

Alabama Statewide Airport Pavement Management Program Update



**Merkel Field Sylacauga Municipal
Airport (SCD)**

Final Report

February 2022



Submitted to

Alabama Aeronautics Bureau

Submitted by



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

Pavement Management – Evaluation – Testing – Design

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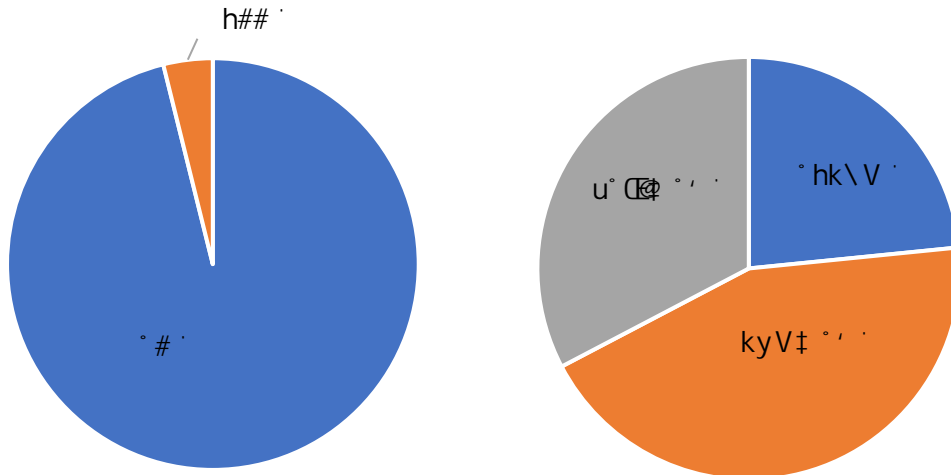
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Executive Summary

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ES.1 Pavement Inventory

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ES.2 Pavement Condition

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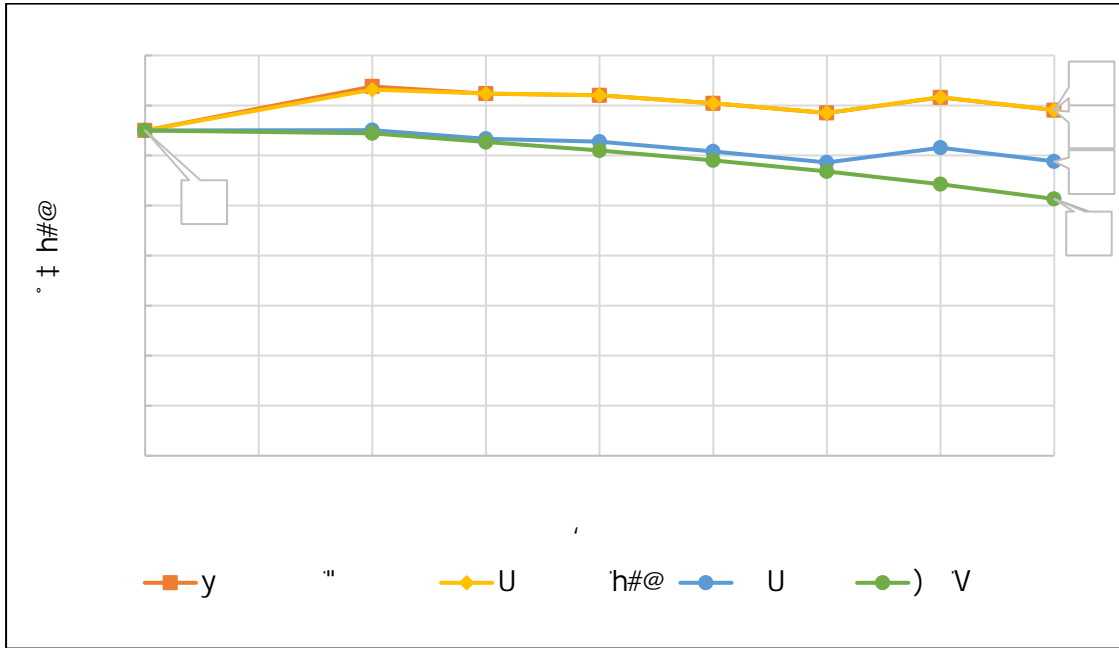
ES.3 Pavement Maintenance and Repair Funding Levels

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ES.4 Pavement Capital Improvement Program (PCIP)

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TABLE OF CONTENTS

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APPENDICES

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1 Introduction

1.1. Overview

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1.2. Work Scope

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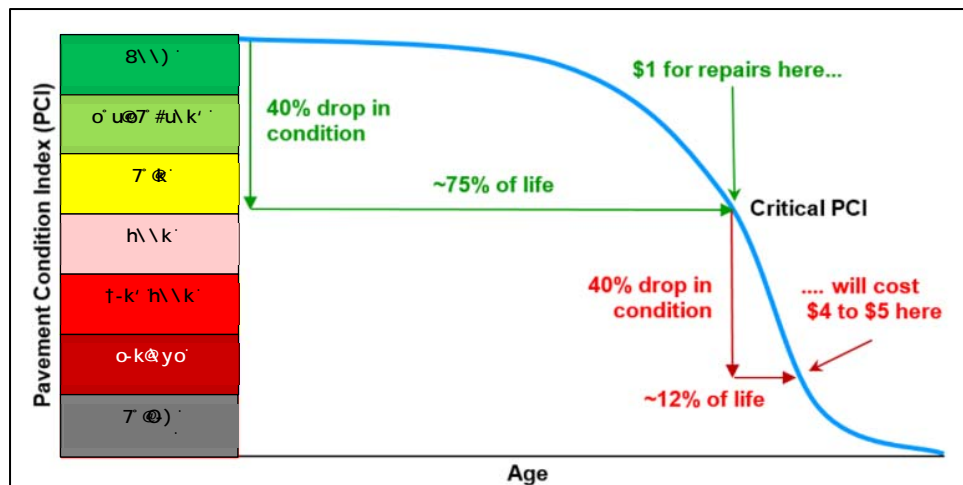
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1.3. Pavement Management Concept



2 Airfield Pavement Inventory

2.1. Introduction

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2.2. Pavement Inventory

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2.3. Climatic Conditions

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2.4. Pavement Network Definition

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2.5. Inventory Summary

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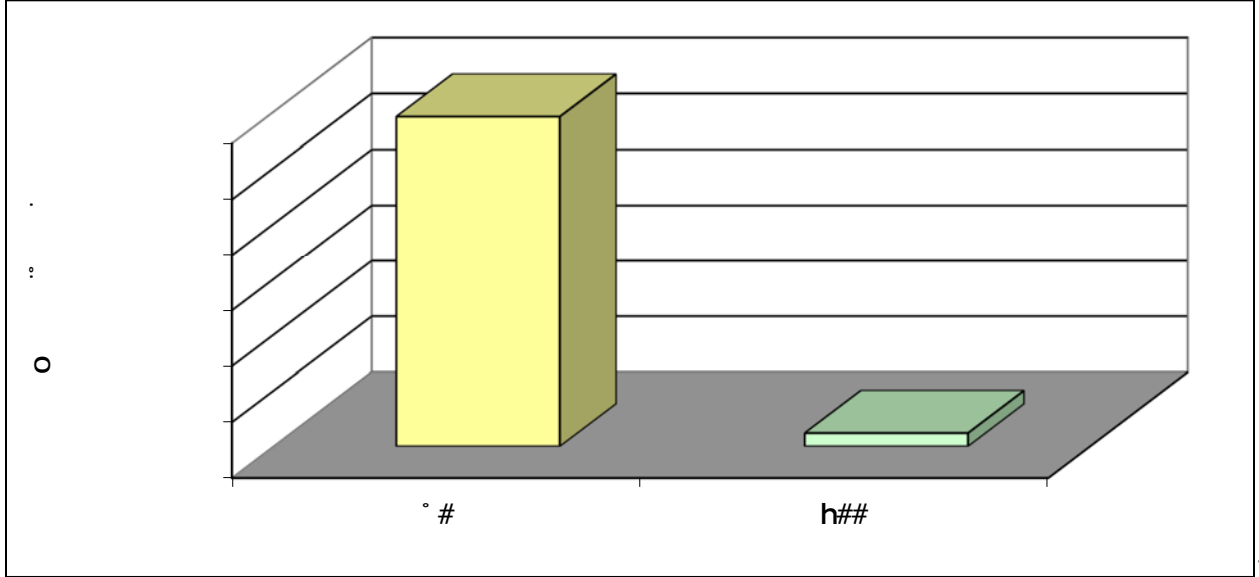
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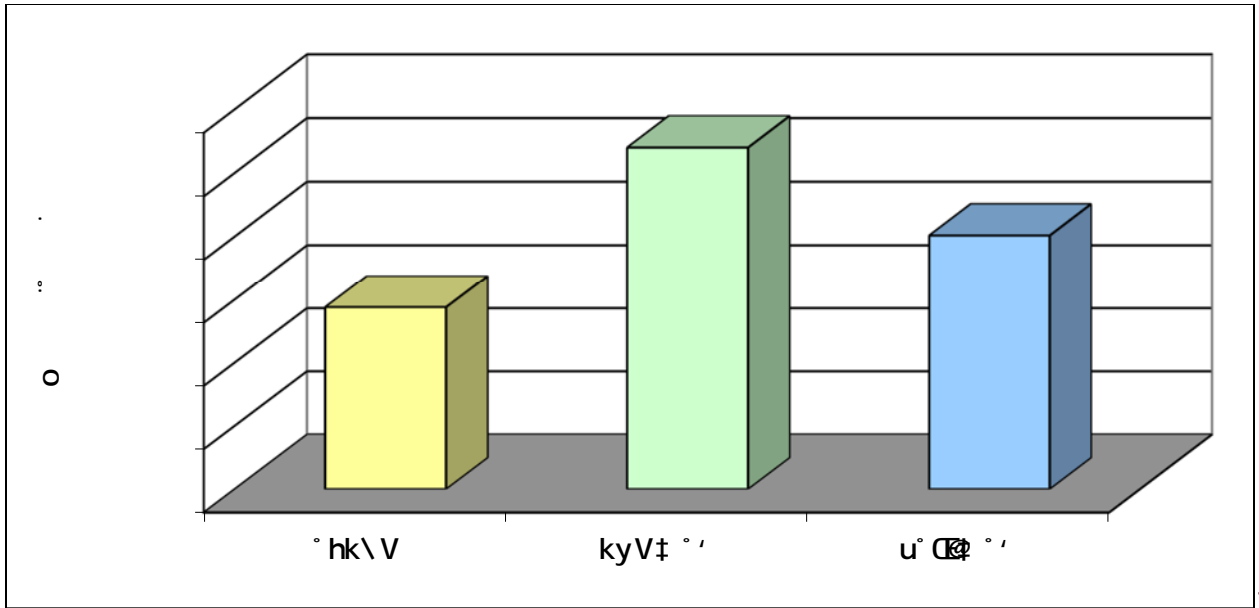
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3 Pavement Condition

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3.2. Pavement Condition Rating Methodology

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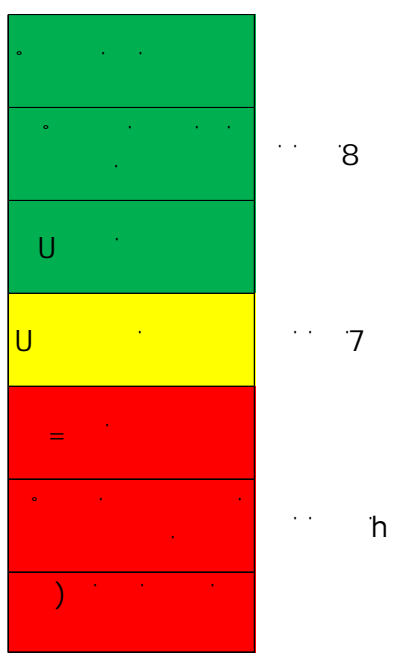
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3.4. Additional PCI-based Indices

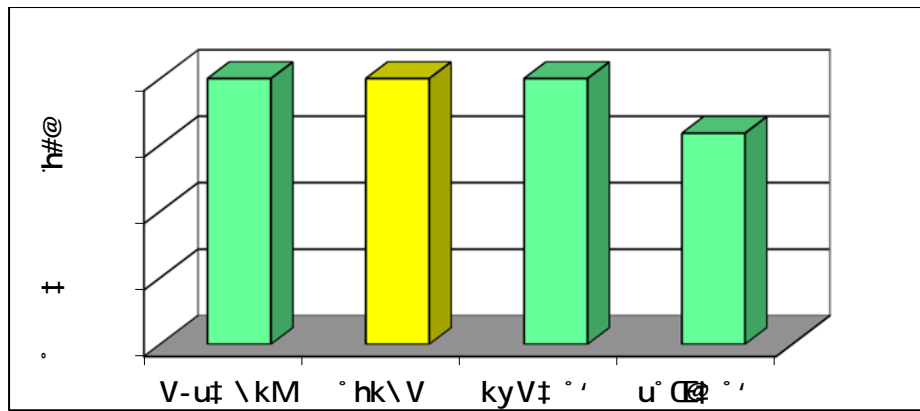
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3.5. PCI Survey Results

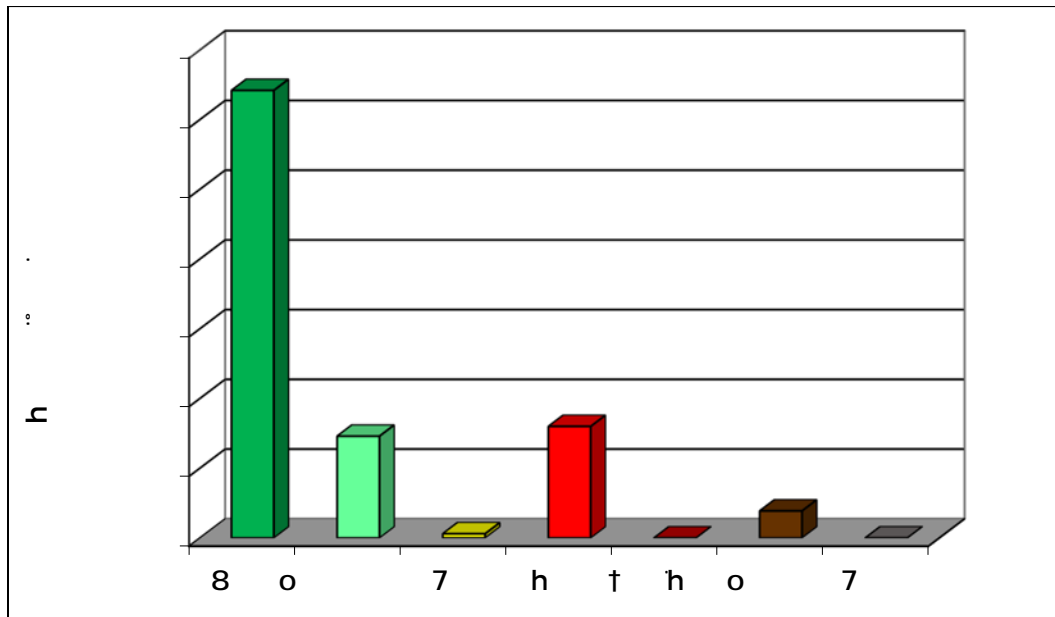
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3.6. PCC Pavements

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4 Pavement Capital Improvement Program

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4.2. Performance Modeling

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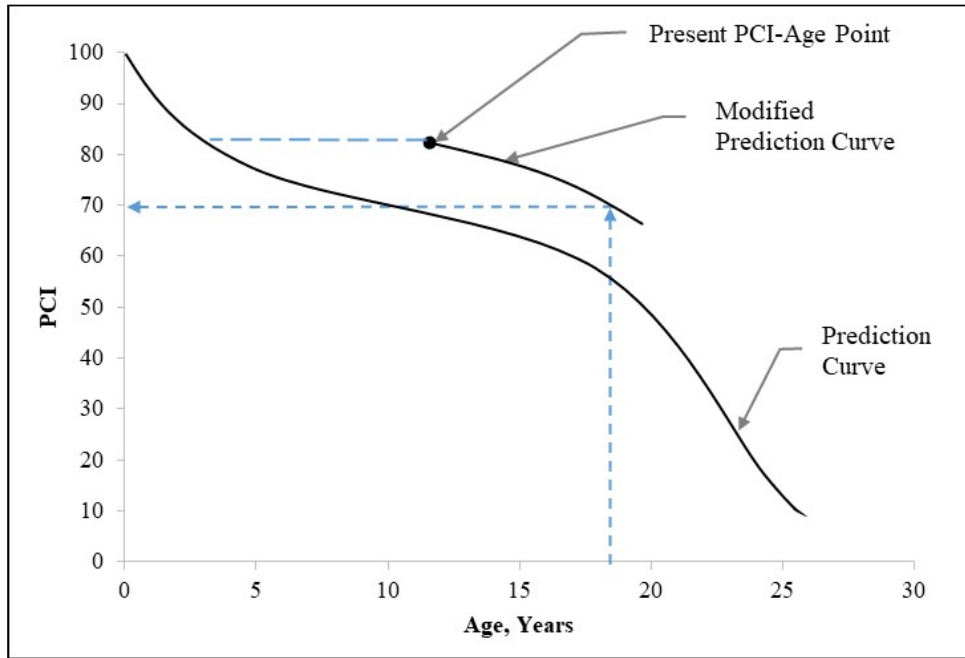
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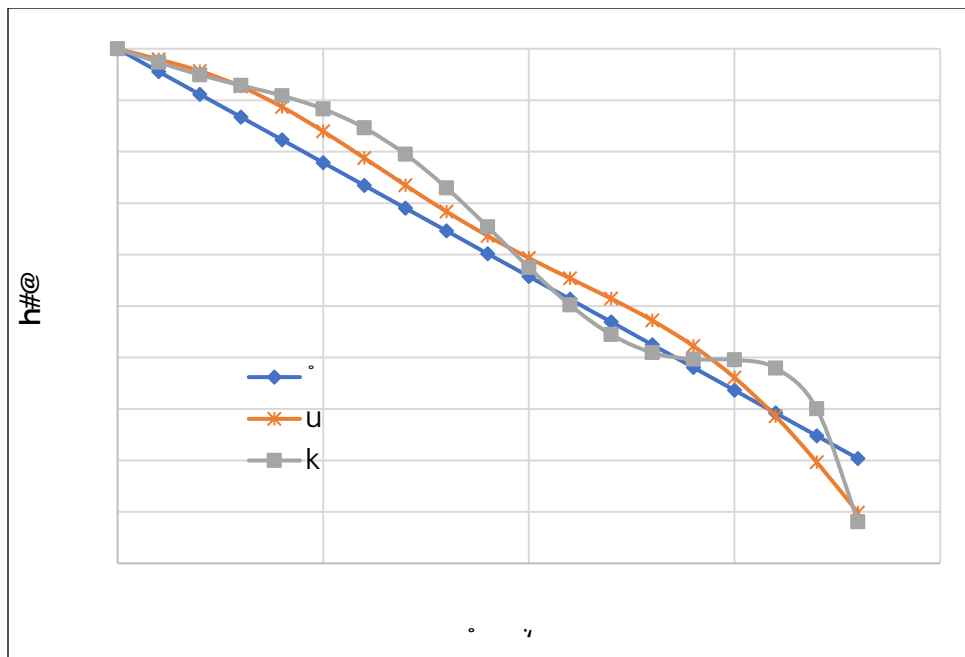
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4.3. Critical PCI Values

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4.4. M&R Policies and Unit Costs

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4.5. Pavement CIP Development

