User Guide

PCASE7

Version 7.0.7

December 2024

Pavement-Transportation Computer Assisted Structural Engineering

US Army Corps of Engineers

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PCASE Acknowledgements

PCASE History

In the early 80's the Pavement Computer Assisted Structural Engineering (PCASE) Committee was formed to meet a growing need to automate the pavement design and evaluation process for the Department of Defense (DoD). The committee investigated implementing existing main-frame computer applications on Personal Computers. The US Army Corps of Engineers (USACE) Waterways Experiment Station (now the Engineering Research and Development Center (ERDC) Geotechnical and Structures Lab) played a leading role in these development efforts in the mid to late 80's.

The first PCASE modules implemented the CBR and Westergaard procedures, then followed by layered elastic modeling and analysis in the late 80's and early 90's. There were many individuals involved in the research and development efforts that expanded the existing criteria and implemented the evolving criteria in PCASE. Key contributors include: Mr. Don Alexander, Dr. Walter Barker, Dr. Al Bush, Dr. Frans Van Cauwelaert, Dr. Yu T. Chou, Dr. Ray Rollings, and Dr. Jacob Uzan.

In the mid-1990's, PCASE consisted of individual Disk Operating System (DOS) based programs. At this time, Ms. Mary Adolf, USACE Transportation Systems Center, was the PCASE Program Manager. She teamed with Mr. Don Alexander, Dr. Walter Barker, Dr. Carlos Gonzalez, Mr. Robert Walker, Mr. John Lott, and Ms. Lora Johnson to convert the DOS PCASE programs to an integrated Windows application. As part of the Windows update, the team engaged with the PAVER™ Program Manager, Dr. Mo Shahin, ERDC Civil Engineer Research Lab, to integrate PCASE and PAVER™ inventory capabilities. With the help of Dr. Shahin and the PAVER™ development team they were able to leverage existing PAVER™ inventory tools and complete the Windows update in 2001.

In subsequent years, development team members departed, and new team members were added including Ms. Lynette Barna, Dr. Alessandra Bianchini, Dr. Jeremy Stache, and Dr. Danniel Rodriguez. Mr. George VanSteenburg took over the PCASE Program Manager role in 2016, when Ms. Adolf retired. The team continued to implement new criteria and maintain and update the PCASE application. In 2015, Intelligent Information Technologies (IIT) joined the development team to support the effort to modernize PCASE. The objective of the modernization effort was to update the PCASE engineering code, enhance interoperability with PAVER, and introduce new user interfaces using the Microsoft .Net Framework and Object-Oriented programming concepts to meet current programming and cyber security standards. This effort culminated in the release of PCASE 7.0.1 in October 2021.

Past Proponents

USACE Districts provide the core funding for PCASE since the early 00's. The Air Force has been a sustaining PCASE supporter since its inception with key efforts funded by the Army and the Navy over the life of the program. Since the inception of the USACE Transportation Systems Center (TSC), its directors have been staunch PCASE advocates providing ongoing support. Following is a list of past proponents.

- HQ USACE
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    - Mr. Paul Dicker
    - Mr. Greg Hughes
    - Ms. Jennifer Kline
    - Ms. Mackenzie Searle
- USACE Transportation Systems Center
    - Mr. Terry Sherman
    - Mr. David Ray
- US Air Force
    - Mr. Jim Greene
- US Navy
    - Mr. Vince Donnally
    - Mr. Greg Cline
    - Mr. Bruce Seamans

Past PCASE Tri-Service Working Group Members

The PCASE Tri-Service Working Group has served as the governance body for the application since the 90's. The name has changed over time, but its function has been to guide PCASE development by providing feedback, prioritizing requirements, and advocating for funding support. The PCASE TSWG is made up of the Service proponents, the development team, and representatives from USACE Districts and appointees from each Service who are actively engaged in pavement design and evaluation. Their collective efforts of the past TSWG members listed below have ensured PCASE remains current and relevant.

- USACE Districts
    - Mr. Larry Dorsey
    - Mr. Stan Gembicki
    - Mr. Randy Goff
    - Mr. Oz Keifer
    - Mr. Tom Mack
    - Mr. John Rajek
    - Mr. Tom Rossbach
    - Mr. Ron Shafer
    - Mr. Dave Tucker
- USACE TSC
    - Mr. Kordon Kiel
    - Mr. Danny Klima
    - Mr. Walt Perron
- ERDC CRREL
    - Dr. Richard Berg
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- ERDC-GSL
    - Dr. Walter Barker
    - Mr. Don Alexander
    - Dr. Carlos Gonzales
    - Mr. Robert Walker
    - Mr. John Lott
    - Ms. Lora Johnson
    - Dr. Danniel Rodriguez
- US Air Force
    - Mr. Harold Muniz Ruiz
    - Mr. Richard Smith
    - Mr. George VanSteenburg

    - Mr. Shaun Moya
- US Navy
    - Mr. Vince Donnally
    - Mr. Greg Cline
    - Mr. Bruce Seamans

Ms. Adolf, Dr. Stache, and I want to express our heartfelt thanks to the current development team members and the many people who have helped guide us and contributed to the development and success of PCASE over the years. Thank you!

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Table of Contents

1 Introduction to PCASE 7

1.1 Scope and Purpose
- 1.1.1 Scope
- 1.1.2 Purpose
- 1.1.3 Module features
- 1.1.4 Benefits

1.2 Downloading and Installing the Software
- 1.2.1 Recommended Hardware
- 1.2.2 Upgrading to PCASE 7
- 1.2.3 32-bit and 64-bit versions of PAVER
- 1.2.4 Using SQL
- 1.2.5 Link to the software
- 1.2.6 Installing the software

1.3 Updates to PCASE 7
- 1.3.1 Improvements to PCASE
- 1.3.2 Calculation differences

2 File Menu

2.1 New/Import
- 2.1.1 New/Import pavement database
- 2.1.2 GIS/Tabular Import

2.2 Open pavement database

2.3 Event Manager
- 2.3.1 Manage Event Folders
- 2.3.2 Assign Events

2.4 Take Pictures

2.5 GIS Manager

2.6 GIS Recycle Bin

2.7 GIS/Tabular Import and Update
- 2.7.1 Add Inventory from GIS/Tabular Data
- 2.7.2 Update Inventory from GIS/Tabular Data
- 2.7.3 Import Inventory Samples from GIS/Tabular Data

2.8 Export Open Pavement Database

2.9 Combine Inventories

2.10 Database Properties

2.11 Delete Pavement Database

2.12 Database Recycle Bin

2.13 Combine or Import PCASE 209 Data

2.14 PCASE Data Assignment

2.15 PCASE Database Verification Tool

2.16 Exit

3 System Tables and Tools

3.1 User Defined Inventory Fields

3.1.1 New/Existing Fields
3.1.2 Delete Fields (Recycle Bin)
3.2 Edit Inventory Picklists
3.2.1 Engineering Fields
3.2.2 Descriptive Fields
3.3 Condition Tools
3.3.1 Select Condition Types
3.3.2 Define Condition and Age Categories
3.4 Vehicles
3.4.1 Vehicle Editor
3.4.2 ACN/ACR Curves
3.4.3 Import User Defined Vehicles
3.4.4 Update Standard Vehicles

4 User Preferences

4.1 English Units
4.2 Metric Units
4.3 EMS Desktop
4.4 Windows Desktop
4.5 Language
4.6 Defaults
4.6.1 Overview
4.6.2 GIS Settings
4.6.3 Inventory
4.6.4 Inspection
4.6.5 Verification Tools
4.6.6 Menus
4.6.7 Graph Defaults
4.6.8 PCASE Defaults
4.7 GPS Device

5 Window

5.1 Tile Horizontally
5.2 Tile Vertically
5.3 Cascade
5.4 Arrange Icons

6 Help

6.1 Program Version
6.1.1 Move User Data Folder
6.1.2 Open Error Log
6.2 Getting Started with PCASE 7
6.3 PCASE 7 User Guide

7 Inventory

7.1 Define Inventory
7.1.1 Network

7.1.2 Branch
7.1.3 Section
7.1.4 Condition/Families
7.1.5 Samples
7.2 GIS Assignment
7.3 Asset Management
7.3.1 Import/Assign Asset Items using GIS/Tabular Import
7.3.2 View/Edit Asset Identities
7.3.3 Assign/Unassign Asset Items
7.4 Centralized Asset Management
7.4.1 Create Asset File for Distribution
7.4.2 Import Asset File
7.5 Copy and Move Data

8 Reports

8.1 GIS Reports
8.2 Summary Charts
8.3 Enterprise Summary Reports
8.4 Standard Reports
8.5 User Defined Reports

9 Selectors

9.1 GIS Selector
9.2 GIS/Tree Selector
9.3 List Selector
9.4 Asset List Selector
9.5 Tree Selector
9.6 Tree Date Selector
9.7 Search Selector

10 Work

10.1 Work History
10.2 Add Work History from GIS/Tabular Data

11 Design Module

11.1 Getting started
11.2 Project Properties
11.3 Design Properties
11.4 Layer Properties
11.5 Design examples
11.5.1 Flexible surfaced road using a new traffic pattern
11.5.2 Unsurfaced tank trail using a new traffic pattern
11.5.3 Mat surfaced airfield using a new traffic pattern
11.5.4 Flexible surfaced airfield using standard traffic in a frost area
11.5.5 Rigid surfaced parking area using standard traffic in a frost area
11.5.6 Overlays for an existing rigid airfield pavement
11.5.7 Airfield shoulder pavement

11.5.8 Flexible surfaced airfield using Layered Elastic Design; one season
11.5.9 Rigid surfaced parking area using Layered Elastic Design; multiple seasons

12 Evaluation checklist
12.1 Getting Started
12.2 Show inventory form
12.3 Evaluation Manager
12.3.1 Evaluation
12.3.2 Climate
12.3.3 Default evaluation settings
12.3.4 Default APE settings
12.3.5 Default LEEP settings
12.4 Evaluation checklist

13 LEEP evaluation
13.1 Getting Started
13.2 LEEP Evaluation Form
13.2.1 Evaluation Manager
13.2.2 Layer Model
13.2.3 Traffic tab
13.2.4 Section tab
13.2.5 Settings
13.2.6 Layers
13.2.7 Results
13.3 LEEP Examples
13.3.1 Evaluate pavements by manually inputting modulus values
13.3.2 Evaluate pavements using DCP results
13.3.3 Evaluate pavements using backcalculated modulus values

14 APE evaluation
14.1 Getting Started
14.2 APE Evaluation form
14.2.1 Evaluation Manager
14.2.2 Layer Model
14.2.3 Traffic tab
14.2.4 Section tab
14.2.5 Settings
14.2.6 Layers
14.2.7 Results
14.3 APE Examples
14.3.1 Evaluate pavements by manually inputting layer strength values
14.3.2 Evaluate pavements using DCP results

15 FWD data
15.1 Getting Started
15.2 FWD data form

15.2.1 Evaluation Manager
15.2.2 Import, Enter and Assign FWD/HWD Files to Section Inventory
15.2.3 Interacting with the FWD/HWD Chart
15.2.4 Selecting FWD/HWD Data Points and Viewing Representative Basin
15.2.5 Assigning Selected FWD/HWD Data Points to Section Inventory
15.2.6 Viewing Assigned FWD/HWD Data Points in LEEP
15.3 FWD Data Example
15.3.1 Perform Analysis of Pavement Using Deflection Basin Data

16 DCP data

16.1 Getting Started
16.2 DCP Data form
16.2.1 Evaluation Manager
16.2.2 DCP Tests
16.2.3 Layer models
16.2.4 Graph of tests and layer models
16.3 DCP Examples
16.3.1 Importing a DCP File and Performing Analysis
16.3.2 Manual Data Entry of DCP Data and Performing Analysis

17 PCASE Reports

17.1 Evaluation Checklist
17.2 Evaluation Results
17.3 Mixed Traffic AGL-PCN Report Normal Period
17.4 Mixed Traffic AGL-PCN Report Thaw-Weakened Period
17.5 ACN-PCN ACR-PCR Comparison
17.6 ISR Report
17.7 14-Group PCN Normal Period
17.8 14-Group PCN Thaw-Weakened Period
17.9 14-Group AGL Normal Period
17.10 14-Group AGL Thaw-Weakened Period
17.11 Hybrid Traffic
17.12 Backcalculation Results
17.13 Modulus Tables
17.14 Representative Basins
17.15 ISM Report-All Stations
17.16 ISM Report-Images
17.17 ISM Report-Excel
17.18 DCP Data

1 Introduction to PCASE 7

1.1 Scope and Purpose

1.1.1 Scope

PCASE 7 software implements US Department of Defense criteria for the design and evaluation of airfield, roadway, and parking pavements. If the design or evaluation is considered controlled unclassified information, the user shall ensure the user data directory is set to a file location on the computer that is only accessible by the person creating the database. Further details are available in Step 6 of 1.2.6 Installing the Software.

1.1.2 Purpose

PCASE 7 automates the pavement design and evaluation procedures outlined in the Unified Facility Criteria (UFC).

Design determines the thickness required for pavements in non-frost and frost areas.

Evaluation determines the load-carrying capacity of pavements (used or to be used). An evaluation is conducted to assess the allowable traffic that a pavement can sustain for given loading conditions or the allowable load for a given amount of traffic without producing distress.

US Department of Defense criteria used for the development of PCASE	
Unified Facility Criteria	**Description**
UFC 3-201-01	Civil Engineering
UFC 3-250-01	Pavement Design for Roads, Streets, Walks, and Open Storage Areas
UFC 3-250-09	Aggregate Surfaced Roads and Airfields Areas
UFC 3-260-01	Airfield and Heliport Planning and Design
UFC 3-260-02	Pavement Design for Airfields
UFC 3-260-03	Airfield Pavement Evaluation

1.1.3 Module Features

PCASE 7 includes the capability to perform pavement designs and evaluations, analyze Falling Weight Deflectometer (FWD) and Dynamic Cone Penetrometer (DCP) data, and track physical property data. The PCASE tools include:

Design Module - capable of designing roadway and airfield flexible, rigid, mat (airfield only) and aggregate pavement using the following models:

- Layered Elastic for flexible and rigid pavements
- California Bearing Ratio (CBR) Stress-Based (CBR-Beta) for flexible pavements
- Westergaard Plate Solution (k) for rigid pavements
- CBR-Alpha for aggregate and mat surfaced pavements

The Design Module is also capable of calculating the required subsurface drainage layer thickness, overlays, airfield shoulders, and account for seasonal variations.

Evaluation Checklist - displays sections in an Evaluation and the APE and LEEP status. Sections can be added, edited and deleted.

LEEP evaluation - capable of analyzing pavements using the layered elastic method producing resultant allowable loads, passes, Pavement Classification Numbers (PCN), and overlay requirements.

APE evaluation - capable of analyzing pavements using the empirical method producing resultant allowable loads, passes, Pavement Classification Numbers (PCN), and overlay requirements.

FWD data - capable of importing and viewing falling weight deflectometer (FWD) data, defining section boundaries, and assigning data for backcalculation.

DCP data - capable of analyzing field Dynamic Cone Penetrometer (DCP) data and providing resultant pavement layer strengths.

PPD - provides a spreadsheet of Physical Property Data (PPD), cursory pavement condition survey, and construction history data. The PPD tool is currently under development and will be added to PCASE 7 in a future version.

1.1.4 Benefits

PCASE provides the ability to perform pavement thickness designs quickly and thereby providing the ability to make decisions faster and with precision and consistency. PCASE is also used for determining pavement life. The analysis information obtained from the software (allowable passes, loads, pavement classification numbers, etc.) is critical to engineers, pilots, and airfield administrators.

1.2 Downloading and Installing the Software

1.2.1 Recommended Hardware

Memory: 2 GB RAM for 32-bit desktop
4 GB RAM for 64-bit desktop for small to medium databases
8 GB RAM for 64-bit desktop for large databases (10,000+ sections)

The PCASE 7 user interface is designed for use on modern desktop and laptop screens. A minimum screen resolution of 1920 x 1080 pixels is recommended. At that resolution, a screen scale of no more than 150% is recommended.

1.2.2 Upgrading to PCASE 7

PCASE 7.0 and the PAVER™ pavement management application can share the same database which is particularly useful for pavement evaluation since both pavement condition surveys, and structural evaluations use the same inventory data. PCASE 7.0 supports the import of PAVER™ *.e60, *.e65, and *.e70 files. Users should export their file(s) to one of these formats, and then, import the file(s) into PCASE 7 using the File Menu: New/Import >> New/Import pavement database.

To import a PAVER™ 5.x database users must import the *e.5x file to PAVER™ 6 and then export an *.e60 or *.e65 file. PCASE 7.0 **does not** support the import of PAVER™ *.e5x files.

1.2.3 32-bit and 64-bit Versions of PAVER™

PCASE 7.0 can be installed on 32-bit or 64-bit Windows computers. On a 64-bit computer, desktop icons for both versions will be put on the desktop during the install.

With the 32-bit version of PCASE 7.0, the user can use JET (Microsoft Access-based), SQL, or SQL Local DB databases. Local DB will be installed with PCASE, but if the user chooses to use SQL databases, then the computer must be able to access an instance of SQL (Express, Server, etc.).

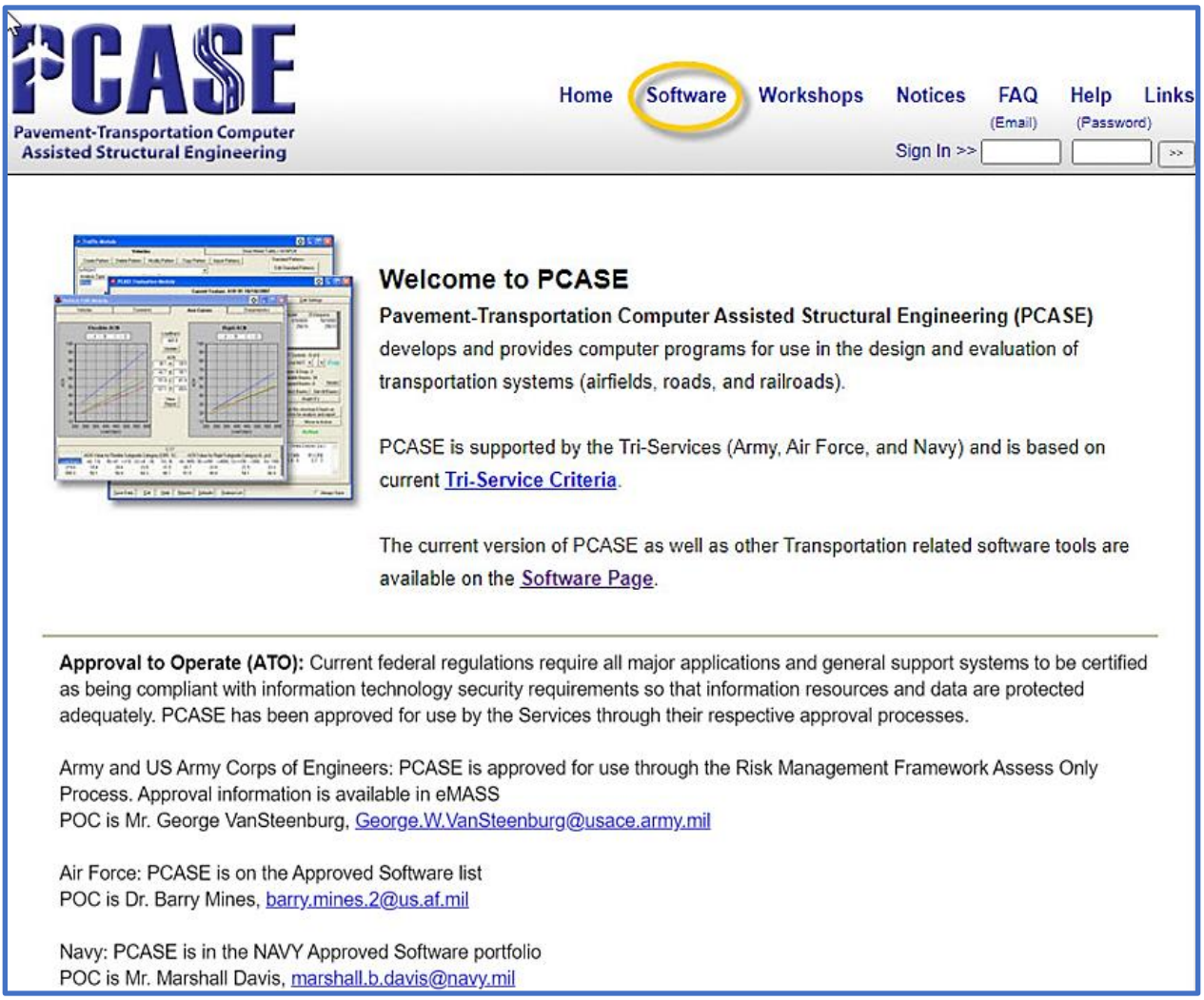
The 64-bit version uses only use SQL databases so an instance of SQL must be available for use by the PAVER™ inventories.

1.2.4 Using SQL

SQL Server/Express 2012 or later is required. Inventories in SQL are stored in SQL's data directory, not in the user data folder. Prior to upgrading SQL, users should backup databases to E70 in order to prevent data loss during the upgrade process.

1.2.5 Link to the software

To download the PCASE software, go to the PCASE website at www.pcase.com or https://transportation.erdc.dren.mil/pcase/. Click on “Software” as shown below.

