUfUWih Y** **cf[[bU'djjYa YhfWg'cZUWa Yh]cZ** **i bWX[fci bXi f]f]]RYY'HY gj YfhmYY gcZ Ui f]hm** **WhUfYhg'mUfgbYYff]Yi `UfdUfW]b[."**

Gi Yf]hY:

- **@ck ! DUfW|gZ iubWj]cb]b[uk Y ̄z]k]h ̄`fhiY cf bc XW'fjcfUf]cb/**
- **A Yffi a ! DUfW \]g XWY fjcfUf]X-XUb XY r acXY fUfYgdU`]b[bbWg Yb UfciubXhY YYfYg'DUfW m aUf U WbbWX Wg XfYX zk]h ̄ WgfgXYfUWY Yffz hf]h]bcf : C8 'dchbYbhUL/**
- **<][\! DUfW \]g XWY fjcfUf]X z]hYf Vm sgUf]b[UfciubX YdUfW cf WWW]b[k]h]b hYdUfWzkUg RUWY k\]WkUffUbg fYdUfW m Yh'**

FYd Uf cdh]cbg:

- **@ck Ë8c Bch]b[/**
- **A Yffi a ! FYd UfW dUfW cf fYd UfWh Yg'U v**
- **<][\ ËFYd UfW dUfW cf fYd UfWh Yg'U v'**

:][i fY 7'%). ̄D77 @uf[YDUfW'

&" Dccdci kgi`D77Ł.

5´dccdcihg`Uga U`d]WWcZdj Ya Ydhh`Uh`A`Ug´ocg`YZica `h`Yg`fZ.WWX`Ykc`ZYYh`
h`Uk`UW`cb]b`Wca`Vb`U`cb`k]`h`Y`clb`gj`YU`[`fY`UY`g" Dccdcikgi`gi`U`mifUb`YZica `
Udd` fcl`]a`UfY`m`%`]bWkc`(`]bWWg`]b`X]`a`YhYf`UbXZica `%&]bWkc`&]bWWg`XYd"

GY`YfY

No degrees of severity are defined for popouts. <ckY`YZ`dccdcikgi`a`i`g`h`WY`Y`Nkgij`Y
VZ`fYh`Ym`UfYW`b`h`YX`Lg`U`XgbY`g`T`YZ`t`YU`Ydccdcih>Xbg`m`a`i`g`h`N`WbX`
Udd`fcl`]a`UfY`mif`YY`dccdcikg`Df`gg`U`Ymi`f`XcjY`h`Y`b`kf`Yg`U`VUfU."

:][ifY`7%* .`Dccdcikg"

&" GW]b[1D77Ł

A Ud WCW_]b ́cf W ̈ůr]b ́fY ̂glc Ub ̈kcf ́cZ ̀U ́ckŽ ̧b ̈z ́cf \Uf ̈]bYW ̈Wgh ̈U ̂h Y1 Pb Xcb ̀m fci [\ ̀h Yi ddM ́gi fŽ WcZh YWb ̈MMY ̈H YWU_gh ̈b Xlc ̈] bYgW ̈U ̀h U ̈ ̀Yc ́Ž%&§ XM fYg ́A Ud WCW_]b ́cf W ̈ů r]b ́ ̈gi gi U ̈ m W ̈ gX ̈vn ̈gj Y ̈Zlb ̈g ̈] b ̈ ̀h Y Wb ̈MMY UbX ̈a U ̈m U Xlc ́gW]b ́cZh Ygi fŽ WŽk\ ̈W ̈gh Y VV U_XckbicZh Ygi V gi fŽ WŽk ̈lc U ̈XY ̈dh of approximately 1/4 to 1/2 in W" GW]b[́a U ̈n U ̈gc VV ̈U ̈gX ̈vn ̈ ̈]a dicdcf W ̈bgh i W ̈kcb U ̈bX ̈dcof U[̈f\ ̈]U Y ̈5 bch Y ̈f ̈W ̈(b ̈mX ̈gi f ̈W ̈cZ ̈X ̈gm ̈gg ̈gh Y fXWVkcb W ̈k YVb ̈h YU_U ̈gf BU&C ̈UbX? &L ̈bg ̈ca YM a Yb ̈gUbX W ̈fk ̈Uba ́b ̈f Ug ̈b ́ ga YU ̈[̈f ̈Ug ̈ ̈Dr ̈X ̈Ug ̈z ̈Ła YX ̈vn ̈h YU_Ukcb W ̈k YVb ̈h YU_Ug ̈UbX ̈] ̈ ̈f ̈U ̈rY ̈ f ̈g ̈ ̈]b Y ̈d ̈Ug_dcg ̈n ̈U ̈WgYUVU_Xckb ̈]b h YWb ̈MMY"

Gj YfHY:

- @ck ́ ̈ 7fur]b ́cf a Ud WCW_]b ́ ̈Y ̈kg ̈gj Yfg ̈]b ̈z ̈W ̈bŽ i ̈Ž UfU_"H Ygi fŽWŽgh ̈b ̈ [cc X ̈Wb ̈X ̈]cb k ̈ ̈bc ̈g ̈WW]b ̈"H YWb ̈W ̈d ̈UMb ̈a i ̈gh YkY ̈X X ̈vn XbX Y ̈g ̈mfW ̈b ̈nX
- A Y X ̈i a ́ ̈GW ̈gg ̈gi ̈WX ̈g ́Y ̈U ̈bFi ́ ̈]a UfY ̈m) ̈ ı́cf ̀Yg ́cZh Ygi fŽ WŽk ̈]h ́gca Y ̈: C8 ́dcb YbḰU/
- < ̈] [\ ̈ ́ ̈GW ̈gg ̈Y ̈Yng ̈WW ̈XW ̈gh ̈U \ ̈] [\ ̈: C8 ́dcb YbḰU ́ ̈T gi U ̈n ̈a cf Yh Ub ́)ı ́cZh Ygi fŽ WŽgt UŽ MX"

&" : Ui `]]o[1D77Ł

Gîhì Ïa Ïbh`cf Źi `]h[`]gUX¡ZŸîbWcZY j Uñcb UhU^c]bh`cf WĊVŻ Wi gXXvñi d\ YjU cf WƘbg `]XU]cb''

Gî Y-IŸg;

Severity levels are defined by the difference in elevation across the fault and the
Ugg cWl XXXWì gY`b f]XYei U]hn1bXd`Zbm1è^ Yê]m^b VNîgg'

	Fi bkUng+U]kUng	5dfcbg
@	O%(f]bW	%+ Ë%&]bW
A	%(f Ë%&]bW	%&? %]bW
<	2%&]bW	2%]bW

FYdU]f Cd]cbg;

♦ @ck ? Bc`U]]cb'
♦ A YX]i m Ë; f]bX]h[Ucb[h Y^c]bh¡
♦ <]][\ Ë; f]bX]h[‚cf^c]bhÑc\ UXÚbgZ^fY]cf U]cb''

&." GU... Y XGLV D77L

=...Y g...[...W g...Y ...W g...h...U ...|...k Z...f c...f a...f Y...W g...W...g y c...Z g... Y c...X...[...U X...f ...b U X...i U Y g...d...b f...HY...[...[\!severity level of this distress type, as defined below, ...g f Y f X...c...g U...g...U...Y X g...V.=Z...` ...W...c...W g...U Y...W...X j...b ...b U...b ...U ...Z...Y g...g...g W...[c...X g U g...Y Y W...b Y ...U."