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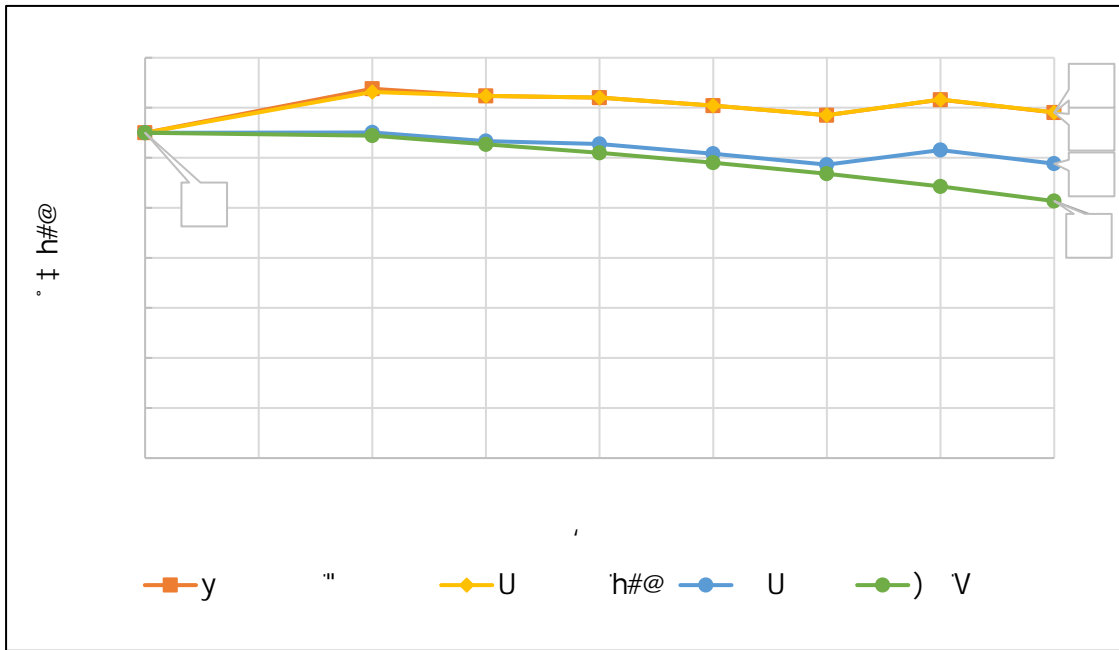
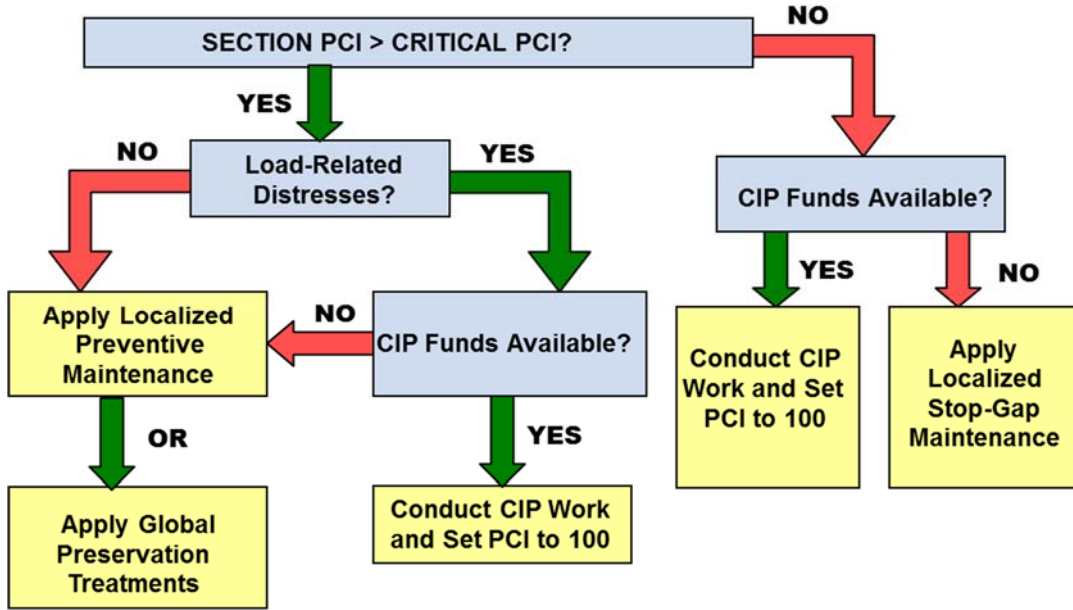
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4.6. Pavement Capital Improvement Program

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APPENDIX A
INVENTORY



Appendix A
Pavement Inventory Report
Merkel Field Sylacauga Municipal Airport (SCD)

Branch ID	Name	Branch Use	Section ID	Rank ¹	Length (ft)	Width (ft)	Area (sf)	LCD ²	Surface ³
A01	Apron 01 Sylacauga	APRON	01	S	593	182	109,812	1/1/1962	AC
A01	Apron 01 Sylacauga	APRON	02	S	745	125	118,923	6/2/2010	AC
A01	Apron 01 Sylacauga	APRON	03	S	273	212	59,168	6/2/2013	AC
R0927	Runway 09-27 Sylacauga	RUNWAY	01	P	5,400	100	540,000	11/1/2019	AC
TC01	Taxiway Connector 01 Sylacauga	TAXIWAY	01	S	164	34	6,899	11/1/2019	AC
TC01	Taxiway Connector 01 Sylacauga	TAXIWAY	02	S	172	34	7,184	1/1/1962	AC
TC02	Taxiway Connector 02 Sylacauga	TAXIWAY	02	S	172	35	7,329	1/1/1962	AC
TC02	Taxiway Connector 02 Sylacauga	TAXIWAY	03	S	125	35	7,918	6/2/2010	AC
TC02	Taxiway Connector 02 Sylacauga	TAXIWAY	01	S	164	35	7,024	11/1/2019	AC
TC03	Taxiway Connector 03 Sylacauga	TAXIWAY	01	S	125	35	7,961	6/2/2010	AC
THANG01	Taxiway Hangar 01 Sylacauga	TAXIWAY	01	T	410	286	69,680	1/1/1962	AC
THANG02	Taxiway Hangar 02 Sylacauga	TAXIWAY	01	T	590	75	47,630	4/12/1922	PCC
TL01	Taxilane 01 Sylacauga	TAXIWAY	01	T	650	25	19,583	6/1/2017	AC
TP01	Taxiway Parallel 01 Sylacauga	TAXIWAY	03	P	160	39	7,443	1/1/1962	AC
TP01	Taxiway Parallel 01 Sylacauga	TAXIWAY	02	P	5,658	35	198,718	1/1/1962	AC
TP01	Taxiway Parallel 01 Sylacauga	TAXIWAY	01	P	158	35	6,697	1/1/1962	AC
TTRW09	Taxiway Turnaround RW 09 Sylacauga	TAXIWAY	01	P	132	60	7,767	1/1/1962	AC

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

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

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

APPENDIX B

PMP Maps

B1: Inventory Maps

B1A: Branch Identification

B1B: Section Identification

B1C: Sample Unit Layout

B1D: Pavement Type

B1E: Branch Use

B1F: Pavement Age

B2: Surface Condition Maps

B2A: 7-Color PCI

B2B: 3-Color PCI

B2C: FOD Rating

B2D: Survey Photo Locations

B3: Pavement Capital Improvement Plan (PCIP) Maps

B3A: 2027 Forecasted PCI without PCIP

B3B: M&R Needs

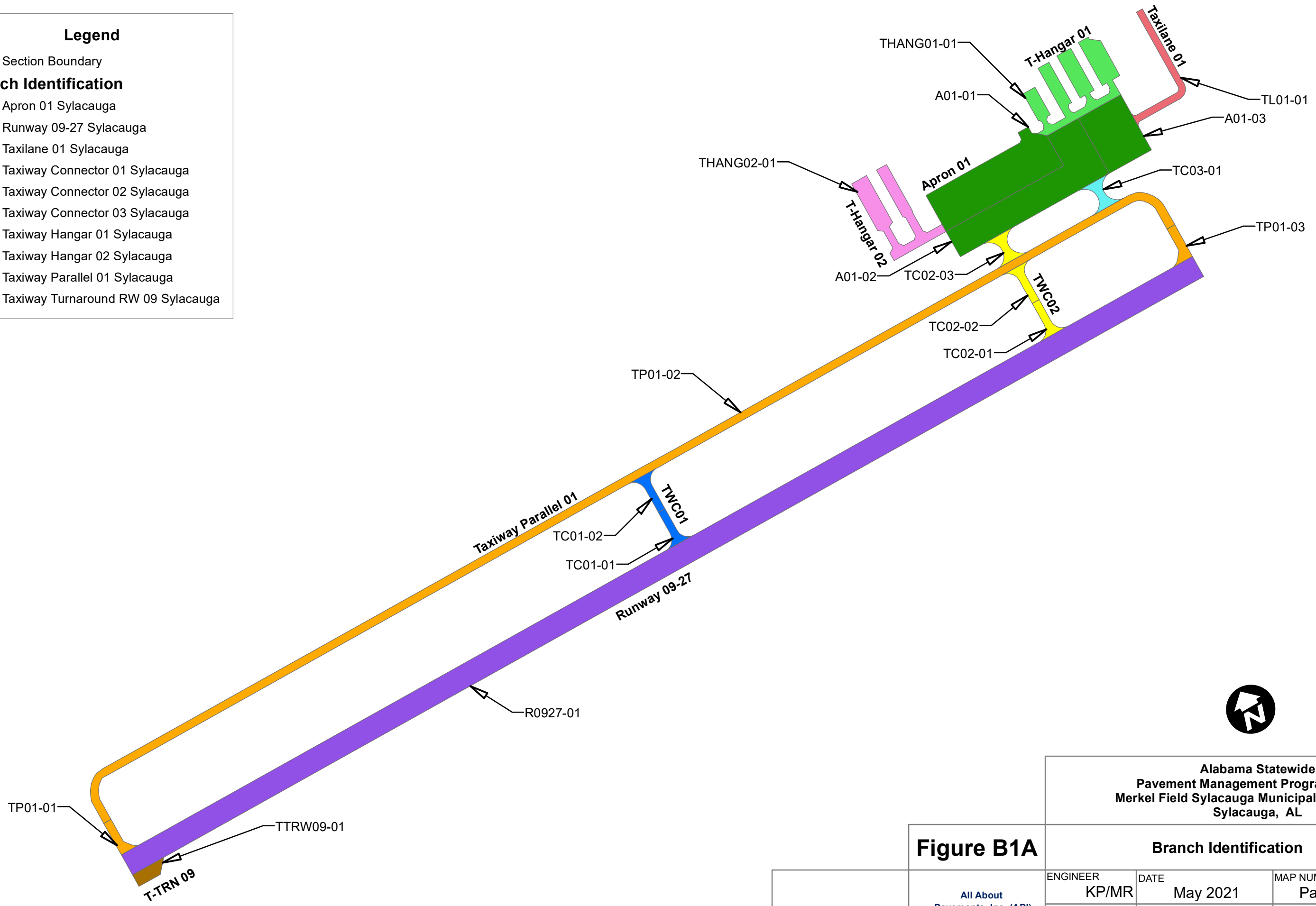
B3C: PCIP Recommendations

Legend

Section Boundary

Branch Identification

- Apron 01 Sylacauga
- Runway 09-27 Sylacauga
- Taxilane 01 Sylacauga
- Taxiway Connector 01 Sylacauga
- Taxiway Connector 02 Sylacauga
- Taxiway Connector 03 Sylacauga
- Taxiway Hangar 01 Sylacauga
- Taxiway Hangar 02 Sylacauga
- Taxiway Parallel 01 Sylacauga
- Taxiway Turnaround RW 09 Sylacauga



Alabama Statewide
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 Merkel Field Sylacauga Municipal (SCD) Airport
 Sylacauga, AL

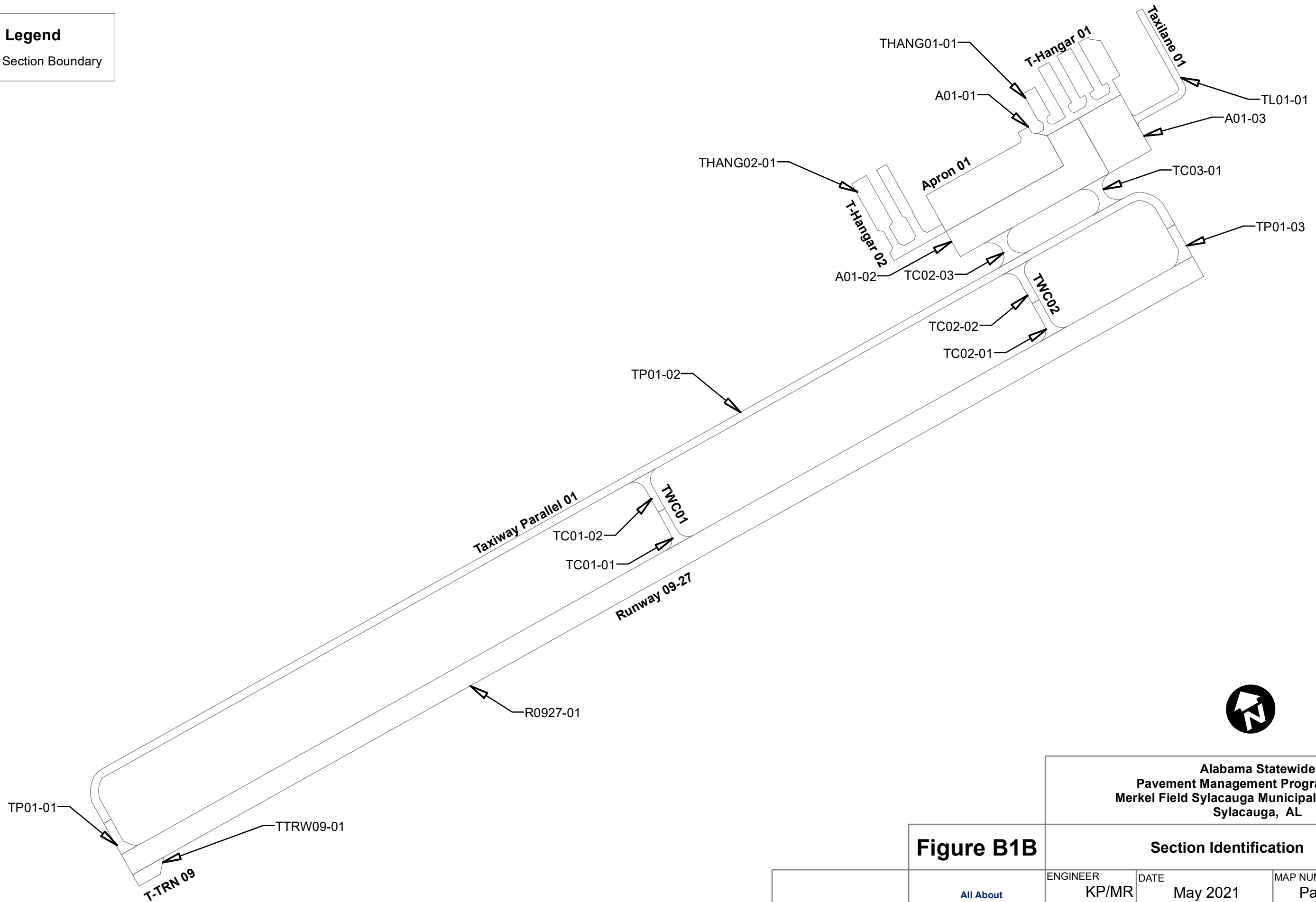
Figure B1A

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

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

Legend

Section Boundary






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Merkel Field Sylacauga Municipal (SCD) Airport
Sylacauga, AL