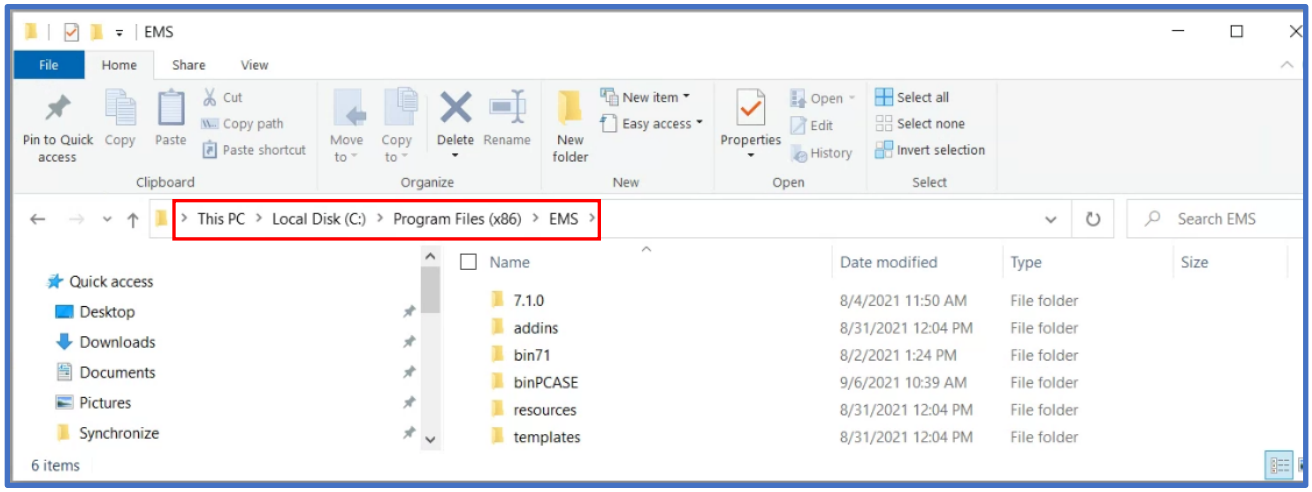


1.2.6 Installing the software

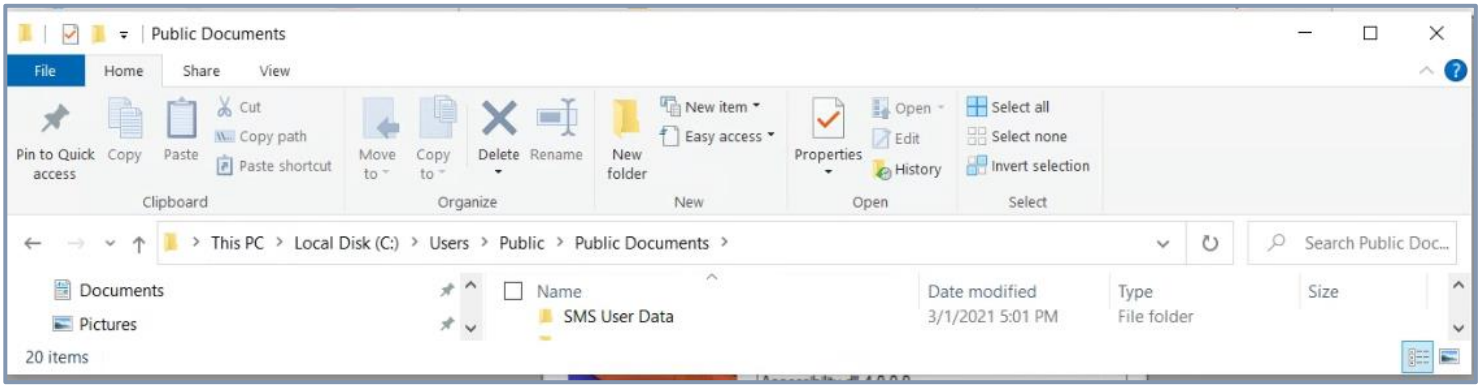
1. Download, then open the zip File and extract the PCASE 7.0.x Setup.exe file. As a cybersecurity measure, the administrator has the option of running a hash algorithm on the setup.exe before beginning the install. The zip file contains a .txt file with the algorithm, SHA256 and the hash code. This information is also posted on the download site above as a check.

2. Installation requires administrator privileges, and it is assumed PCASE is being installed on a NIPR system.

3. Program Default Install: The PCASE application installs to C:\Program Files (x86)\EMS folder. We recommend the default install location. If there is a need to change the install location, contact the PCASE Program Manager, George VanSteenburg 402-326-5646. Note that PCASE provides an option to install SQL Local DB which is a single user stripped down version of SQL Server Express. Local DB is required when a user wants to operate PCASE in 64-bit mode.



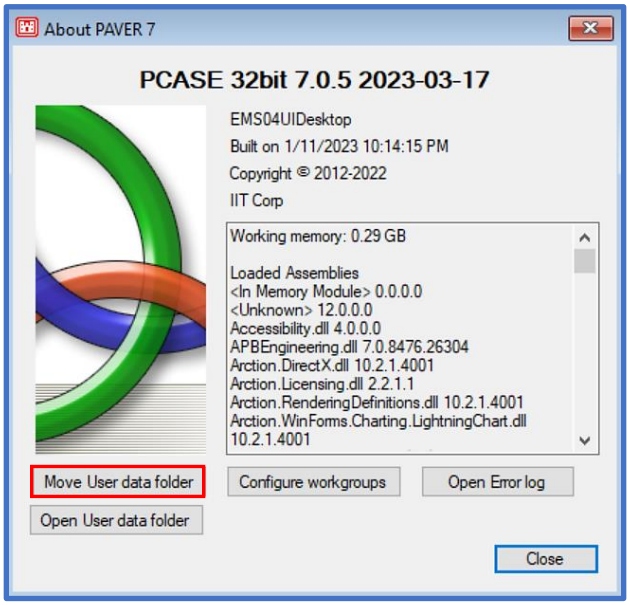
4. Silent Install: Use the options below when doing a silent install.
   a. Use flags /qn and /quiet to install silently.
   b. If this does not work, use /exenoui /qn. Note that the installer also needs elevated privileges for this option.
5. Default Data Folder: If you are prompted to define the user data folder locations, we recommend the default user data folder location C:\Users\Public\Documents\SMS User Data.
   a. If the user data folder is set to a location that's not writable by all users, other users will not be able to access the data if the computer is given to another individual or the computer is shared.
   b. The user data folder is where the user preferences, data, and maps are stored. Thus, any user will need read/write privileges for the directory to access the data and the assumption is that a database created in this folder is publicly releasable unclassified information.
   c. PCASE uses a configuration file to remember the user's specified 'User data folder'. It is located at **C:\ProgramData\iitcorp\WGServerConfig.xml.cy** (Note: C:/ProgramData is the operating system's recommended location to store application configuration that should apply to all user accounts on a computer.)



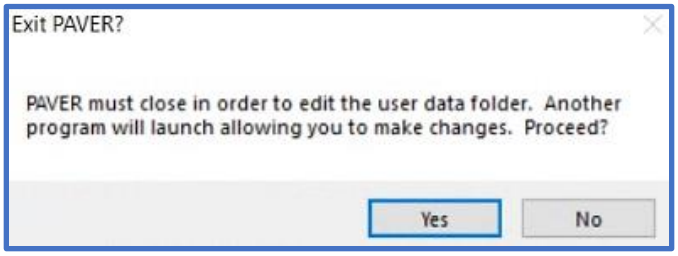
6. **Controlled Unclassified Information (CUI)**: If the data in a database is considered CUI, change the data directory to a location only the user and administrator have read/write permissions and is not publicly accessible. The process for making this change is outlined below. It is the host system's responsibility to ensure that successful and unsuccessful attempts to access the information are audited and that the CUI is protected appropriately.

   a. In PCASE, go to Help>>Program Version

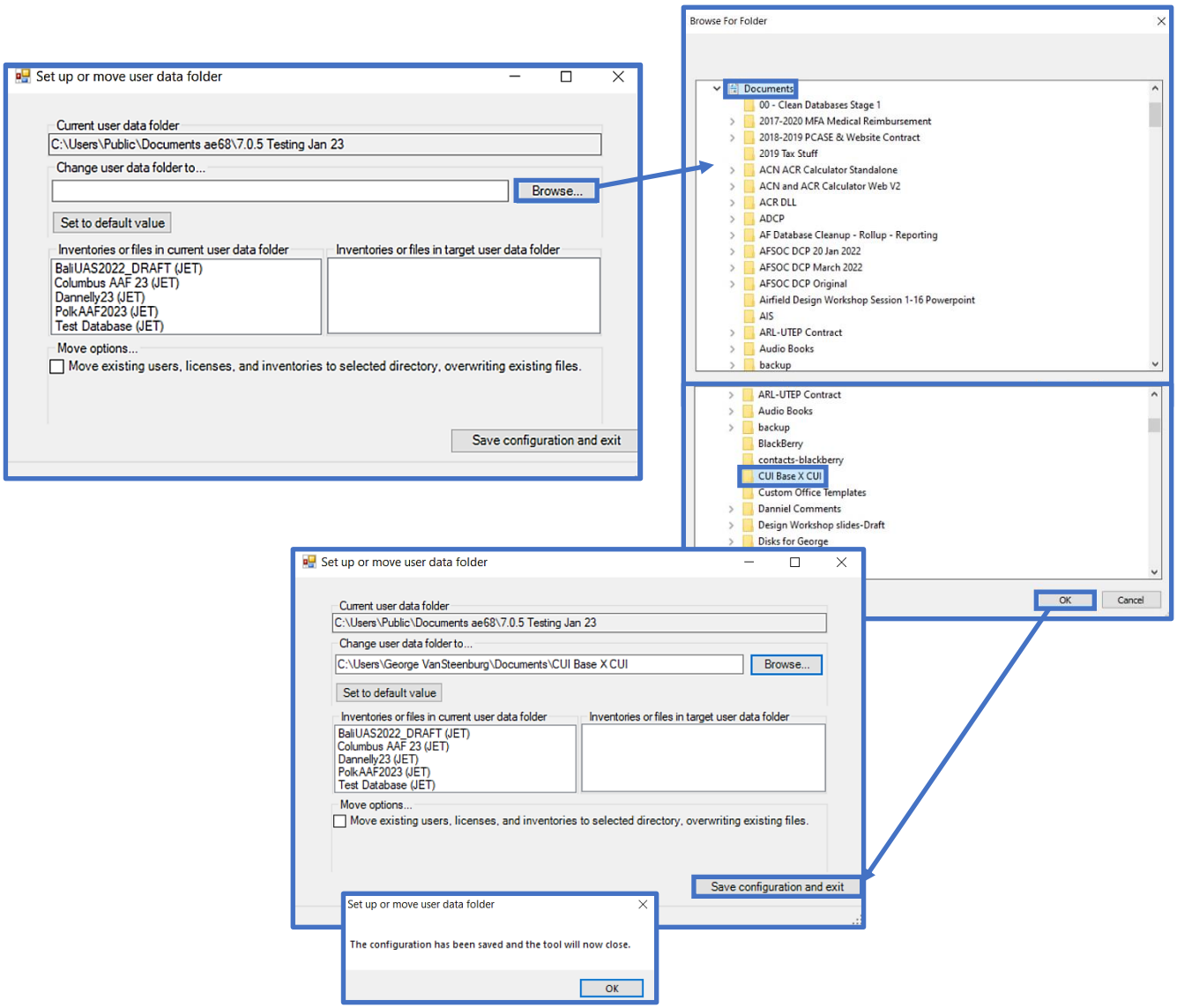
   b. Select Move User Data Folder



c. Select Yes

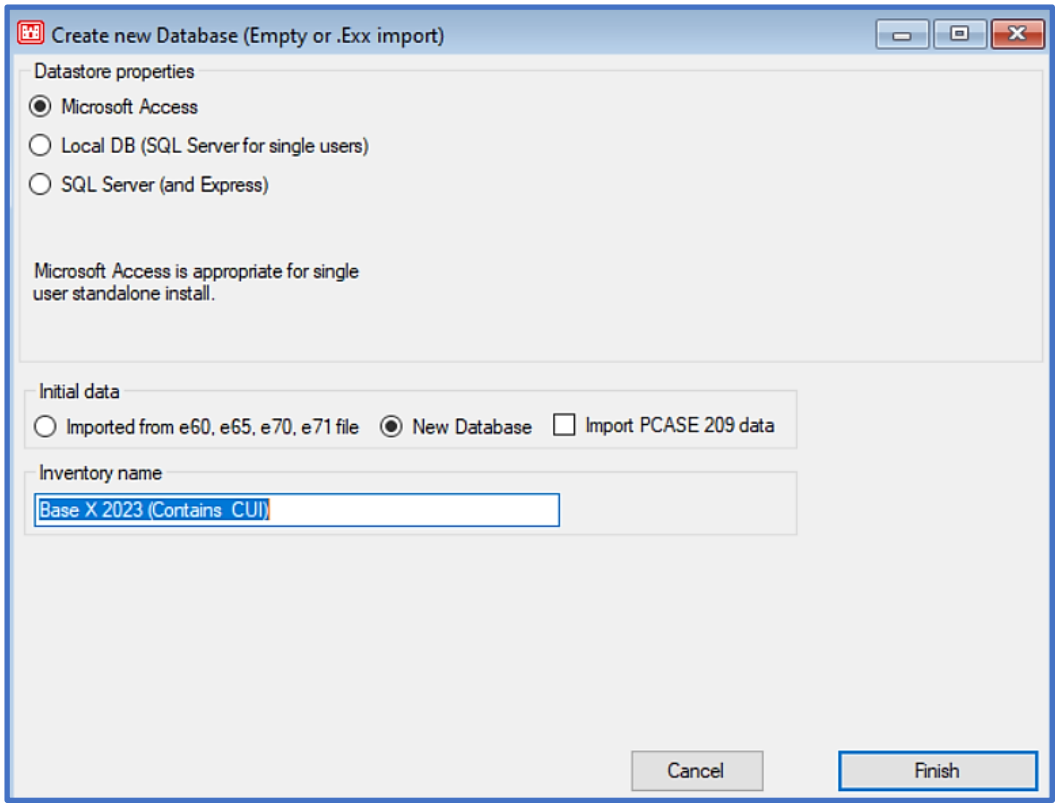


d. **Browse to a location with read/write permissions accessible to the user e.g.,** C://Users/user name/documents and create an SMS folder there.



e. Select Ok (screen shot above), select Save Configuration and exit, select Ok.

7. Open PCASE and create a database following the Chapter 2.1.1 New/Import guidance. The recommended best practice is to include the classification level in the name of the file and whenever exporting a database.



8. Report Generation: PCASE reports use excel templates without any classification markings based on the assumption that all data is unclassified, publicly releasable. If the information in the individual database is CUI, it is the user's responsibility to properly mark any reports generated by PCASE at the appropriate classification level. The user will add a header and footer with the appropriate classification markings.

1.3 Updates to PCASE 7

1.3.1 Improvements to PCASE

- A single database can contain multiple evaluations and design projects.
- In addition to Microsoft Access, there are two new database management system options; Local DB and SQL Server.
- PCASE 7 is multi-user capable.
- File format has changed from PCASE Zip files (.EMSZ) to .e70.
- User-edited vehicles travel with the database.
- Separate APE and LEEP forms that can be open simultaneously for easy comparisons.
- Unified Design form with less steps.
- Separate traffic forms for designs and evaluations. Traffic is defined within each module as part of the workflow.
- Less repetition of data entry; default values now auto-populate and range checking messages have been implemented to display the correct value ranges for specific criteria.
- Forms have customization options; panels can be resized and collapsed, layer model grid layouts can be revised and saved, APE and LEEP form layouts can be saved.
- Multiple options for combining different types of data.
- Added PCASE Data Assignment tool to allow moving inventory data within a database.
- Added ACN/ACR Charts.
- Preference options for criteria and default moduli settings.
- Addition of Controlling Traffic Mode options in APE and LEEP.
- Added Mission Critical Aircraft for ACN functionality.
- Updated precipitation and weather databases.
- Changed terminology for Slip to Bond and enabled modifying the Bond values for each layer.
- Added ability to create Ad Hoc sections in APE and LEEP.
- Made optimizations to DCP.

1.3.2 Calculation differences between PCASE 2.09 and PCASE 7

Design

Airfield Design

In PCASE 7, we have increased the minimum design thickness for stabilized base and subbase layers for flexible airfields to 6” (from 4” in 2.09). As a result, flexible airfield designs with a stabilized base or subbase may have larger computed thicknesses than in PCASE 2.09.

Roadway Design

PCASE 2.09 and PCASE 7 use different methods for calculating ESALS. ESALs are used in determining minimum pavement thickness for roadways, and the minimum thickness can affect the relative thickness calculated for the layers in the design. Overall, we expect the total pavement thickness to be the same in the two systems (within a 1" tolerance) but the minimum thickness differences can result in different layer thicknesses. For example, PCASE 2.09 may compute a minimum thickness of 2" for the asphalt layer in a flexible roadway for which it calculates that the total thickness of asphalt plus base should be 10". In this case, PCASE 2.09 will recommend 2" for the asphalt layer and 8" for the base. But PCASE 7 may compute (based on a different ESAL value) a 3" minimum for the asphalt and recommend a design of 3" of asphalt over a 7" base.

Frost Design

In PCASE 2.09, the FASSI value (derived from the layer frost code) is used in computing the RSS thickness for the subgrade. In PCASE 7, this has been changed so that if the subgrade CBR is less than the FASSI value, the subgrade CBR is used instead.

Unsurfaced Design with Stabilized Layers

In PCASE 2.09 for unsurfaced/Mat designs, stabilized layers are treated in the same way as un-stabilized layers with respective to equivalency factors. In PCASE 7, stabilized layers have a different equivalency factor just as they do in flexible pavements. This results in lower thicknesses in PCASE 7.

APE/LEEP Common

PCN String Tire Code

In PCASE 7, different logic is used to calculate the tire code in the PCN string, causing it to differ from the 2.09 value in some cases. In PCASE 2.09, the tire pressure code is always "W" (No Limit). In PCASE 7, the tire pressure code can be W, X (182-254), Y (74-181), or Z (0-73) depending on the minimum thickness requirements and condition.

Rigid Pavement: Tire pressure has little effect on pavements with Portland Cement Concrete (PCC) surfaces. Rigid pavements are inherently strong enough to resist high tire pressures and can usually be rated as Tire Pressure Code W. However, when the rigid layer is very thin (less than 4 inches) or is thoroughly shattered (pieces less than 2 feet wide), the pavement should not be rated above 100 psi (Tire Pressure Code Y). In cases of thin bonded overlays (such as surface scaling repairs) when one suspects poor bonding between the repair material and the original concrete surface, the tire pressure code should also be reduced (Tire Pressure Code X).

Flexible Pavement: Tire pressures may be restricted on flexible pavement depending on the quality of the asphalt mixture, climatic conditions, or thickness and condition of the surface. Tire pressure effects on an asphalt layer relate to the stability of the mix in resisting shearing or densification. A properly prepared and placed mixture that conforms to DoD specifications can withstand tire pressures in excess of 254 psi (Tire Pressure Code W). Pavements that are thinner than the minimum required thickness should be

rated with Tire Pressure Code X. Pavements of poorer quality asphalt (aged or severely cracked pavements) should not be rated above 100 psi (Tire Pressure Code Y).

Joint Deflection Ratio Calculation

For rigid pavements, the calculation method used for determining joint deflection ratio from load transfer percent is slightly different in PCASE 2.09 and PCASE 7. For load transfer percentages less than 25%, PCASE 2.09 and PCASE 7 produce slightly different joint deflection ratios (e.g., at 20% load transfer, PCASE 2.09 gives a joint deflection ratio of 0.65 where PCASE 7 computes 0.67). This can result in different allowable load/pass values in these cases. When equal joint deflection ratios are used, the results match.

AC Overlay Thickness with Low CBR Base

On flexible pavements when the base or subbase CBR is less than 80 for airfields or less than 40 for roads, PCASE 2.09 does not count these layers as contributing to the minimum required thickness. It then adds to the calculated overlay thickness to compensate for the "missing" base/subbase. This causes PCASE 2.09 to have a larger overlay thickness than is actually needed to support the evaluation vehicle. In PCASE 7, the overlay thickness is only what is needed to support the evaluation vehicle.

Different PCN Values for Large Relative Loads

PCASE 2.09 and PCASE 7 use different techniques for computing ACN and PCN. In PCASE 2.09, these are computed using fixed slopes and intercepts stored in the vehicles database. In PCASE 7, these are calculated when they are needed. In most situations, these techniques produce the same results (typically plus or minus 1 point). But in cases where the AGL is much larger than the vehicle under consideration, these two methods can differ by more. For very light vehicles (such as a drone) on strong pavements, both methods will produce very large PCN numbers (in the hundreds), but the two methods may report PCN values that differ by tens of points.

Overlay Calculation

In PCASE 2.09, the reported overlay thickness is the maximum of the calculated overlay thickness and the minimum overlay thickness. In PCASE 7, the reported overlay thickness just the calculated overlay thickness.

APE

Result AGL and Passes in Unsurfaced

For Unsurfaced/Mat pavements, PCASE 2.09 reports the resulting AGL and Passes based on the subgrade. In PCASE 7, we report the result as the lowest value of the subgrade or any intermediate layers.

Invalid Minimum Thickness for Roadways

In some cases, PCASE 2.09 is using an invalid 5" minimum thickness for roadways. Per the UFC, the largest minimum thickness for roadways is 4".

PCC Overlay in Frost when AGL supports Vehicle

On rigid pavements with frost, PCASE 2.09 sometimes adds PCC overlay thickness even when the computed AGL will supports the evaluation vehicle. PCASE 7 does not do this, which is the correct behavior.

Incorrect AGL when Value Outside Vehicle Bounds

In cases where the computed AGL is less than the minimum vehicle weight or greater than the maximum vehicle weight, PCASE 2.09 has a bug in its AGL calculation. PCASE 7 does not have this bug.

Incorrect Subbase Equivalency Factor for 100 CBR Base over Stabilized Base

In cases of a flexible pavement with a 100 CBR base over a stabilized base, PCASE 2.09 appears to be calculating the equivalent subbase thickness incorrectly – it gives a smaller equivalent subbase thickness for the base at CBR = 100 than at CBR = 80. PCASE 7 does not have this bug.

Slight differences in Implementation of Effective K curves changes allowable passes

There are slight differences in the effective K curve implementations between PCASE 2.09 and PCASE 7. This results in a slightly reduced allowable pass level for some pavements in PCASE 7.