G... Y...Y:

- **@...k .!** Slab is broken into four or five pieces with the vast majority of the cracks ...j Y,) ...W...c Z...k!g...Y...h...m

- **A...a .!** (1) Slab is broken into four or five pieces with over 15 percent of the ...W...c Z... a...a g...Y...m...c\!!g...Y...m...W g...c f...g U...g V...k...]...` ...c f a...f Y...W k...j Y,) ...W...r Z...Y W...c Z...k.!/

- **<...!5...h g...Y...cfZg...Y...h...Y g U g...W X...U...c f...g U...g V...k...]...` four or five pieces with some or all of the cracks of high severity; (2) slab is ...Vc_...]...g...c a...f Y...W k...h...Y %...W...r Z...h Y...W...c Z...a Y...a.!c f \...[\!g...Y...h

FY...U f c...h c...g

- **@...k ËGU 7...U g/**
- **A...a .!: i...X...h d...W c f f d...U W h Y g U /**
- **<...!: i...X...h d...W c f f d...U W h Y g U."**

C-31

&" G\f]b_U[Y7fUW\]fD77Ł

G\f]b_U[YWfUW\gUfY\Uf]bYf\W_gh UhfYgU`uicb`nUZk Zk_icb[`UbXXcbi
Y`bXUW_gghYb]fYgUV"HYufYZ`a XXfb`hYg_`b[UbXW]h`]cZhY
VWbXWYYUb]gUn\jc`bhNFbXhfci[`\fhYXfh][c`ZhYgUV"

GYjYf]hn:

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

FYdUfcddhdbg:

- ♦ 8cBch]b[

"

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APPENDIX D

DETAILED PAVEMENT CONDITION DATA

FY=bgдNWцfcb FYдcfh

BYжcf_.	87I			BUaY	Dfnf:|YXFY[jdbU'5jfdcfh					
6fUbWC	58%			BUaY	5dfcb'8%8YWжf	IgY	5IFCB	5fYU		%%%8 Ge:h
GжWжcb	8%		cZ %	:fca.	HIжUfiA			H:. 9X{YcZDjYaYbh		@UжjiЯcbsжi %%%(&
GжfZUW	57	:Uaжy	5@8CHS5dfcbg	NcbY			7UYжcfm		FUb_. G	
5fYU	%%%8 Ge:h	@Yb[h.	*88:h		KжXh.	&*: h				
GUVg		GUV@Yb[h.	:h	GUVKжXh.	:h			>ibhжi@Yb[h.	:h	
G.ciжXYf.		GжfYHHndY		;fUXY	8				@UbYg	8
GжWжcb7caaYbg										

Kcf_8UY %%%(&	Kcf_HndY BYжк'7cbgжfUжbcb!ibjfU	7cXY BI !žB	=gAUcfA/F. HiY
@Uжjibgж'8UY %%88888%	HHUGжadYg '&	SifjYжbX +	
7cbXžжжbg D7= +*			
=bgжNWжcb7caaYbg			

GжadYBiaVwf. 8%	HndY	F	5fYU	()-888Ge:h	D7=. ,8
GжadY7caaYbg					
(, @/ THH7F		@	)888 :h		
(, @/ THH7F		A	%888 :h		

GжadYBiaVwf. 8*	HndY	F	5fYU	((*888Ge:h	D7=. +(
GжadY7caaYbg					
(, @/ THH7F		@	%ж)'88 :h		
(, @/ THH7F		A	%888 :h		

GжadYBiaVwf. %8	HndY	F	5fYU	)88888Ge:h	D7=. ,8
GжadY7caaYbg					
(, @/ THH7F		@	*)'88 :h		
(, @/ THH7F		A	-)'88 :h		

GжadYBiaVwf. %	HndY	F	5fYU	)88888Ge:h	D7=. +
GжadY7caaYbg					
(, @/ THH7F		@	*888 :h		
(, @/ THH7F		A	%&888 :h		

GжadYBiaVwf. &%	HndY	F	5fYU	)88888Ge:h	D7=. +'
GжadY7caaYbg					
(, @/ THH7F		@	*)'88 :h		
(, @/ THH7F		A	&&888 :h		

GжadYBiaVwf. &&	HndY	F	5fYU	)88888Ge:h	D7=. +(
GжadY7caaYbg					
(, @/ THH7F		@	*888 :h		
(, @/ THH7F		A	8888 :h		

GжadYBiaVwf. '&	HndY	F	5fYU	(+(888Ge:h	D7=. +(
GжadY7caaYbg					
(, @/ THH7F		@	-888 :h		
(, @/ THH7F		A	%8888 :h		

6fUbW. 5&&.		BUaY	5dficb'&&&YWWhf	IgY	5IFCB	5fYU	&%&)· Ge:h

GXWkcb 9) cZ) :fca. GXVjcb'$% Ht. 7cbWMYPDjYaYbh @Ught7cbgh +#&:#%·+
GifZUW 5D7 :Ua]m 5@8CH65dficbg NcbY 7UV\cfm FUb_. G
5fYU '+ž:) Ge:h @\b[h. '& :h K]Xh. %&&:h
GUVg GUV@\b[h. :h GUVK]Xh. :h >c]bh@\b[h. :h
G.ci`XXf. GtrYH-HrdY ;fUXY $ @UbYg $
GXVjcb7caaYbhg

Kcf_8UY %#%&$$	Kcf_HrdY BYk7cbghficVjcb!=b]]U	7cXY BI!=B	=g'AUcf'A⁄ F. HriY
Kcf_8UY +#&:#%·+	Kcf_HrdY BYk7cbghficVjcb!=b]]U	7cXY BI!=B	=g'AUcf'A⁄ F. HriY

@Ught=bghd'8UY %#&&&&$% HhUGladYg + GifjYnX '
7cbXijicbg D7=.)'
=bghWkcb7caaYbhg

GladYBiaVwf. $&	HndY F	5fYU	)$$/$$Ge:h	D7=. ()
GladY7caaYbhg				

(' 6@C7?·'7F A '$$/$$ Ge:h
(, @⁄H7F A *($$$:h
)& F5J9@B; @)$$$/$$ Ge:h

GladYBiaVwf. $	HndY F	5fYU	)$$/$$Ge:h	D7=.)*
GladY7caaYbhg				

(, @⁄H7F A)*$$$:h
)& F5J9@B; @)$$$/$$ Ge:h

GladYBiaVwf. $*	HndY F	5fYU	*$$/$$Ge:h	D7=.)+
GladY7caaYbhg				

(, @⁄H7F A ('$$$:h
)$ D5H7<=B; @)$$/$$ Ge:h
)& F5J9@B; @))$$$ Ge:h

BYkcf_. 87I   BUaY   Dfmf:]YXFY[]cbU'5]fdfh

6fUbW.   5&&   BUaY   5dfcb'8&8YWhf   IgY   5IFCB   5fYU   &&&)- Ge:h

GYWjcb   8&   cZ)   :fca.   HI]kUn7dbbNuf8&   Ht. 9X[YcZDjYaYbh   @Ughi7cbgh' %##%(&
GifZUW   57   :Ua]ny 5@8CHI5dfcbg   NcbY   7UN[cfm   FUb_. G
5fYU   %(å-88Ge:h   @b[h.   +8:h   K]Xh.   %8:h
GUXg   GUV@b[h.   :h   GUVK]Xh.   :h   >]bbi@b[h.   :h
G.ci`XYf.   GfYWHHhdY   ; fUXY $ @UbYg $
GYWjcb7caaYbhg

Kcf_8UY %##%(&   Kcf_HhdY BYk'7cbgfiWicb'!bffU   7cXY BI!-B   =g`AUcfA/F.HiY

@Ughi-bgf'8UY %8&88%   HhUGUadYg '   GifjYnX '
7cbYffcbg   D7=. *-
=bgfUWicb7caaYbhg

GUadYBiaVf. 8%   HhdY   F   5fYU   )&-888Ge:h   D7=. +%
GUadY7caaYbhg

(' 6@C7? 7F   @   8888 Ge:h
() 89DF9GGCB   @   %888 Ge:h
(, @/ HI7F   @   ('88 :h
(, @/ HI7F   A   -888 :h
)+ K95H9F=B;   @   )&-888 Ge:h

GUadYBiaVf. 8&   HhdY   F   5fYU   )&-888Ge:h   D7=. +8
GUadY7caaYbhg

(, @/ HI7F   @   &'88 :h
(, @/ HI7F   A   %(*'88 :h
)+ K95H9F=B;   @   &&-'88 Ge:h
)+ K95H9F=B;   A   &&-'88 Ge:h

GUadYBiaVf. 8   HhdY   F   5fYU   (88-888Ge:h   D7=. *(
GUadY7caaYbhg

(, @/ HI7F   @   ()'88 :h
(, @/ HI7F   A   %+'88 :h
)+ K95H9F=B;   @   &8888 Ge:h
)+ K95H9F=B;   A   &8888 Ge:h

6fUbW. 5&&		BUaY	5dFcb'S&8YWihf	Igx	5IFCB	5fYU	&&&)· Ge h
GXlkcb &(	cZ)	:fca.	GXlkcb'&		H. 9X{YcZDijYaYbh	@Ughi7cbgh %&&%(&
GifZUW 57	:Ua]m 5@8CH5dicbg	NcbY		7UX]cfm		FUb. G
5fYU %&'&)&&Ge h	@b[h. ((8:h	K]Xh.	%&*:h			
GUVg	GUV@b[h.	:h	GUVK]Xh.	:h	>]bhi@b[h.	:h
G.ci'XYf.	GifYHndY	;fUXY $			@UbYg $	
GXlkcb7caaYbg						