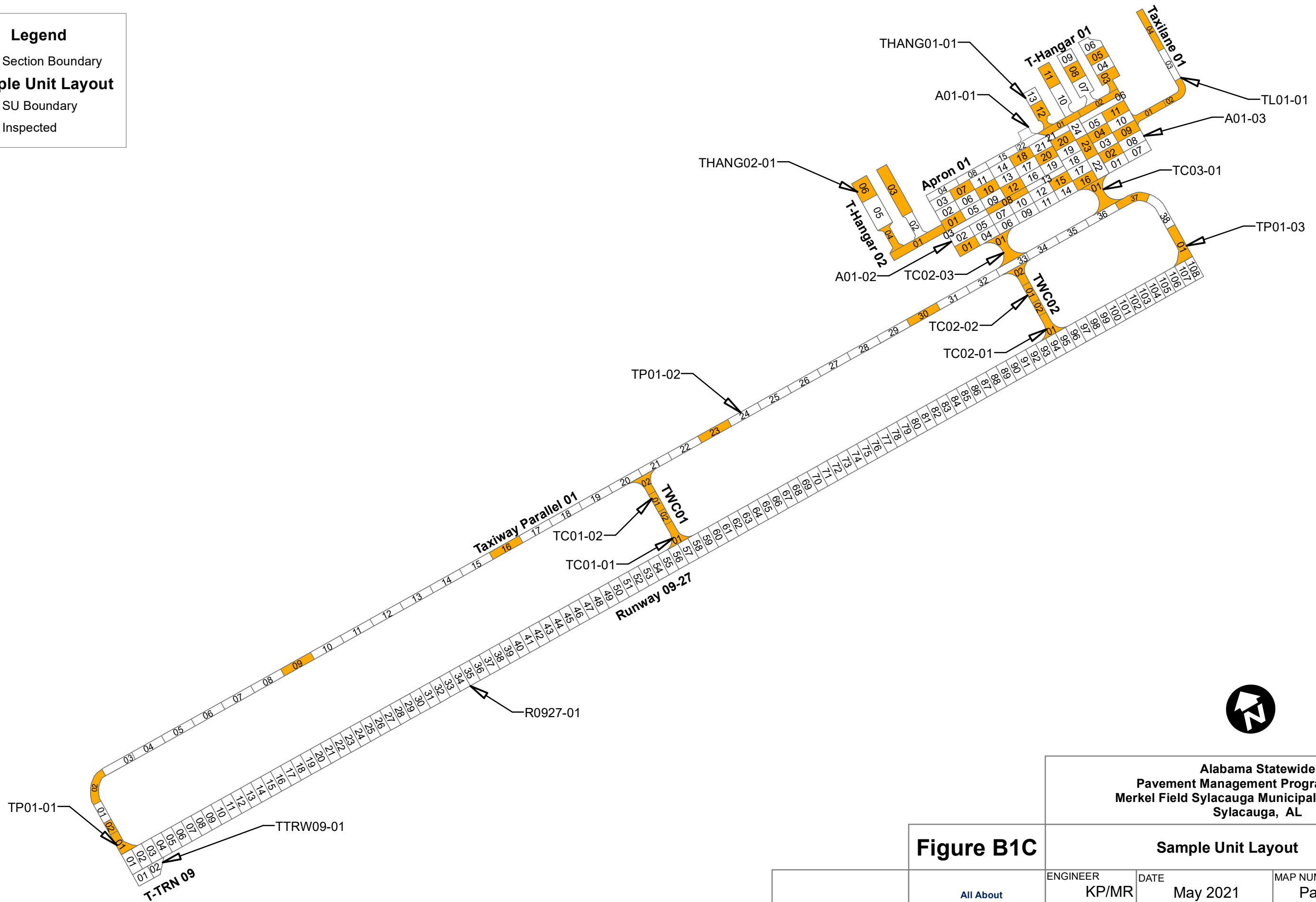
Figure B1B

Section Identification

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

Legend

-  Section Boundary
- Sample Unit Layout**
-  SU Boundary
-  Inspected



**Alabama Statewide
Pavement Management Program Update
Merkel Field Sylacauga Municipal (SCD) Airport
Sylacauga, AL**

Figure B1C

Sample Unit Layout

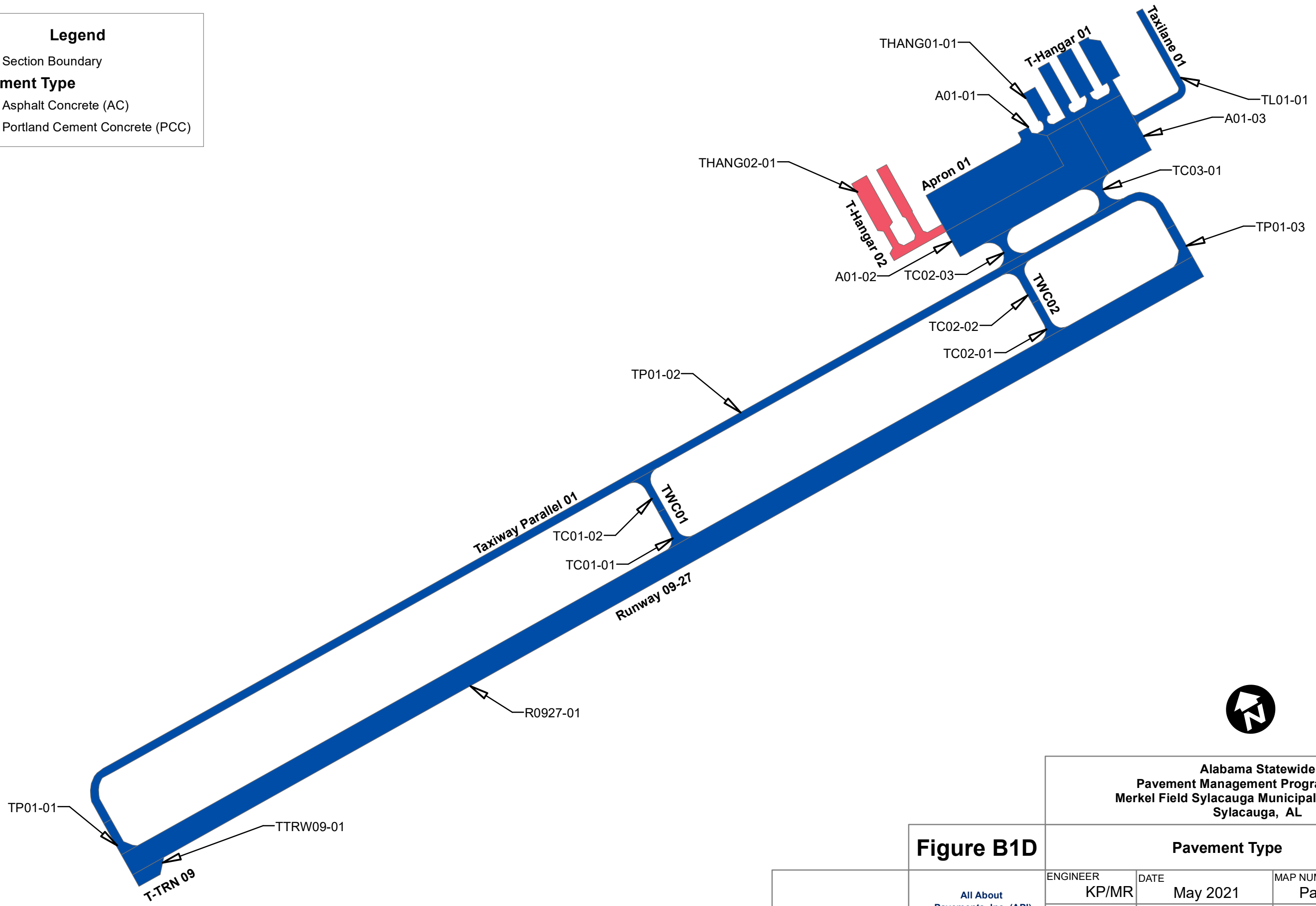
<p>All About Pavements, Inc. (API) <small>www.allaboutpavements.com Telephone: 217-586-2765 FAX: 217-586-1967</small></p>	ENGINEER	DATE	MAP NUMBER
	KP/MR	May 2021	Page 3
REVISED	SCALE	FINAL	
JMA	1 in = 400 ft		

Legend

Section Boundary

Pavement Type

- Asphalt Concrete (AC)
- Portland Cement Concrete (PCC)



Alabama Statewide
Pavement Management Program Update
Merkel Field Sylacauga Municipal (SCD) Airport
Sylacauga, AL

Figure B1D

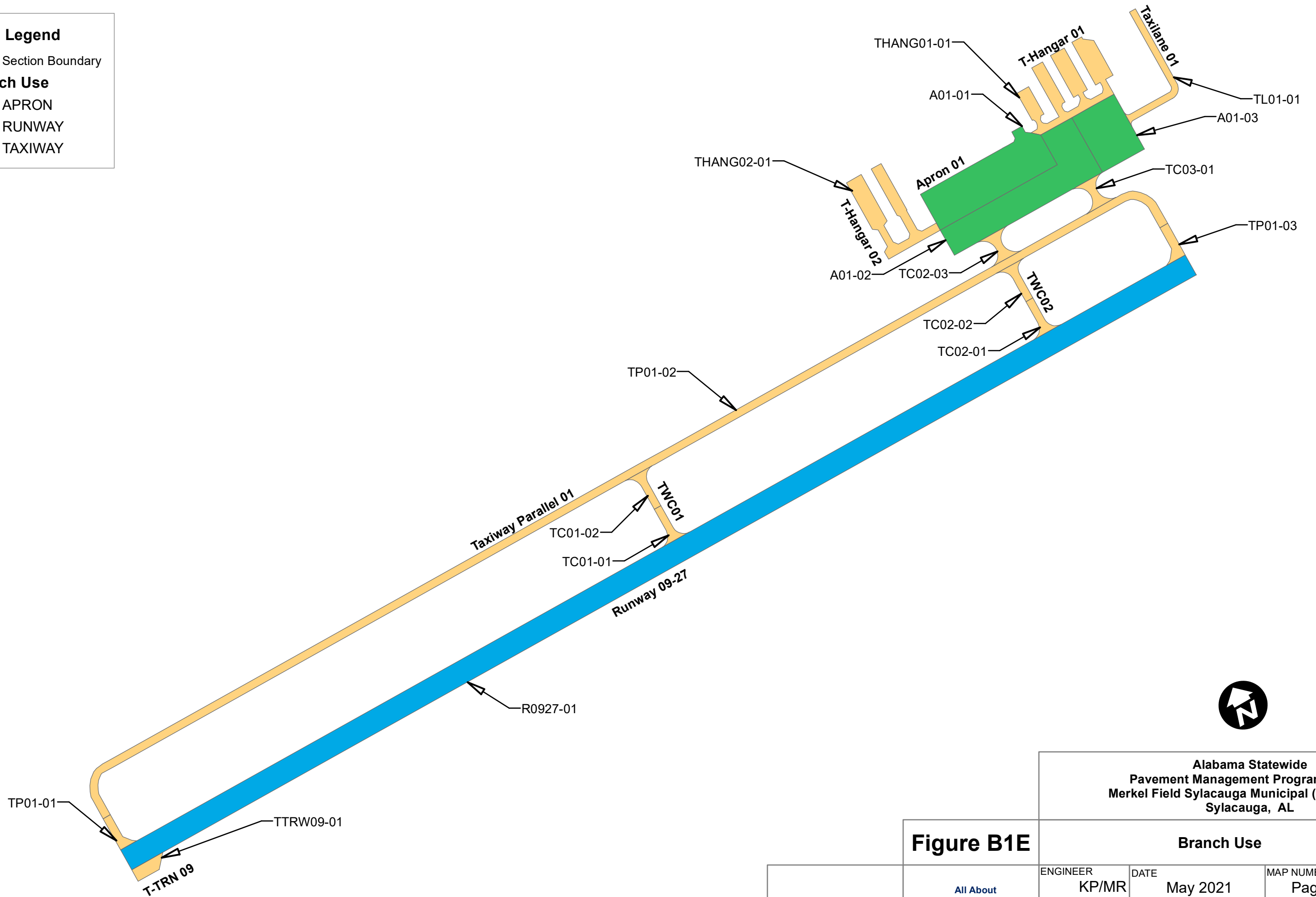
<p>All About Pavements, Inc. (API) www.allaboutpavements.com Telephone: 217-586-2765 FAX: 217-586-1967</p>	ENGINEER	DATE	MAP NUMBER
	KP/MR	May 2021	Page 4
REVISED	SCALE	FINAL	
JMA	1 in = 400 ft		

Legend

Section Boundary

Branch Use

- APRON
- RUNWAY
- TAXIWAY



Alabama Statewide
Pavement Management Program Update
Merkel Field Sylacauga Municipal (SCD) Airport
Sylacauga, AL

Figure B1E

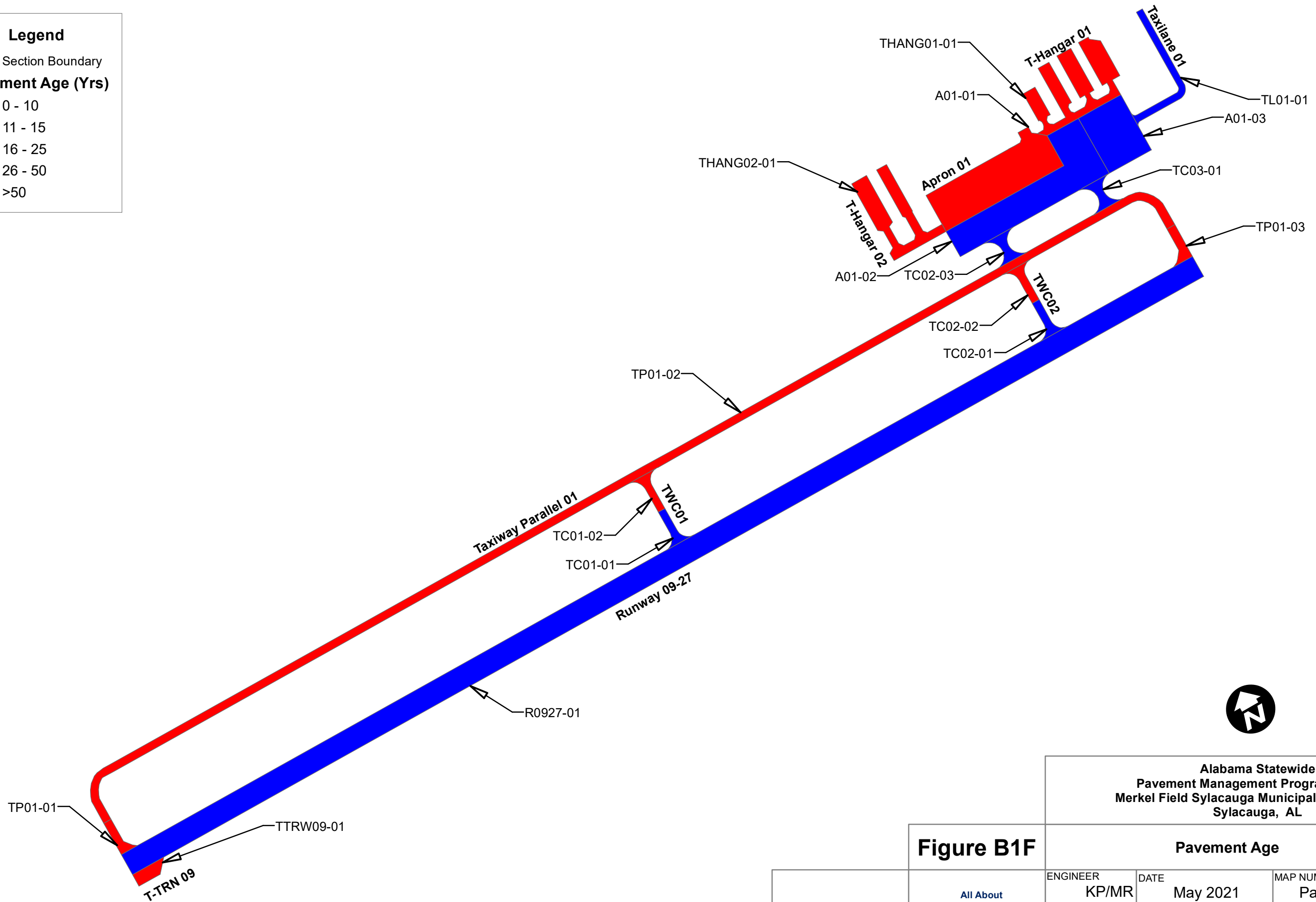
<p>All About Pavements, Inc. (API) www.allaboutpavements.com Telephone: 217-586-2765 FAX: 217-586-1967</p>	<p>Branch Use</p>	
	<p>ENGINEER KP/MR</p>	<p>DATE May 2021</p>	MAP NUMBER Page 5
<p>REVISED JMA</p>	<p>SCALE 1 in = 400 ft</p>	<p>FINAL</p>

Legend

Section Boundary

Pavement Age (Yrs)

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



**Alabama Statewide
Pavement Management Program Update
Merkel Field Sylacauga Municipal (SCD) Airport
Sylacauga, AL**

Figure B1F

Pavement Age		
ENGINEER KP/MR	DATE May 2021	MAP NUMBER Page 6
REVISED JMA	SCALE 1 in = 400 ft	FINAL

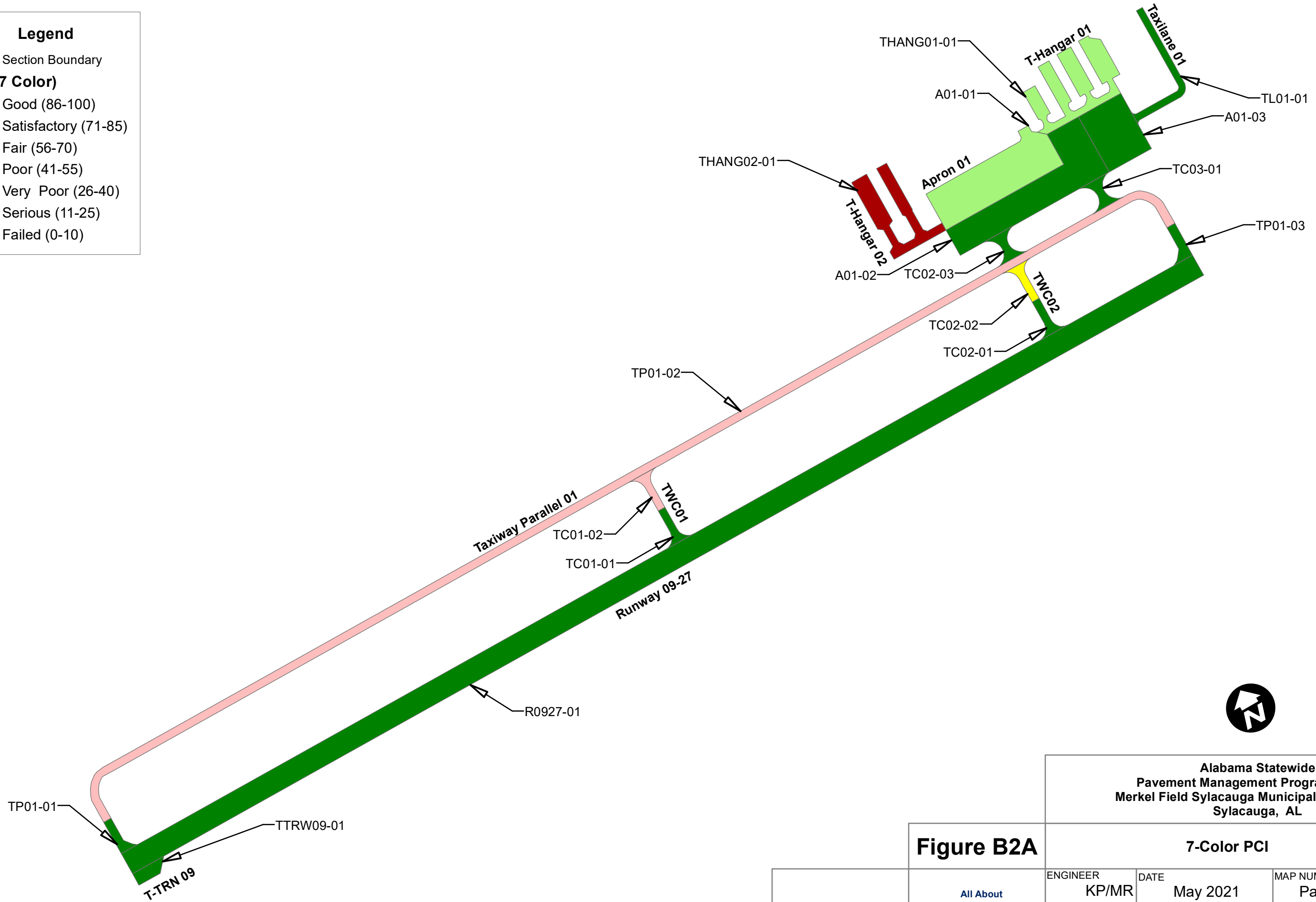
**All About
Pavements, Inc. (API)**
www.allaboutpavements.com
Telephone: 217-586-2765 FAX: 217-586-1967

Legend

Section Boundary

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
Merkel Field Sylacauga Municipal (SCD) Airport
Sylacauga, AL**