Change to AC overlay thickness calculation for composite AC/PCC pavement

The calculation of the allowable passes requires the determination of a crack propagation factor (f-factor), which in itself is dependent on the analysis passes (or coverages). To properly calculate the allowable passes, we added an iteration loop to on allowable passes until the evaluation load is satisfied for the pavement structure entered. This was not being done in PCASE 2.09 or in PCASE 7 prior to 7.0.7

LEEP

Computation of Effective K

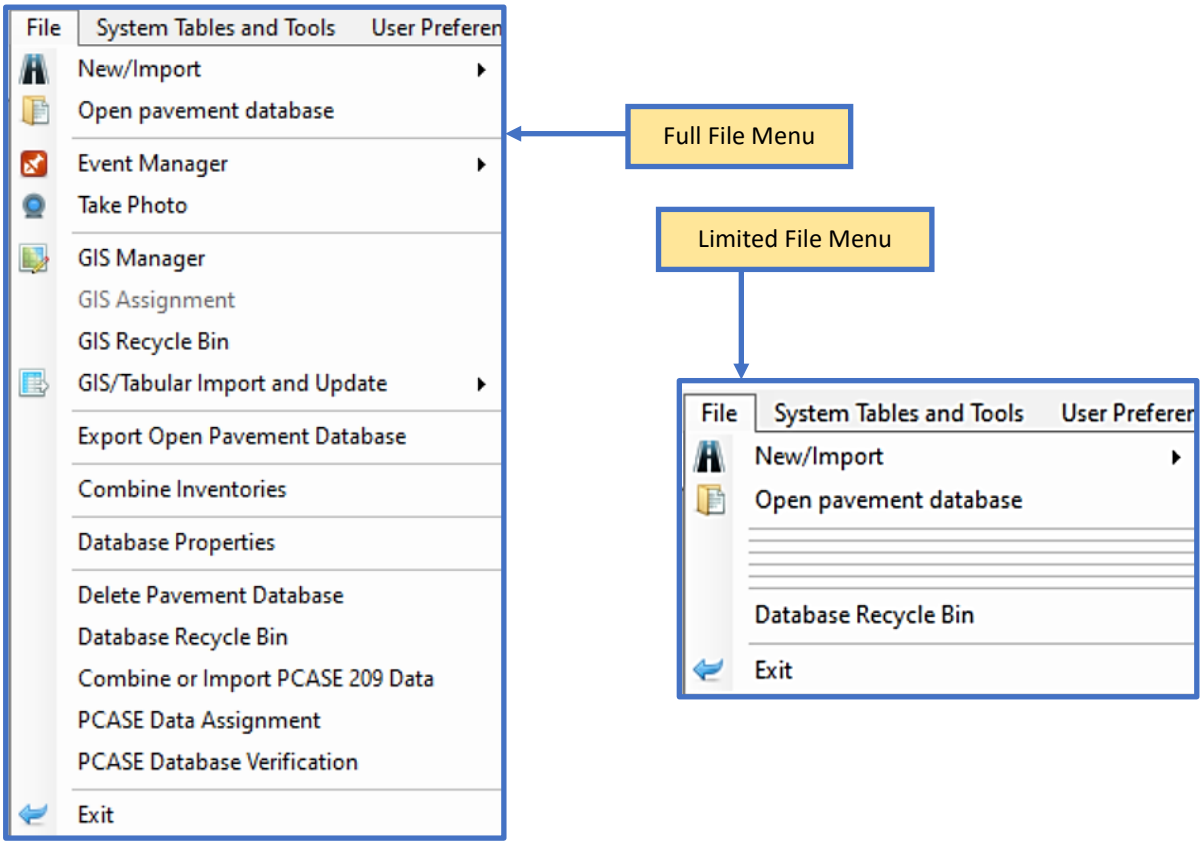
For certain rigid layer models, the method PCASE 2.09 is using for determining effective K from modulus appears to be incorrect.

Vehicle Contact Area

PCASE 2.09 had incorrectly calculated tire contact areas for several vehicles, most notably the C-17A. This can cause differences from PCASE 2.09 in the resulting allowable passes when using WESPAVE/WESDEF mode in LEEP.

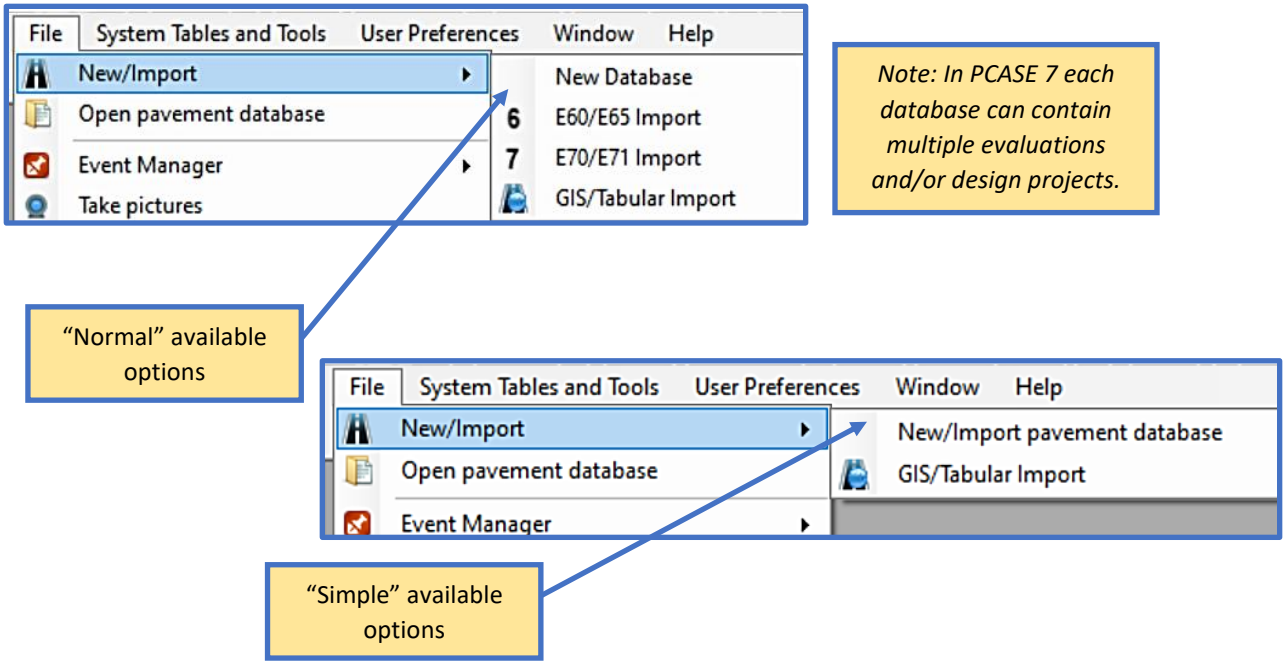
2 File Menu

The File menu consists of options that pertain to handling user data or databases. A database must be open for all of the below options to be displayed. If PCASE 7 detects that a database has not been opened, only the limited options will be visible.



2.1 New/Import

The first time you use PCASE 7, you will need to create or open a database before you can begin. Use the New/Import options to create or import a database. The options that are displayed within the New/Import list are dependent upon the Normal or Simple preference option that can be selected in User Preferences > Defaults > Menus. The Normal vs. Simple option also affects the format of the Create New Pavement Database form. We recommend that PCASE 7 users default to Simple. Changes made in the Menus tab require a program restart to take effect.



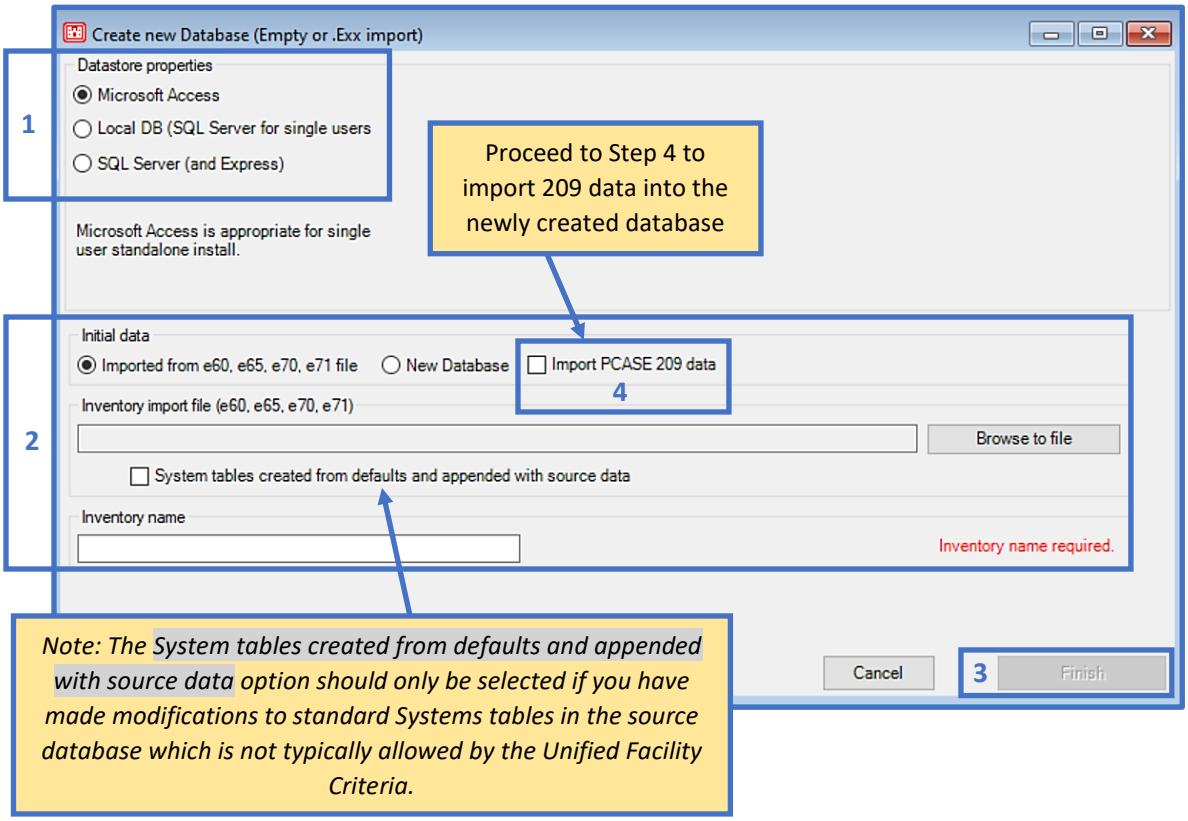
2.1.1 New/Import pavement database

Create a new PCASE 7 database or import an existing E60, E65, E70 or E71 database by selecting the New/Import > New/Import pavement database option. Once the Create New Database form opens:

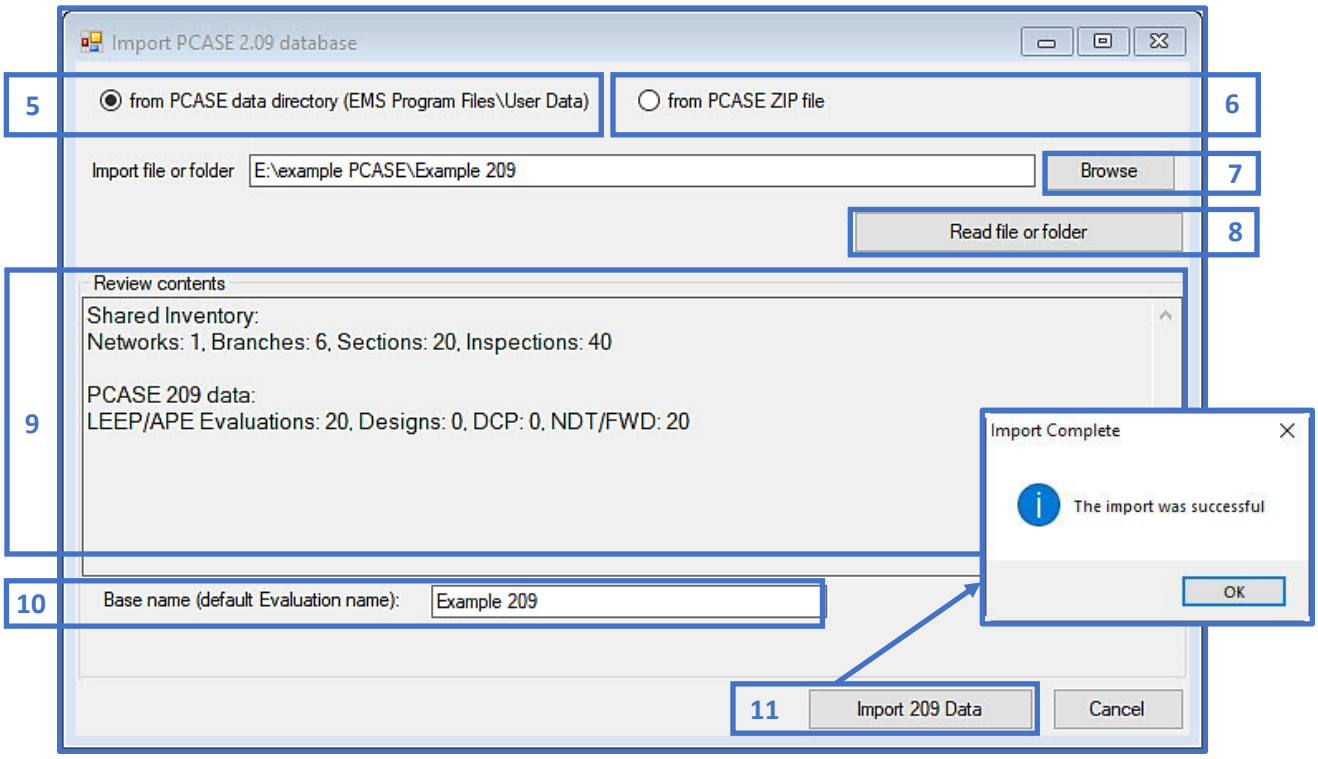
1. Choose a Datastore properties option: Microsoft Access is the recommended default option suitable for most single user, standalone installs. Local DB and SQL Server are both options for SQL Server users; these options support larger databases and SQL Server supports multiple users.
2. Choose from one of the three radio button options within the Initial Data group:
    - Imported from e60, e65, e70, e71 file enables import of a database with an .exx file extension; use this option if you have existing PAVER™ data. Select the Browse to File button to locate the file through your File Explorer. Once the file has been selected, the file path will populate in the form's Inventory import file field. Check the System tables created from defaults and appended with source data checkbox, if applicable.

- Use the Inventory Name that populates automatically (if an .exx file was provided) or give the database a new name.
- The New Database option will create a blank/empty database. Once the radio button has been selected, name the new database using the Inventory name field, then select Finish.
- The Import PCASE 209 data option can be used to import a PCASE 209 database into an existing or new PCASE 7 database. The Import PCASE 209 database form will open once the database has been created.

3. The Finish button will enable once the required fields have been satisfied; select Finish to create the database.
4. If you selected Import PCASE 209 data, another form will open once the database has been created. Continue with the steps below to complete the import process.



5. Choose the first radio button option from PCASE data directory (EMS Program Files\User Data) if you have PCASE 2.09 installed on your computer with existing databases.
6. Choose the second radio button from PCASE Zip file, if you have a .zip export from PCASE 2.09.
7. Browse to the appropriate directory or .zip file and select it.
8. Select Read file or folder for the program to check the data selected, and to make sure it is compatible.
9. The results of Read file or folder will appear in the Review contents section.
10. PCASE 7 allows you to have data from multiple locations and times, which appear within a single database called “Evaluations”. The data you are importing can be found under this evaluation name; a default name is provided here and can be changed.
11. Once all of the required fields have been satisfied, the Import 209 Data button will enable. Select the Import 209 Data button to execute the import process. Once the 2.09 database has been successfully imported, a pop-up window will confirm this action.

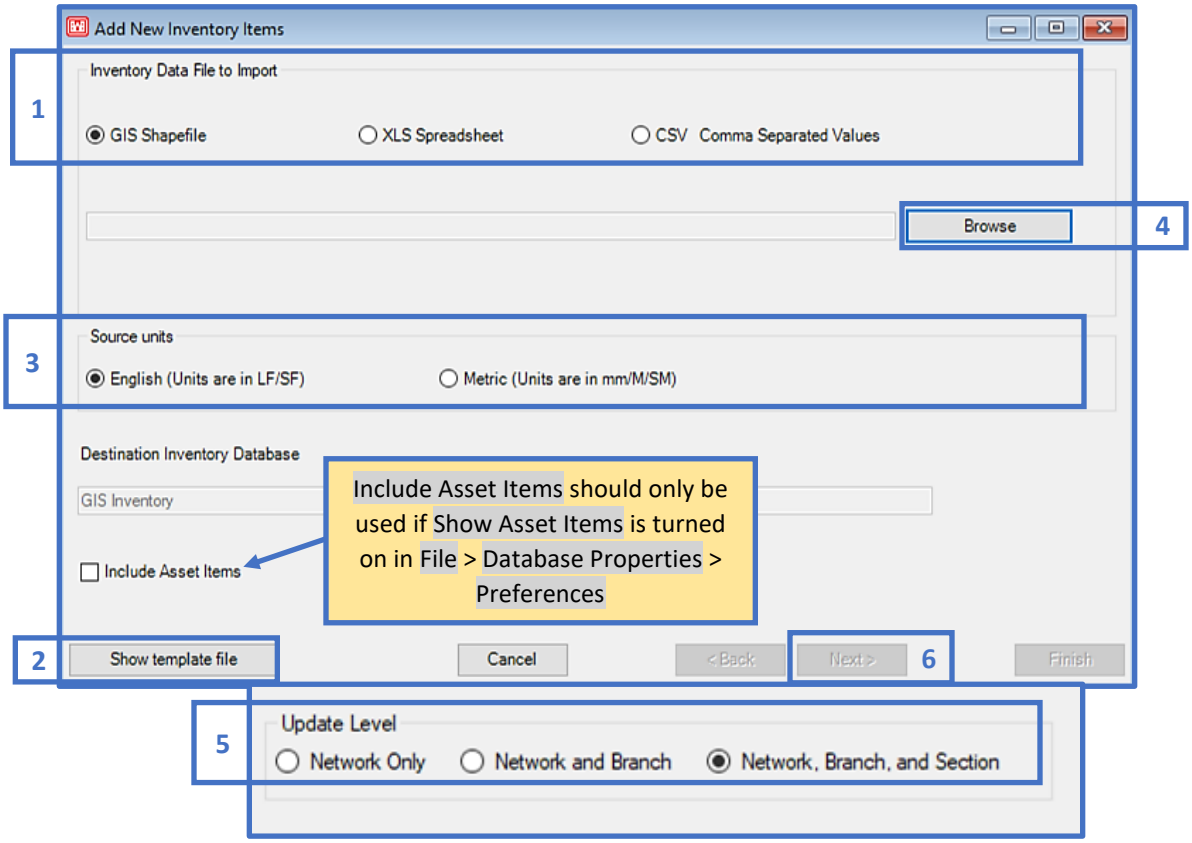


2.1.2 GIS/Tabular Import

This option has not been fully implemented in PCASE 7, but it will be included in a future version. The logic must first be modified to handle imported PCASE data properly; as it's currently designed to only work with PAVER™ formatted data.

The GIS/Tabular Import option opens the Create New Database form so that you can create a new database to bring GIS/Tabular Import data into. After the database has been created, another form will open allowing you to continue the GIS or Tabular import process.

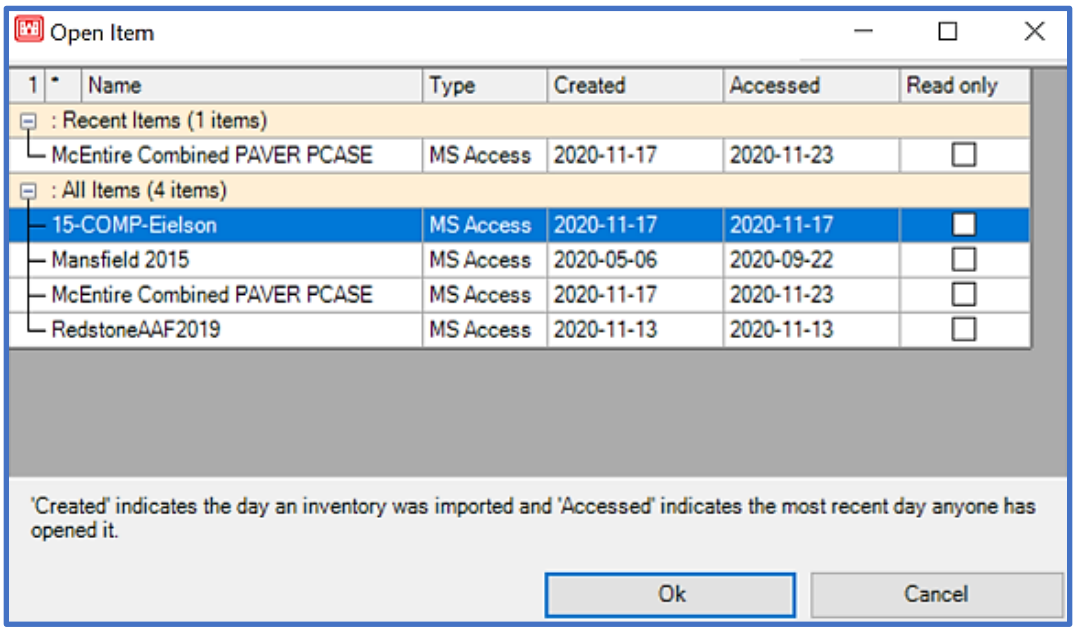
1. Select the file type you wish to import from the Inventory Data File to Import section.
2. The Show template file button invokes an Excel template file, which displays the format of the column fields.
3. Modify the Source units selection, if applicable.
4. Browse to the location of the file.
5. If you have Include Asset Items checked, the Update Level options will populate below the Include Asset Items check box once a file path has been established.
6. The Next button will enable once all the necessary fields have been satisfied. Additional forms will open with options to update inventory items, user-defined fields, and to validate and complete the import process.



2.2 Open pavement database

The Open Item window contains two trees; the top tree displays most recently opened databases and the tree below the Recent Items section lists all databases that you've imported into PCASE 7. Select a database from one of these lists, then select the Ok button, or double-click the item to open it.

Note: A database must be open in order to use all PCASE 7 functionalities. If a database has not been opened, most options will be disabled.