@Ughi&bgd'8UY %&&&&%   HhUGUadYg &8   GifjYnX)
7cbX]]cbg D7= ('
=bgdYWjcb7caaYbg

GUadYBiaVf. $	HndY F	5fYU	)&&&&&Ge h	D7= (&
GUadY7caaYbg				

(,	@/ H7F	@	))'&& :h
(,	@/ H7F	A	&&&& :h
)&	F5J9@B;	@	&8&&&& Ge h
)&	F5J9@B;	A	&8&&&& Ge h

GUadYBiaVf. $(	HndY 5	5fYU	)&&&&&Ge h	D7= *(
GUadY7caaYbg				

(,	@/ H7F	@	-&&&& :h
(,	@/ H7F	A	'&&& :h
)&	F5J9@B;	@	)&&&&&& Ge h

GUadYBiaVf. $	HndY F	5fYU	)&&&&&Ge h	D7= (,
GUadY7caaYbg				

(,	@/ H7F	A	%&&&& :h
)&	F5J9@B;	@	&8&&&& Ge h
)&	F5J9@B;	A	&8&&&& Ge h

GUadYBiaVf. %	HndY F	5fYU	)*+&&&Ge h	D7= ',
GUadY7caaYbg				

(,	@/ H7F	A	&&&& :h
)&	F5J9@B;	A	)*+&&& Ge h

GUadYBiaVf. %	HndY F	5fYU	)&&&&&Ge h	D7= ',
GUadY7caaYbg				

(,	@/ H7F	@	)&&& :h
(,	@/ H7F	A	%)'&& :h
)&	F5J9@B;	A	)&&&&&& Ge h

BYkcf_.	87I			BUaY	Dinf:JYXFY[cbU'5]fcbfh		
6fUbW.	5$&		BUaY	5dfcb'$$$YWWuf	IgY	5IFCB	5fYU	&/&)-Ge:h

GVWkicb $ cZ)   :fca.   GVWkicb'$(Ht. GVWkicb'$)   @ Ugh7cbgh %##%(&
GufZUW   57   :Ua]my 5@DCH5dfcbg   NcbY   7UVicfm   FUb_. G
5fYU   '%&&.Ge:h   @b[h.   %&%:h   K]Xh.   &$:h
GUVg   GUV@b[h.   :h   GUVK]Xh.   :h   >c]bh@b[h.   :h
G.ci`Xf.   Gh YWHHndY   ; fUXY $ @UbYg $
GVWkicb7caaYbhg

Kcf_8UY %##%(&   Kcf_HndY BYk7cbghfiWkicb!hjfU   7cXY BI!-B   =g'AUcf'A/F. HtiY

@Ughi-bgd'8UY %&$&$%%   HtUGVandYg)   Gufjy]nXY '
7cbX]fkcbg   D7= ,%
=bghfiWkicb7caaYbhg

GhandYBiaVyf.	$&	HndY	F	5fYU	)$$$$$Ge:h	D7=	-%
GhandY7caaYbhg

(,   @/ Ht7F   @   &'$$:h
(,   @/ Ht7F   A   %$$$:h

GhandYBiaVyf.	$(	HndY	F	5fYU	)$$$$$Ge:h	D7=	+)
GhandY7caaYbhg

(,   @/ Ht7F   @   &&$$:h
(,   @/ Ht7F   A   %)'$$:h

GhandYBiaVyf.	$*	HndY	F	5fYU	*&)'$$Ge:h	D7=	+,
GhandY7caaYbhg

(,   @/ Ht7F   @   &)'$$:h
(,   @/ Ht7F   A   %&$$$:h
(-   C=@DC@@5;9   B   &$$ Ge:h

BYkcf. 87I   BUaY   Dinf:]YXFY[]cbU'5]fcbfh

6fUbW.   5&&   BUaY   5dfcb'888YWbif   IgY   5IFCB   5fXU   &&&z)-Ge h

GXWjcb 8%   cZ)   :fca.   HIjkUn5   Ht. GXWfjmiYbV   @Ugh7cbgh %%%(&
GifZUW 57   :Ua]m 5@8CHS5dfcbg   NcbY   7UXcfm   FUb_. G
5fXU   &&*(Ge h   @b[h.   %8:h   K]Xh.   %&:h
GUVg   GUV@b[h.   :h   GUVK]Xh.   :h   >]bhi@b[h.   :h
G.ci`XY.   GfYWHHrdY   ;fUXY $ @UbYg $
GXWjcb7caaYbg

Kcf_8UtY %%%(&   Kcf_HrtY BYk7cbghfiWjcb!]b]]U   7cXY BI!-B   =gsMUcfM/F.HiY

@Ughibgd'8UtY %%888%   HtUGadYg (SifjYnX (
7cbXfjcbg D7=. ($
=bgtWfjcb7caaYbg

GladYBiaVWf. 8%   HrdY F   5fXU   **()'88Ge h   D7=.)$
GladY7caaYbg

(, @/ H7F   A   *8/88:h
)$ D5H7<]B;   @   %888 Ge h
)& F5J9@B;   <   )'88 Ge h
)+ K95H]9F]B;   @   )&888 Ge h

GladYBiaVWf. 8&   HrdY F   5fXU   *8)'88Ge h   D7=.))
GladY7caaYbg

(, @/ H7F   A   (+888:h
(, @/ H7F   <   %888:h
)+ K95H]9F]B;   @   *8)'88 Ge h

GladYBiaVWf. 8   HrdY F   5fXU   )-%888Ge h   D7=. 8,
GladY7caaYbg

(% 5@@; 5HCF'7F   <   &8888 Ge h
(, @/ H7F   A   ,8)'88:h
(, @/ H7F   <   *)'88:h
)+ K95H]9F]B;   @   )-%888 Ge h

GladYBiaVWf. 8(HrdY F   5fXU   ()8888Ge h   D7=. 8,
GladY7caaYbg

(% 5@@; 5HCF'7F   A   %888 Ge h
)& F5J9@B;   A   ((-888 Ge h
)& F5J9@B;   <   %888 Ge h

6fUbW. F%'*	BUaY Fibkun%!'*8Wunf	IgY FIBK5M	5fYU	*%&÷SSGe:h

GYWicb 8%   cZ %   : fca. Fibkun%9bX   H:. Fibkun'*9bX   @Ught7cbgh'%##c(&
GifZUW 57   : Uajm 5@8CHFKg   NcbY   7Ubicfm   FUb_. D
5fYU   *%&÷SSGe:h   @b[h.   *2&÷:h   K]Xh.   %SS:h
GUVg   GUV@b[h.   : h   GUVK]Xh.   : h   >cbh@b[h.   : h
G.ci`XY.   GhfYH+HndY   ; fUXY $ @Ubg $
GYWicb7caaYohg

@Ughibgh'8UY %÷SSSS%   HhUGladYg %&   GifjYnX %
7cbXjicbg   D7= *%
=bghflWicb7caaYohg

GladYBiaVYf. 8&	HndY F	5fYU	)SSSSSGe:h	D7= *(

GladY7caaYohg

(,	@∕H7F	@	8SSSSS:h
(,	@∕H7F	A	8.8SS:h
)+	K95H:9F=B;	@	)SSSSS Ge:h

GladYBiaVYf. $	HndY F	5fYU	)SSSSSGe:h	D7= *$

GladY7caaYohg

(,	@∕H7F	@	%SSSS:h
(,	@∕H7F	A	')SSS:h
)+	K95H:9F=B;	@	)SSSSS Ge:h

GladYBiaVYf. %SS	HndY F	5fYU	)SSSSSGe:h	D7= *%

GladY7caaYohg

(,	@∕H7F	@	8SSSSS:h
(,	@∕H7F	A	8)'SS:h
)&	F5J9@B;	@	)SSS Ge:h
)+	K95H:9F=B;	@	(-SSS Ge:h

GladYBiaVYf. %&+	HndY F	5fYU	)SSSSSGe:h	D7= *$

GladY7caaYohg

(,	@CB;=H8=B5@∕FF5BGJ9FG9'@ 7F57?=B;	@	8SSSSS:h
(,	@∕H7F	A	8.8SS:h
)&	F5J9@B;	@	%SSSS Ge:h
)+	K95H:9F=B;	@	(-SSSS Ge:h

GladYBiaVYf. %&%	HndY F	5fYU	)SSSSSGe:h	D7=)-

GladY7caaYohg

(,	@∕H7F	@	8SSSSS:h
(,	@∕H7F	A	8.8SSS:h
)&	F5J9@B;	@	%SSSS Ge:h
)+	K95H:9F=B;	@	(,)SSS Ge:h

GladYBiaVYf. %&%	HndY F	5fYU	)SSSSSGe:h	D7= *'