Figure B2A

7-Color PCI

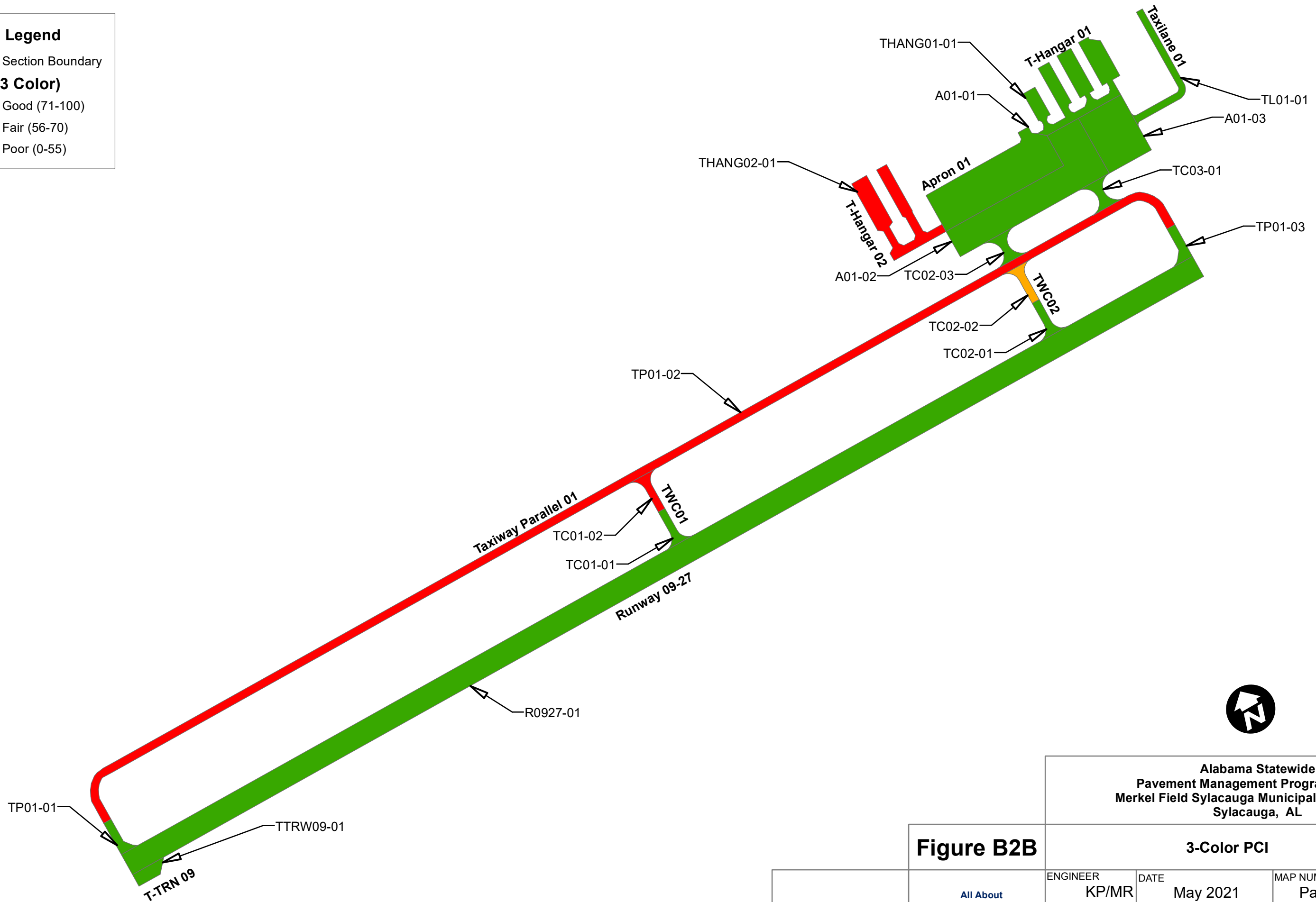
All About Pavements, Inc. (API) <small>www.allaboutpavements.com Telephone: 217-586-2765 FAX: 217-586-1967</small>	ENGINEER KP/MR	DATE May 2021	MAP NUMBER Page 7
	REVISED JMA	SCALE 1 in = 400 ft	FINAL

Legend

Section Boundary

PCI (3 Color)

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



Alabama Statewide
 Pavement Management Program Update
 Merkel Field Sylacauga Municipal (SCD) Airport
 Sylacauga, AL

Figure B2B

3-Color PCI

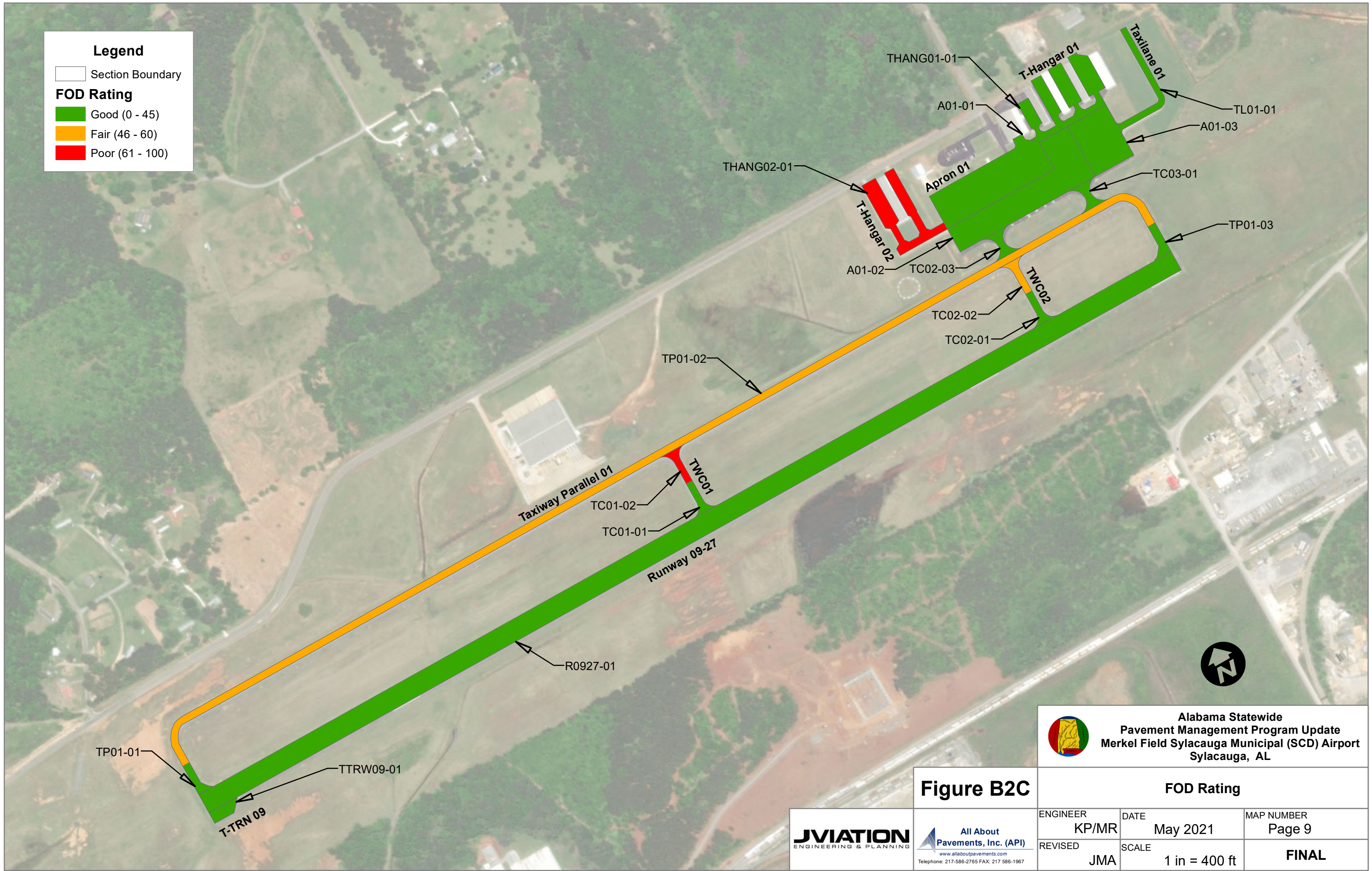
All About Pavements, Inc. (API) <small>www.allaboutpavements.com Telephone: 217-586-2765 FAX: 217-586-1967</small>	ENGINEER	DATE	MAP NUMBER
	KP/MR	May 2021	Page 8
REVISED	SCALE	FINAL	
JMA	1 in = 400 ft		

Legend

Section Boundary

FOD Rating

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



Alabama Statewide
 Pavement Management Program Update
 Merkel Field Sylacauga Municipal (SCD) Airport
 Sylacauga, AL

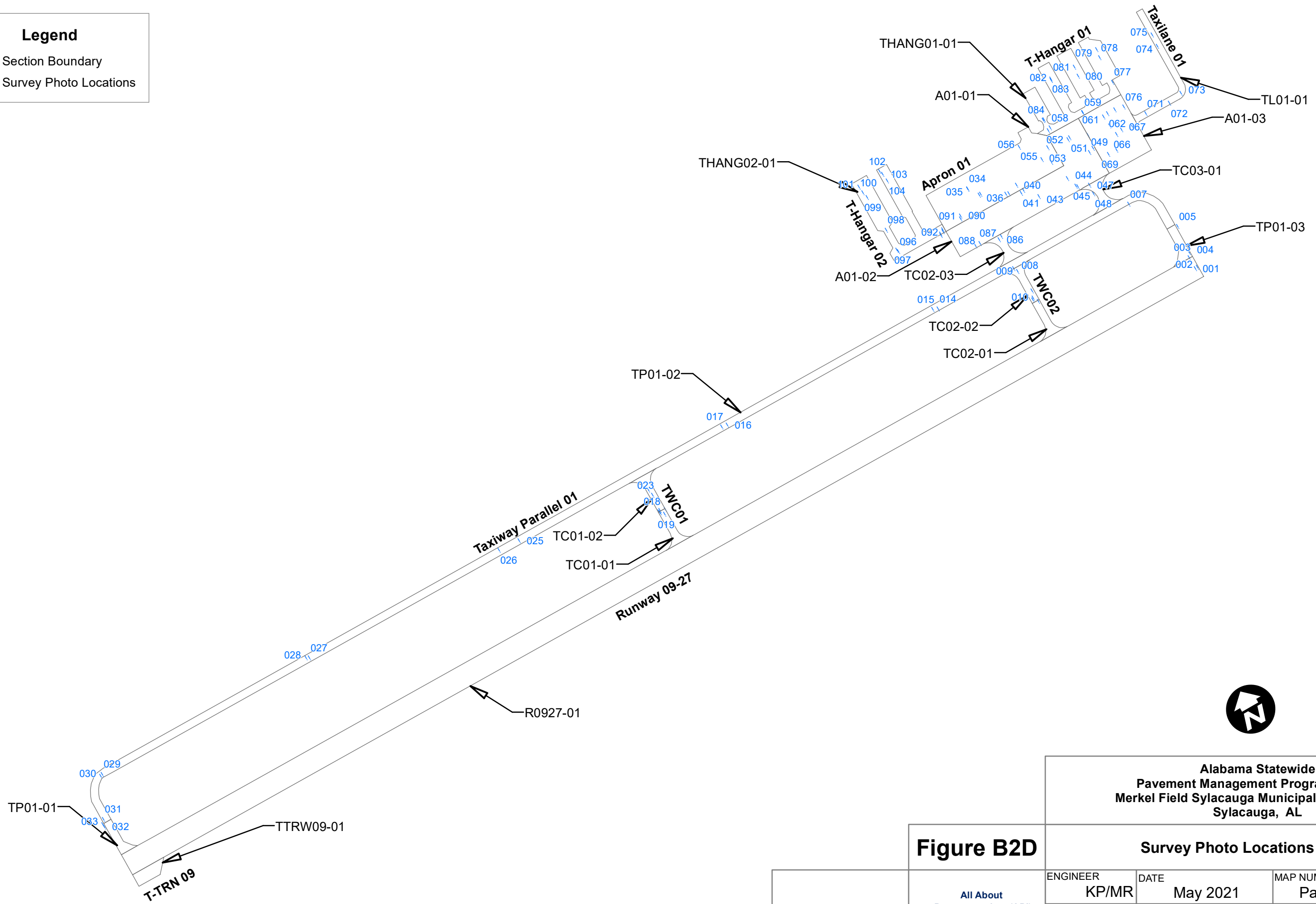
Figure B2C		FOD Rating	
ENGINEER KP/MR	DATE May 2021	MAP NUMBER Page 9	
REVISED JMA	SCALE 1 in = 400 ft	FINAL	

JVIATION
 ENGINEERING & PLANNING

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Legend

- Section Boundary
- Survey Photo Locations



**Alabama Statewide
Pavement Management Program Update
Merkel Field Sylacauga Municipal (SCD) Airport
Sylacauga, AL**

Figure B2D

Survey Photo Locations

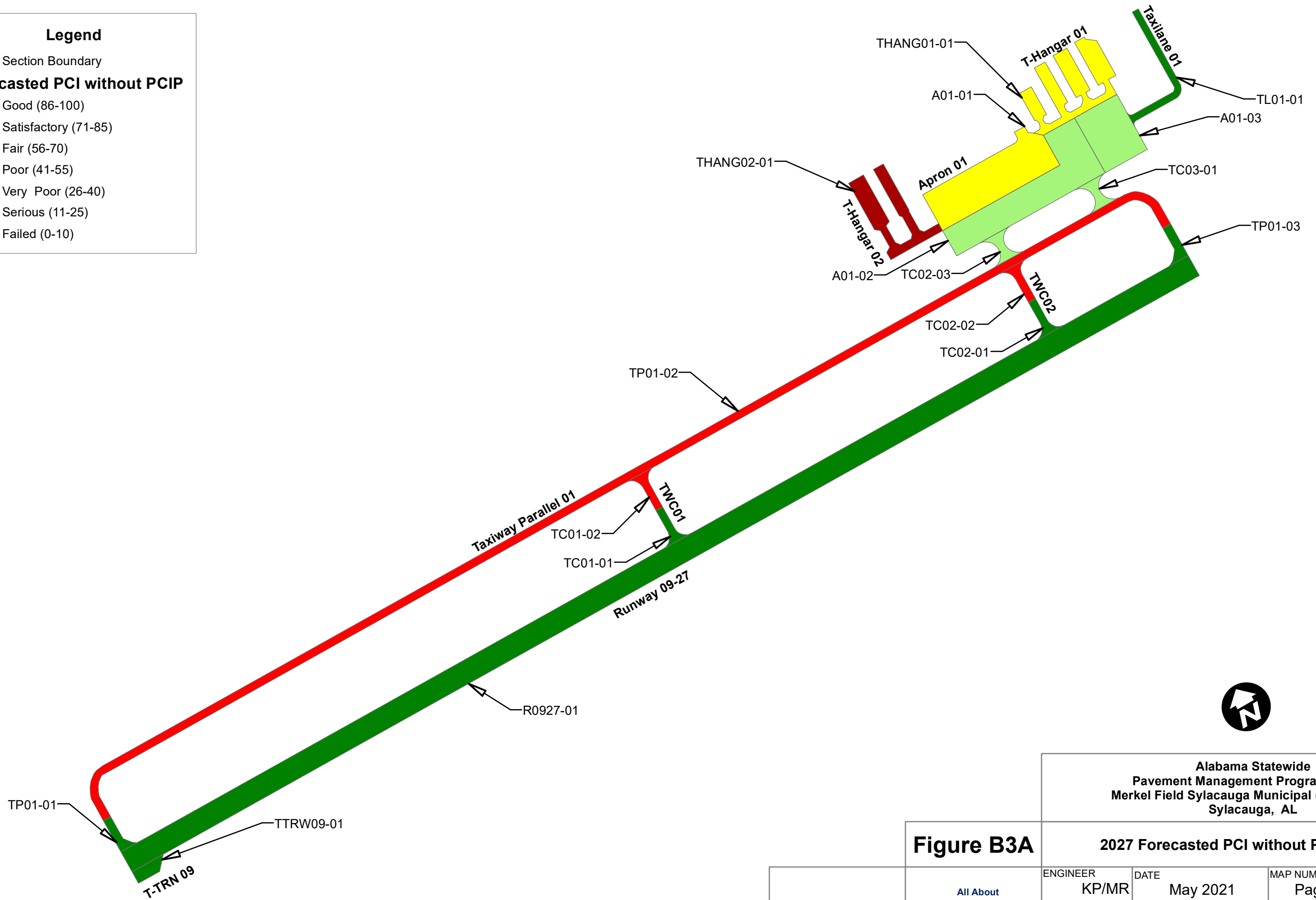
<p>All About Pavements, Inc. (API) www.allaboutpavements.com Telephone: 217-586-2765 FAX: 217-586-1967</p>	ENGINEER	DATE	MAP NUMBER
	KP/MR	May 2021	Page 10
REVISOR	SCALE	FINAL	
JMA	1 in = 400 ft		

Legend

Section Boundary

Forecasted PCI without PCIP

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



Alabama Statewide
Pavement Management Program Update
Merkel Field Sylacauga Municipal (SCD) Airport
Sylacauga, AL

Figure B3A

2027 Forecasted PCI without PCIP

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	<p>REVISOR JMA</p>	<p>SCALE 1 in = 400 ft</p>	<p>FINAL</p>

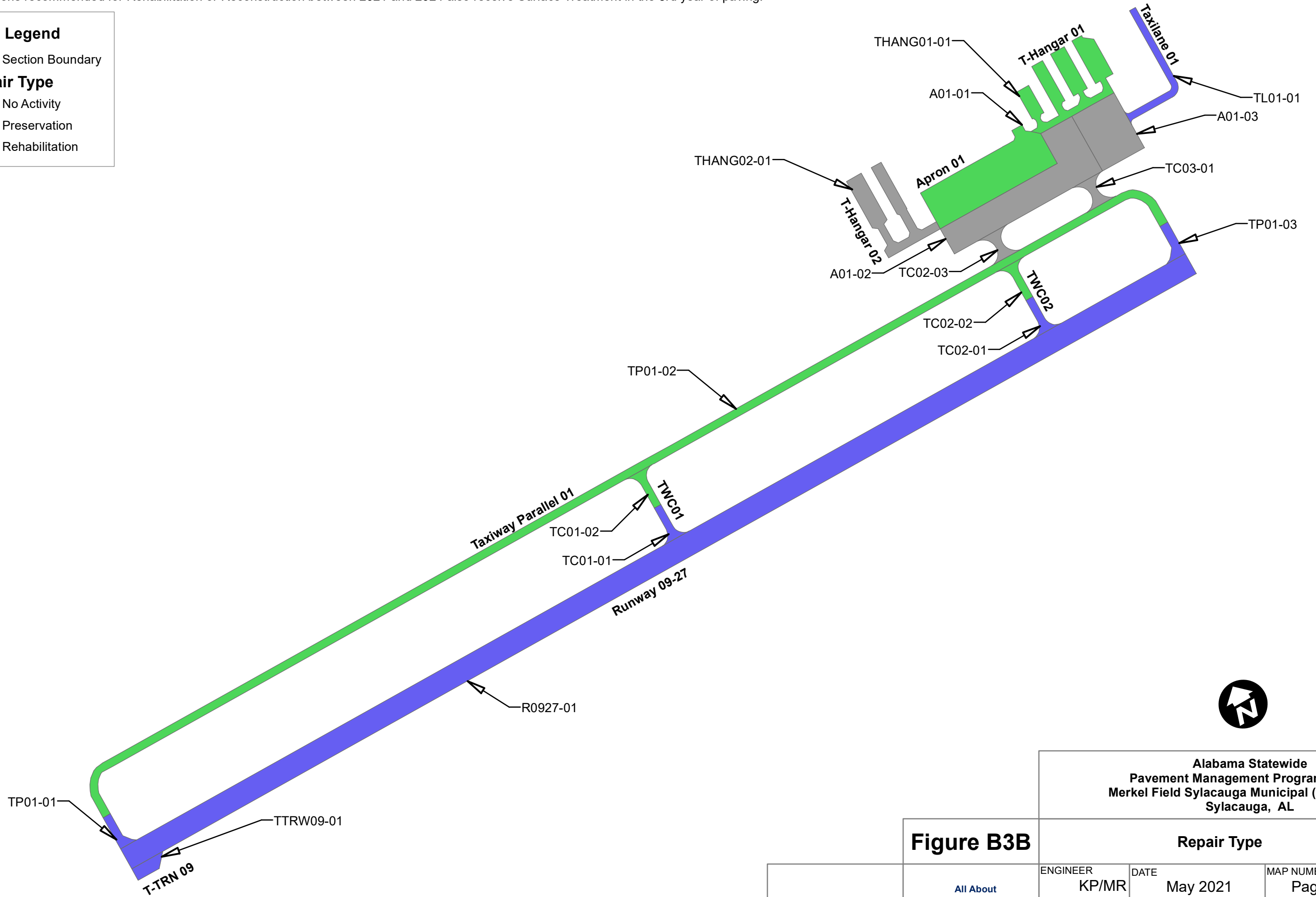
All sections recommended for Rehabilitation or Reconstruction between 2021 and 2024 also receive Surface Treatment in the 3rd year of paving.