2.3 Event Manager

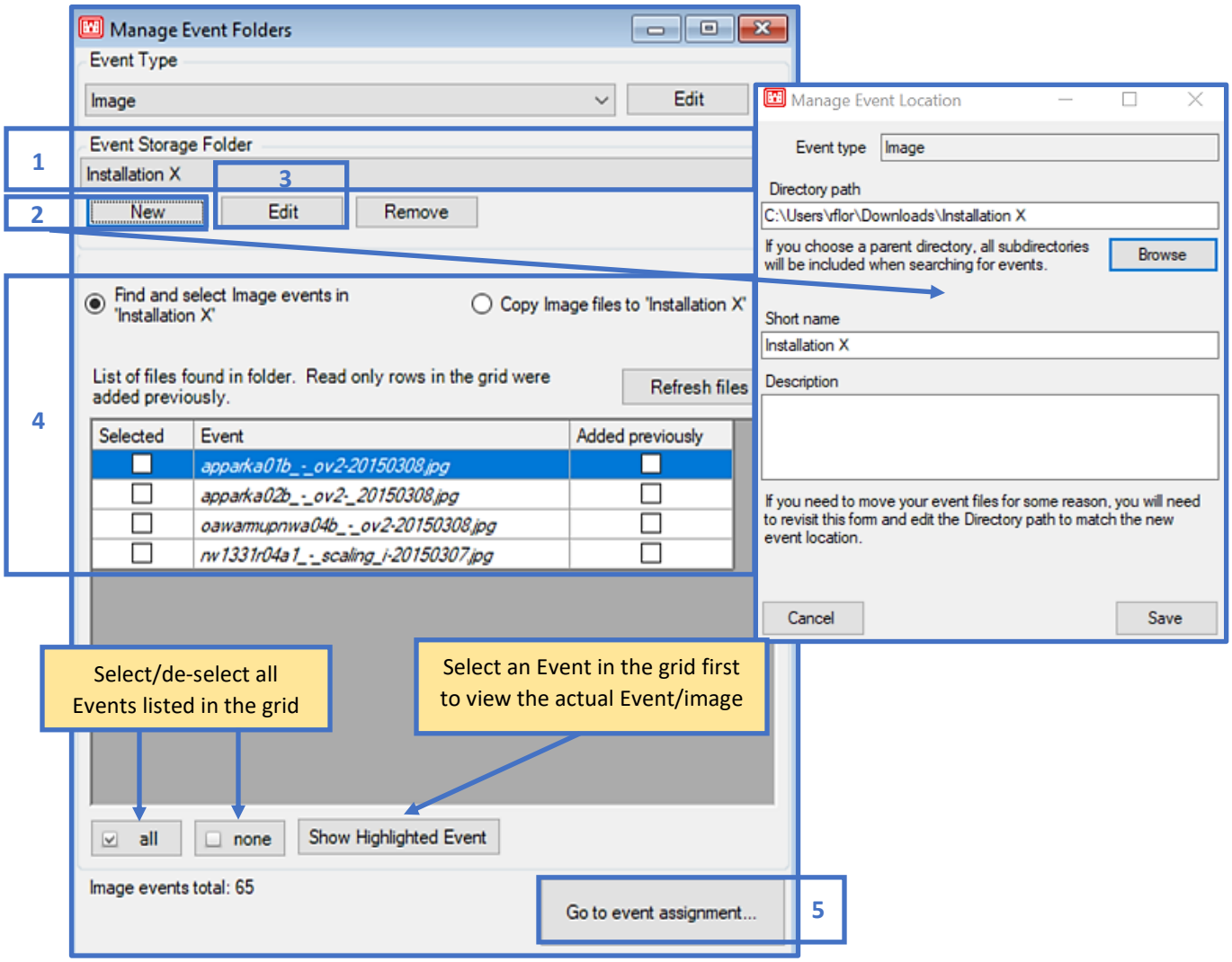
The Event Manager has two options: Manage Event Folders and Assign Events. These options allow you to decide what to do with Events/images that are associated with the database you are using. The term "Event' can be thought of as synonymous with "file," most often an image file. PCASE 7 can systematically recognize Event folders/Events, however, this does not mean the files are available on your computer. Before using the Event management tools, ensure you have the Event Storage Folder you would like to use in PCASE 7 available on your computer.

2.3.1 Manage Event Folders

Upon selecting the Manage Events option, a form will open displaying a grid containing Events/images PCASE 7 recognizes.

1. If there are multiple Event folders associated with PCASE 7, you can select which folder you would like to use from within the Event Storage Folder drop-list.
2. The New button invokes a form in which you can Browse to an Event folder on your computer; a link between the selected Event folder (and the Events/images contained within that folder) will be made with PCASE 7.
3. If you have changed an Event folder's directory path location and would like to reestablish the link between the Event folder and PCASE 7, select the Edit button.

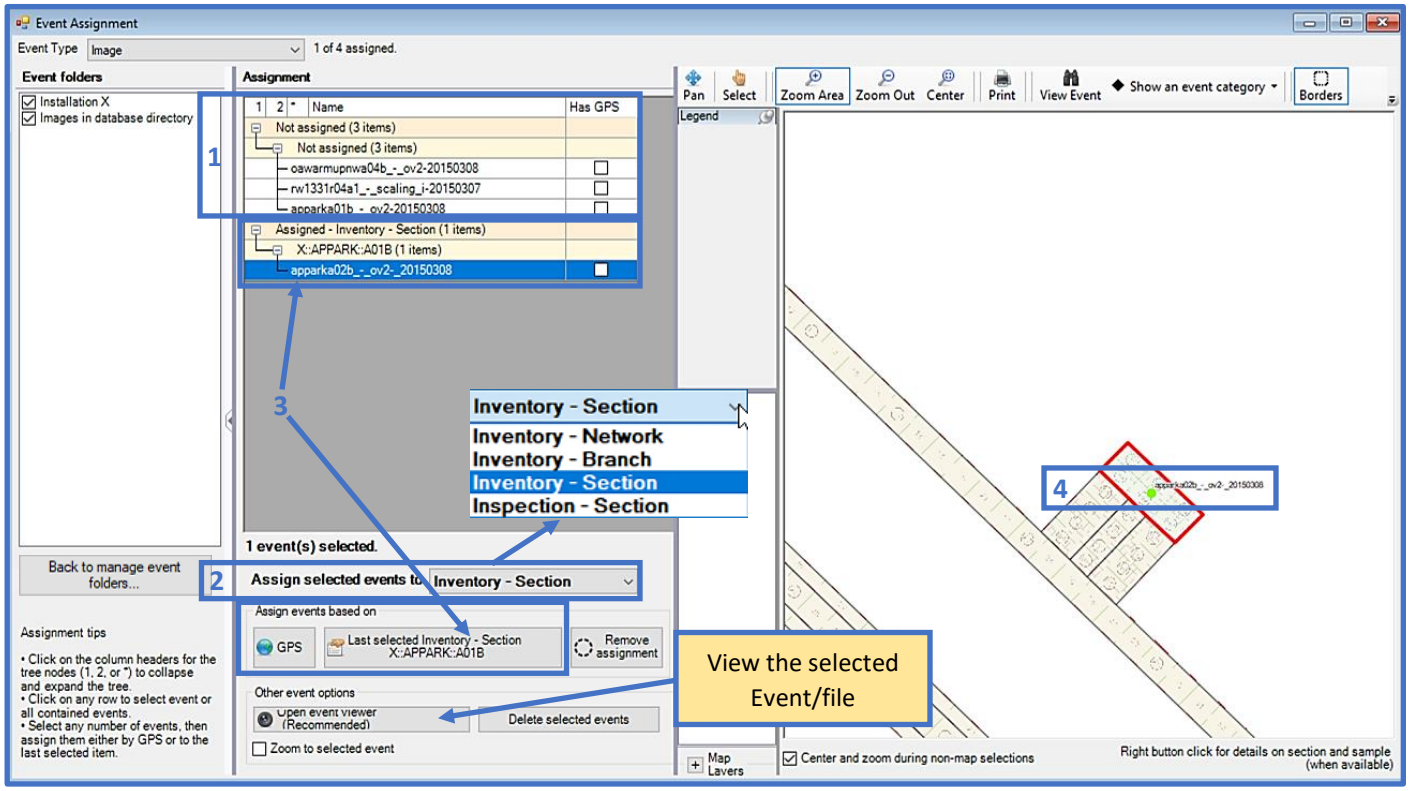
4. Below the Event folder options are two radio buttons allowing you to choose what you would like to do with the Events that are listed in the grid. The left radio button keeps you in selection mode to choose Events for assignment. The right radio button allows you to Browse to and directly upload Events from your computer for assignment.
5. Once you've completed Event selection, proceed to Event assignment.



2.3.2 Assign Events

The Event Assignment form can be accessed directly from the Event Manager options within the File Menu or by clicking on the Go to event assignment… button within the Manage Events form. Events can be assigned at Section, Branch, or Network level.

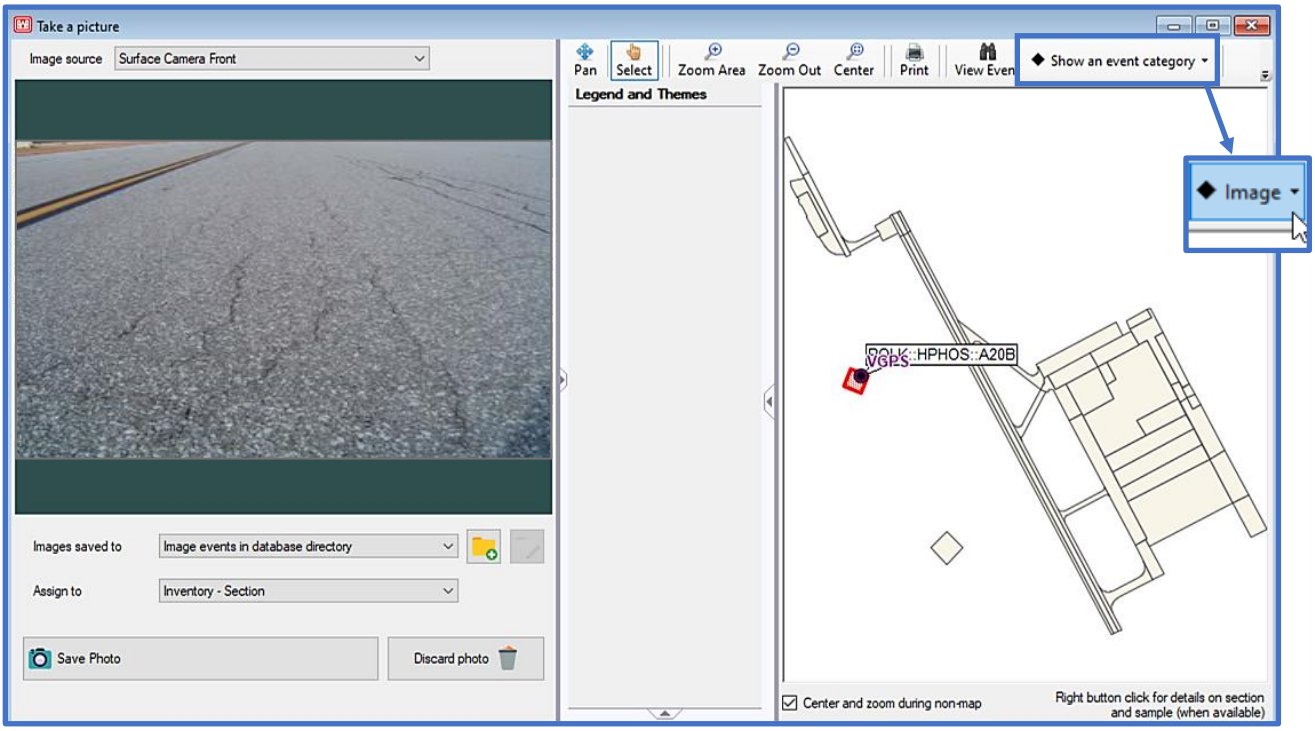
1. Once the Event Assignment form opens, the selections made in the Manage Events form will be displayed in the Assignment tree as Not assigned. Click on the Event(s) listed in the tree to select them for assignment, multi-select works with all selection trees in PCASE 7.
2. Choose which level you would like to assign the selected Events to, from the Assign selected events to drop-list.
3. Select how you would like to assign the selected Events; by GPS or to the Last selected Section to finalize Event assignment. Once you've made your selection in this section, the assigned Event(s) will appear at the bottom of the tree as Assigned. *Note: To use the GPS assignment feature, you will first want to turn on GPS in Preferences > GPS Device. Reference the PAVER™ User Guide for more information on GPS functionality.*
4. The assigned Event will now be visible in the map with a green dot to the left of the Event name label. In PAVER™ maps, green coloring indicates that the item is assigned and red means unassigned.



2.4 Take Pictures

The Take a picture form provides tools to capture, save, and assign images to defined inventory Network, Branches, and Sections.

To use the picture-taking function, PCASE 7 will need permission to access your camera. Ensure the "Allow desktop apps to access your camera" option is turned on in your computer camera settings before you open the form. An image from your camera should be displayed in the image viewer. The Images saved to drop-list contains available image storage options. Image events in database directory is the default location where images will be saved, click on the  button if you would like to choose a different location, then follow the prompts to establish a link with the folder you would like to save images to. Choose the inventory level in which images will be assigned by using the Assign to drop-list, then select the location within the GIS map you wish to assign images to. Once you're satisfied with the above selections, you can proceed with snapping images using the Take photo button. After an image has been captured; options to save or delete the photo will appear. If you opt to Save Photo the image will be assigned to the selected location and the camera will reset. Delete photo resets your camera so that you may take another photo.



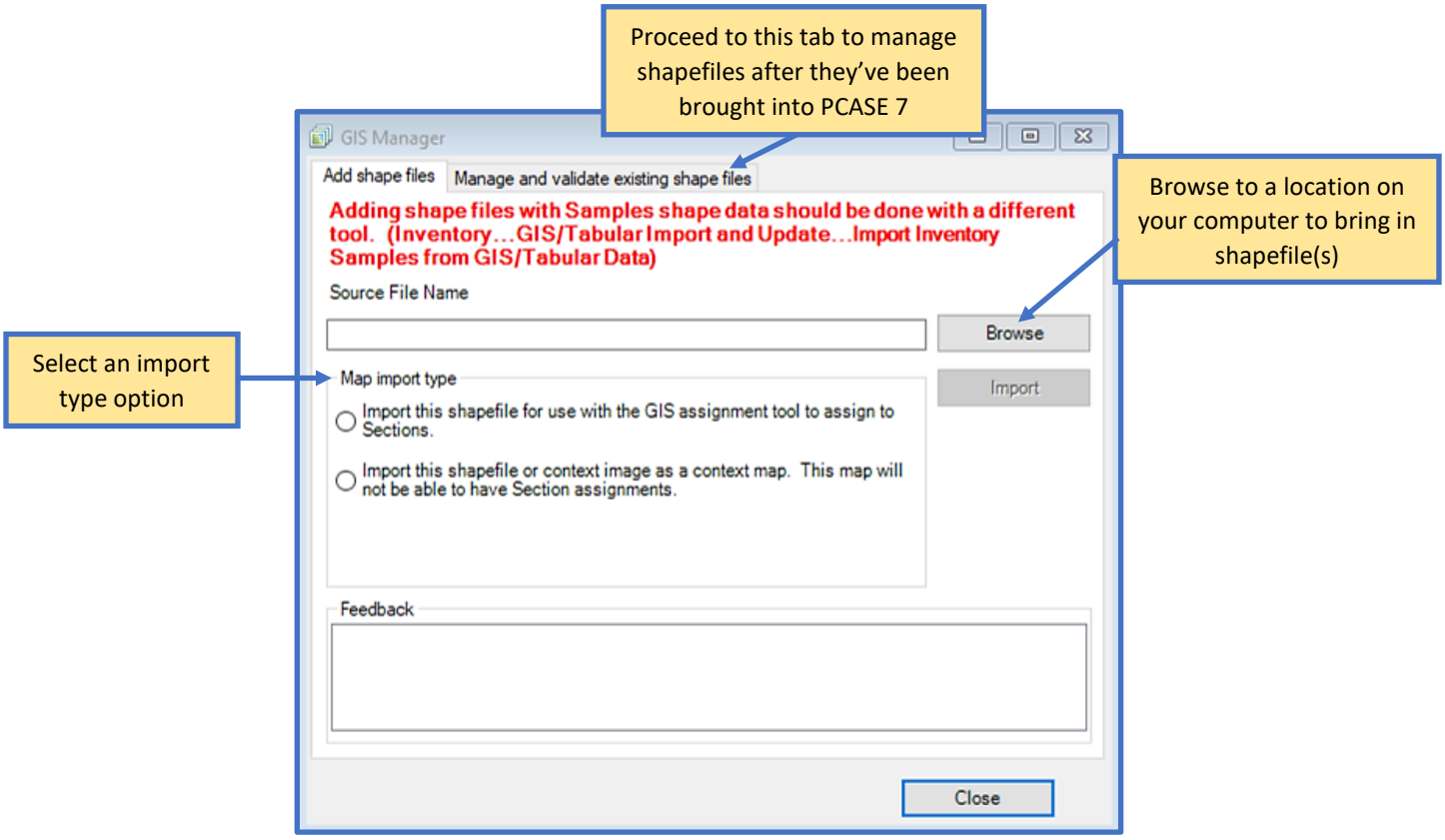
You can view newly assigned images using the Image Viewer. Click on Show an event category, then select Image from the menu. The Image Viewer will open when you select a point on the map that contains images. Alternatively, you can view images assigned to inventory via the inventory form by clicking on 

located on the bottom-left of the Section form.

2.5 GIS Manager

The GIS Manager allows you to attach a shapefile map to a database, shapefiles that are already attached to a database can be deleted or validated using this tool as well. The GIS Manager does not add the properties of shapefiles; this function simply adds the shapefile map. If you would like to import shapefile properties as well; use the GIS/Tabular Import or GIS/Tabular Import and Update tools.

Note: To add a shapefile that includes sample data (which also needs to be added) use the GIS/Tabular Import and Update option in the File Menu.



2.6 GIS Recycle Bin

After you've imported shapefiles into PCASE 7, you may decide to delete some of those files. A list of your deleted shapefiles can be found in the GIS Recycle Bin; you can choose to permanently delete, or restore deleted files there.

2.7 GIS/Tabular Import and Update

The GIS/Tabular Import and Update options are similar to that of the GIS/Tabular Import, as previously mentioned these options have not been fully implemented for use with PCASE data import. You would use this option as opposed to the GIS/Tabular Import if you wish to add or update inventory data within an existing database. The main difference between both options is that the GIS/Tabular Import creates a new database prior to allowing you to import or update GIS/Tabular data. You can also access this tool from the Inventory menu.

2.7.1 Add Inventory from GIS/Tabular Data

Add inventory data from a GIS/Tabular report to the database you currently have open. Selecting this option invokes the Add New Inventory Items form to open, which is the same form described in section 2.1.2 GIS/Tabular Import.

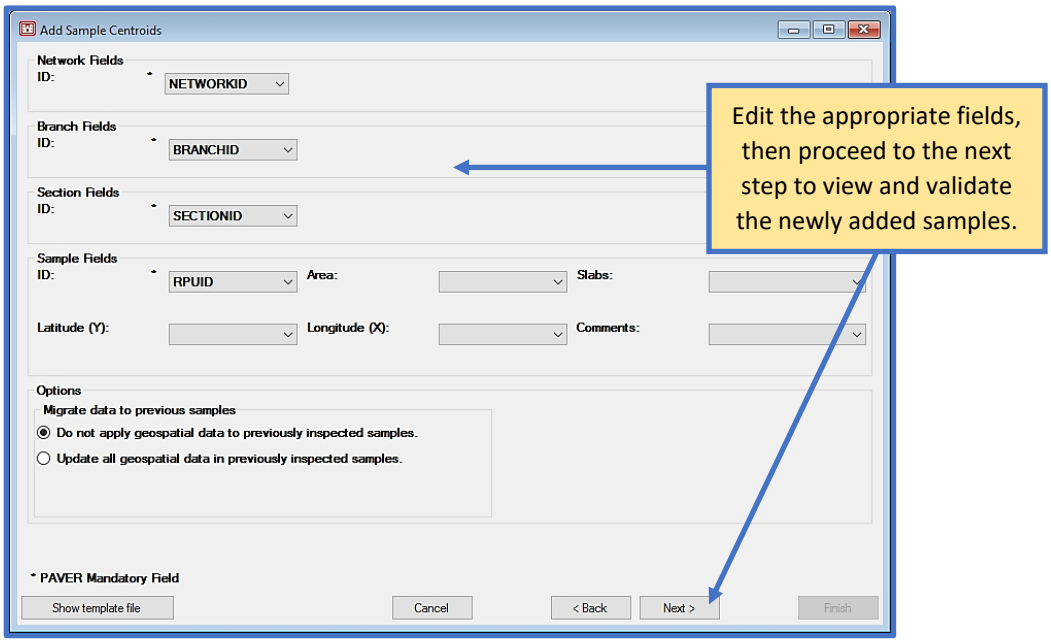
2.7.2 Update Inventory from GIS/Tabular Data

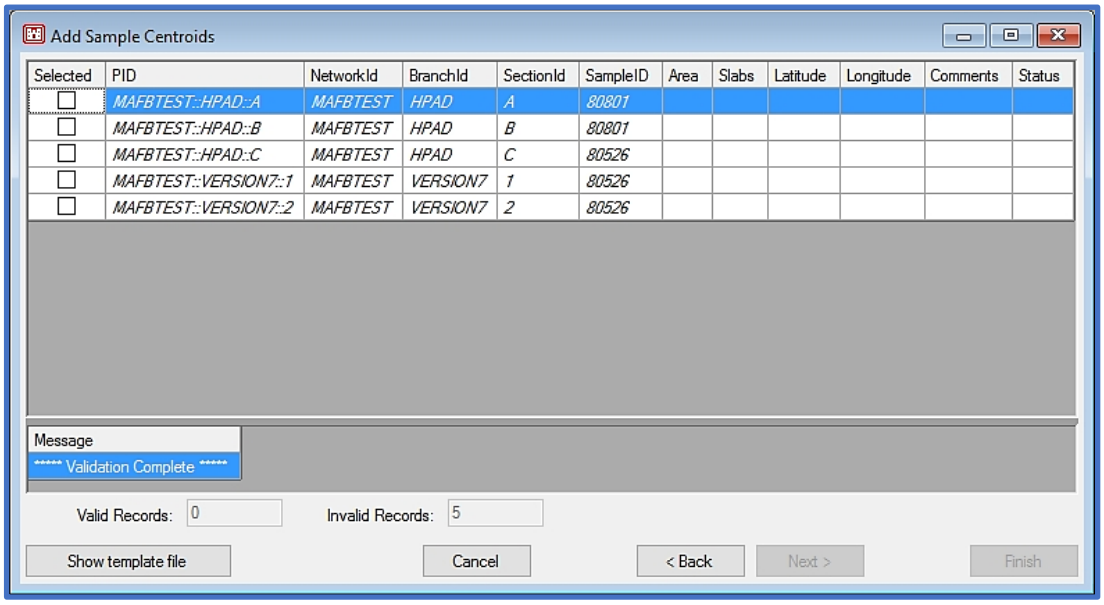
Update the current inventory within a database using a GIS/Tabular report.