GladY7caaYohg

(,	@∕H7F	@	%SSSSS:h
(,	@∕H7F	A	&.8SSS:h
)+	K95H:9F=B;	@	)SSSSS Ge:h

GladYBiaVYf. %	HndY F	5fYU	)SSSSSGe:h	D7= *$

GladY7caaYohg

(,	@∕H7F	@	8SSSSS:h
(,	@∕H7F	A	8.8SSS:h
)&	F5J9@B;	@	%SSSS Ge:h
)+	K95H:9F=B;	@	(-SSSS Ge:h

GladYBiaVYf. &	HndY F	5fYU	)SSSSSGe:h	D7= *&

GladY7caaYohg

(,	@/ H7F		@		(8888 :h		
(,	@/ H7F		A		&8888 :h		
)&	F5J9@B;		@		)8888 Ge:h		
)+	K95H9F=B;		@		(-)8888 Ge:h		

GladYBiaVvf. '8	HndY	F	5fYU	)88888Ge:h	D7=	)-
GladY7caaYblg						

(,	@/ H7F		@		'%888 :h		
(,	@/ H7F		A		&*'88 :h		
)&	F5J9@B;		@		88888 Ge:h		
)+	K95H9F=B;		@		(,8888 Ge:h		

GladYBiaVvf. '+	HndY	F	5fYU	)88888Ge:h	D7=	*8
GladY7caaYblg						

(,	@/ H7F		@		')888 :h		
(,	@/ H7F		A		&8888 :h		
)&	F5J9@B;		@		%8888 Ge:h		
)+	K95H9F=B;		@		(-8888 Ge:h		

GladYBiaVvf. ((	HndY	F	5fYU	)88888Ge:h	D7=	)-
GladY7caaYblg						

(,	@/ H7F		@		88'88 :h		
(,	@/ H7F		A		&8888 :h		
)&	F5J9@B;		@		%,888 Ge:h		
)+	K95H9F=B;		@		(,)888 Ge:h		

GladYBiaVvf.)%	HndY	F	5fYU	)88888Ge:h	D7=	*8
GladY7caaYblg						

(,	@/ H7F		@		'88888 :h		
(,	@/ H7F		A		&&888 :h		
)&	F5J9@B;		@		%8888 Ge:h		
)+	K95H9F=B;		@		(-8888 Ge:h		

GladYBiaVvf.),	HndY	F	5fYU	)88888Ge:h	D7=	*&
GladY7caaYblg						

(,	@/ H7F		@		'8888 :h		
(,	@/ H7F		A		&8888 :h		
)&	F5J9@B;		@		)888 Ge:h		
)+	K95H9F=B;		@		(-)888 Ge:h		

GladYBiaVvf. *)	HndY	F	5fYU	)88888Ge:h	D7=	*&
GladY7caaYblg						

(,	@/ H7F		@		')888 :h		
(,	@/ H7F		A		&8888 :h		
)&	F5J9@B;		@		)888 Ge:h		
)+	K95H9F=B;		@		(-)888 Ge:h		

GladYBiaVvf. +&	HndY	F	5fYU	)88888Ge:h	D7=	*8
GladY7caaYblg						

(,	@/ H7F		@		&*'88 :h		
(,	@/ H7F		A		&''88 :h		
)&	F5J9@B;		@		%8888 Ge:h		
)+	K95H9F=B;		@		(-8888 Ge:h		

GladYBiaVvf. +	HndY	F	5fYU	)88888Ge:h	D7=	*&
GladY7caaYblg						

(,	@/ H7F		@		&8888 :h		
(,	@/ H7F		A		&)'88 :h		
)+	K95H9F=B;		@		)88888 Ge:h		

GladYBiaVvf. ,*	HndY	F	5fYU	)88888Ge:h	D7=	*(
GladY7caaYblg						

(,	@/ H7F		@		&8888 :h		
(,	@/ H7F		A		&8888 :h		
)+	K95H9F=B;		@		)88888 Ge:h		

GladYBiaVvf. -'	HndY	F	5fYU	)88888Ge:h	D7=	)*
GladY7caaYblg						

BYikcf_.	87I			BUaY	Dinof:]YXFY[jcbU'5]fcbfh			
6fUbW	H5		BUaY	HI]kUñ58YWhf	IgY	H5L-K5M	5fYU	'8*ž'%Gehh
GWkcb	8%	cZ %	:fcaa.	HI]kUñ5)		Ht. HI]kUñ5%	@Ughi7cbgh'%#%(&

GifZUW 57 :Ua]'m 5@8CHŠ57HI]kUñg NcbY 7UN[cfm FUb_. D

5fYU '8*ž'%Gehh @b[h. *ž+8:h K]Xh.)8:h

GUVg GUV@b[h. :h GUVK]Xh. :h >c]bhi@b[h. :h

G.ci*XYf. GfYXHHrdY ;fUXY $ @Ubg $

GWkcb7caaYbhg

Kcf_8UrY %#%(& Kcf_HrdY BYk7cbghiUjcb!=b]UU 7cXY BI!=B =g`AUcf`A/ F. HiY

Kcf_8UrY -#8888 Kcf_HrdY 7UUWGIU[h!'57 7cXY 7G'57 =g`AUcf`A/ F. :UgY

Kcf_8UrY -#8888 Kcf_HrdY GifZUWHrXrhYdh 7cXY GGGH =g`AUcf`A/ F. :UgY

@Ughi-bgrh8UrY %#8888% HhUGladYg *% GifjYrdX %8

7cbXXfichbg D7= +(

=bgrhVWkcb7caaYbhg

GladYBiaWf. 8*	HrdY	F	5fYU	)8888Gehh	D7= ,'
GladY7caaYbhg					

(, @/ H7F @ ,%88 :h
(, @/ H7F A *888 :h

GladYBiaWf. %&	HrdY	F	5fYU	)8888Gehh	D7= ,(
GladY7caaYbhg					

(, @/ H7F @ ,888 :h
(, @/ H7F A)888 :h

GladYBiaWf. %	HrdY	F	5fYU	)8888Gehh	D7= +
GladY7caaYbhg					

(, @/ H7F @ %888 :h
(, @/ H7F A %6888 :h

GladYBiaWf. &	HrdY	F	5fYU	)8888Gehh	D7= +%
GladY7caaYbhg					

(, @/ H7F @ %&888 :h
(, @/ H7F A 8&888 :h

GladYBiaWf. '8	HrdY	F	5fYU	)8888Gehh	D7= +&
GladY7caaYbhg					

(, @/ H7F @ %b888 :h
(, @/ H7F A 8888 :h

GladYBiaWf. '*	HrdY	F	5fYU	)8888Gehh	D7= +&
GladY7caaYbhg					

(, @/ H7F @ %8888 :h
(, @/ H7F A 88888 :h

GladYBiaWf. (&	HrdY	F	5fYU	)8888Gehh	D7= *+
GladY7caaYbhg					

(, @/ H7F @ %b,'88 :h
(, @/ H7F A '88888 :h

GladYBiaWf. (,	HrdY	F	5fYU	)8888Gehh	D7= *-
GladY7caaYbhg					

(, @/ H7F @)888 :h
(, @/ H7F A '88888 :h

GladYBiaWf.)(	HrdY	F	5fYU	)8888Gehh	D7= +&
GladY7caaYbhg					

(, @/ H7F A '88888 :h

CladYBia Vf. *$ HndY F 5fU)$$$$Ce h D7= +$

CladY7caaYbg

(, @/ H7F @ &$'$: h
(, @/ H7F A ' $'$: h

CladYBia Vf. *$ HndY F 5fU)$$$$Ce h D7= +$

CladY7caaYbg

(, @/ H7F @ &$'$: h
(, @/ H7F A ' $'$: h

6fUbW.	H5%		BUaY	HI]kUni5%8YWbif	IgY	H5L-K5M	5fYU	%&9% Ge:h
GWWcb	8%	cZ %	:fca.	HI]kUni5		Ht. FibkUni%.!'*		@Ubi7cbgh %##%(&
GifZUW	57	:Ua]m	5@8CH57HI]kUig	NcbY		7UN[cfm		FUb_. G
5fYU	%&9% Ge:h	@b[h.	&):h	K]Xh.		)):h		
GUVg		GUV@b[h.	:h	GUVK]Xh.	:h		>]bhi@b[h.	:h
G.ci`XYf.		GfYWHndY		;fUXY	$		@UbYg	$
GWWcb7caaYblg								