Legend

Section Boundary

Repair Type

- No Activity
- Preservation
- Rehabilitation



**Alabama Statewide
Pavement Management Program Update
Merkel Field Sylacauga Municipal (SCD) Airport
Sylacauga, AL**

Figure B3B

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

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

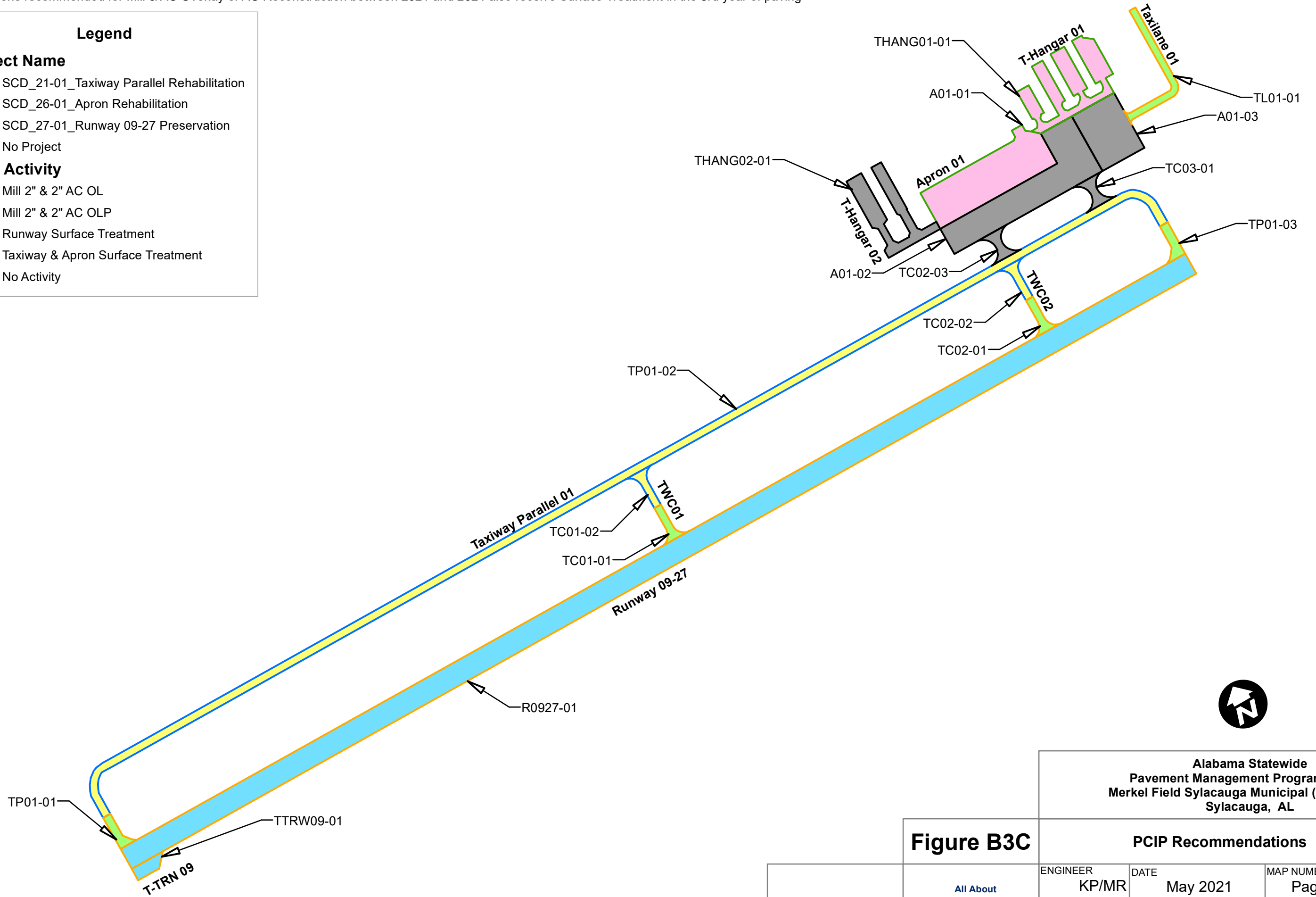
Legend

Project Name

- SCD_21-01_Taxiway Parallel Rehabilitation
- SCD_26-01_Apron Rehabilitation
- SCD_27-01_Runway 09-27 Preservation
- No Project

M&R Activity

- Mill 2" & 2" AC OL
- Mill 2" & 2" AC OLP
- Runway Surface Treatment
- Taxiway & Apron Surface Treatment
- No Activity



**Alabama Statewide
Pavement Management Program Update
Merkel Field Sylacauga Municipal (SCD) Airport
Sylacauga, AL**

Figure B3C

PCIP Recommendations		
ENGINEER KP/MR	DATE May 2021	MAP NUMBER Page 13
REVISED JMA	SCALE 1 in = 400 ft	FINAL

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APPENDIX C

OVERVIEW OF PAVEMENT DISTRESSES



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|g|X|b|X|V|n|U|k|Y|!X|b|X|d|U|mb|c|Z|H|f|V|b|B|b| |V|U|W|g|k| \Y|Y|U|'d|W|g|
U|f|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|/
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kYhYZig|UicfRfk|` UWAi`UYcbhYg fZWW

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FYUFD`Mg`Scbch| /g|XVdchYXg|Yg|XfYUvUthh| \YUbx|c`g|X
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|gW|gXaUbnVng|fb_UYcZhYUg|UHbWVYU|X|gbd|cU|K|g|V|W|X|HY
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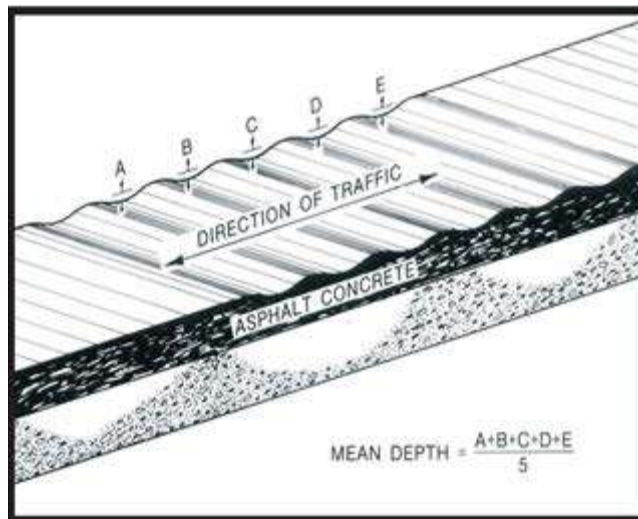
Corrugation

Description

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

Severity Levels

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



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Xfj] Wbg] Vdb'SYFYgdcbW'g'fci | \bYgUBzk\ YbZ' Yk]h kUF'cZ
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FYUFD' MNg

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GjY]h]e]y]Yg

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%&FUjYH 157L

8VbHdb

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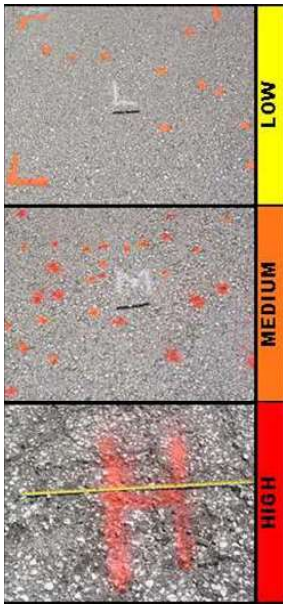
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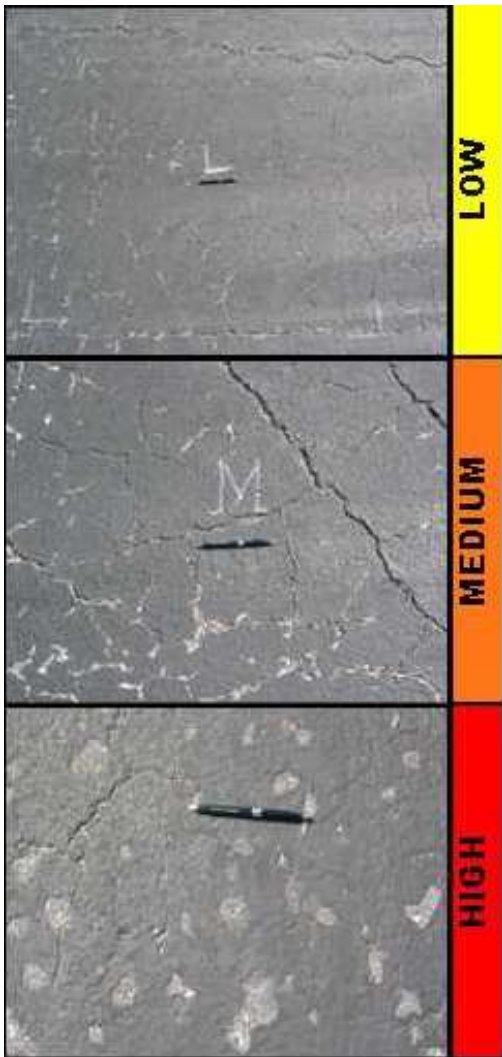
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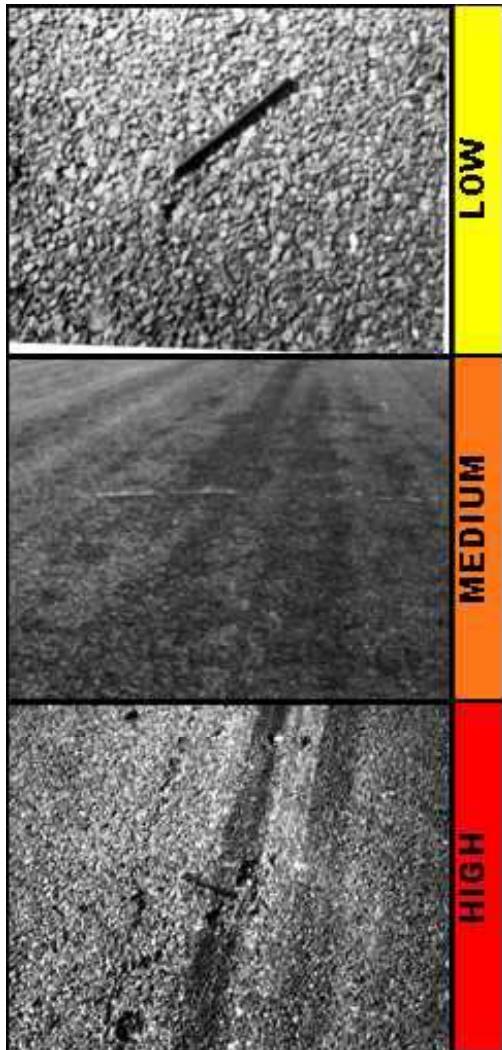
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%" Fi Hh I57L

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gi VifUZ]i fycZhYdj Ya Yh

Gj YfngUgXcbfi hXchL

- ◆ @ck! YghUb`]bW]bXch/
- ◆ A Y]ia! WkYb` Ux%]bW]bXch/
- ◆ <||\! YWxg%]bW]bXch"

FYUfcdhcg

- ◆ @ck! BcU]cb/
- ◆ A Y]ia! dWUbx]fcj YUth
- ◆ <||\! dWUbx]fcj YUth



: ||ifY7!. "57Fi Hh"

% "G|dd|Y7fUW|b| B57L

G|dd|Y7fUW|b| from the direction of traffic. They are produced when braking or turning wheels cause the **dj Ya Yhg fAWc:g|XUXXZfa "H|g|g|U|ncW|fg| \Yb|Y|g|U|ck|g|h|' g|f|W|a|l| 'c|d|c|f|V|b|X|W|k|Y|b|Y|g|f|W|U|X|b|l|h|U|f|c|Z|d|j|Y|Y|h|g|f|W|f|Y'**

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

FYUFD:MG

- ◆ **Scbch|b|/'**
- ◆ **Dff|U|c|Z|~|X|h|d|U|W|'**



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

%"GkY]h] f57L

8Yg]d]b

5'gkY'lgWfUW]h]XVn]bi dkUfXV' [Y]bhYdj Ya YH]g]fZW'5'gkY'aUn
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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
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c]j]Y]U]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]
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@ 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'
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U]Q]W]Z]i]g]h]X]Z]f]h]Y]d]j]k]j]c]W]f]Z]h]Y]g]k]Y'lg]d]f]g]h]i]!

GkY'WbV]c]V]g]j]Y]k]h]c]i]h]Y]Z]V]h]n]b]X]U]g]U]g]l]h]Z]W]h]Z]W]c]b]h]Y'
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GkY'WbV]f]D]j]n]c]V]g]j]Y]X]U]X]g]j]Y]Y]n]Z]Z]U]g]h]Y]d]j]Ya]Y]H]g]f]X]e]i]U]h]m]h]Y'
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%"KXhY[h] 157L

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GjY[h]e@jYg

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@ UW\dhYXVnZ[h] cZhYUgUHWc" 9N YgcZhYUgYU[f]UYgUY
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fYUj Ynbk f[h]bk Ug* 'adhg'X!

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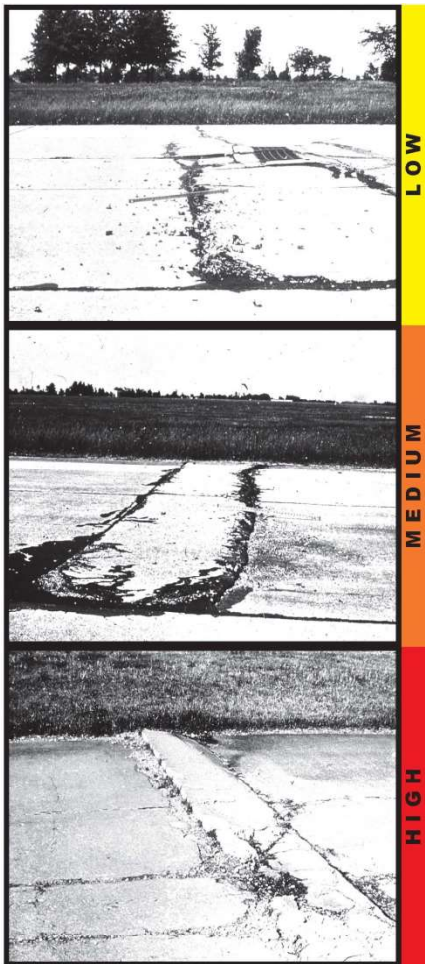
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GjY]h]e]j]Yg

@ 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
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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]h]Z]W]h]i
l]a]c]i]h]c]Z]i [\b]g]Y]g]g'

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GjYhNg

- ◆ @ck! 7UW\lgYhY'bc'gU'h' 'cfa'bcfgU'h' fbcZfY[b'cVWNAaUY
fIC8f'dfHUE'Z'cb filled, it has a mean width less than approximately 1 #'
inch (3 millimeters); a filled crack can be of any width, but the filler material
aigWY'bg'lgUWWhUfhgNgh'cb'HYUfUWkYb'hYWbfVU' UxhY'
^'cb'lg'g'hd'WUW'
- ◆ A Yh'a ! One of the following conditions exists: (1) filled or non-filled c'fUW'g'
acXUfYngU'Xh'ga Y: C8'dfHUE/f'U'cb' filled crack has a mean
width between 1/8 inch (3 millimeters) and 1 inch (25 millimeters); (3) a filled
crack is not spalled or only lightly spalled, but the filler is in unsatisfactory
WbY'hd'f'f'HYUfUWkYb'hYWbfVU' UxhY'cb'lg'g' [\ h'WUW'
kjh`ccgY'cfa'gg'hd' d'f'f'W'g'
- ◆ <ll\! One of the following conditions exists: (1) filled or non-filled crack is
severely spalled, causing definite FOD potential; (2) a non-filled crack ha'gU
a'Ubk'Xh [f'UW'h'U'hd' ja'Uym'f'W'f'f' 'a]' ja'Y'g'Z'W'U'hd' U'h'Y'
Xa'U'Y'd'f'f'U'/'c'f'f'HYUfUWkYb'hYWbfVU' UxhY'cb'lg'g'
g'g'Y'Y'm'WUW'

FYU'fcd'cbg

- ◆ @ck! BcUW'bc'fgU'WU'g'
- ◆ A Yh'a ! gU'WU'g'
- ◆ <ll\! gU'WU'g'U'hd'U'Z'~
cfYUW'hYgU'



Xh'dUW

: llifY7%&'D77 7cbf6fU''

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

H YgVWUgXj|XhYgU|bc|kc'cfhfYd|WgZUxifYigUmWgXVhU
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GjYf|ng

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Unk|Xk|hZf|f|dZfa|h|bUg|g|UfinaUbfUx|bcZi|h|'cf
gU|h|/
- ◆ A Yfi a !%i|bZ`YXVWUgVhYb%&|c%|bWk|Xk|h|bcZi|h|'cf
gU|h|'cf&Z`YXVWUgZUnk|h|Zi|h|`YghU%#|bWcf a Yfi a'
gYf|ngU|h|/
- ◆ <||\!%i|bZ`YXVWUgk|h|Uk|h|[f|f|hU%|bW&|i|bZ`YXVWUgZ
Unk|h|k|h|Zi|h|[f|f|hU%&|bWcf a Yfi a'gYf|ngZi|h|/cf'E
Z`YXVWUgZUnk|h|Zi|h|[f|f|hU%&|bWcf||\gYf|ngZi|h|"

FYUfcd|cbg

- ◆ @ck!BcU|b|cf|gU|VWg/
- ◆ A Yfi a !gU|VWg/
- ◆ <||\!gU|VWgZUf|nU|`Xh'dUWcf|f|UW|hYgU'



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8YgAdjb

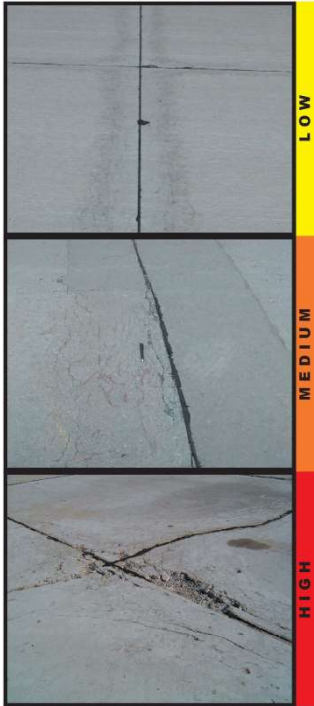
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GjY]h@Yg

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A ÍSÍ VWVh] \gWjYodXgY fUWg]MUYUaci hZgUVfuk]h`]hYcf bcXghN]fulbcf: CS'dh]U' cfÍSI VWVh] \gWjYodXgY fUWg]MUYUaci hZgUVfuk]h`]hYcf bcXghN]fulbcf: CS'dh]U' cfÍSI VWVh] \gWjYodXgY fUWg]MUYUaci hZgUVfuk]h`]hYcf bcXghN]fulbcf: CS'dh]U' cfÍSI VWVh] \gWjYodXgY fUWg]MUYUaci hZgUVfuk]h`]hYcf bcXghN]fulbcf: CS'dh]U'