2.7.3 Import Inventory Samples from GIS/Tabular Data

Import inventory samples from a GIS/Tabular report into a database. This process gives users the optional ability to have finer detailed tracking within Branches, and is most useful when a GIS map is also added.

The Add Sample Centroids form is arranged similarly to the Add New Inventory Items form. Choose an Inventory Data File to Import, then Browse to the file on your computer. Edit Source units if applicable, then select the Next button to proceed to the next step.

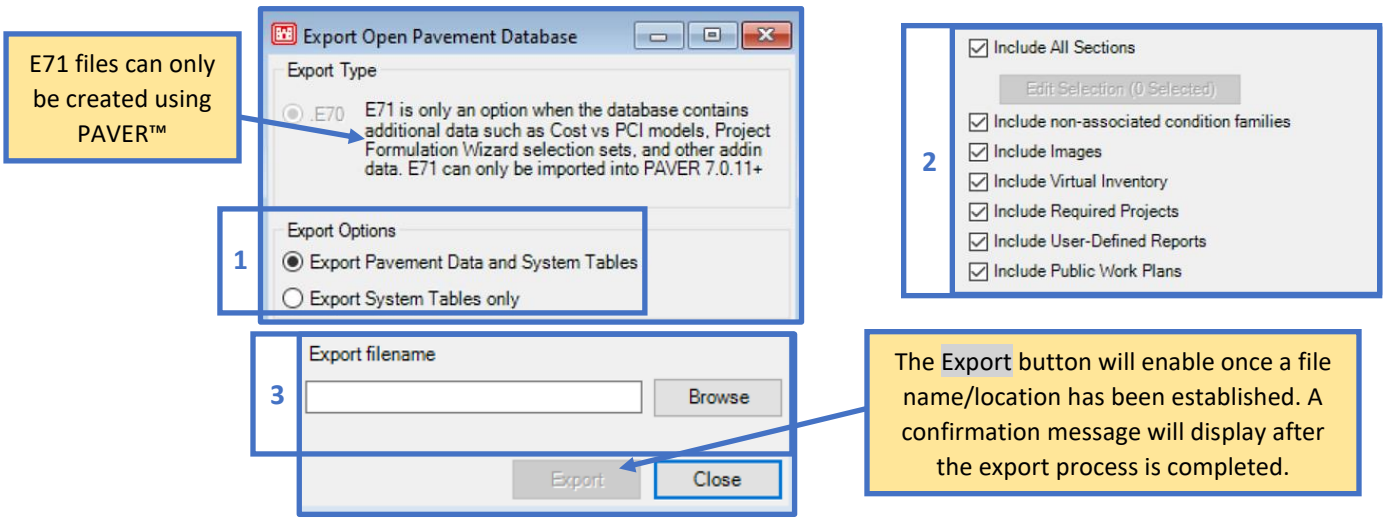




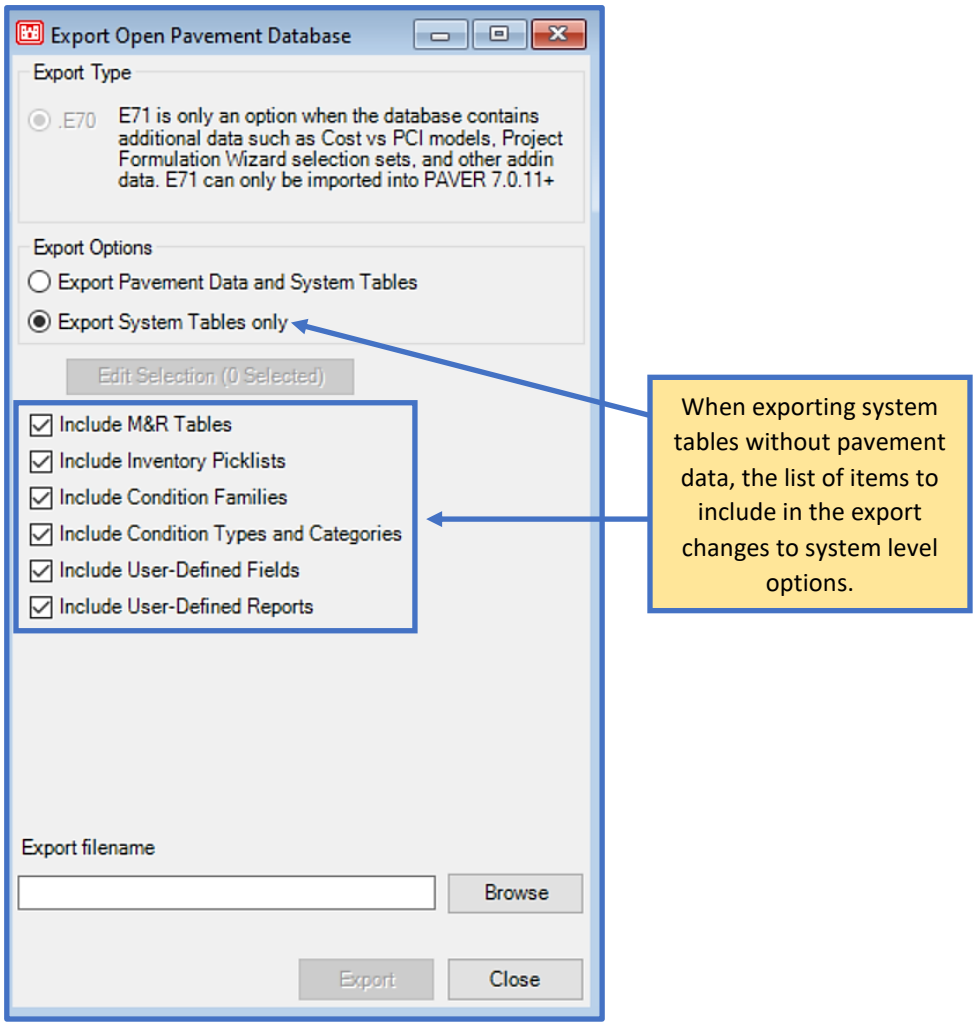
2.8 Export Open Pavement Database

Use the Export Open Pavement Database form to create an .e70 database file that you can share with others. *Note: PCASE data must be exported using PCASE, prior to being imported with PAVER™. The PCASE export process packs up PCASE data and ensures there won't be any data loss when using both programs.*

1. Export Pavement Data and System Tables is selected by default in the Export Options. Use this option if you would like to include the pavement data listed below the Export Options (shown in image 2), as well as the system tables.
2. Un-check items from the list to exclude data you do not want to include in the export.
3. Browse to a location on your computer to store the exported .e70 file, give the .e70 a file name, then select Export.



If you would like to export system tables without pavement data, change Export Options to Export System Tables only. The list of items to include will change. Follow the same workflow as described above.

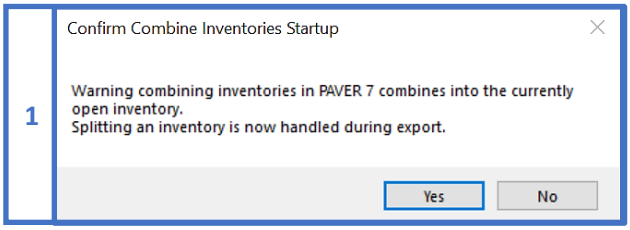


2.9 Combine Inventories

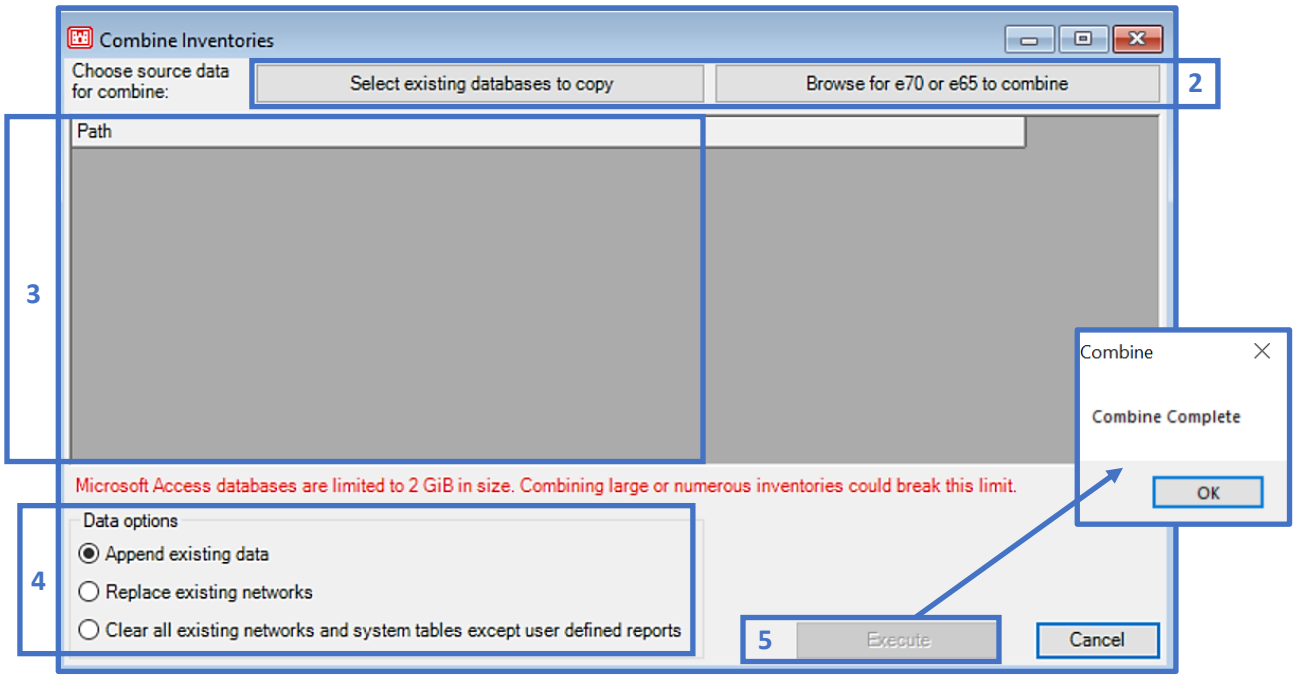
The Combine Inventories tool allows you to combine multiple databases or database segments into a single database. The database that is currently open in PCASE 7 is where the combined data will end up after the process has been completed. Before using this tool, create a new database to store the combined data in; following this procedure will result in a new database that contains the combined data and you'll still have the individual, uncombined databases as well.

Note: Microsoft Access databases are limited to 2 GB, using the combine process to combine large or numerous databases may break that limit.

1. Once you've created a new database to store your combined data in, proceed by selecting Yes if you are satisfied with combining data into the currently open database.

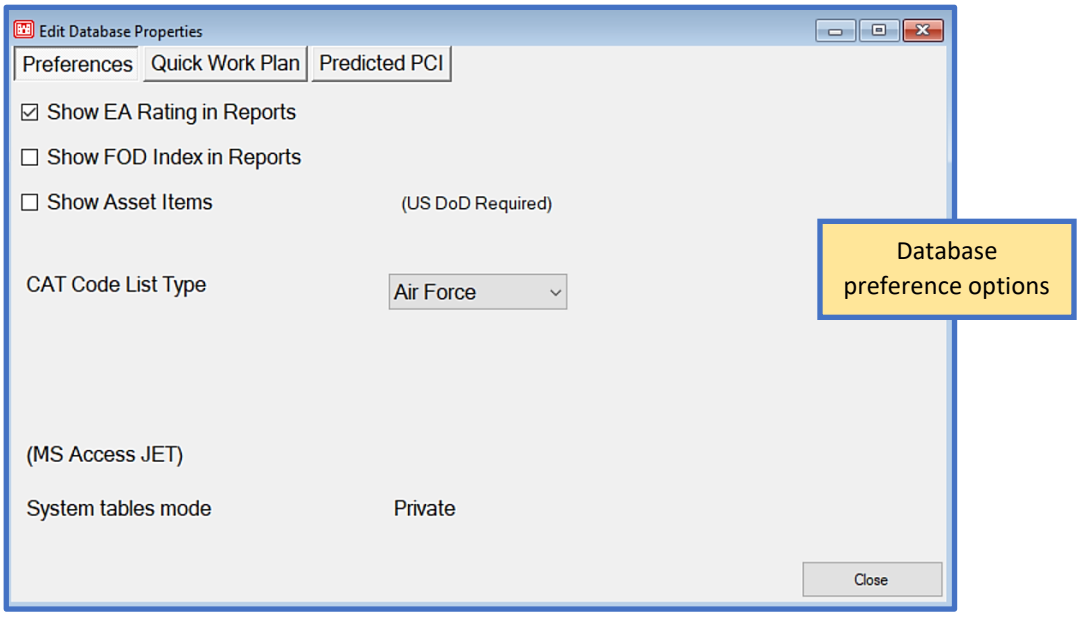


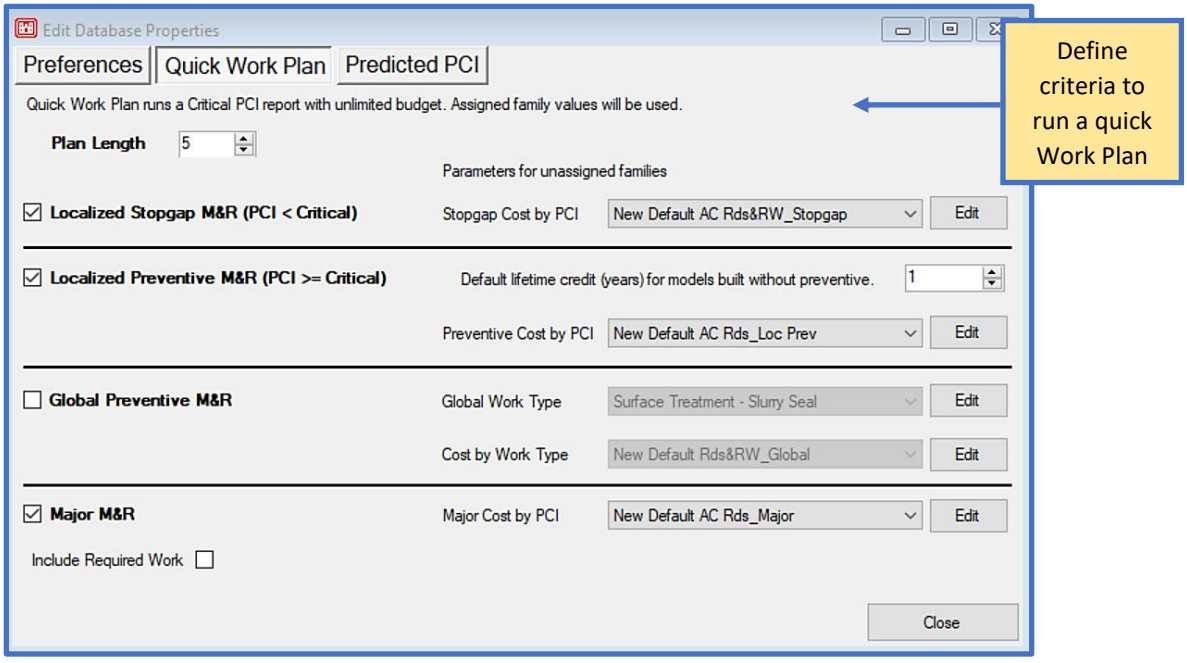
2. Select the method in which you would like to retrieve the source data for the combined database.
    - Choose the Select existing databases to copy button if you would like to copy data to use for the combine directly from the existing database, instead of using a previously exported .e70 of .e65.
    - Choose the Browse for e70 or e65 to combine button if you would like to select a previously exported .e70 or .e65 from a location on your computer.
3. After you've selected the databases to combine, their names will display in the Path section of the form.
4. Keep the default option to Append existing data, unless you would like to perform one of the actions listed below this option.
5. Select Execute to complete the combine process. A message will display to confirm the combine was successful.

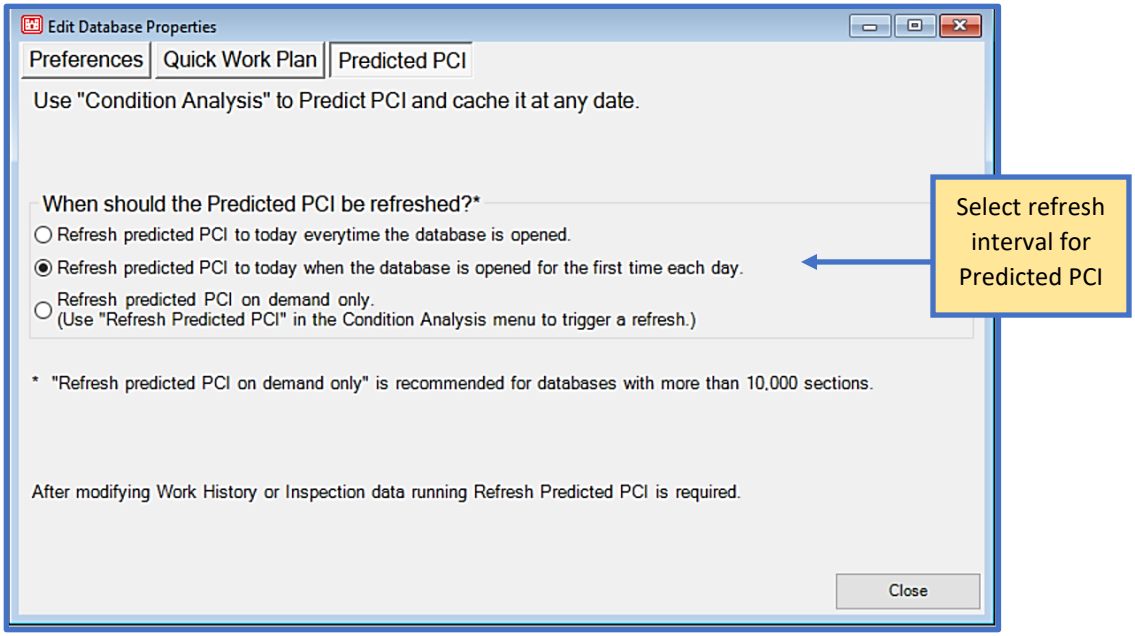


2.10 Database Properties

The Database Properties form consists of three tabs with settings for: Preferences, Quick Work Plan, and Predicted PCI. Settings that are changed within the Database Properties tab forms are database specific and will persist through the import/export operations.







2.11 Delete Pavement Database

The Delete Pavement Database tool allows you to select databases that have been previously opened in PCASE 7, deleted databases are moved to the Database Recycle Bin. Once you select one or more items from the list, the Delete selected items button will become enabled.

2.12 Database Recycle Bin

Databases that were deleted using the Delete Pavement Database tool will remain in the Database Recycle Bin until action is taken to either permanently delete, or restore the database(s). Select one or multiple databases from the Pavement Inventory Recycle Bin form to enable the Permanently Delete Selected Databases or Restore Selected Items buttons.

Note: Permanently deleted database files will be removed upon program start after 24 hours.