@Ughibgd'8UbY %#&&&%	HUUSadYg (	GifjYnX '
7cbXjfcbg D7= +%		
=bghWXcb7caaYblg		

GladYBiaVcf. 8%	HndY	F	5fYU	)+*$$$Ge:h	D7= +(
GladY7caaYblg					
(, @/ H7F	A	'$$$$:h			

GladYBiaVcf. 8&	HndY	F	5fYU	)+($$$Ge:h	D7= +%
GladY7caaYblg					
(, @/ H7F	@	%($$$:h			
(, @/ H7F	A	%)'$$:h			
)+ K95H9F=B;	@	&+$$$ Ge:h			

GladYBiaVcf. 8	HndY	F	5fYU	(',)'$$Ge:h	D7= *-
GladY7caaYblg					
(, @/ H7F	@	%&'$$:h			
(, @/ H7F	A	&%$$:h			

BYkcf_.	8CI		BUaY	Dinf:YXFY[cbU'5]fcbfh
6fUbW.	H5%		BUaY	HI]kUni5%8YWbif
GWWcb	8%	cZ %	:fca.	HI]kUni5
GifZUW	57	:Ua]m	5@8CH57HI]kUig	NcbY
5fYU	%&9% Ge:h	@b[h.	&):h	K]Xh.
GUVg		GUV@b[h.	:h	GUVK]Xh.
G.ci`XYf.		GfYWHndY		;fUXY
GWWcb7caaYblg				

BYikcf.	87I			BUaY	Dfmf:]YXFY[]cbU'5]fdfh		
6fUbW.	H5&		BUaY	HI]kUri5&8YWbf	IgY	H5L-K5M	5fYU	'*2S,&Ge:h

GYWkcb   8%   cZ %   :fca.   FiibkUri%!'*   H:. HI]kUri5   @Ugh7cbgh' %#%(&
GifZUW   57   :Uaìm 5@8CHI57HI]kUrg   NcbY   7UNcfm   FUb_. G
5fYU   '*2S,&Ge:h   @b[h.   '%&:h   K]Xh.   +$:h
GUVg   GUV@b[h.   :h   GUVK]Xh.   :h   >c]bhi@b[h.   :h
G.ci`XY.   GfYXHHndY   ;fUXY $ @UbYg $
GYWkcb7caaYbhg

Kcf_8UY %#%(&   Kcf_HndY BYk7cbghfiWjcb!=bjHjU   7cXY BI!=B   =g'AUcfA/F. HiY

@Ughisbgh'8UY %$&&&%   HhUGladYg *   GifjYmX '
7cbXjdcbg   D7= +'
=bghfiWjcb7caaYbhg

GladYBiaVf.	8%	HndY	F	5fYU	+)-8$$Ge:h	D7= +&
GladY7caaYbhg						

(,   @/ H7F   @   &*'$$:h
(,   @/ H7F   A   %+'$$:h
)+   K95H:9F-B;   @   +)-8$$ Ge:h

GladYBiaVf.	8	HndY	F	5fYU	)'+)'$$Ge:h	D7= *-
GladY7caaYbhg						

(,   @/ H7F   @   +8$$:h
(,   @/ H7F   A   88'$$:h
)+   K95H:9F-B;   @   )'+)'$$ Ge:h

GladYBiaVf.	9	HndY	F	5fYU	)&9'$$Ge:h	D7= +
GladY7caaYbhg						

(,   @/ H7F   @   %),$$:h
(,   @/ H7F   A   %8'$$:h

BYkcf.	87I		BUaY	Dinf:]YXFY[]cbU'5]fcfh			
6fUbW	H5'		BUaY	HI]kUri5'8YWahf	IgY	H5L-K5M	5fYU	(8)%+Ge:h

GYWkcb %% cZ % :fca. Fi]kUri%!'* H:. HI]kUri5 @Ugh7cbgh' %%%(&
GifZUW 57 :Ua]'m 5@8CH557HI]kUrg NcbY 7UN[cfm FUb_. G
5fYU (8)%+Ge:h @b[]h. '%&h K]Xh. +$:h
GUVg GUV@b[]h. :h GUVK]Xh. :h >c]bh@b[]h. :h
G.ci`XY. GfYYHHndY ;fUXY $ @Ubg $
GYWkcb7caaYblg

Kcf_8UrY %%%(& Kcf_HndY BYk7cbgifiWkcb!b]]U 7cXY BI!=B =g'AUcf'A/F. HiY

@Ugh]bgd'8UrY %%&&%% HihUGUadYg * Gi fjYnX (
7cbXifcbg D7=. +&
=bgdYWkcb7caaYblg

GUadYBiaVkf.	8%	HndY	F	5fYU	(-%'$$Ge:h	D7=.	*(
GUadY7caaYblg

(, @/ H7F @ *$$$:h
(, @/ H7F A '$$$$:h
)+ K95HI9F=B; @ (-%'$$ Ge:h

GUadYBiaVkf.	8	HndY	F	5fYU	),*$$$Ge:h	D7=.	*+
GUadY7caaYblg

(, @/ H7F @ %,'$$:h
(, @/ H7F A &$$$:h
)+ K95HI9F=B; @),*$$$ Ge:h

GUadYBiaVkf.	9)	HndY	5	5fYU	+9))'$$Ge:h	D7=.	,+
GUadY7caaYblg

(, @/ H7F @ %'$$:h
(, @/ H7F A +)'$$:h

GUadYBiaVkf.	8+	HndY	F	5fYU	)&$$$Ge:h	D7=.	+'
GUadY7caaYblg

(, @/ H7F A &$$$:h

6fUbW.	H5(	BUaY	HIjkUn5(8YWhf	Igy	H5L-K5M	5fYU	'(2S*Ge h
GyWjcb 8%		cZ %	:fcm. Fihkuny%!*		H. HIjkUn5		@Ught7cbghl %##%(&
GifZUW 57		:Uaijm 5@8CH557HIjkUng	NcbY		7UbjcfM		FUb. G
5fYU	'(2S*Ge h	@Ybh.	'%&h	KjXh.	+$:h		
GUvg		GUV@Ybh.	:h	GUVKjXh.	:h	>jhbijh@Ybh.	:h
G.cixXf.		GifYHHdY		;fUXY $		@Ubyg $	
GyWjcb7caaYbg							

Kcf8UY %##%(&		Kcf_HndY BYk7cbghiUjjcb!hjjU		7cXY BI!-B		=g'AUcrA/F.HiY	

@Ughjjbghd'8UY %#&&&%   HhUGjaYg *   GifjYnX '

7cbXjjjcbg D7=.),

=bghjUjjcb7caaYbg

GjjaYBiaVyf. 8%	HndY F	5fYU	)$$$$Ge h	D7=.)(
GjjaY7caaYbg				
(, @/H7F	@	'''$$:h	
(, @/H7F	A	'*+$$:h	
(, @/H7F	<	('$$:h	
)+ K95H9F-B;	@	)$$$$$Ge h	

GjjaYBiaVyf. 8	HndY F	5fYU	)'+)$$Ge h	D7=.),
GjjaY7caaYbg				
(, @CB;-H8-B5@-FF5BGJ9FC9'@ 7F57?-B;		%%)$$:h	
(, @CB;-H8-B5@-FF5BGJ9FC9'A 7F57?-B;		(()$$:h	
)+ K95H9F-B;	@	)'+)$$Ge h	

GjjaYBiaVyf. 8'	HndY F	5fYU	)&)$$Ge h	D7=. *'
GjjaY7caaYbg				
(, @/H7F	@	%8'$$:h	
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APPENDIX E

DISTRESS SUMMARY REPORT

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APPENDIX F

PAVEMENT CONDITION REPORTS

Appendix F1
Forecasted Section PCI
Pryor Field Regional Airport (DCU)

Branch ID	Section ID	Forecasted PCI						
		2021	2022	2023	2024	2025	2026	2027
A01	01	71	69	67	65	62	60	58
A02	01	35	33	31	29	26	24	22
A02	02	64	62	60	58	55	53	51
A02	03	76	74	72	70	67	65	63
A02	04	38	36	34	32	29	27	25
A02	05	48	46	44	42	39	37	35
R1836	01	49	45	41	36	32	28	23
TA	01	74	71	68	64	60	55	50
TA1	01	63	59	54	49	46	44	40
TA2	01	66	62	58	53	48	45	43
TA3	01	65	60	56	51	47	45	41
TA4	01	48	45	42	39	35	32	28
TA5	01	63	59	54	49	46	44	40
TC01	01	79	77	75	72	70	66	62
TC02	01	60	55	50	47	45	41	38
TC02	02	100	100	100	99	99	99	98