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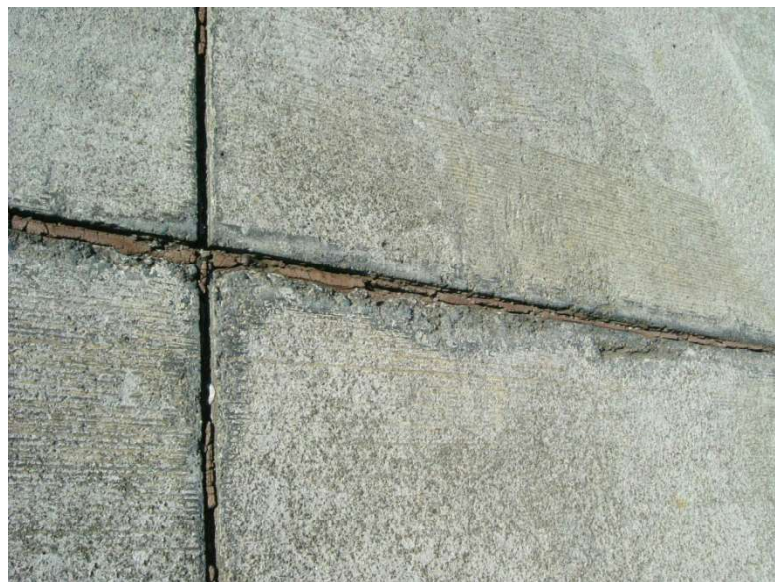
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hY'chh'fY'Ygh'YgUV'Zca Y'db'f| U'Xa'U'f'g| h'b'V'W|h'z'g'U'f|h'z'c'
gU|h''D|UVY'chh' Y'Vd'XX'c'h'Y'X'Y'g'Z'h'Y'g'U'g'd'f'W'g'^'chh'Z'ca h'Y'
UWai 'U'bc'Z'aU'fU'g'U'X'U'g'c'f'Y'Y'g'k'U'f'Z'ca g'X|h' X'kb'U'X'g'Z'h|h' h'Y'
Zi b'X|h'bg'j'd'b'f|h' h'Y'g'U' H'd|W'h'd'g'z'chh'GU'SUa U YU'Y'%g'h'd'h' h'Y'
'chh'GU'h'f'8'X'h'g'd'b'c'Z'chh'GU'h'f' H'k'X'h'f'ck'h'/(E\U'X'h|h' 'c'Z'h'Y'Z' Y')E'
'c'g'c'Z'cb'X'c'h'Y'g'U'V'X'Y'g'U'X'*E'U'W'c'f'U'g'b'W'c'z'g'U'h'h'bh'Y'ch'h'

Gj Yfing

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

FYU'fcd'ch'g

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



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

88! GaU DUWID77L

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

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

Gj Yfng:

- ◆ @k! DUWlgZbUjcbj kY'zkjh'
'jhycfbcXjcfUjcb/
- ◆ A Yjia ! DUW\UgXjcfUfXZbXf
acXfUfYgdU'j WbYgXbUfcbXhY
YfYgDUWaUfjUWbVXgacXfYz
kjh WbgXfUfYfZfifh jcf: C8'
dnhjUz
- ◆ <ll\! DUW\UgXjcfUfXZbXhYfVn
gdU'j UfcbXhYdUWcfWUWj'
kjhjbhYdUWzUgUfYk\jWkUfUhg
fYUWaYh

FYUfcdjcbg

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



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

FYUfcd]cbg

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



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

&" Dddi lgiD77L

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

Gj Yfng

No degrees of severity are defined for popouts. <ckY Yzddi lgaig hVYfNgj Y
VZfYh Yn]fYw hX]g U]g]Yg] YZj YU Yddi hX]ghiaig hVWX
Uddid ja UYn]fYddi lgidf gi UYn]fXj YhYb]fYgUVfU



:]]ifY7%. 'Dddi lgi'

&"D adq id77L

8YAdjb

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

GjYfm@jYg

BcX f Y g c Z g j Y f m f Y X W b X - h g g Z M h l e] b X U Y h U i d a d q Y l g g'



&" GUVh ID77L

**AUVWVh 'cfVUth fYZfgUbkcf 'czgUdczZbZcf\UFjBYWVghU
YfXcbnhfi [\ hYiddf g fZWCZhYWBWYHYWVgN6Xc]bMgWU
Uj 'YgZ/8\$X|fyg'AUVWVh 'cfVUth |lgjUmWgXVnj YZhg |hY
WBWYUxaUmXk:cGUh 'cZhYgfZWK\|W|ghYVU_XkbcZhYgU
g fZWC UXd of approximately 1/4 to 1/2 in W'GUh 'aUthg VVWgXVn
|adcfWghj VcbUXdcfU |f|UY'5bchYfW|bhXgi fWcZgdYgghY
fU|bVWkYbhYU_U|gBUcUx? &E|bga YWa YlgUXWUba |bUglb
ga YU |f|Uhg'fXVZfa YVnhYVU|bVWkYbhYU_U|gUXU |f|UY
fg |bY d|gcbghUW gUUVU_Xkb|bhYWBWY'**

GjYfng

- ◆ @k! 7Uth 'cfAUVWVh Ylggj Yg|bZVWgUVfUHYg fZW|gb
|ccXWV|cbk|h bc'GUh 'HYWVdUmbaig|WkY X|bXUx
Yg|nfW|bhX
- ◆ A Y|a ! GUVggVUXj YUdd |aUYn)1 'cfYgczhYgfZWK|h gaY
: CS'dh|U/
- ◆ <||\! GUVggj YfngVUXWgh U||\ : CS'dh|U'1 gUmācfYhU
)1 'cZhYgfZW|gUWEX



&": U 'Hb| 1D77L

GHVa Yhcf Zi 'Hh |g UXZZfWwCZYj U|cbUfU'c|b|cf VUWUg gXVnd YjU' cfVhg' |U|cb'

Gj YfHg

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

	Fi bkUng#U |kUng	5dfcbg
@	0%# jW	%# E%#jW
A	%# E%#jW	%#2 %jW
<	2%#jW	2%#jW

FYUfCd|cbg

- ◆ **@k! BcU|cb'**
- ◆ **A Y|a E; f|N|H Uch hY'c|h**
- ◆ **<||\ E; f|N|H 'cf'c|b|cU|UgZfYg'fU|cb'**



&" G UMFYXGUVFD77L

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

Gj Yfng

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

FYUfcdhbg

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



&" 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**



"

'% 7cbfGdUgd77L

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

GjYfng

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

FYUfCdHbg

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



' &'5GF 'ID77L

5GF 'lgWU gXVhWwWw JW'fUWfcbVWkYbU_UlgUkXWUfcbfUWUj Yg'JWa JbMUG
k\JWZfa U|Y' HY|YUgcfVgkUfZUg gh' Y dHgdbk\JWa UnNa UYhY
WbWfYUkXUWfHgi WfYg' 5`_UlgfYacgicZb'JfcXVWVnhYcbfUk
Ww YHkjh|bhYdj Ya YH' 5GF 'WUWj' a UnYUWYUfXVhWwWw JW'dj Ya YH
XjWg'

JlgU'JbXWUfghU'5GF'a UnYdYgHh|bWXY'

% 7UWj' cZhYWbWfYdj Ya YHfZb'JbUa UfdUMB

& K\JZVfckb'fufcfchYWcfX|Y'cfgh|Jh' a UnYdYgHhUfYUW
g'fWY

" 5|[fYUyddi|g

(" bWUg|bWbWfYj'c'ia YfU dHgdb'Uha UnfYg' HbXg'fH'bc'ZUXWf'cf
JH'fU'g'f WfYg'cf d'ng'WUYa Yb'9'Ua d'Yg'Z'f dHgdb'JWXYg'cj |h' cZ
Ugd Uhdj Ya Yb'g'|\hWb|Jh'Zg'U'Zi' |h'Z'c'ha |gU|| ba YH'U'XU'f'g'bc'Z
'c'h'g'U'g'f'Y dHgdb'c'h'f'Yg'

6WU g'5GF 'ga Uf|U'XVhWwWw5GF 'gl' YbMU'ndYgHh'fci [\c'ihYdj Ya Yh
g'Wfcb' 7cfh' UxWbWfYc'nf'f'f'U'JWUng'g'gh'Ycb'n'W'Jh'j Ya YhcXc'
Wb'fa hYdYg'Wc'Z5GF' HYZ`ck|h' g'c'XY_Yh'ba |bXk\Yb|Xb|H|h' .
hYdYg'Wc'Z5GF h'fci [\j'lgU'Jg'Wfcb

%; YbMU'n5GF Xg'Yg'g'fYbdc'Vg'j YX|bhYZ'f'Zk' n'f'g'U'f'W'g'f'W'cb' b'
Wb'f'g'Z'U'g'f'f'U'Y'W'W'j' W'c'W'f'h'Y'X'c'Z'W'g'f' W'cb'U'X'g'U'd'f'Y'h
k|h|bhYZ'f'g'f'f'

& 5GF 'lgXVhWwWwZca 8!7UWj' VnhYdYg'Wc'ZUWj' d'f'W'X'W'f'c'
hY'c'h'W' 8!7UWj' d'f'X'ca |b'f'h'W'Y'Y'od'g'U'g'f'Y'g'Z'd'f'U'Y'W'W'g'c'
'c'h'W'g'U'X'J'f'f'W'W'j' k|h|bhYg'W'

" 5GF 'lgXVhWwWwZca 'A'U'f'7UWj' #G'U'j' VnhYdYg'Wc'Zj'lg'U'g'f'bg'Z
Y dHgdb'

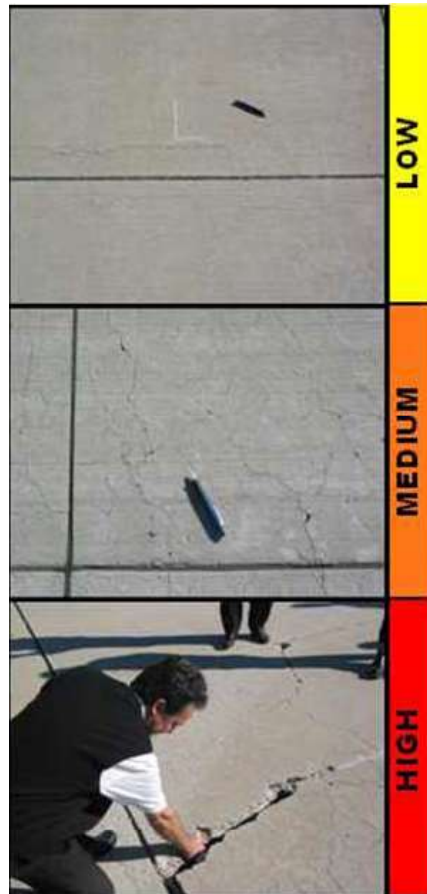
GjYfhi@jYg

@ A|jaUlebc: cf||bCVVNSUaU|YECSE'ddnh|UZca V|Wg'c|hg'5GF' fYU|Xddi|g V|WgU|hYg fZWU|YH| \H|FYca|b|hm'aa'cf'Yg|@|h|Y lebcY|N|WcZagYaYh|bdjYaYh|cf|fi|b|h| |g| V|f|g'cfY|aY|g'

GcaY: CS'ddnh|U| |b|N|gXgkY|h| 'cf|chY: CS'fYagU'aYhcXgaU|hY f|i|f|X'A|h|Y|Y|N|WcZg'U|V|agYaYh|U|X'cf|gaY|A|U|Y|c|U|X|W|h| |g| V|f|g'cfY|aY|g'

A A|Y|a'5GF'Xg|Ng|g|N|Z|N|h|U|X|Z|ca'~ckV|h|U|h|'cb|Y|c|a|c|Y|c|Z|h|Y Z'~ck|h|. |b|N|gX: CS'ddnh|U|Z|b|N|gX|W|W|h|'c|Z|h|Y|g|U|Z|gaY|Z|U|aY|g| U|h| V|W|g'cf|U|h|W|h|N|g|N|h|g|d|Y|g|h|g| fZW|ddi|g|c|Z|W|N|Y|a|U|h| c|W|Z|U|h|b|c|Z|k|N|V|W|g|f|Y|ca|b|h|m'|aa'cf|k|N|h|U|a|U|h|Y g|V|j|N|X|h|h| \h|V|W|g'

< Cb|Y|c|V|h|'c|Z|h|Y|Z'~ck|h| Y|g|h| %|@|c|g|Y|c|a|g|g|h| W|h|N|Y|Z|U|aY|g|k|\|W| d|g|\||\ : CS'ddnh|U|Z'&E|G|U|g|fZW|h|N|f|h|U|X|Z|b|h|c|b|g|h|Z|W|h|m| N|f|U|X|X|U|d|jYaYh|f|i|N|g|aaY|U|h|Y|U|f'|a|U|h|U|c'f|i|f|Y|Y|U|g|c| U|X|W|h|g| V|f|g'cfY|aY|g'



APPENDIX D

DETAILED PAVEMENT CONDITION DATA



FY=hghNjcbFYdcfh

5@SCH526%
; YMUPXSUY

)#588%

DjY%Z%

BYkcf.	G78	BuáY	AY_Y: jYXGhUW [UAih]MU5]dcfh
GfUBW	58%	BuáY	5dcb\$%GhUW[U I g 5DFCB 5fYU &+ž\$ Gc h
GWjcb	\$%	cZ ' : fca.	GWjcb8& Hc 9fYcZDjYáYh @Gj7cbg! %%%*&
GfZUW	57	: Ua]m 5@SCH5dcbg	NcbY 7UW]cfm FUb. G
5fYU	%ž%&Gc h	@Y[h.	)-' : h K]Ph. %& h
GUg		GUW@Y[h.	: h GUVK]Ph. : h >]H@Y[h. : h
Gcd Xf.		GfYHhdY	; fUX \$ @Uyg \$
GWjcb7caaYhg			

Kcf_SUY	%%%*&	Kcf_HdY Bk7cbg! Ucb!]h]U	7cXV BI !B =gAUcfA/ F. HfY
Kcf_SUY	%%%88%	Kcf_HdY 7UWGUH!57	7cXV 7G57 =gAUcfA/ F. :UgY
Kcf_SUY	%888%	Kcf_HdY GfZUWGU!7cUHF	7cXV GG7H =gAUcfA/ F. :UgY

@Gjhg!SUY	%#88%	HRUcladYg &&	G fjYhX *
7cb]cbg	D7= +,		
-hgNjcb7caaYhg			

GladYBiaVf.	\$%	HdY F	5fYU)8888Gc h D7= +,
GladY7caaYhg			
(, @/ H7F		@ (*)'88 : h	
GladYBiaVf.	\$	HdY F	5fYU)8888Gc h D7= +
GladY7caaYhg			
(, @/ H7F		@ (' 888 : h	
GladYBiaVf.	%\$	HdY F	5fYU)8888Gc h D7= , \$
GladY7caaYhg			
(, @/ H7F		@ '+)'88 : h	
GladYBiaVf.	%&	HdY F	5fYU)8888Gc h D7= ++
GladY7caaYhg			
(, @/ H7F		@ (-)'88 : h	
GladYBiaVf.	%	HdY F	5fYU)8888Gc h D7= +,
GladY7caaYhg			
(, @/ H7F		@ ())'88 : h	
GladYBiaVf.	88	HdY F	5fYU (*)888Gc h D7= +*
GladY7caaYhg			
(, @/ H7F		@ (+)'88 : h	

BYkcf.	G78			BLaY	AY_Y: JYXGnUW[UAib]MU5]dfh		
GfUW	58%			BLaY	5dcb%GnUW[U	IgY	5DFCB
GMfch	&	cZ'	: fca.	HUjkUn7dbWf	H.	GMfcb%	@gh7dgh' *#\$\$\$
GfZUW	57	: Ua]m	5@SCH5dfdg	NbY	7UH[cfm	FUb. G	
5fYU	%z& Gc h	@Y[h.	+() : h	K]Ph.	%& : h		
GUg		GU@Y[h.	: h	GUVK]Ph.	: h	>ch@Y[h.	: h
Gci Xf.		GfYWHdY		; fUX \$		@bYg \$	
GMfcb7caaYlg							
Kcf_8UY	*#\$\$\$	Kcf_HdY	6G7dG?5[[fYUY		7cXV	65!5;	=gAUcfA/ F. :UgY
Kcf_8UY	*#\$\$\$	Kcf_HdY	Bk7dghWcb!h]U		7cXV	BI!B	=gAUcfA/ F. HiY
Kcf_8UY	%#\$\$\$	Kcf_HdY	GfZUWGU!7cUHF		7cXV	GG7H	=gAUcfA/ F. :UgY
@gh7dgh'8UY	%#\$\$\$	HRUcladyg &		GfjYnX *			
7dgh7dgh D7=	-'						
=ghWcb7caaYlg							
QldYBi aVf.	%	HdY	F	5fYU	)SS\$Gc h	D7=	-)
QldY7caaYlg							
(, @/ H7F		@		(\$\$\$: h			
QldYBi aVf.	\$	HdY	F	5fYU	)(SS\$Gc h	D7=	,+
QldY7caaYlg							
(, @/ H7F		@		&\$\$\$: h			
QldYBi aVf.	%	HdY	F	5fYU	(*)SS\$Gc h	D7=	-)
QldY7caaYlg							
(, @/ H7F		@		))'\$ : h			
QldYBi aVf.	%	HdY	F	5fYU	)SS\$Gc h	D7=	-)
QldY7caaYlg							
(, @/ H7F		@		)SS\$: h			
QldYBi aVf.	\$\$	HdY	F	5fYU	)SS\$Gc h	D7=	-)
QldY7caaYlg							
(, @/ H7F		@		(\$\$\$: h			
QldYBi aVf.	&	HdY	F	5fYU	)+SS\$Gc h	D7=	-'
QldY7caaYlg							
(, @/ H7F		@		%SS\$: h			

BYkcf_ G78		BLaY	AY_Y: JYXGnUW[UAib]MU'5]dfh
GfUW 58%		BLaY	5dfb%GnUW[U I g 5DFCB 5fU &+z\$ Gc h
GMch \$	cZ ' : fca.	GMcb&&	H. HI]UB'S% @gh7dgh' *#&&&%
GfZUW 57	: Ua]m 5@SCH5dfdg	NbY	7UH[cfm FUb. G
5fU	)-%, Gc h @Y[h.	& : h K]h.	&& h
GUg	GU@Y[h.	: h GUVK]h.	: h >ch@Y[h. : h
Gci XE.	GfYWHdY	; fUX \$	@byg \$
GMcb7caaYhg			
Kcf_8UY *#&&&%	Kcf_HdY Gg7dgh'5][f]UY		7cX 65!5; =gAUcfA/ F. :Ug
Kcf_8UY *#&&&%	Kcf_HdY Bk7dgh'Vcb' h]U		7cX BI!B =gAUcfA/ F. HiY
Kcf_8UY %&&&%	Kcf_HdY GfZUWGU'7cUHf		7cX GG7H =gAUcfA/ F. :Ug
@gh7dgh'8UY %&&&%	HRUcladYg %&		GfjYhX (
7dgh'7dg D7= -)			
hgN]cb7caaYhg			
QadYBiaVE. \$&	HdY F	5fU	)\$&&&&Gc h D7= -+
QadY7caaYhg			
(, @/ H7F	@	%&&& : h	
QadYBiaVE. \$	HdY F	5fU	)\$&&&&Gc h D7= %&&
QadY7caaYhg			
OBc8]gYg?			
QadYBiaVE. \$	HdY F	5fU	*)\$&&&Gc h D7= -(
QadY7caaYhg			
(, @/ H7F	@	,+'&& : h	
QadYBiaVE. %&	HdY F	5fU	*)\$&&&Gc h D7= - \$
QadY7caaYhg			
() 89DF9GCB	@	, '\$&& Gc h	
(, @/ H7F	@	% '\$&& : h	
)& F5J9@B;	<	' '\$&& Gc h	