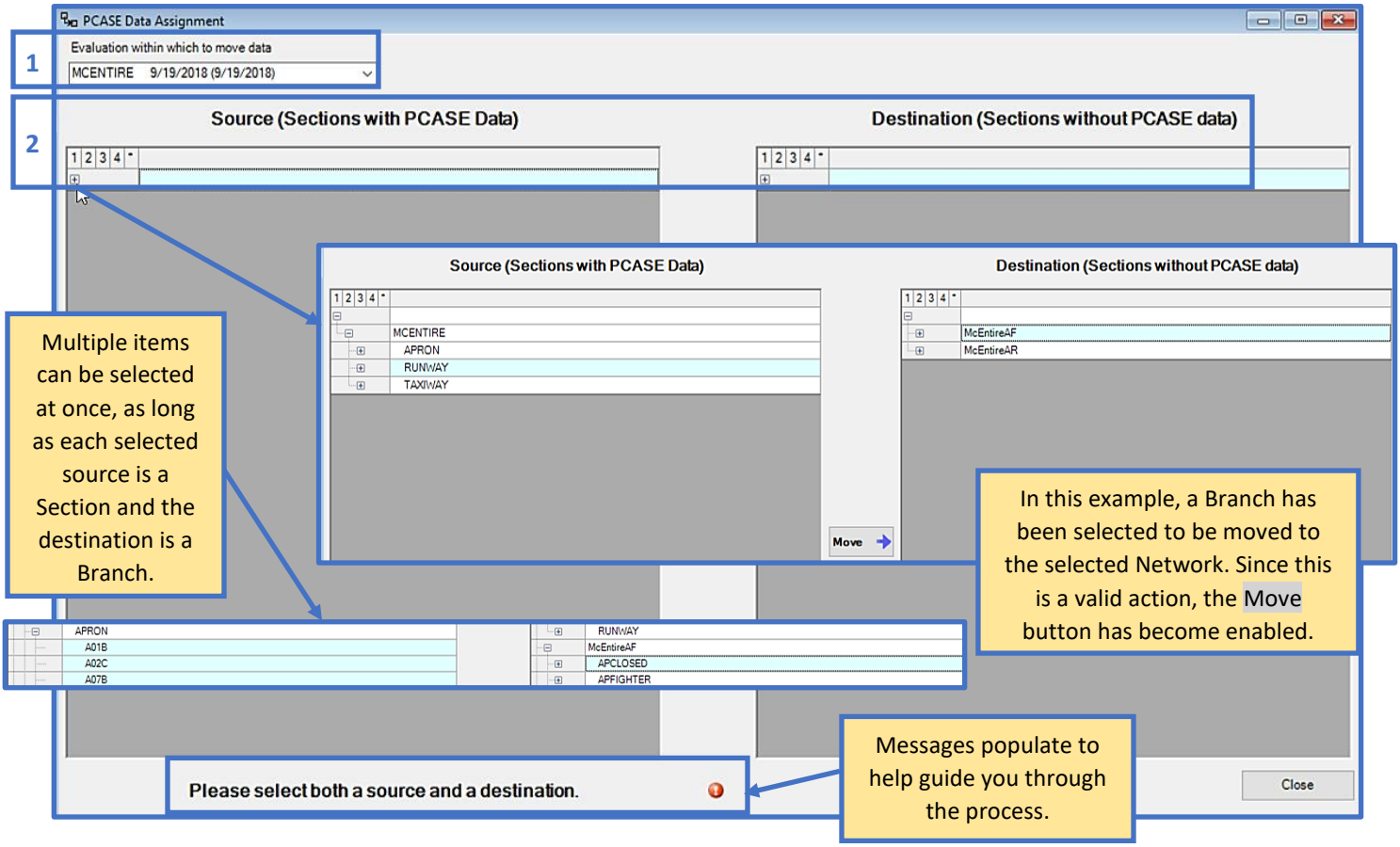
2.13 Combine or Import PCASE 209 Data

Select the Combine or Import PCASE 209 Data option to import PCASE 2.09 data into the currently open database. This operation's workflow is the same as when a new database is created with Import PCASE 209 data selected. See Step 5 in Section 2.1.1 for instructions on how to use the Combine or Import PCASE 209 Data tool.

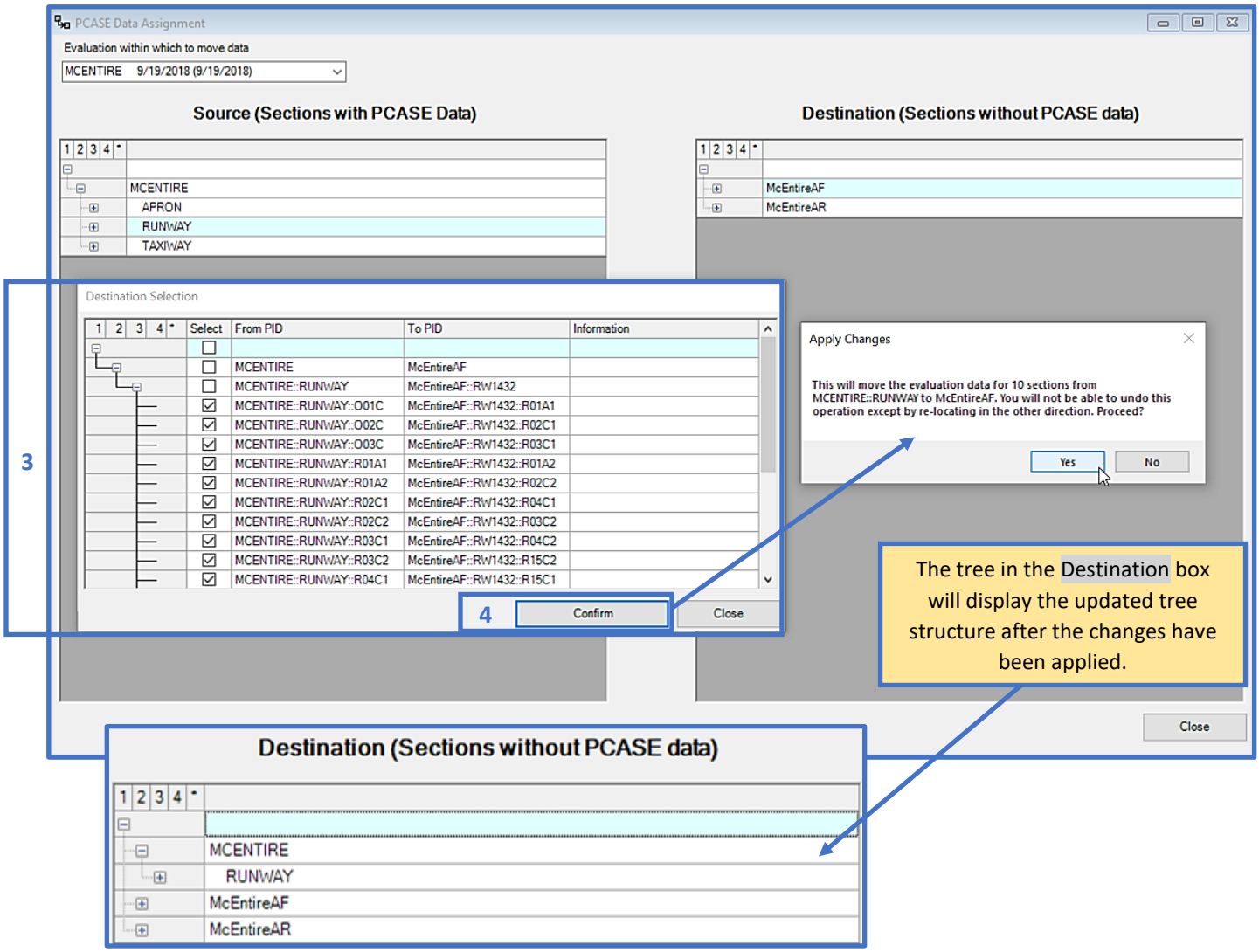
2.14 PCASE Data Assignment

Move Network, Branch, or Section data from within an evaluation using the PCASE Data Assignment tool. You can choose to move an entire Network from the Source box to another Network in the Destination box, or incrementally move Branches or Sections from Source to Destination. You can also move Ad hoc Sections to an existing inventory using this tool.

1. Once the PCASE Data Assignment tool opens, the currently selected evaluation will be displayed within the Evaluation within which to move data drop-list. All evaluations that exist within the database you currently have open will be available in this drop-list as well. Ensure that you have the correct evaluation selected before you begin.
2. Click on the plus button to expand the grid tree nodes. Select a Network, Branch, or Section(s) from the tree in the Source box, then select the Destination to move your selection(s) to. If a selection is invalid, a message will display below the Source box explaining why the action could not be performed and the Move button will remain disabled until valid selections are made. Click on the Move button once you're satisfied with your selections.

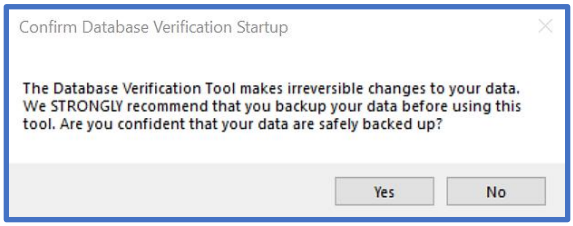


3. The Destination Selection form will open after the move-data process has been executed, so you can view a summary of the data prior to completing the Move action.
4. Select the Confirm button if you're satisfied with the selections displayed. A final warning message will pop-up before the changes are applied.

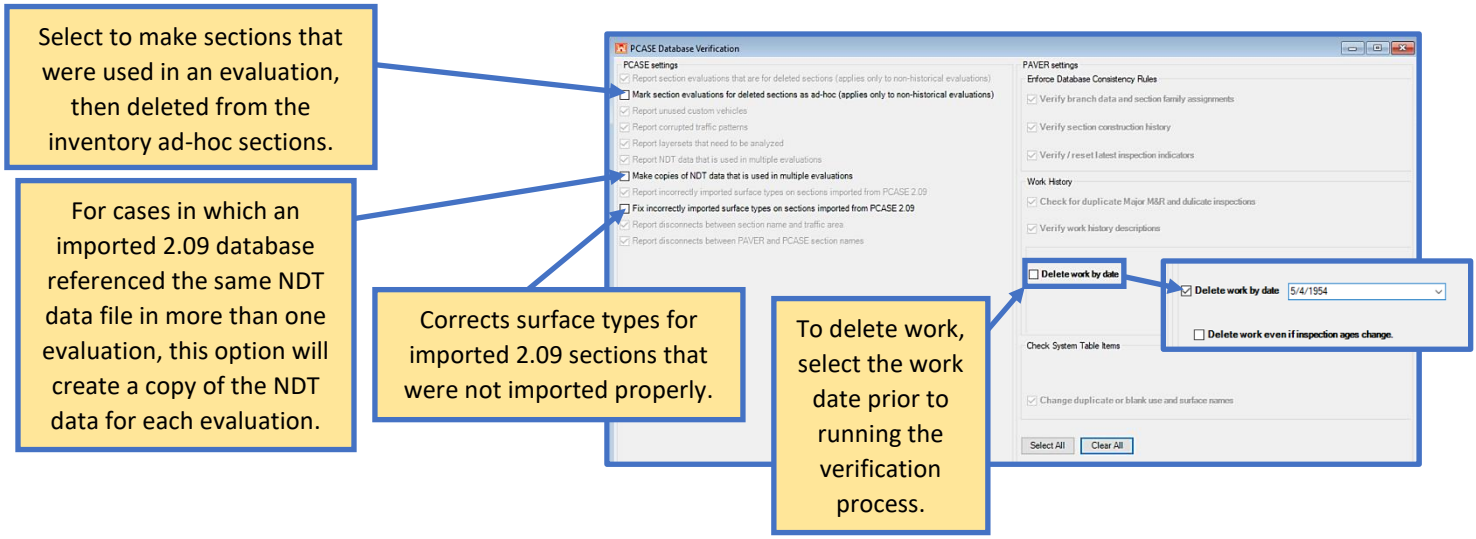


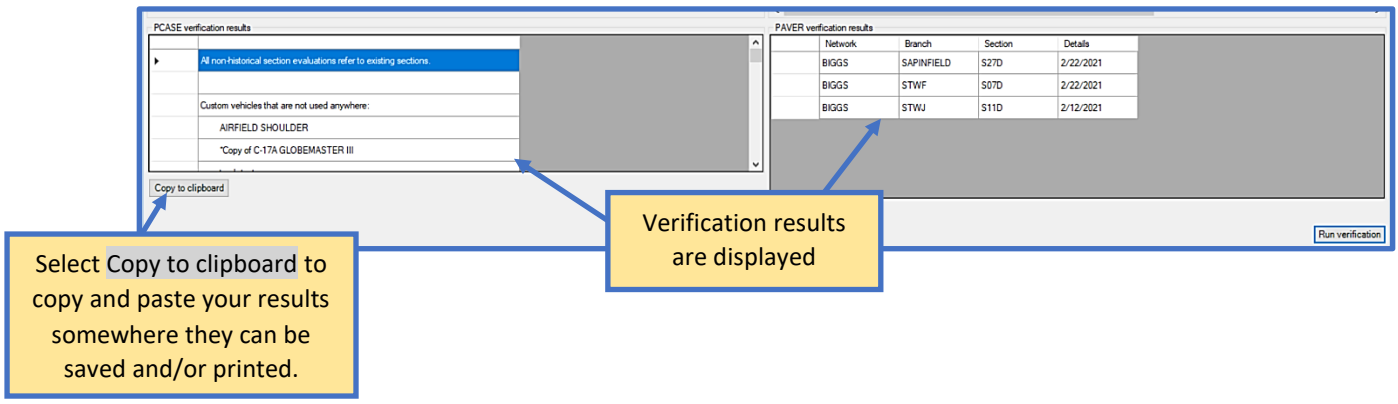
2.15 PCASE Database Verification tool

Prior to using the database verification tool, please ensure that you have backed up your data. When the tool is selected from the menu, a confirmation message pops up to remind you of this and warns that data changes are irreversible. If you wish to continue, click on Yes to open the tool.



The left-side of the window lists options for PCASE settings. Some of the options are set to read-only and will automatically be applied when Run verification is selected. The remaining selectable settings are optional, see below for explanations of these settings. The right-side of the window lists PAVER™ settings, most of which are selected by default. After you are satisfied with your selections, click on Run verification. Verification results populate in the space below each settings list.





2.16 Exit

The Exit option will close the PCASE 7 program, or you can click on the "x" in the top-right corner of the main window to exit the program.

3 System Tables and Tools

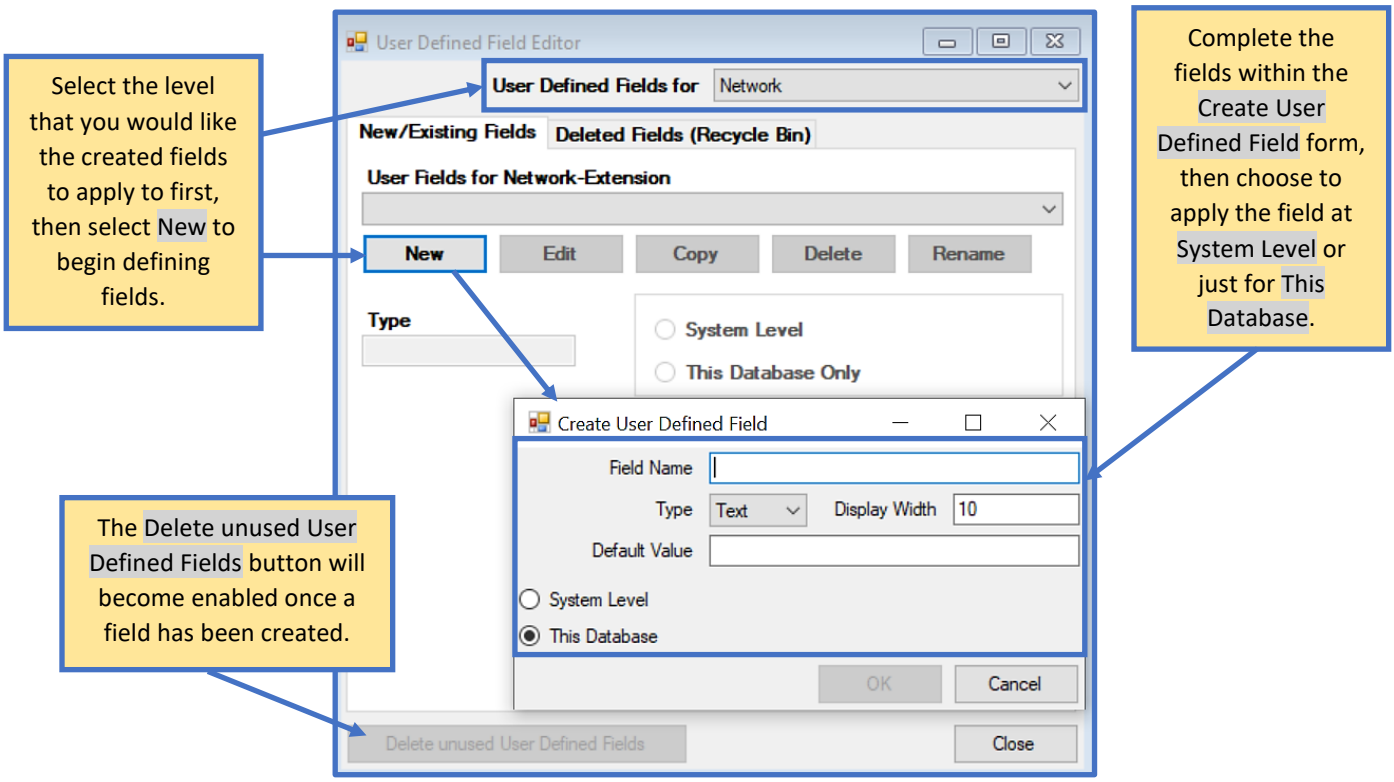
The System Tables and Tools menu consists of options for customizing and managing inventory fields/picklists. Tools related to vehicles, such as the Vehicle Editor, ACN/ACR Curves, and Import User Defined Vehicles can be found within the Vehicles menu.

3.1 User Defined Inventory Fields

The inventory system is designed so that users may assign user-defined fields to each level of the inventory (Network, Branch, and Section). Doing so allows sorting of the database at any level, according to the criteria you have defined. The fields you create will automatically display within the coinciding inventory form tab in the User defined fields section.

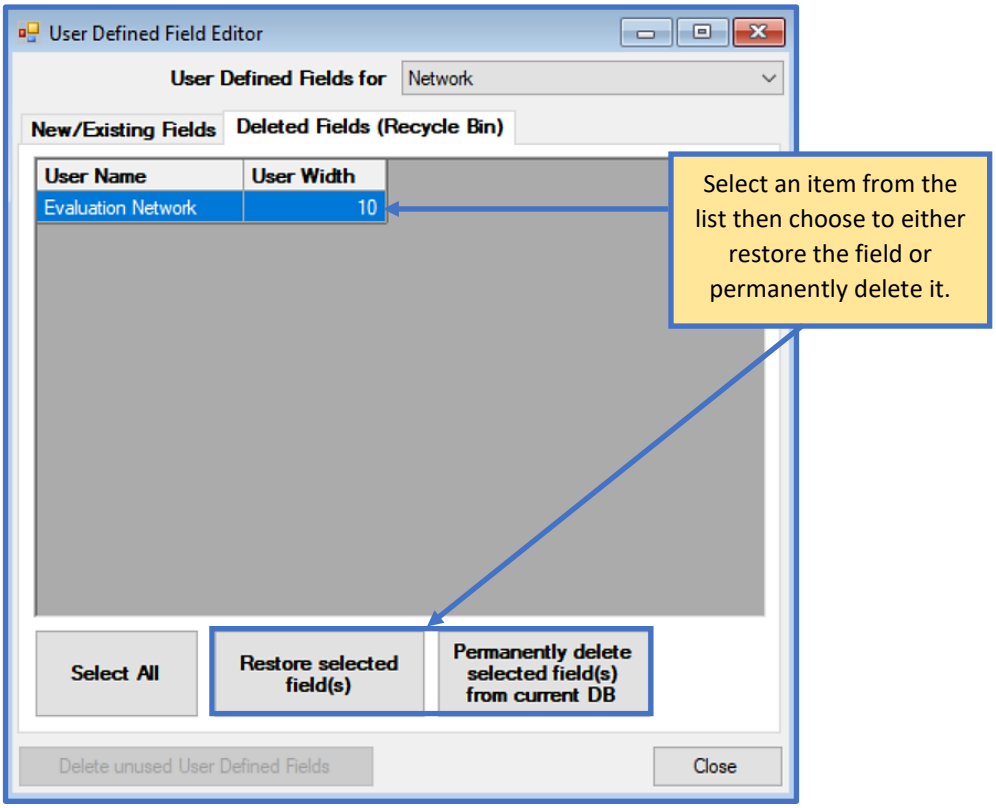
3.1.1 New/Existing Fields

The User Defined Field Editor form contains two tabs; New/Existing Fields for creating and managing defined fields and Delete Fields (Recycle Bin), which can be used to permanently delete or restore deleted fields.



3.1.2 Delete Fields (Recycle Bin)

Any fields that you opted to delete within the New/Existing Fields tab will be listed in the table. Use the buttons below the table to choose what you would like to do with deleted fields.