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APPENDIX G

SAFETY AND PREVENTIVE MAINTENANCE POLICIES

Appendix G1
Localized Safety (Stopgap) Repair Policy

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

Appendix G2
Localized Preventive Repair Policy

Distress	Distress Severity	Description	Code	Work Type	Work Unit
41	Medium	ALLIGATOR CR	PA-AD	Patching - AC Full-Depth	SqFt
41	High	ALLIGATOR CR	PA-AD	Patching - AC Full-Depth	SqFt
42	N/A	BLEEDING	PA-AS	Patching - AC Partial-Depth	SqFt
43	High	BLOCK CR	PA-AD	Patching - AC Full-Depth	SqFt
43	Medium	BLOCK CR	CS-AC	Crack Sealing - AC	Ft
44	Low	CORRUGATION	PA-AS	Patching - AC Partial-Depth	SqFt
44	High	CORRUGATION	PA-AS	Patching - AC Partial-Depth	SqFt
44	Medium	CORRUGATION	PA-AS	Patching - AC Partial-Depth	SqFt
45	Medium	DEPRESSION	PA-AD	Patching - AC Full-Depth	SqFt
45	Low	DEPRESSION	PA-AD	Patching - AC Full-Depth	SqFt
45	High	DEPRESSION	PA-AD	Patching - AC Full-Depth	SqFt
47	High	JT REF. CR	CS-AC	Crack Sealing - AC	Ft
47	Medium	JT REF. CR	CS-AC	Crack Sealing - AC	Ft
48	High	L & T CR	CS-AC	Crack Sealing - AC	Ft
48	Medium	L & T CR	CS-AC	Crack Sealing - AC	Ft
49	N/A	OIL SPILLAGE	PA-AD	Patching - AC Full-Depth	SqFt
50	High	PATCHING	PA-AD	Patching - AC Full-Depth	SqFt
50	Medium	PATCHING	PA-AD	Patching - AC Full-Depth	SqFt
52	High	RAVELING	PA-AS	Patching - AC Partial-Depth	SqFt
53	High	RUTTING	PA-AD	Patching - AC Full-Depth	SqFt
53	Low	RUTTING	PA-AD	Patching - AC Full-Depth	SqFt
53	Medium	RUTTING	PA-AD	Patching - AC Full-Depth	SqFt
55	N/A	SLIPPAGE CR	PA-AD	Patching - AC Full-Depth	SqFt
56	Low	SWELLING	PA-AD	Patching - AC Full-Depth	SqFt
56	Medium	SWELLING	PA-AD	Patching - AC Full-Depth	SqFt
61	Low	BLOW-UP	PA-PF	Patching - PCC Full Depth	SqFt
61	Medium	BLOW-UP	PA-PF	Patching - PCC Full Depth	SqFt
61	High	BLOW-UP	PA-PF	Patching - PCC Full Depth	SqFt
62	Medium	CORNER BREAK	PA-PF	Patching - PCC Full Depth	SqFt
62	High	CORNER BREAK	PA-PF	Patching - PCC Full Depth	SqFt
62	Low	CORNER BREAK	CS-PC	Crack Sealing - PCC	Ft
63	Medium	LINEAR CR	CS-PC	Crack Sealing - PCC	Ft
63	High	LINEAR CR	PA-PP	Patching - PCC Partial Depth	SqFt
64	Medium	DURABIL. CR	PA-PF	Patching - PCC Full Depth	SqFt
64	High	DURABIL. CR	SL-PC	Slab Replacement - PCC	SqFt
65	High	JT SEAL DMG	JS-LC	Joint Seal (Localized)	Ft
65	Medium	JT SEAL DMG	JS-LC	Joint Seal (Localized)	Ft
66	High	SMALL PATCH	PA-PP	Patching - PCC Partial Depth	SqFt
66	Medium	SMALL PATCH	PA-PP	Patching - PCC Partial Depth	SqFt
67	Medium	LARGE PATCH	PA-PF	Patching - PCC Full Depth	SqFt

Appendix G2
Localized Preventive Repair Policy

Distress	Distress Severity	Description	Code	Work Type	Work Unit
67	High	LARGE PATCH	PA-PF	Patching - PCC Full Depth	SqFt
69	N/A	PUMPING	JS-LC	Joint Seal (Localized)	Ft
70	Medium	SCALING	PA-PP	Patching - PCC Partial Depth	SqFt
70	High	SCALING	SL-PC	Slab Replacement - PCC	SqFt
71	High	FAULTING	GR-PP	Grinding (Localized)	Ft
71	Medium	FAULTING	GR-PP	Grinding (Localized)	Ft
72	Medium	SHAT. SLAB	SL-PC	Slab Replacement - PCC	SqFt
72	High	SHAT. SLAB	SL-PC	Slab Replacement - PCC	SqFt
74	High	JOINT SPALL	PA-PP	Patching - PCC Partial Depth	SqFt
74	Medium	JOINT SPALL	PA-PP	Patching - PCC Partial Depth	SqFt
75	Medium	CORNER SPALL	PA-PP	Patching - PCC Partial Depth	SqFt
75	High	CORNER SPALL	PA-PP	Patching - PCC Partial Depth	SqFt
76	Medium	ASR	SL-PC	Slab Replacement - PCC	SqFt
76	High	ASR	SL-PC	Slab Replacement - PCC	SqFt

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 RSMeans, 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.
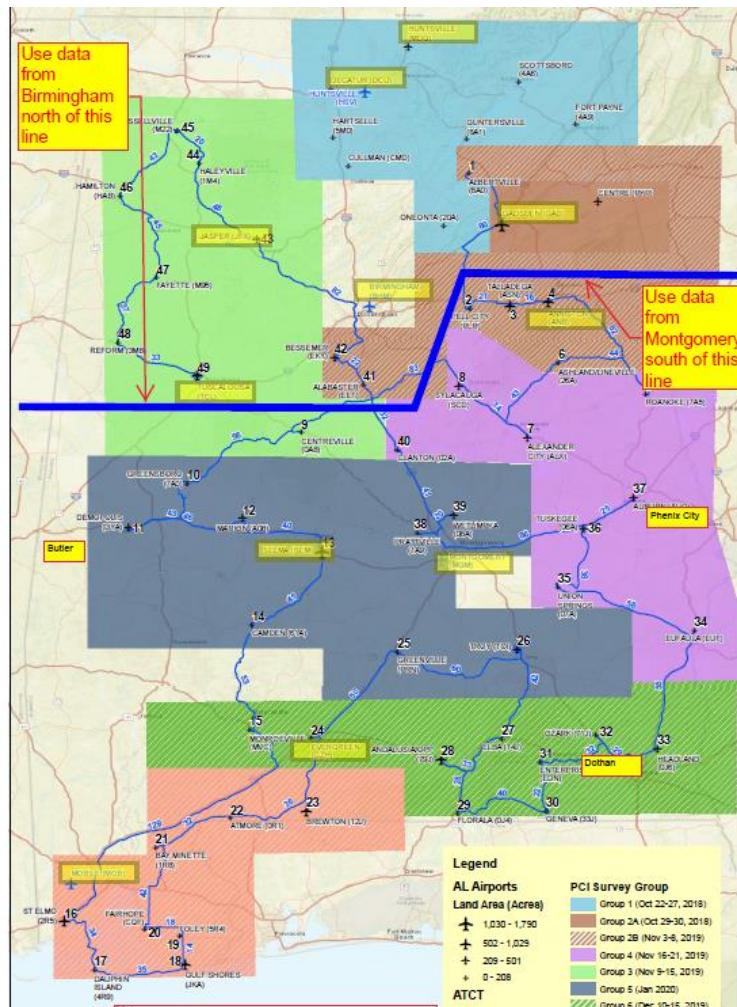
Figure 1: RSMeans Unit Costs Locations.

Maintenance & Repair (M&R) Activities

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

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

Table 1: Repair Activities.

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

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

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

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

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

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

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

<u>*M&R Unit Costs*</u>

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

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

Table 2: Cost Factors.

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

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

Maintenance

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

Table 3: Unit Costs for Maintenance.

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

Preservation

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

Table 4: Unit Costs for Preservation Activities.