BYkcf.	G78		BláY	AY_Y: JYXGnUW[UAib]MU5]fth			
GfUW	FS &		BláY	FibkÚr!& GñUW[U	I g	FIEK5M	5fU)(\$SSGc h
GWch	%	cZ %	: fca.	FibkÚr\$ 9bX		H. FibkÚr& 9bX	@g]7cbg] %48%
GfUW	57	: Úa]m	5@SCHFKg	NbY		7U]cfm	FUb. D
5fU		)(SSGc h	@Y[h.	)žSS: h	K]h.	%S: h	
GUg		GU@Y[h.	: h	GUVK]h.	: h	>ch@Y[h.	: h
Gd XE		GfYHhY		; fUX \$		@bg \$	
GWcb7caa Ylg							
Kcf_8UY %48%&		Kcf_HdY	Bk 7cbg Vcb! h]U		7cX BI !-B	=AUcfA/ F. HiY	
Kcf_8UY %48%		Kcf_HdY	7cXA]`Ux]YfÚr&hWg		7cX AC@&	=AUcfA/ F. HiY	
@g]hgl'8UY %48%		HBUcladyg	%S		GfjYX %		
7cb]cbg D7= %S							
-bg]cb7caa Ylg							
GladyEi aVf. SS%		HdY	F	5fU	)SSGc h	D7= %S	
Glady7caa Ylg							
OBc8]g]g							

BYkcf.	G78		BLaY	AY_Y: JYXGnWU[UAib]MU'5]dfh			
GfUW	H7S%		BLaY	HI]kUr7dbNMfS%GnWU[U I g	H5L-K5M	5fU	%S' Gc h
GM]ch	S&	cZ &	: fca.	GM]cbS%	H.	HI]kUr7dbNMfS%	@G]7cb]H' %%%*&
GfUW	57	: Ua]m	5@SCH57HI]kUg	NbY	7U]cfm		Fb. G
5fU	+Z/(Gc h	@Y]h.	%& h	K]Ph.	' (: h		
GUg		GU@Y]h.	: h	GUVK]Ph.	: h	>ch@Y]h.	: h
Gci Xf.		GfY]HdY		; fUX \$		@b]g \$	
GM]cb7caaYlg							
Kcf_8UY %%%*&		Kcf_HdY	Bk7cb]HdY	h]U	7cX BI!-B	=gAUcfA/ F. HfY	
@G]7cb]HdY %%%*&		HRUAdYg	'	GfjYnX &			
7cb]HdY D7=)							
=gAUcfA/ F. HfY							
QAdYBiaVf. S%		HdY	F	5fU	&&'SS Gc h	D7=),	
QAdY7caaYlg							
(, @/ H7F		@		(SS : h			
(, @/ H7F		A		&'SS : h			
)+ K95H9F-B		A		&&'SS Gc h			
QAdYBiaVf. S&		HdY	F	5fU	(&'SS Gc h	D7=)%	
QAdY7caaYlg							
(, @/ H7F		@		&'SS : h			
(, @/ H7F		A		*&'SS : h			
)+ K95H9F-B		A		(&'SS Gc h			

BYkcf.	G78		BLaY	AY_Y: JYXGhWU[UAib]MU'5]dfh			
GfUW	H7S&		BLaY	HI]kUr7dbNMfSSGhWU[U I gY	H5L-K5M	5fU	SS&Geh
GM]ch	S&	cZ '	: fca.	GM]cbS%	H.	DfUYHI]kUrS%	@G]7cbg]H' %%%* &
GfZUW	57	: Ua]m	5@SCHS57HI]kUg	NbY	7UH]cfm		FUb. G
5fU	+z & Geh	@Y]h.	%& h	K]Ph.	) : h		
GUg		GUV@Y]h.	: h	GUVK]Ph.	: h	>ch@Y]h.	: h
Gci Xf.		GfYWHdY		; fUX \$		@Ug \$	
GM]cb7caaYlg							
Kcf_8UY %%%* &		Kcf_HdY	Bk7cbg]Vcb' :h]U		7cX BI !:B		=gAUcfA/ F. HfY
@G]7cbg]8UY %%%* &		HRUcladYg)		GfjYhX &			
7cb]V]hg D7=)+							
=g]V]cb7caaYlg							
CladYBiaVf. S%		HdY	F	5fU	'SS'SSGeh	D7= *(
CladY7caaYlg							
(, @/ H7F		A		%'SS : h			
)\$ D5H7<:B;		@		&+'SS Geh			
)+ K95H:9F-B;		@		&%SS Geh			
CladYBiaVf. S&		HdY	F	5fU	('SSSGeh	D7=)&	
CladY7caaYlg							
(, @/ H7F		@		()'SS : h			
(, @/ H7F		A		(')'SS : h			
)+ K95H:9F-B;		@		SS%SS Geh			
)+ K95H:9F-B;		A		SS%SS Geh			

BYkcf.	G78		BLaY	AY_Y: JYXGnWU[UAib]MU5]dbfh			
GfUW	H7S&		BLaY	HI]kUir7dbNMfS8GnWU[U I gY	H5L-K5M	5fU	888%Gh
GMch	\$	z'	: fca.	HI]kUirDUY'S%	H.	5drb\$%	@g]7db]h' *#888\$
GfZW	57	: Ua]m	5@SCH57HI]kUig	NdbY	7UH]cfm		FUb. G
5fU		+z% Gh	@Y]h.	%& : h	K]Ph.	'): h	
GUg		GU@Y]h.	: h	GUVK]Ph.	: h	>ch@Y]h.	: h
Gci Xf.		GfYWHdY		; fUX \$		@Ug \$	
GMcb7caaYig							
Kcf_8UY	%#%*&		Kcf_HdY	Bk7db]h' Vcb! :h]U	7cX	BI!B	=gAUcfA/ F. HiY
Kcf_8UY	*#888\$		Kcf_HdY	GU7d]g]5[[f]UY	7cX	65!5;	=gAUcfA/ F. :UgY
Kcf_8UY	*#888\$		Kcf_HdY	7cadYfYfW]g]h' Vcb! :57	7cX	7F!57	=gAUcfA/ F. HiY
Kcf_8UY	%#888\$		Kcf_HdY	GfZWGU!7cUHF	7cX	GG7H	=gAUcfA/ F. :UgY
@g]h]g]8UY	%#888\$		HBUcladyg	%		GfjYX	%
7db]h]g	D7=	-(
-hg]h]g]7caaYig							
QladYBiaVf.	\$%		HdY	F	5fU	+ %'SSGh	D7= -(
QladY7caaYig							
(,	@/ H7F		@		%'SS :h		

BYkcf.	G78		BLáY	AY_Y: JYXGnUW[UAib]MU5]fth			
GfUW	H7S&		BLáY	HI]kÚr7dbNMfS&GnUW[U I gY	H5L-K5M	5fYU	&&&%Gé h
GM]ch	\$%	cZ '	: fca.	FibkÚr\$!&	H. GM]cbS&	@Gj7cbgH	%#4&S%
GfZAW	57	: Úá]m	5@SCH57HI]kÚg	NcbY	7UH]cfm	FUb. G	
5fYU	+S& Gé h	@Y[h.	%(: h	K]Ph.	'): h		
GUg		GUV@Y[h.	: h	GUVK]Ph.	: h	>cbh@Y[h.	: h
Gci XE.		GfYWHndY		; fUX \$		@Uyg \$	
GM]cb7caa Ylg							
Kcf_8UY	%#%*&		Kcf_HndY	Bk7cbg]Vcb! :h]U	7cXY BI !:B	=AUcfA/ F. HiY	
Kcf_8UY	%#4&S%		Kcf_HndY	7cXA]`Ubc]YfUn]SbWg	7cXY AC@&	=AUcfA/ F. HiY	
@Gj:hg]8UY	%#4&S%		HBUAdYg	&	GfjYnX	&	
7cb]hcbg	D7= %S						
-bg]M]cb7caa Ylg							
QádYBi aVF.	\$%	HndY	F	5fYU	(+, ('S&Gé h	D7= %S	
QádY7caa Ylg							
OBc8]g]Yg?							
QádYBi aVF.	S&	HndY	F	5fYU	&&S&S&Gé h	D7= %S	
QádY7caa Ylg							
OBc8]g]Yg?							

BYkcf.	G78		BLaY	AY_Y: JYXGnWU[UAib]MU5]fth			
GfUW	H78		BLaY	HI]kU7dbNMfS'GnW[U I g' H5L-K5M	5fU		+ž*%Ge h
GM]ch	%	cZ %	: fca.	HI]kU7DUY'S%	H. 5dRb\$%		@G]7d]h' *#88\$
GfZUW	57	: Ua]m	5@SCH57HI]kUg	NbY	7U]cfm		FUb. G
5fU		+ž*%Ge h	@Y]h.	%& : h	K]Ph.		') : h
GUg		GU@Y]h.	: h	GUVK]Ph.	: h	>ch@Y]h.	: h
Gd'Xf.		GfY]HdY		; fUX \$		@Ug \$	
GM]cb7caaYlg							
Kcf_8UY	*#48\$		Kcf_HdY	G]7d]g'5[[f]UY	7cX 65!5;		=gAUcfA/ F. :Ug
Kcf_8UY	*#88\$		Kcf_HdY	Bk7d]g'V]b! :h]U	7cX BI!B		=gAUcfA/ F. HiY
Kcf_8UY	%#48\$		Kcf_HdY	GfZUWGU!7cUHF	7cX GG7H		=gAUcfA/ F. :Ug
@G]h]g'8UY	%#48\$		HRUQdYg	%	GfjYnX	%	
7d]h]g	D7=	-*					
=g]h]cb7caaYlg							
QdYBi aVf.	\$%		HdY	F	5fU	+*%88Ge h	D7= -*
QdY7caaYlg							
(,	@/ H7F		@		()'88 : h		

BYkcf.	G78		BláY	AY_Y: JYXGnUW[Uaib]MU5]fth		
GfUW	H 5B, %		BláY	HI]kUá U]Uf\$%GnUW[U I g	H5L-K5M	5fU
						*-ž, \$Gé h
GWfch	%	z %	: fca.	5dcb\$%	H. H<U]Ug	@]h7cb]l' %%%*&
GfZAW	57	: Uá]m	5@SCH57HI]U]g	NbY	7U]cfm	FUb. H
5fU		*-ž, \$Gé h	@]h.	(%: h	K]h.	&* : h
GUg		GU@]h.	: h	GUVK]h.	: h	>]h@]h. : h
Gci Xf.		GfYWHdY		; fUX \$		@]g \$
GWfcb7caaYlg						
Kcf_8UY	%%%*&		Kcf_HdY	Bk7cb]U]b']]U	7cXV BI!B	=AUcfA/ F. HfY
Kcf_8UY	%%%&%		Kcf_HdY	GfZAWGU!7dUHF	7cXV GG7H	=AUcfA/ F. :Ug
@]h]hg]8UY	%%%&%		HfUCladYg	%	GfjYhX +	
7cb]h]bg	D7= ,%					
-bg]U]cb7caaYlg						
QádYBi aVf.	\$%	HdY	F	5fU	)*)'\$\$Gé h	D7= ,(
QádY7caaYlg						
(, @/ H7F		@		'%\$\$: h		
QádYBi aVf.	\$&	HdY	F	5fU	)-*\$\$\$Gé h	D7= -&
QádY7caaYlg						
(, @/ H7F		@		%\$\$: h		
QádYBi aVf.	\$	HdY	F	5fU	)+*('\$Gé h	D7= ,'
QádY7caaYlg						
(, @/ H7F		@		'*)'\$: h		
QádYBi aVf.	\$	HdY	F	5fU	((\$\$Gé h	D7= ,%
QádY7caaYlg						
() 89DF9GCB		@		&'\$\$ Gé h		
(, @/ H7F		@		86'\$: h		
QádYBi aVf.	\$	HdY	F	5fU	)' 88\$\$Gé h	D7= +%
QádY7caaYlg						
() 89DF9GCB		@		%\$\$ Gé h		
() 89DF9GCB		A		, '\$\$ Gé h		
(, @/ H7F		@		, '\$\$: h		
QádYBi aVf.	%	HdY	F	5fU	)*, '\$\$Gé h	D7= -\$
QádY7caaYlg						
(, @/ H7F		@		%\$\$: h		
QádYBi aVf.	%&	HdY	F	5fU	)+)'\$\$Gé h	D7= **
QádY7caaYlg						
(' 6@C7? 7F		@		)\$\$ Gé h		
() 89DF9GCB		@		' \$ Gé h		
() 89DF9GCB		A		)\$ Gé h		
(, @/ H7F		@		(, \$\$\$: h		

BYkcf. G78 BLaY AY_Y: JYXGnWU[UAib]MU5]fth

GfUW H 5B; S& BLaY HI]kUia UH]fS8GnWU[U I g' H5L-K5M 5fU (+Z' \$Gc h

GM]ch \$% cZ % : fca. 5dcb\$% H. H<U]Ug @U]7cb]! (#8%&&

GfZAW D77 : Ua]m 5@SCHD77HI]kUg NcbY 7U]cfm FUb. H

5fU (+Z' \$Gc h @Y[h.)- \$: h K]Ph. +): h

GUg ,, GUV@Y[h. & : h GUVK]Ph. \$\$: h >cb]@Y[h. 'z%: h

Gci Xf. GfYWHnY ; fUX \$ @U]g \$

GM]cb7caa Ylg

Kcf_8UY %%%\$\$ Kcf_HnY Bk7cb]@U]cb! :h]U 7cX BI!B =AUcfA/ F. HiY

Kcf_8UY (#8%&& Kcf_HnY Bk7cb]@U]cb! :h]U 7cX BI!B =AUcfA/ F. HiY

@U]i:hg]'8UY %4#8% HRUcladYg * GfjYnX (

7cb]@U]cb D7= &

-hg]@U]cb7caa Ylg

QladYBi aVf. \$% HnY F 5fU &'\$\$GUg D7= &

QladY7caa Ylg

- *1 @B95F'7F @ %\$\$ GUg
- *1 @B95F'7F A +'\$\$ GUg
- *) >HC95@8A; A &'\$\$ GUg
- *+ @5F; 9D5H< A %\$\$ GUg
- +& G: 5HC@56 A %\$\$ GUg
- +& G: 5HC@56 < %\$\$ GUg
- +(>CBHD5@ A %\$\$ GUg

QladYBi aVf. \$ HnY F 5fU &'\$\$GUg D7= %

QladY7caa Ylg

- *1 @B95F'7F @ '\$\$ GUg
- *1 @B95F'7F A ('\$\$ GUg
- *) >HC95@8A; A &'\$\$ GUg
- +& G: 5HC@56 @ &\$\$ GUg
- +& G: 5HC@56 A *'\$\$ GUg
- +& G: 5HC@56 < %\$\$ GUg

QladYBi aVf. \$ HnY F 5fU %&\$\$GUg D7= &

QladY7caa Ylg

- *1 @B95F'7F @ &\$\$ GUg
- *1 @B95F'7F A ('\$\$ GUg
- *1 @B95F'7F < %\$\$ GUg
- *) >HC95@8A; A %&\$\$ GUg
- +\$ G75@B; @ %\$\$ GUg
- +\$ G75@B; A &\$\$ GUg
- +(>CBHD5@ < %\$\$ GUg
- +) 7CFB9F'GD5@ A %\$\$ GUg

QladYBi aVf. \$ HnY F 5fU %&\$\$GUg D7= &

QladY7caa Ylg

- *1 @B95F'7F @ &\$\$ GUg
- *1 @B95F'7F A &\$\$ GUg
- *) >HC95@8A; A %&\$\$ GUg
- +& G: 5HC@56 @ %\$\$ GUg
- +& G: 5HC@56 A ('\$\$ GUg

BYkcf.	G78	BuY	AY: JYXGhWU[UAib]MU5]fth
GfUW	H2%	BuY	HI]UYS%GhWU[U I g H5L-K5M 5fU %3,' G h
GWch	%	cZ %	: fca. 5dcb\$% H. 9AYcZDjYaYh @Gj7cbg' *#48%
GfUW	57	: Ua]m 5@SCH57HI]Ubg	NbY 7UH]cfm FUb. H
5fU	%3,' G h	@Y[h.	*)S:h K]h. \$:h
GUg		GU@Y[h.	:h GUVK]h. :h >ch@Y[h. :h
Gci XE.		GfYWHdY	; fUX \$ @Ug \$
GWcb7caaYlg			
Kcf_SUY *#48%		Kcf_HdY Bk7cbg]Ucb' h]U	7cX BI!B -gAUcfA/ F. HfY
@Gj7cbg'SUY %4#8%		HRUladYg (	GfjYhX '
7cb]hcg D7= %8			
-hgNWcb7caaYlg			
GladYBiaVE. \$%		HdY F	5fU (*+'\$\$G h D7= %8
GladY7caaYlg			
OBc8]gYg?			
GladYBiaVE. \$&		HdY F	5fU ((- '\$\$G h D7= %8
GladY7caaYlg			
OBc8]gYg?			
GladYBiaVE. \$		HdY F	5fU)- \$ '\$\$G h D7= %8
GladY7caaYlg			
() 89IF9GCB		@	) '\$\$ G h

BYkcf.	G78		BláY	AY_Y: JYXGnWU[UAibV]U5]fth			
GfUW	HD%		BláY	HI]kúúúfUY\$%GnWU[U I g̃	H5L-K5M	5fU	8&), G̃ h
GWch	\$		z ' : fca.	GWkb8&		H. Filkúú\$!&	@g̃7ch]l %%%*&
GfUW	57		: Uá]m 5@SCH57HI]kúg	NbY		7UH]cfm	Fb. D
5fU		+ž(' G̃ h	@V]h.	%\$: h	K]h.	' - : h	
GUg			GU@V]h.	: h	GUVK]h.	: h	>ch@V]h. : h
Gci XE.			GfYV]HdY		; fUX \$		@b]g \$
GWcb7caa Ylg							
Kcf_8UY %%%*&			Kcf_HdY Bk7ch]V]b! :h]U		7cX BI !:B		=AUcfA/ F. H]Y
@g̃7ch]l'8UY %%%*&			HRUcládYg '+		GfjYhX %		
7ch]V]ch]g D7= %\$							
hgNWcb7caa Ylg							
CládYBi a V. \$%			HdY F	5fU	)SSSSG̃ h	D7= %\$	
CládY7caa Ylg							
OBc8]g̃g̃g̃							

BYkcf.	G78			BlaY	AY_Y: JYXGnUW[UAibVU5]dfh		
GfUW	HD%			BlaY	HI]kUdUUY\$%GnUW[U I g	H5L-K5M	5fU
GWcb	\$&	cZ'		: fca.	GWcb\$%	H.	GWcb\$
GfUW	57	: Ua]m	5@SCH57HI]kUg	NbY		7UH]cfm	FUb. D
5fU	% , z% Gc h	@V[h.)Z), :h	K]Ph.)' :h	
GUg		GU@V[h.		:h	GUVK]Ph.	:h	>ch@V[h. :h
Gci Xf.		GfYVHndY			; fUX \$		@Ug \$
GWcb7caaYlg							
Kcf_8UY	%%*%&			Kcf_HndY Bk7cb]Vcb':h]U		7cXV BI!-B	=AUcfA/ F. HfY
@G]hgl'SUY	%%+SS%			HRUcladYg '+		GfjYnX *	
7cb]Vcb	D7=))						
hgNWcb7caaYlg							
QladYBiaVf.	\$&	HndY	F	5fU)&SSGc h	D7=)&	
QladY7caaYlg							
(, @/ H7F		@		- '\$\$:h			
(, @/ H7F		A		** '\$\$:h			
) + K95H 9F-B;		A)& '\$\$ Gc h			
QladYBiaVf.	\$	HndY	F	5fU)& '\$\$ Gc h	D7=)'	
QladY7caaYlg							
(, @/ H7F		@) '\$\$:h			
(, @/ H7F		A		*, '\$\$:h			
) + K95H 9F-B;		A)& '\$\$ Gc h			
QladYBiaVf.	%	HndY	F	5fU)& '\$\$ Gc h	D7= (,	
QladY7caaYlg							
(, @/ H7F		@		% '\$\$:h			
(, @/ H7F		A		+\$ '\$\$:h			
)& F5J9@B;		<		% '\$\$ Gc h			
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APPENDIX E
DISTRESS SUMMARY REPORT