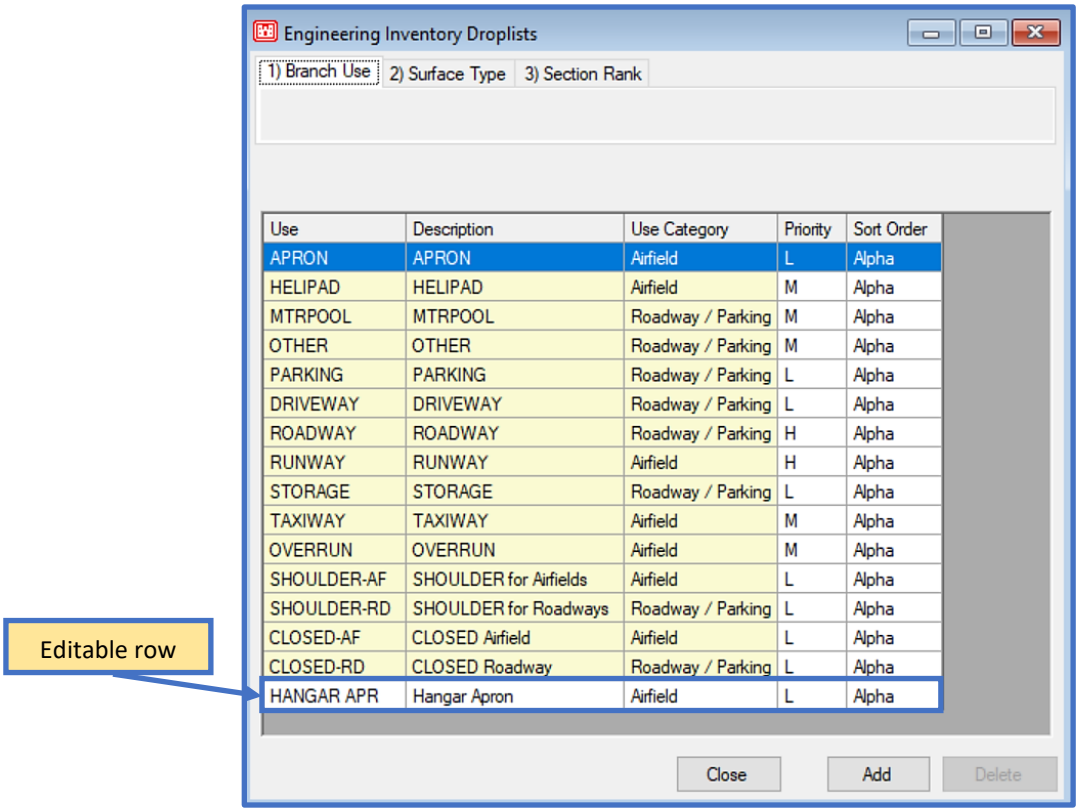
3.2 Edit Inventory Picklists

There are two field customizing options for inventory picklists, which are grouped by engineering terms or descriptive fields for use within the program. To add fields related to Branch Use, Surface Type, or Section Rank; select the Engineering Fields option. Select Descriptive Fields to add fields which correlate to Zone, Section Category, Shoulder, or Street Type. *Note: If you have Show Asset Items turned on (File > Database Properties > Preferences) additional category tabs will be displayed including FAC, CATCD, Site, and Facility.*

3.2.1 Engineering Fields

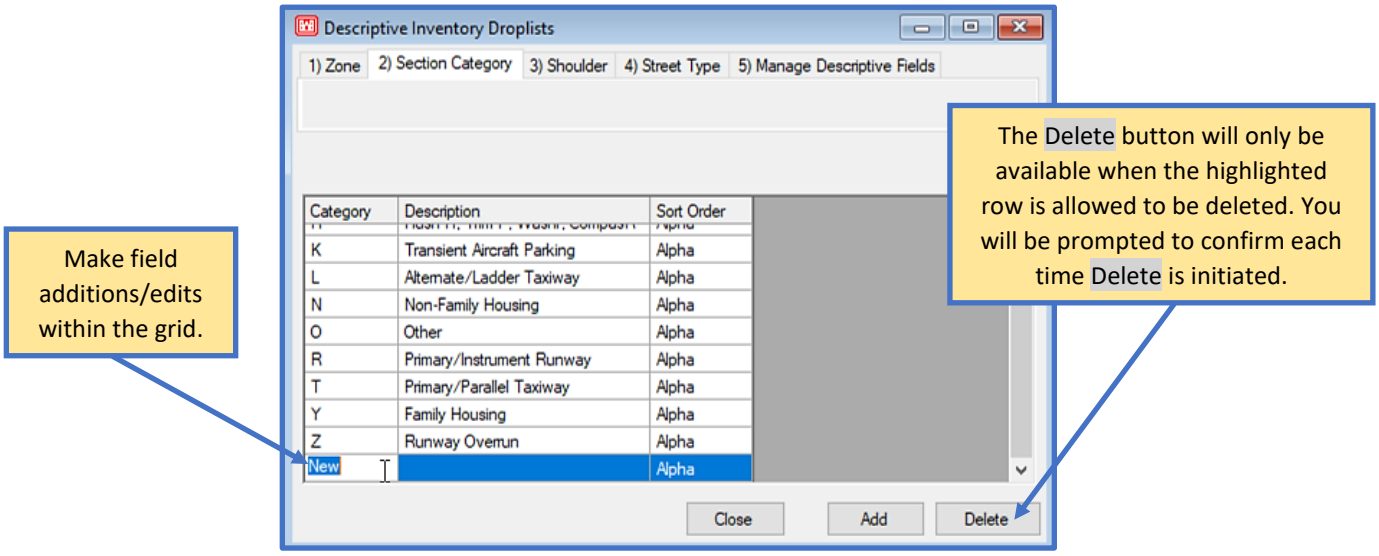
Select the tab category you would like to add a new field to. You may also edit existing fields that are listed in the grid rows, as long as the cell row is not colored yellow (yellow cells are read-only to prevent editing required fields). Click on the Add button to populate a new, editable row in the grid.

New rows will automatically populate at the bottom of the grid by default. Sort columns by clicking on the column headers or assigning a Sort Order to fields.



3.2.2 Descriptive Fields

The Descriptive Inventory Droplists form works in the same manner as the Engineering Inventory Droplists form. Select the Add button to populate a row to input information.

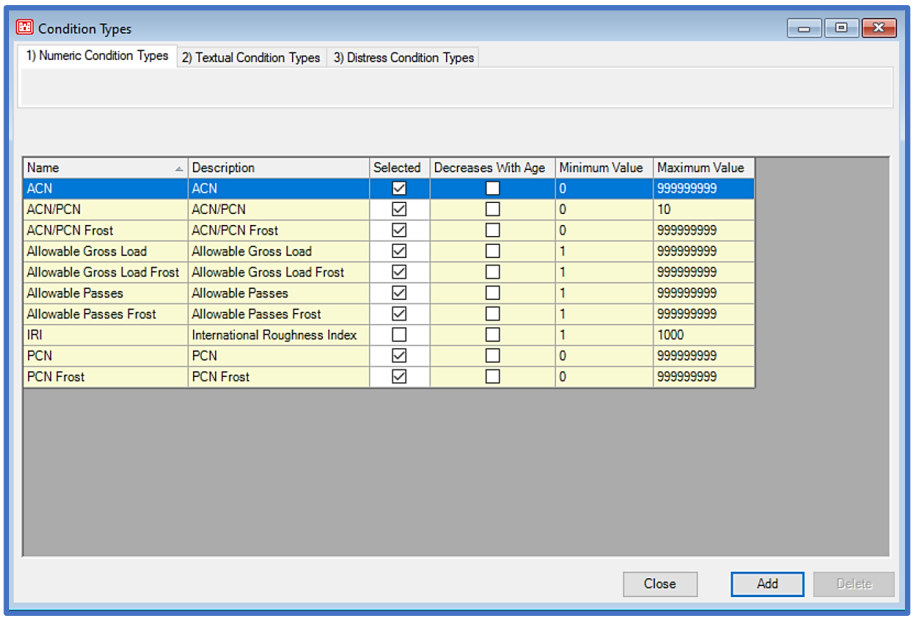


3.3 Condition Tools

The Condition Tools provide options for editing the condition index selection system table.

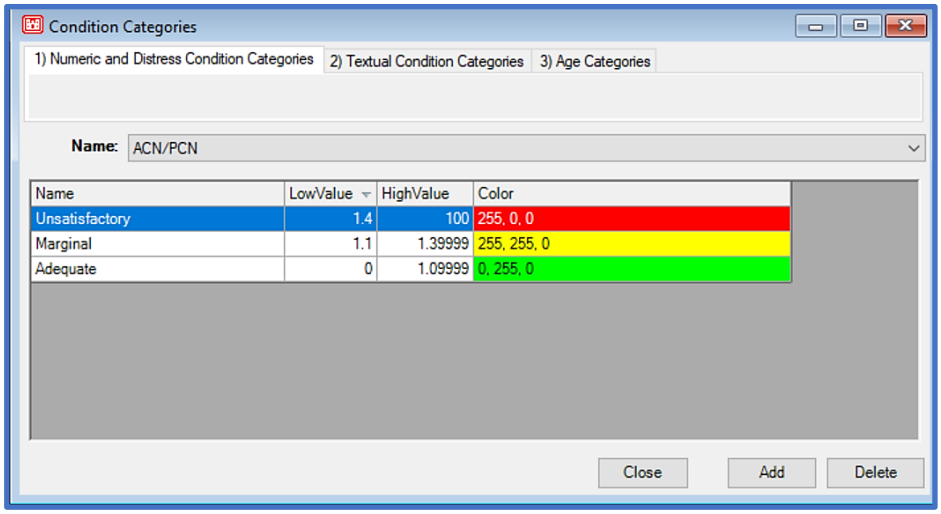
3.3.1 Select Condition Types

Select which numeric, textual, or distress condition types to make available for use in PCASE. Fields highlighted in yellow can not be edited. New condition types may be added by selecting the Add button and inputting data in the new row that populates. The Delete button will become enabled when the selected row is allowed to be deleted.



3.3.2 Define Condition and Age Categories

Establish categories and value ranges for conditions or age by editing the data in the table. For the Condition Categories tab, use the drop-list to select a condition type and edit the fields directly within the table that populates. Categories can also be added or deleted. The Age Categories tab displays a table of age brackets; which can be used to group pavements.



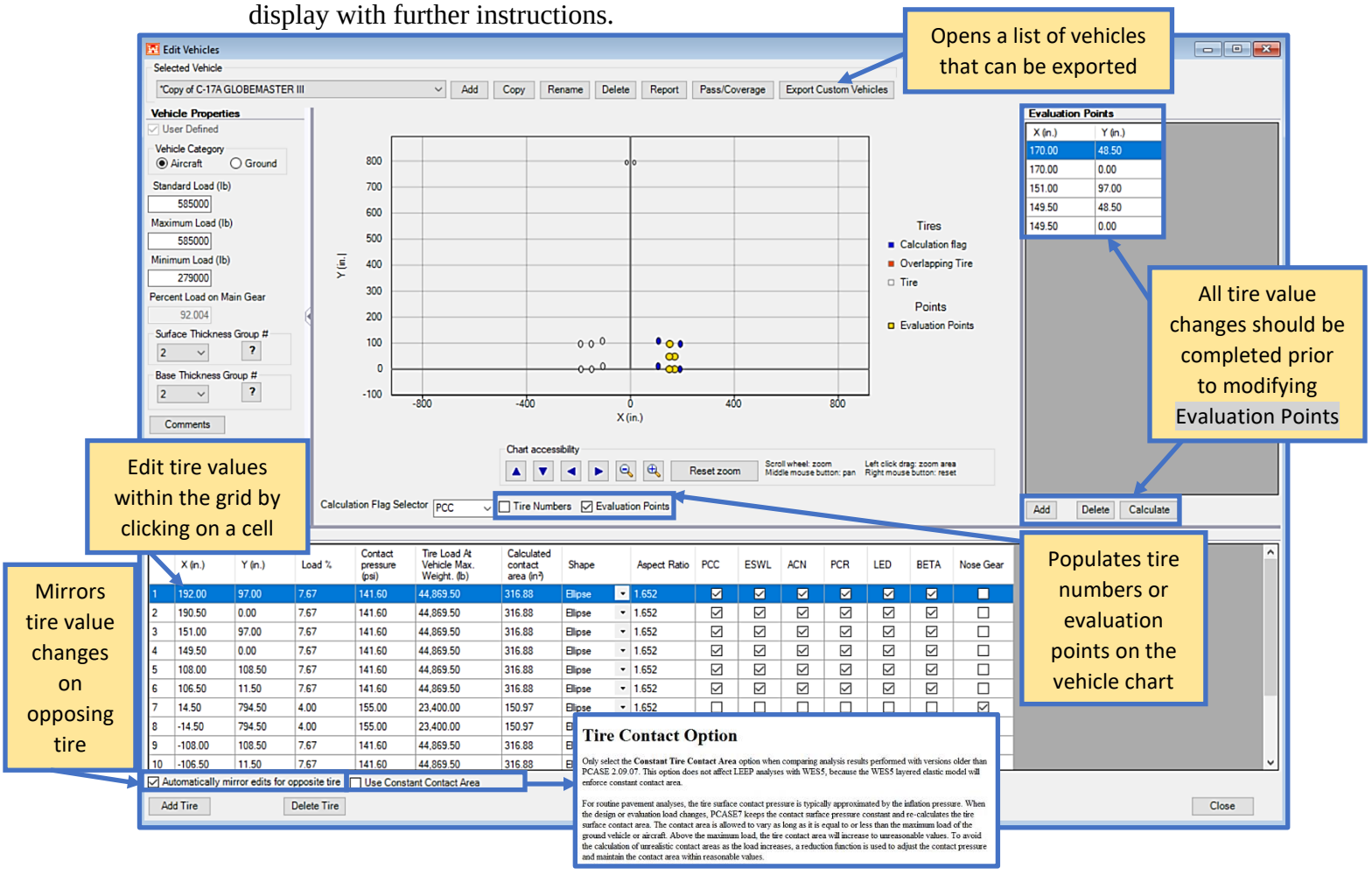
3.4 Vehicles

The tools that are available in the Vehicles menu pertain to several different capabilities in regards to the vehicles used in PCASE 7. The Vehicle Editor can be used to make copies of existing vehicles from the database that are modifiable, or new custom vehicles can be created; both of which can then be used for designs and/or in evaluations. The ACN/ACR Curves form is used to view and calculate ACN lines/curves for selected vehicles. Custom vehicles can be imported into PCASE 7 using the Import User Defined Vehicles tool. Instructions and the link to update standard vehicles is provided via the Update Standard Vehicles option.

3.4.1 Vehicle Editor

Select a vehicle from the Selected Vehicle drop-list if you would like to modify vehicle characteristics for an existing vehicle, then click on the Copy button to create an editable version of that vehicle. If you wish to create a new vehicle, skip to the next page.

The copied vehicle can now be edited, note that the areas of the form that were once colored gray (read-only or disabled) are now enabled. To prevent modification of standard vehicles in the database, the form only allows edits to custom vehicles. Changes made to the form are automatically saved after the form is closed. However, if the vehicle is left in an invalid state when you attempt to close the form, a warning message will display with further instructions.



Before creating a new vehicle using the Vehicle Editor; you must first obtain the vehicle information identified in the tables below from the vehicle manufacturer.

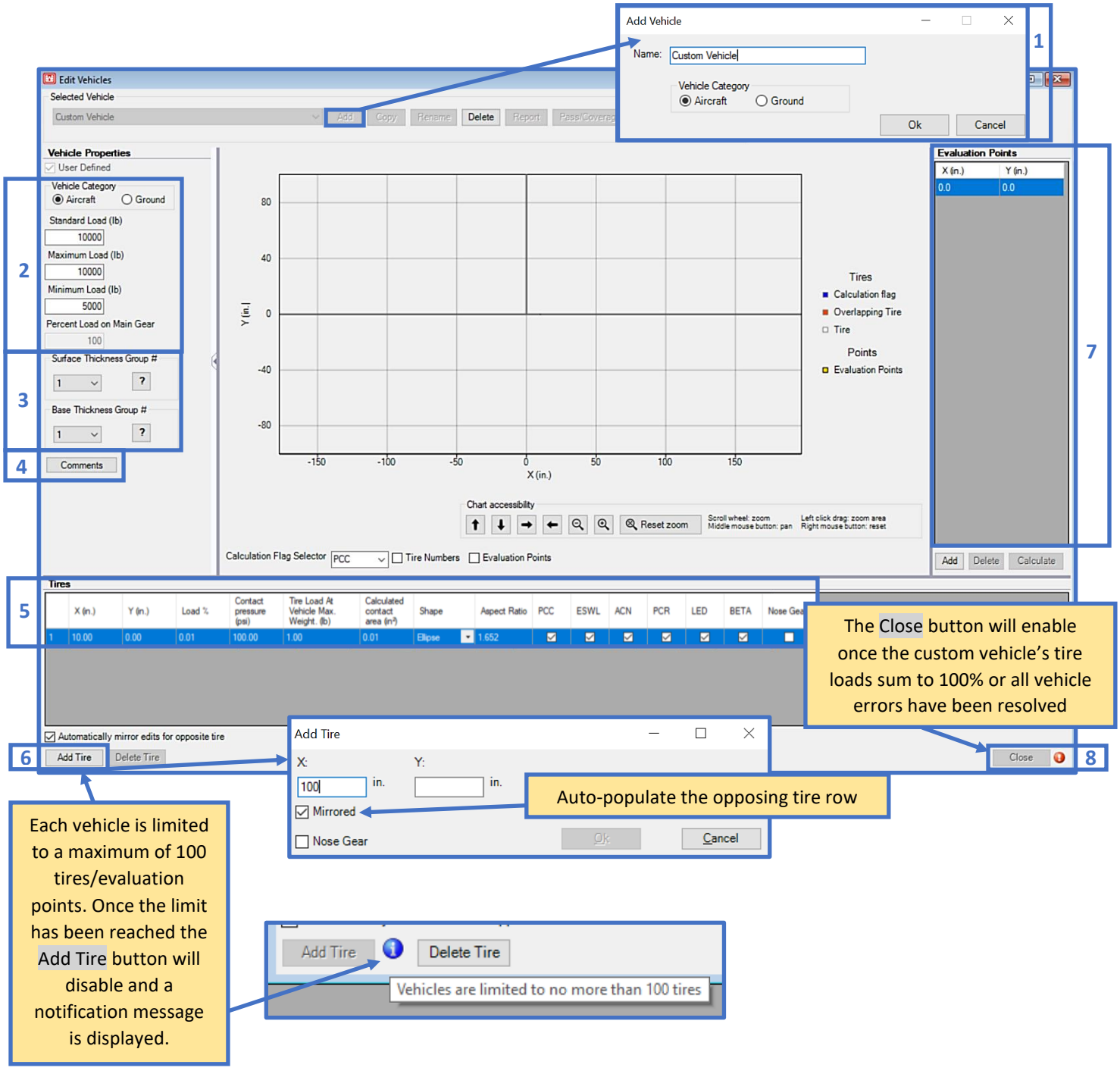
Vehicle Information	
Name of Vehicle	
Standard Load (lbs)	
Maximum Load (lbs)	
Minimum Load (lbs)	
Surface Thickness Group #	
Base Thickness Group #	

Tire Number	X-coordinate (in)	Y-coordinate (in)	Load %	Tire Pressure (psi)	Contact Area (in^2)	Tire Shape
1						
2						
3						
4						
Etc.						

Once you've obtained the required above information, click on the Add button to begin inputting vehicle data.

1. The Add Vehicle form opens after selecting Add. Input a Name and select a Vehicle Category.
2. In the Vehicle Properties section, edit the vehicle's Standard Load, Maximum Load, and Minimum Load values. *Note: The minimum/maximum load information should come from the vehicle manufacturer. Standard load information is Service-specific.*
3. Choose the vehicle Surface Thickness Group # and Base Thickness Group #. Click on the info icons  if you need guidance in selecting group #'s. *Note: If you do not know this information, reference a similar vehicle's group #'s.*
4. Add Comments about the vehicle, if so desired.
5. The first row in the Tires grid auto-populates upon custom vehicle creation with default values; edit these values within the grid cells. Validation logic within the Tires grid will notify you of invalid values and what the acceptable range is in some cases.

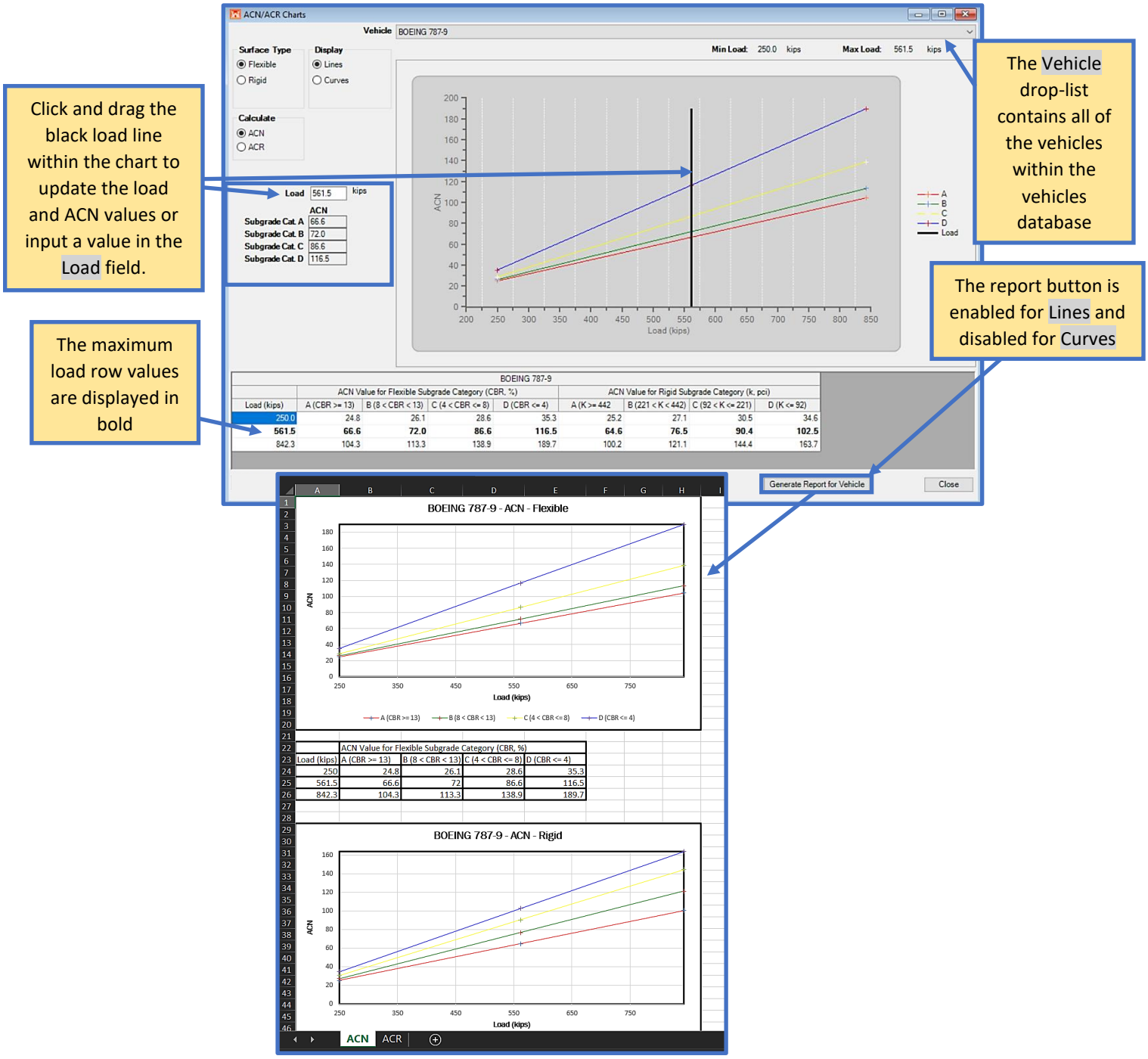
6. Click on the Add Tire button to input information for each additional tire. Be sure to complete all column fields before proceeding with adding the next tire.
7. Add Evaluation Points for each tire. Once each tire has Evaluation Points assigned, click on the Calculate button.
8. Close the form to save the new vehicle. Your new custom vehicle will now be available for use in PCASE 7.



3.4.2 ACN/ACR Curves

The ACN/ACR charts form can be accessed from the System Tables and Tools menu, or from the Traffic form within the Design, APE and LEEP modules.