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

Rehabilitation and Reconstruction

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

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

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

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

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

Appendix H2
Component Costs for Repair

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

Appendix H3
Airport Category

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

Appendix H3
Airport Category

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

APPENDIX I

PAVEMENT CAPITAL IMPROVEMENT PROGRAM

I1: PCIP Summary
I2: Year 1 Maintenance Plan

Appendix I1
PCIP Summary
Pryor Field Regional Airport (DCU)

Branch & Section	2021	2022	2023	2024	2025	2026	2027
A01 01	Preventive $4641.74 Before:71.14 After:71.14	Preventive $5853.07 Before:68.93 After:68.93	Preventive $7932.37 Before:66.72 After:66.72	Required Project Major Below Critical $830562.39 Before:64.51 After:100	Preventive $413.07 Before:97.78 After:97.78	Preventive $849.18 Before:95.57 After:95.57	Preventive + Required Project Global MR $114643.19 Before:93.36 After:97.79
A02 01	StopGap $2753.55 Before:35.14 After:35.14	Required Project Major Below Critical $260133.12 Before:32.93 After:100	Preventive $53.8 Before:97.79 After:97.79	Preventive $110.83 Before:95.58 After:95.58	Preventive + Required Project Global MR $14997.75 Before:93.36 After:97.79	Preventive $117.58 Before:95.58 After:95.58	Preventive $181.66 Before:93.37 After:93.37
A02 02	StopGap $238.31 Before:64.14 After:64.14	StopGap $279.64 Before:61.93 After:61.93	StopGap $322.8 Before:59.72 After:59.72	StopGap $365.47 Before:57.51 After:57.51	Required Project Major Below Critical $98784 Before:55.3 After:100	Preventive $38.47 Before:97.79 After:97.79	Preventive $79.25 Before:95.58 After:95.58
A02 03	Preventive + Required Project Global MR $28592.49 Before:76.14 After:82.78	Preventive $646.76 Before:80.57 After:80.57	Preventive $736.93 Before:78.36 After:78.36	Preventive $829.99 Before:76.15 After:76.15	Preventive $927.98 Before:73.94 After:73.94	Preventive $1031.1 Before:71.73 After:71.73	Preventive $1213.6 Before:69.52 After:69.52

Branch & Section	2021	2022	2023	2024	2025	2026	2027
A02 04	StopGap $7622.61 Before:38.14 After:38.14	Required Project Major Below Critical $1233293.16 Before:35.93 After:100	Preventive $255.08 Before:97.79 After:97.79	Preventive $525.46 Before:95.58 After:95.58	Preventive + Required Project Global MR $71104.45 Before:93.36 After:97.79	Preventive $557.46 Before:95.58 After:95.58	Preventive $861.27 Before:93.37 After:93.37
A02 05	StopGap $1191.48 Before:48.14 After:48.14	Required Project Major Below Critical $231639.75 Before:45.93 After:100	Preventive $90.21 Before:97.79 After:97.79	Preventive $185.83 Before:95.58 After:95.58	Preventive + Required Project Global MR $25146.47 Before:93.36 After:97.79	Preventive $197.15 Before:95.58 After:95.58	Preventive $304.59 Before:93.37 After:93.37
R1836 01	StopGap $13174.07 Before:58.78 After:58.78	StopGap $16771.7 Before:53.3 After:53.3	StopGap $19899.18 Before:49.04 After:49.04	StopGap $23403.81 Before:44.77 After:44.77	Required Project Major Below Critical $4103904 Before:40.5 After:100	Preventive $940.55 Before:98.7 After:98.7	Preventive $1876.55 Before:97.48 After:97.48
TA 01	Preventive $8096.4 Before:73.56 After:73.56	Preventive $9072.36 Before:71.06 After:71.06	StopGap $3989.7 Before:67.99 After:67.99	StopGap $5403.49 Before:64.21 After:64.21	StopGap $7132.42 Before:59.74 After:59.74	Required Project Major Below Critical $1670048.95 Before:54.84 After:100	Preventive $380.72 Before:98.98 After:98.98

Appendix I1
PCIP Summary
Pryor Field Regional Airport (DCU)

Branch & Section	2021	2022	2023	2024	2025	2026	2027
TA1 01	StopGap $324.73 Before:63.29 After:63.29	StopGap $424 Before:58.7 After:58.7	StopGap $529.31 Before:53.76 After:53.76	StopGap $636.89 Before:49.1 After:49.1	Required Project Major Below Critical $127794.24 Before:45.78 After:100	Preventive $22.94 Before:98.98 After:98.98	Preventive $50 Before:97.85 After:97.85
TA2 01	StopGap $501.14 Before:66.41 After:66.41	StopGap $671.2 Before:62.33 After:62.33	StopGap $866.66 Before:57.63 After:57.63	StopGap $1073.98 Before:52.68 After:52.68	Required Project Major Below Critical $242471.04 Before:48.2 After:100	Preventive $43.52 Before:98.98 After:98.98	Preventive $94.86 Before:97.85 After:97.85
TA3 01	StopGap $622.59 Before:64.84 After:64.84	StopGap $825.42 Before:60.48 After:60.48	StopGap $1044.62 Before:55.62 After:55.62	StopGap $1274.18 Before:50.76 After:50.76	Required Project Major Below Critical $269989.44 Before:46.77 After:100	Preventive $48.46 Before:98.98 After:98.98	Preventive $105.63 Before:97.85 After:97.85
TA4 01	StopGap $634.16 Before:61.8 After:61.8	StopGap $814.36 Before:57.04 After:57.04	StopGap $1004.46 Before:52.11 After:52.11	StopGap $1192.78 Before:47.76 After:47.76	Required Project Major Below Critical $229125.12 Before:45.23 After:100	Preventive $41.13 Before:98.98 After:98.98	Preventive $89.64 Before:97.85 After:97.85
TA5 01	StopGap $491.3 Before:63.29 After:63.29	StopGap $641.49 Before:58.7 After:58.7	StopGap $800.83 Before:53.76 After:53.76	StopGap $963.59 Before:49.1 After:49.1	Required Project Major Below Critical $193347.84 Before:45.78 After:100	Preventive $34.71 Before:98.98 After:98.98	Preventive $75.64 Before:97.85 After:97.85

Appendix I1
PCIP Summary
Pryor Field Regional Airport (DCU)

Branch & Section	2021	2022	2023	2024	2025	2026	2027
TC01 01	Preventive $1113.29 Before:78.61 After:78.61	Preventive $1242.29 Before:76.66 After:76.66	Preventive $1381.06 Before:74.65 After:74.65	Preventive $1541.59 Before:72.36 After:72.36	StopGap $613.92 Before:69.58 After:69.58	Required Project Major Below Critical $279219.85 Before:66.15 After:100	Preventive $63.65 Before:98.98 After:98.98
TC02 01	StopGap $664.61 Before:60.09 After:60.09	StopGap $837.41 Before:55.21 After:55.21	StopGap $1018.03 Before:50.38 After:50.38	StopGap $1187.85 Before:46.53 After:46.53	Required Project Major Below Critical $219515.52 Before:44.72 After:100	Preventive $39.4 Before:98.98 After:98.98	Preventive $85.88 Before:97.85 After:97.85
TC02 02	Do Nothing Before:99.87 After:99.87	Do Nothing Before:99.72 After:99.72	Do Nothing Before:99.53 After:99.53	Do Nothing Before:99.27 After:99.27	Do Nothing Before:98.97 After:98.97	Do Nothing Before:98.6 After:98.6	Do Nothing Before:98.19 After:98.19

Appendix I2
Localized Maintenance Plan
Pryor Field Regional Airport (DCU)