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APPENDIX F

INVENTORY

F1: Section Forecasted Pavement Condition Rating

F2: Branch PCI Rating

F3: Branch FOD Rating

Appendix F1
Forecasted Section PCI
Merkel Field Sylacauga Municipal Airport (SCD)

Branch ID	Section ID	Forecasted PCI						
		2021	2022	2023	2024	2025	2026	2027
A01	01	75	73	71	69	67	64	62
A01	02	90	88	86	84	82	79	77
A01	03	92	90	88	86	84	81	79
R0927	01	98	97	96	95	94	92	89
TC01	01	99	98	96	94	92	89	86
TC01	02	49	46	43	40	36	33	29
TC02	01	99	98	96	94	92	89	86
TC02	02	51	47	45	42	38	35	31
TC02	03	91	89	86	83	81	79	77
TC03	01	94	91	88	86	83	81	79
THANG01	01	79	77	75	72	70	66	62
THANG02	01	22	21	20	19	19	18	17
TL01	01	99	98	96	94	92	89	86
TP01	01	99	98	96	94	92	89	86
TP01	02	49	46	44	40	37	33	30
TP01	03	99	98	96	94	92	89	86
TTRW09	01	99	98	96	94	92	89	86

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AOI	3	1,611.00	17300	28,908.00	APRON	21.33	899	22.45
RO27	1	5,400.00	10000	51,000.00	RUNWAY	0.00	0.00	0.00
TC01	2	336.00	3400	14,083.00	TAXIWAY	30.50	30.50	31.12
TC02	3	461.00	3500	22,271.00	TAXIWAY	24.33	24.58	24.42
TC03	1	125.00	3500	7,981.00	TAXIWAY	13.00	0.00	13.00
THANG01	1	410.00	28600	69,680.00	TAXIWAY	25.00	0.00	25.00
THANG02	1	590.00	7500	47,680.00	TAXIWAY	77.00	0.00	77.00
TL01	1	650.00	2500	19,583.00	TAXIWAY	0.00	0.00	0.00
TP01	3	5,976.00	3633	212,858.00	TAXIWAY	20.00	28.28	56.01
TIRW09	1	132.00	6000	7,767.00	TAXIWAY	0.00	0.00	0.00

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APRON	3	287,90800	21.38	899	22.45
RUNWAY	1	540,00000	0.00	0.00	0.00
TAXIWAY	13	401,83300	23.77	2813	45.84
ALL	17	1,229,73600	21.94	2550	20.23

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

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

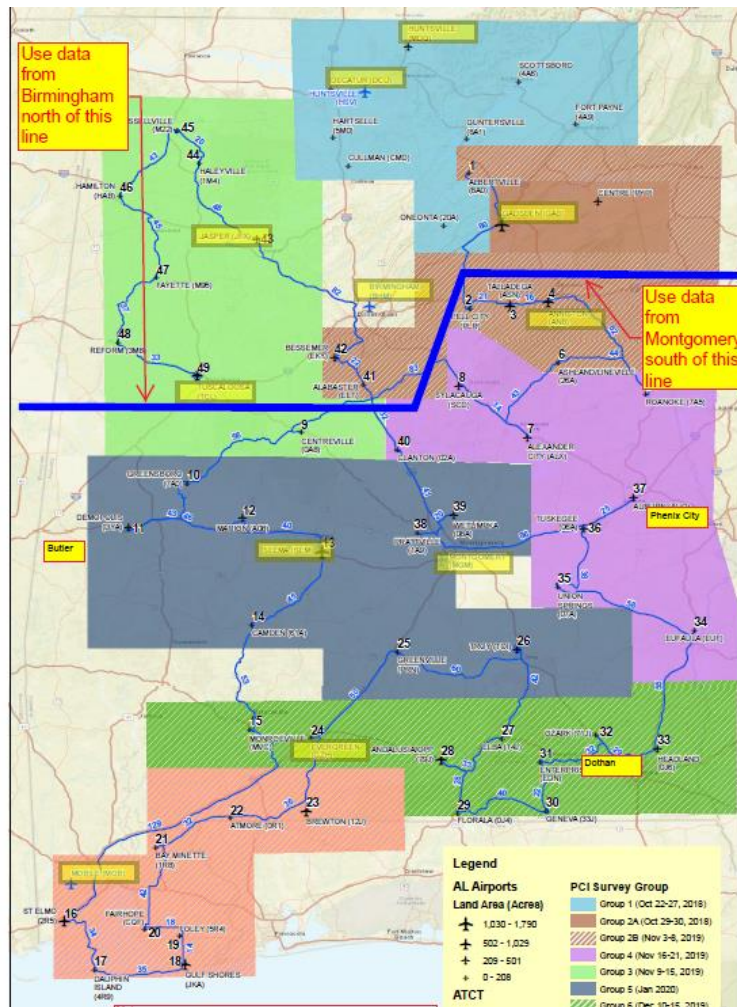


Figure 1: RSMMeans Unit Costs Locations.

Maintenance & Repair (M&R) Activities

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

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

Table 1: Repair Activities.

Activity Type	PCI	Activity
Preservation	> CP	Runway Surface Treatment
		Taxiway and Apron Surface Treatment
Rehabilitation	> CP	2" AC OL ¹
	55 - CP	Mill 2" & 2" AC OL
	45 - 55	Mill 2" & 2" AC OLP (With Pre-Overlay Repairs)
Reconstruction	0 - 45	Reconstruct with AC

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

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

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

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

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

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

M&R Unit Costs

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

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

Table 2: Cost Factors.

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

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

Maintenance

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

Table 3: Unit Costs for Maintenance.

Activity	Unit Cost	Unit
Seal Cracks - AC	\$3.95	lf
AC Full-Depth Patching	\$25.05	sf
AC Partial-Dept Patching	\$16.28	sf
Seal Cracks – PCC	\$8.35	lf
PCC Full-Depth Patching	\$48.70	sf
PCC Partial-Depth Patching	\$243.51	sf
Jt. Seal	\$11.13	lf
Slab Replacement	\$27.83	sf
Grinding	\$6.96	lf

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" & 2" AC OLP	\$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" & 2" AC OLP	\$4.82		\$5.37
Reconstruction	AC Reconstruction	\$7.63	\$8.25	\$9.87

Appendix H2
Component Costs for Repair

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

**Appendix H3
Airport Category**

Region	City	FAA ID	Max Gross Weight (Thousand lbs)			Max GW	Category
			S	D	2D		
Birmingham	Reform	3M8	12.5	-	-	12.5	<= 12,500
	Fayette	M95	15.0	-	-	15.0	12,500-30,000
	Hamilton	HAB	15.0	-	-	15.0	12,500-30,000
	Scottsboro	4A6	15.0	-	-	15.0	12,500-30,000
	Alabaster	EET	16.0	-	-	16.0	12,500-30,000
	Centre-Piedmont	PYP	16.0	-	-	16.0	12,500-30,000
	Fort Payne	4A9	16.0	-	-	16.0	12,500-30,000
	Haleyville	1M4	20.0	-	-	20.0	12,500-30,000
	Hartselle	5M0	20.0	-	-	20.0	12,500-30,000
	Guntersville	8A1	24.0	-	-	24.0	12,500-30,000
	Cullman	CMD	30.0	-	-	30.0	12,500-30,000
	Russellville	M22	30.0	-	-	30.0	12,500-30,000
	Jasper	JFX	50.0	-	-	50.0	> 30,000
	Oneonta	20A	20.0	35.0	55.0	55.0	> 30,000
	Bessemer	EKY	60.0	60.0	-	60.0	> 30,000
	Albertville	8A0	60.0	90.0	130.0	130.0	> 30,000
	Madison	MDQ	60.0	75.0	140.0	140.0	> 30,000
	Decatur	DCU	75.0	125.0	150.0	150.0	> 30,000
	Tuscaloosa	TCL	61.0	87.0	168.0	168.0	> 30,000
	Gadsden	GAD	90.0	115.0	195.0	195.0	> 30,000
Montgomery	Floralia	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
Merkel Field Sylacauga Municipal Airport (SCD)

Branch & Section	2021	2022	2023	2024	2025	2026	2027
A01-01	Preventive \$2790.21 Before:74.65 After:74.65	Preventive \$3106.14 Before:72.44 After:72.44	Preventive \$3438.52 Before:70.23 After:70.23	Preventive \$4765.71 Before:68.01 After:68.01	Preventive \$6278.52 Before:65.8 After:65.8	Required Project Major Below Critical \$511723.92 Before:63.59 After:100	Preventive \$296.01 Before:97.79 After:97.79
A01-02	Preventive \$1257.3 Before:89.65 After:89.65	Preventive \$1572.68 Before:87.44 After:87.44	Preventive + (TW-ST) Taxiway and Apron Surface Treatment \$109145.01 Before:85.23 After:91.85	Preventive \$1377.5 Before:89.63 After:89.63	Preventive \$1721 Before:87.42 After:87.42	Preventive \$2083.86 Before:85.21 After:85.21	Preventive \$2466.95 Before:83 After:83
A01-03	Preventive \$504.61 Before:91.65 After:91.65	Preventive \$657.9 Before:89.44 After:89.44	Preventive + (TW-ST) Taxiway and Apron Surface Treatment \$54174.84 Before:87.23 After:93.85	Preventive \$553.21 Before:91.63 After:91.63	Preventive \$720.14 Before:89.42 After:89.42	Preventive \$896.6 Before:87.21 After:87.21	Preventive \$1082.99 Before:85 After:85
R0927-01	Preventive \$1083.62 Before:98.04 After:98.04	Preventive \$1746.54 Before:96.93 After:96.93	Preventive \$2368.42 Before:95.95 After:95.95	Preventive \$3119.23 Before:94.83 After:94.83	Preventive \$4167.05 Before:93.29 After:93.29	Preventive \$5699.49 Before:91.09 After:91.09	Preventive + Required Project Global MR \$385805.33 Before:88.15 After:93.3

Appendix I1
PCIP Summary
Merkel Field Sylacauga Municipal Airport (SCD)

Branch & Section	2021	2022	2023	2024	2025	2026	2027
TC01-01	Preventive \$11.09 Before:98.43 After:98.43	Preventive \$20.93 Before:97.12 After:97.12	Preventive \$34.61 Before:95.37 After:95.37	Preventive \$52.6 Before:93.17 After:93.17	Preventive \$74.09 Before:90.66 After:90.66	Preventive \$97.93 Before:88.02 After:88.02	Preventive + Required Project Global MR \$7366.86 Before:85.4 After:93.17
TC01-02	Required Project Major Below Critical \$35632.64 Before:47.29 After:100	Preventive \$7.7 Before:98.98 After:98.98	Preventive \$16.78 Before:97.85 After:97.85	Preventive + Required Project Global MR \$4627.22 Before:96.33 After:98.98	Preventive \$17.8 Before:97.85 After:97.85	Preventive \$31.26 Before:96.33 After:96.33	Preventive \$49.41 Before:94.36 After:94.36
TC02-01	Preventive \$11.29 Before:98.43 After:98.43	Preventive \$21.31 Before:97.12 After:97.12	Preventive \$35.24 Before:95.37 After:95.37	Preventive \$53.55 Before:93.17 After:93.17	Preventive \$75.43 Before:90.66 After:90.66	Preventive \$99.7 Before:88.02 After:88.02	Preventive + Required Project Global MR \$7500.34 Before:85.4 After:93.17
TC02-02	Required Project Major Below Critical \$36351.84 Before:49.68 After:100	Preventive \$7.85 Before:98.98 After:98.98	Preventive \$17.12 Before:97.85 After:97.85	Preventive + Required Project Global MR \$4720.62 Before:96.33 After:98.98	Preventive \$18.16 Before:97.85 After:97.85	Preventive \$31.89 Before:96.33 After:96.33	Preventive \$50.41 Before:94.36 After:94.36
TC02-03	Preventive \$78.86 Before:90.25 After:90.25	Preventive \$103.35 Before:87.6 After:87.6	Preventive + (TW- ST) Taxiway and Apron Surface Treatment \$7268.92 Before:85 After:92.79	Preventive \$86.17 Before:90.25 After:90.25	Preventive \$112.93 Before:87.6 After:87.6	Preventive \$140.71 Before:85 After:85	Preventive \$168.38 Before:82.57 After:82.57

Appendix I1
PCIP Summary
Merkel Field Sylacauga Municipal Airport (SCD)

Branch & Section	2021	2022	2023	2024	2025	2026	2027
TC03-01	Preventive \$59.24 Before:92.72 After:92.72	Preventive \$82.27 Before:90.18 After:90.18	Preventive + (TW-ST) Taxiway and Apron Surface Treatment \$7286.59 Before:87.53	Preventive \$64.74 Before:92.72 After:92.72	Preventive \$89.9 Before:90.18 After:90.18	Preventive \$117.64 Before:87.53 After:87.53	Preventive \$146.42 Before:84.93 After:84.93
THANG01-01	Preventive \$1559.46 Before:77.91 After:77.91	Preventive \$1736.93 Before:75.95 After:75.95	Preventive \$1932.58 Before:73.86 After:73.86	Preventive \$2163.15 Before:71.42 After:71.42	Preventive \$2953 Before:68.42 After:68.42	Required Project Major Below Critical \$324708.8 Before:64.74 After:100	Preventive \$86.57 Before:98.98 After:98.98
TL01-01	Preventive \$31.47 Before:98.43 After:98.43	Preventive \$59.4 Before:97.12 After:97.12	Preventive \$98.24 Before:95.37 After:95.37	Preventive \$149.3 Before:93.17 After:93.17	Preventive \$210.29 Before:90.66 After:90.66	Preventive \$277.98 Before:88.02 After:88.02	Preventive + Required Project Global MR \$20911.03 Before:85.4 After:93.17
TP01-01	Preventive \$10.76 Before:98.43 After:98.43	Preventive \$20.31 Before:97.12 After:97.12	Preventive \$33.6 Before:95.37 After:95.37	Preventive \$51.06 Before:93.17 After:93.17	Preventive \$71.92 Before:90.66 After:90.66	Preventive \$95.06 Before:88.02 After:88.02	Preventive + Required Project Global MR \$7151.16 Before:85.4 After:93.17

Appendix I1
PCIP Summary
Merkel Field Sylacauga Municipal Airport (SCD)

Branch & Section	2021	2022	2023	2024	2025	2026	2027
TP01-02	Required Project Major Below Critical \$985641.28 Before:48.02 After:100	Preventive \$212.97 Before:98.98 After:98.98	Preventive \$464.18 Before:97.85 After:97.85	Preventive + Required Project Global MR \$127994.52 Before:96.33 After:98.98	Preventive \$492.45 Before:97.85 After:97.85	Preventive \$864.64 Before:96.33 After:96.33	Preventive \$1366.73 Before:94.36 After:94.36
TP01-03	Preventive \$11.96 Before:98.43 After:98.43	Preventive \$22.58 Before:97.12 After:97.12	Preventive \$37.34 Before:95.37 After:95.37	Preventive \$56.75 Before:93.17 After:93.17	Preventive \$79.93 Before:90.66 After:90.66	Preventive \$105.65 Before:88.02 After:88.02	Preventive + Required Project Global MR \$7947.75 Before:85.4 After:93.17
TTRW09-01	Preventive \$12.48 Before:98.43 After:98.43	Preventive \$23.56 Before:97.12 After:97.12	Preventive \$38.97 Before:95.37 After:95.37	Preventive \$59.22 Before:93.17 After:93.17	Preventive \$83.41 Before:90.66 After:90.66	Preventive \$110.25 Before:88.02 After:88.02	Preventive + Required Project Global MR \$5575.27 Before:85.4 After:90.67

Appendix I2
Localized Maintenance Plan
Merkel Field Sylacauga Municipal Airport (SCD)

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	9,981.23	Ft	9.09	No Localized M & R	0.		\$0.00	\$0.00
A01	02	Preventive	48	L & T CR	Low	1,999.44	Ft	1.68	No Localized M & R	0.		\$0.00	\$0.00
A01	03	Preventive	45	DEPRESSION	Low	22.17	SqFt	.04	Patching - AC Full-Depth	45.2	SqFt	\$25.05	\$1,132.17
A01	03	Preventive	48	L & T CR	Low	319.46	Ft	.54	No Localized M & R	0.		\$0.00	\$0.00
A01	03	Preventive	52	RAVELING	High	8.29	SqFt	.01	Patching - AC Partial-Depth	8.6	SqFt	\$16.28	\$135.67
TC01	02	Safety	48	L & T CR	Medium	881.99	Ft	12.28	No Localized M & R	0.		\$0.00	\$0.00
TC01	02	Safety	48	L & T CR	Low	64.99	Ft	.9	No Localized M & R	0.		\$0.00	\$0.00
TC01	02	Safety	57	WEATHERING	Medium	7,184.05	SqFt	100.	No Localized M & R	0.		\$0.00	\$0.00
TC02	02	Safety	48	L & T CR	Low	45.01	Ft	.61	No Localized M & R	0.		\$0.00	\$0.00
TC02	02	Safety	48	L & T CR	Medium	589.01	Ft	8.04	No Localized M & R	0.		\$0.00	\$0.00
TC02	02	Safety	50	PATCHING	Low	296.98	SqFt	4.05	No Localized M & R	0.		\$0.00	\$0.00
TC02	02	Safety	57	WEATHERING	Medium	2,160.96	SqFt	29.49	No Localized M & R	0.		\$0.00	\$0.00
TC02	02	Safety	57	WEATHERING	Low	4,870.99	SqFt	66.46	No Localized M & R	0.		\$0.00	\$0.00
TC02	03	Preventive	48	L & T CR	Low	114.99	Ft	1.45	No Localized M & R	0.		\$0.00	\$0.00
TC03	01	Preventive	48	L & T CR	Low	45.01	Ft	.57	No Localized M & R	0.		\$0.00	\$0.00
THANG01	01	Preventive	43	BLOCK CR	Low	904.71	SqFt	1.3	No Localized M & R	0.		\$0.00	\$0.00
THANG01	01	Preventive	45	DEPRESSION	Medium	235.19	SqFt	.34	Patching - AC Full-Depth	301.4	SqFt	\$25.05	\$7,538.50
THANG01	01	Preventive	45	DEPRESSION	Low	322.06	SqFt	.46	Patching - AC Full-Depth	398.3	SqFt	\$25.05	\$9,977.10
THANG01	01	Preventive	48	L & T CR	Low	3,215.12	Ft	4.61	No Localized M & R	0.		\$0.00	\$0.00
TL01	01	Preventive	45	DEPRESSION	Low	6.46	SqFt	.03	Patching - AC Full-Depth	20.5	SqFt	\$25.05	\$519.82
TP01	02	Safety	48	L & T CR	Medium	#####	Ft	11.36	No Localized M & R	0.		\$0.00	\$0.00
TP01	02	Safety	48	L & T CR	Low	3,816.63	Ft	1.92	No Localized M & R	0.		\$0.00	\$0.00
TP01	02	Safety	52	RAVELING	High	6.35	SqFt	.	No Localized M & R	0.		\$0.00	\$0.00
TP01	02	Safety	57	WEATHERING	Low	#####	SqFt	16.67	No Localized M & R	0.		\$0.00	\$0.00
TP01	02	Safety	57	WEATHERING	Medium	165,592.	SqFt	83.33	No Localized M & R	0.		\$0.00	\$0.00