Branch ID	Section ID	Policy	Distress Code	Description	Severity	Distress Qty	Distress Unit	Percent Distress	Work Description	Work Qty	Work Unit	Unit Cost	Work Cost
A01	01	Preventive	48	L & T CR	Low	2,765	Ft	1.71	No Localized M & R	0		$0.00	$0
A01	01	Preventive	48	L & T CR	Medium	4,969	Ft	3.07	Crack Sealing - AC	4,969	Ft	$3.95	$19,626
A02	01	Safety	41	ALLIGATOR CR	High	233	SqFt	1.04	Patching - AC Full-Depth	299	SqFt	$25.05	$7,484
A02	01	Safety	41	ALLIGATOR CR	Medium	156	SqFt	0.69	No Localized M & R	0		$0.00	$0
A02	01	Safety	48	L & T CR	High	209	Ft	0.93	Crack Sealing - AC	209	Ft	$3.95	$826
A02	01	Safety	48	L & T CR	Medium	1,881	Ft	8.37	No Localized M & R	0		$0.00	$0
A02	01	Safety	50	PATCHING	Low	1,361	SqFt	6.06	No Localized M & R	0		$0.00	$0
A02	01	Safety	52	RAVELING	High	15	SqFt	0.06	No Localized M & R	0		$0.00	$0
A02	01	Safety	52	RAVELING	Medium	4,364	SqFt	19.43	No Localized M & R	0		$0.00	$0
A02	01	Safety	57	WEATHERING	Low	16,724	SqFt	74.45	No Localized M & R	0		$0.00	$0
A02	02	Preventive	43	BLOCK CR	Low	200	SqFt	1.36	No Localized M & R	0		$0.00	$0
A02	02	Preventive	45	DEPRESSION	Low	10	SqFt	0.07	Patching - AC Full-Depth	27	SqFt	$25.05	$670
A02	02	Preventive	48	L & T CR	Low	114	Ft	0.78	No Localized M & R	0		$0.00	$0
A02	02	Preventive	48	L & T CR	Medium	413	Ft	2.81	Crack Sealing - AC	413	Ft	$3.95	$1,631
A02	02	Preventive	57	WEATHERING	Low	9,975	SqFt	67.86	No Localized M & R	0		$0.00	$0
A02	02	Preventive	57	WEATHERING	Medium	4,725	SqFt	32.14	No Localized M & R	0		$0.00	$0
A02	03	Preventive	48	L & T CR	Low	977	Ft	3.09	No Localized M & R	0		$0.00	$0
A02	03	Preventive	48	L & T CR	Medium	534	Ft	1.69	Crack Sealing - AC	534	Ft	$3.95	$2,110
A02	03	Preventive	49	OIL SPILLAGE	N/A	4	SqFt	0.01	Patching - AC Full-Depth	16	SqFt	$25.05	$396
A02	04	Safety	48	L & T CR	Low	606	Ft	0.57	No Localized M & R	0		$0.00	$0
A02	04	Safety	48	L & T CR	Medium	3,983	Ft	3.74	No Localized M & R	0		$0.00	$0
A02	04	Safety	52	RAVELING	Low	29,553	SqFt	27.75	No Localized M & R	0		$0.00	$0
A02	04	Safety	52	RAVELING	Medium	76,949	SqFt	72.25	No Localized M & R	0		$0.00	$0
A02	05	Safety	43	BLOCK CR	Medium	706	SqFt	1.88	No Localized M & R	0		$0.00	$0
A02	05	Safety	48	L & T CR	Medium	3,837	Ft	10.19	No Localized M & R	0		$0.00	$0
A02	05	Safety	50	PATCHING	Low	1,177	SqFt	3.12	No Localized M & R	0		$0.00	$0
A02	05	Safety	52	RAVELING	Low	36,488	SqFt	96.88	No Localized M & R	0		$0.00	$0
R1836	01	Safety	48	L & T CR	Low	29,809	Ft	4.88	No Localized M & R	0		$0.00	$0
R1836	01	Safety	48	L & T CR	Medium	32,747	Ft	5.36	No Localized M & R	0		$0.00	$0

Appendix I2
Localized Maintenance Plan
Pryor Field Regional Airport (DCU)

Branch ID	Section ID	Policy	Distress Code	Description	Severity	Distress Qty	Distress Unit	Percent Distress	Work Description	Work Qty	Work Unit	Unit Cost	Work Cost
R1836	01	Safety	52	RAVELING	Low	8,482	SqFt	1.39	No Localized M & R	0		$0.00	$0
R1836	01	Safety	57	WEATHERING	Low	602,218	SqFt	98.61	No Localized M & R	0		$0.00	$0
TA	01	Preventive	48	L & T CR	Low	5,546	Ft	1.81	No Localized M & R	0		$0.00	$0
TA	01	Preventive	48	L & T CR	Medium	12,453	Ft	4.06	Crack Sealing - AC	12,453	Ft	$3.95	$49,191
TA1	01	Preventive	48	L & T CR	Low	318	Ft	1.67	No Localized M & R	0		$0.00	$0
TA1	01	Preventive	48	L & T CR	Medium	833	Ft	4.38	Crack Sealing - AC	833	Ft	$3.95	$3,291
TA1	01	Preventive	57	WEATHERING	Low	3,436	SqFt	18.07	No Localized M & R	0		$0.00	$0
TA2	01	Preventive	48	L & T CR	Low	984	Ft	2.73	No Localized M & R	0		$0.00	$0
TA2	01	Preventive	48	L & T CR	Medium	1,020	Ft	2.83	Crack Sealing - AC	1,020	Ft	$3.95	$4,027
TA2	01	Preventive	57	WEATHERING	Low	25,718	SqFt	71.28	No Localized M & R	0		$0.00	$0
TA3	01	Preventive	48	L & T CR	Low	447	Ft	1.11	No Localized M & R	0		$0.00	$0
TA3	01	Preventive	48	L & T CR	Medium	1,749	Ft	4.35	Crack Sealing - AC	1,749	Ft	$3.95	$6,909
TA3	01	Preventive	57	WEATHERING	Low	22,271	SqFt	55.43	No Localized M & R	0		$0.00	$0
TA4	01	Safety	48	L & T CR	High	9	Ft	0.03	Crack Sealing - AC	9	Ft	$3.95	$34
TA4	01	Safety	48	L & T CR	Low	1,209	Ft	3.55	No Localized M & R	0		$0.00	$0
TA4	01	Safety	48	L & T CR	Medium	2,515	Ft	7.38	No Localized M & R	0		$0.00	$0
TA4	01	Safety	52	RAVELING	Low	131	SqFt	0.38	No Localized M & R	0		$0.00	$0
TA4	01	Safety	57	WEATHERING	Low	22,647	SqFt	66.42	No Localized M & R	0		$0.00	$0
TA5	01	Preventive	48	L & T CR	Low	395	Ft	1.37	No Localized M & R	0		$0.00	$0
TA5	01	Preventive	48	L & T CR	Medium	938	Ft	3.26	Crack Sealing - AC	938	Ft	$3.95	$3,706
TA5	01	Preventive	57	WEATHERING	Low	28,772	SqFt	100	No Localized M & R	0		$0.00	$0
TC01	01	Preventive	45	DEPRESSION	Low	163	SqFt	0.32	Patching - AC Full-Depth	219	SqFt	$25.05	$5,479
TC01	01	Preventive	45	DEPRESSION	Medium	12	SqFt	0.02	Patching - AC Full-Depth	30	SqFt	$25.05	$750
TC01	01	Preventive	48	L & T CR	Low	501	Ft	0.98	No Localized M & R	0		$0.00	$0
TC01	01	Preventive	48	L & T CR	Medium	693	Ft	1.35	Crack Sealing - AC	693	Ft	$3.95	$2,738
TC01	01	Preventive	50	PATCHING	Low	329	SqFt	0.64	No Localized M & R	0		$0.00	$0
TC01	01	Preventive	57	WEATHERING	Low	32,376	SqFt	63.19	No Localized M & R	0		$0.00	$0
TC02	01	Safety	41	ALLIGATOR CR	Low	221	SqFt	0.68	No Localized M & R	0		$0.00	$0
TC02	01	Safety	45	DEPRESSION	Low	22	SqFt	0.07	No Localized M & R	0		$0.00	$0

Appendix I2
Localized Maintenance Plan
Pryor Field Regional Airport (DCU)

Branch ID	Section ID	Policy	Distress Code	Description	Severity	Distress Qty	Distress Unit	Percent Distress	Work Description	Work Qty	Work Unit	Unit Cost	Work Cost
TC02	01	Safety	48	L & T CR	Low	612	Ft	1.87	No Localized M & R	0		$0.00	$0
TC02	01	Safety	48	L & T CR	Medium	1,280	Ft	3.92	No Localized M & R	0		$0.00	$0
TC02	01	Safety	52	RAVELING	Low	855	SqFt	2.62	No Localized M & R	0		$0.00	$0
TC02	01	Safety	52	RAVELING	Medium	47	SqFt	0.14	No Localized M & R	0		$0.00	$0
TC02	01	Safety	57	WEATHERING	Low	3,331	SqFt	10.2	No Localized M & R	0		$0.00	$0
TC02	01	Safety	57	WEATHERING	Medium	28,432	SqFt	87.04	No Localized M & R	0		$0.00	$0