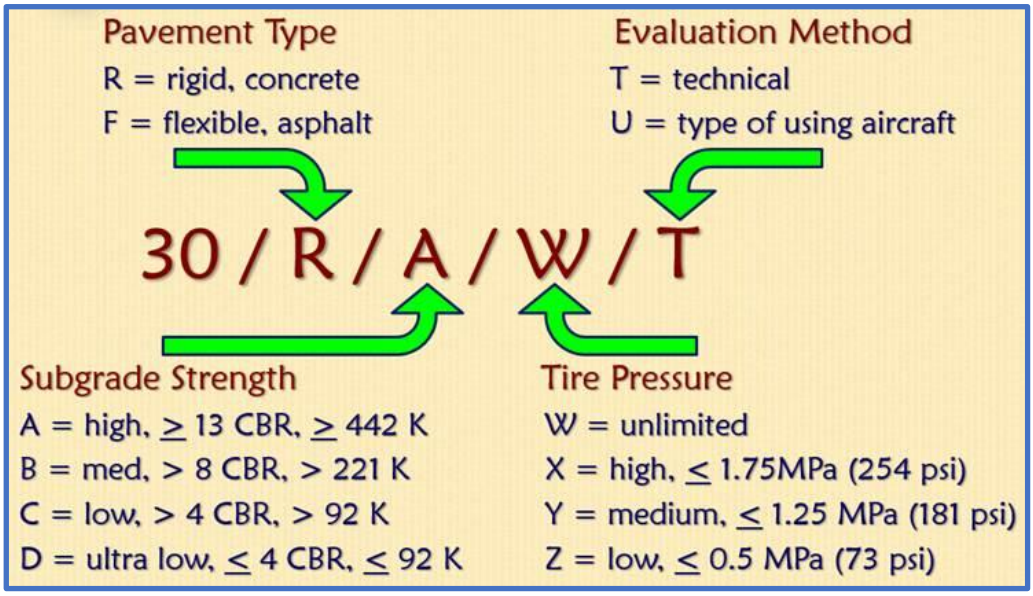
Note: The ACN is the current international Civil Aviation Organization (ICAO) procedure for reporting pavement strength and the ACR is the new ICAO procedure that will be implemented in 2023 by member nations. The Department of Defense has not set an implementation date.



The Aircraft Classification Number (ACN) is a number that expresses the relative effect on an aircraft of a given weight on a pavement structure, for a specified standard subgrade strength – in terms of a standard single-wheel load. The Pavement Classification Number (PCN) is a number (five-part code shown in the image below) that expresses the load capability of a pavement based on aircraft type, pass level, and subgrade strength – in terms of a standard single-wheel load.

By comparing the ACN of a specific aircraft to the PCN of a pavement section, one can determine whether the aircraft can safely operate at a specified weight on the pavement section. PCASE 7 implements the Civil Aviation Organization (ICAO) guidance for computing ACNs and PCNs when doing pavement evaluations. There is an ongoing ICAO effort to transition from the ACN/PCN system to the Aircraft Classification Rating (ACR) and Pavement Classification Rating (PCR) system. The objective of transitioning to the new system is the same as the ACN/PCN system, but it addresses some of the perceived shortfall of the ACN/PCN system. Specifically, it takes a more mechanistic approach to the computation by using a stress-strain response. All wheels are considered rather than a standard single-wheel load, and the new approach uses modulus and Poisson's Ratio material properties, rather than CBR and Modulus of Subgrade Reaction (k) values (Indexes) used in the ACN/PCN procedure.

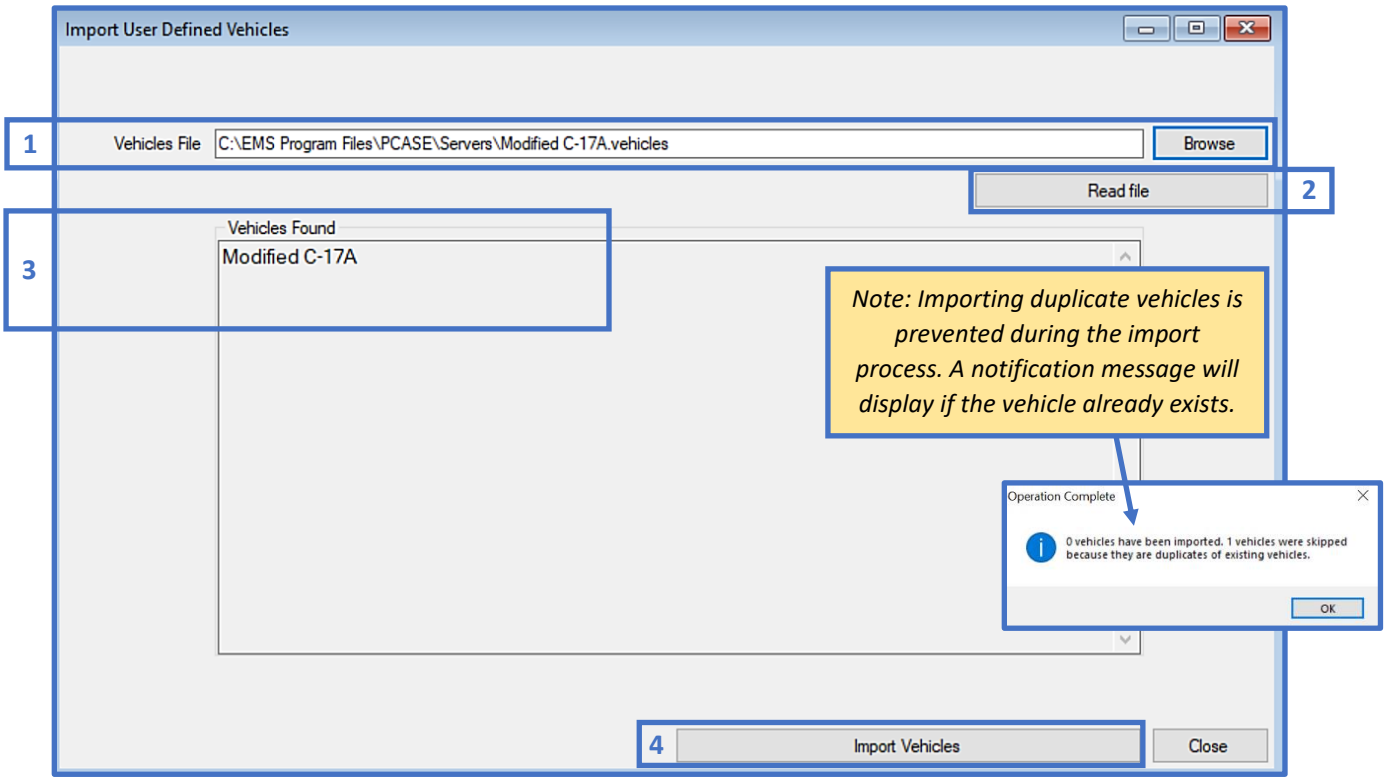
The new ACR procedure has been implemented in PCASE 7. However, the Department of Defense has not set a date for adopting the new ACR/PCR procedure.



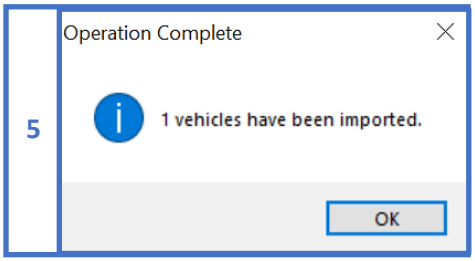
3.3.3 Import User Defined Vehicles

Import custom vehicles from a PCASE 2.09 or PCASE 7 vehicles database on your computer using the Import User Defined Vehicles tool. Before you begin, ensure that the vehicles.mdb file containing the custom vehicles you would like to import are accessible from your computer.

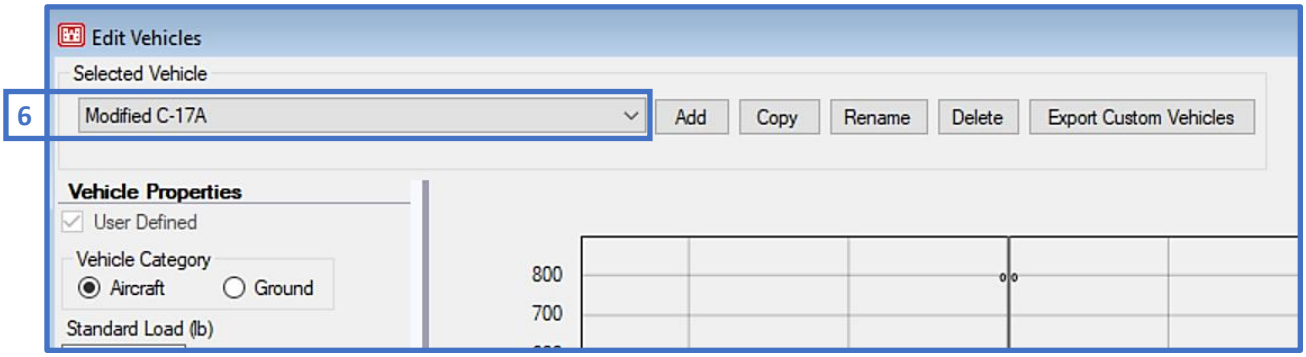
1. The default vehicles database storage location on your computer when PCASE is installed auto-populates within the Vehicles File field. If the actual location of the vehicles database is different than the file path displayed in this field, Browse to the correct file location. Once the correct vehicles.mdb file path has been established, proceed to Step 2.
2. Click on the Read file button.
3. During this process, PCASE 7 searches for custom vehicles within the vehicles database and populates those vehicles in the Vehicles Found box below.
4. The Import Vehicles button becomes enabled once custom vehicles have been identified. Select the Import Vehicles button to continue.



5. A confirmation message will display once the import process is successful.

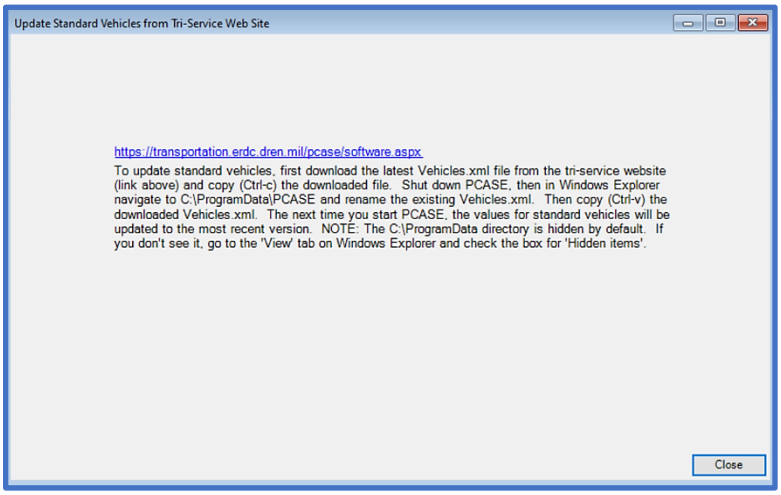


6. The imported vehicle(s) will now be available for use in PCASE 7. To verify the vehicle(s) were imported successfully, open the Vehicle Editor and search for the vehicle in the Selected Vehicle list.



3.4.4 Update Standard Vehicles

A link to the most current standard vehicles database is provided in the Update Standard Vehicles from Tri-Service Web Site window. Instructions for completing the update are provided below the link.



4 User Preferences

PCASE 7 preference options consist of Units settings, window view settings, default settings, and GPS settings. These settings apply to the entire program, unless specified otherwise. Changes made within the Menus and PCASE Defaults tabs require a program restart to take effect.

4.1 English Units

The default Units setting in PCASE 7 is English Units. Click on a Units option to change it. Changes to this setting will affect the entire program.

4.2 Metric Units

Click on Metric Units to switch from English to Metric. Changes to this setting will affect the entire program.

4.3 EMS Desktop

The EMS Desktop view is the default setting in PCASE 7. All forms open within the main PCASE 7 program window and cannot be moved outside of the window. Multiple forms can be open at the same time and overlap each other. The most recently opened form, is positioned in front of the previously opened form. Clicking on any open form will bring it forward.

4.4 Windows Desktop

Switch to the Windows Desktop view by clicking on this option in the menu. Move any open form outside of the main PCASE 7 window using this option, the independent form positioning allows you to view various forms on multiple monitors.

4.5 Language

Currently the only available Language option is English. Additional languages may be added in the future.

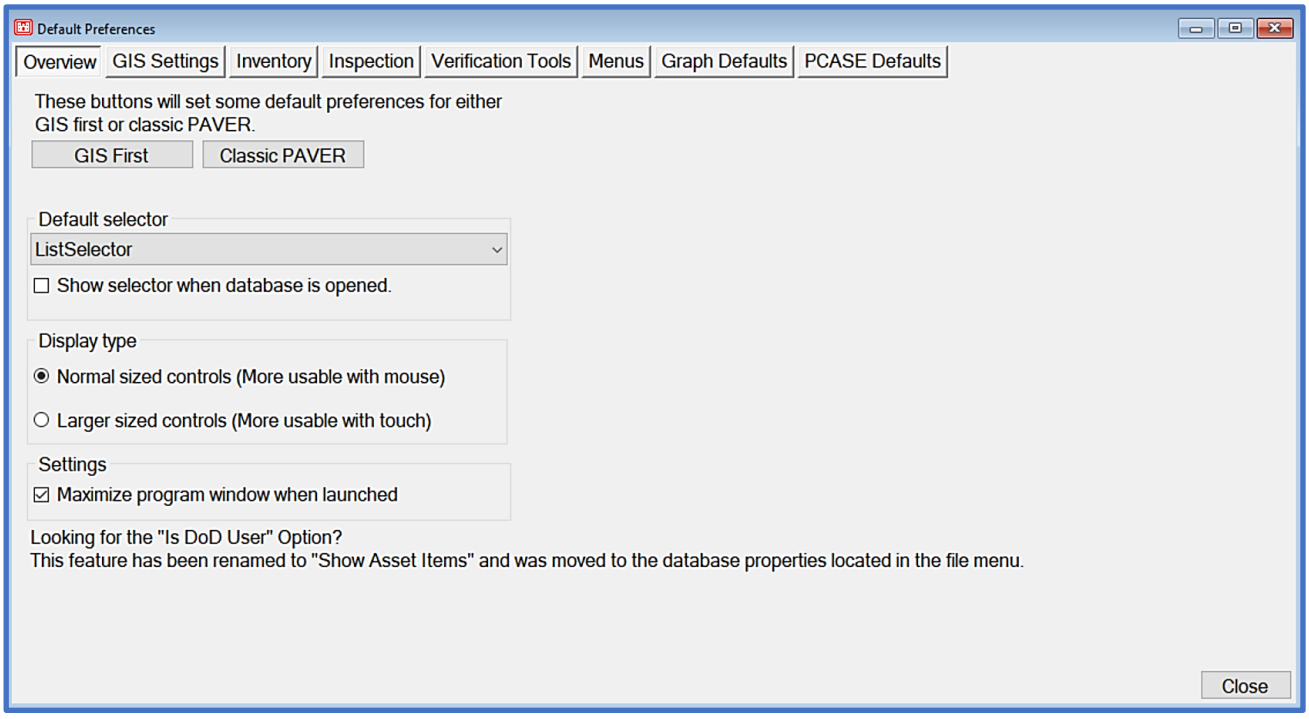
4.6 Defaults

The majority of the options within the Default Preferences form tabs contain default settings to control how certain aspects of the user interface are presented. In addition, PCASE Defaults offers preference options for Design and Evaluation criteria such as Moduli, Service, and analysis defaults for global application.

4.6.1 Overview

The Overview tab consists of options for displaying selectors and controls.

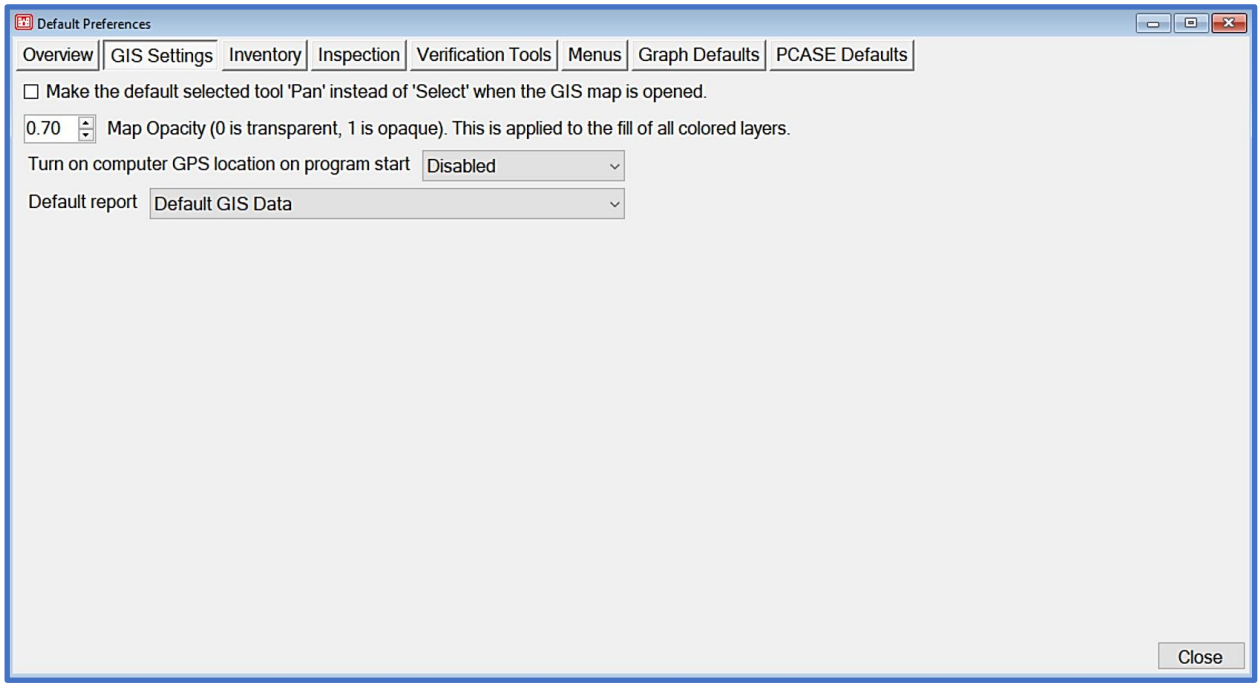
- GIS First will make GIS Selector the Default selector. Additionally, when PCASE 7 is restarted the GIS Selector and map will automatically open, if there is a PAVER™ inventory in the current database. Classic PAVER reverts back to the Default selector, which is the List Selector and the next time PCASE 7 is opened the window will open as normal.
- The Default selector allows you to manually choose the selector that will open when using a selector is applicable within the program. Select the Show selector when database is opened checkbox if you would like the chosen selector to launch upon program start.
- The Display type options are useful for enlarging control visibility when in tablet mode on your computer.
- The main PCASE 7 program window opens slightly minimized by default. Select the Maximize program window when launched option if you would like the program to open with the main window maximized by default, the next time you open PCASE 7.



4.6.2 GIS Settings

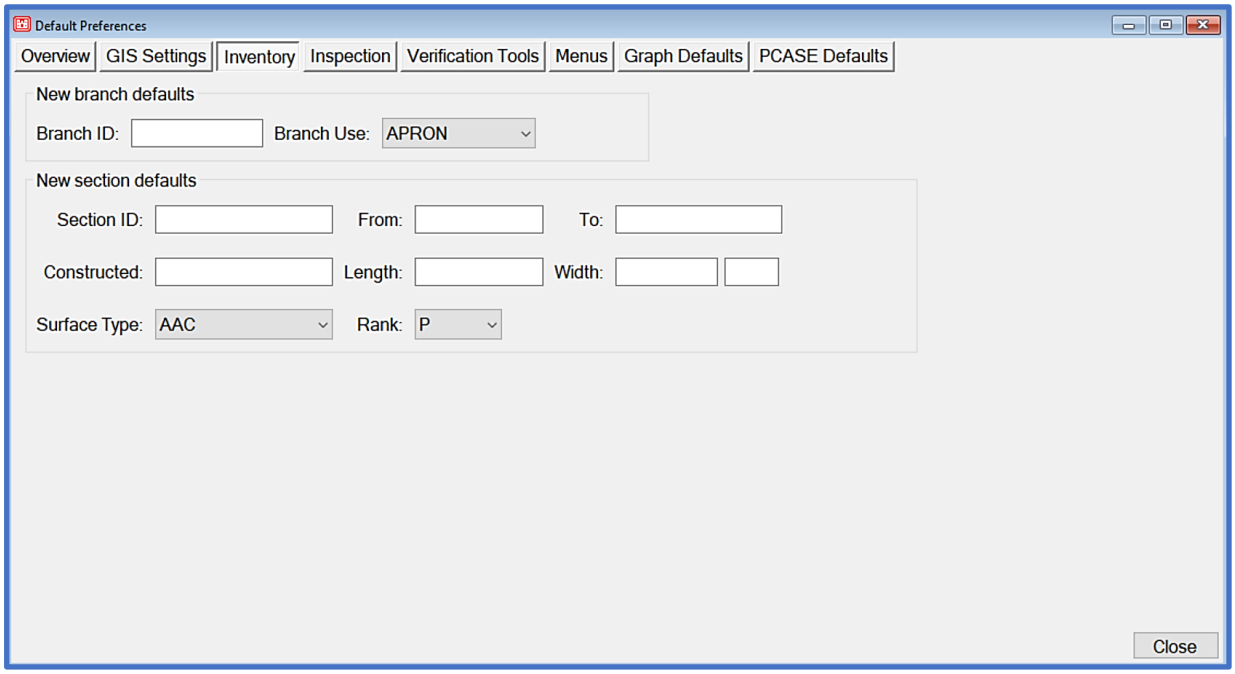
The GIS Settings tab pertains to GIS map function defaults.

- The first option in this tab can be used to set the GIS map to pan when hovering over the map, meaning you can scroll over areas of the map without selecting sections/areas. You can override this default within the form to allow areas of a GIS map to be selected. Normally the GIS map is set to select by default.
- The next option allows you to control the level of opacity for colored layers within a GIS map. Lower the value to increase transparency or raise the value to increase opacity.
- GPS location is set to Disabled by default. Set this option to Enabled if you would like GPS to be turned on by default when the program is launched.
- The Default report option allows you to set a default report format from previously memorized User Defined Reports.



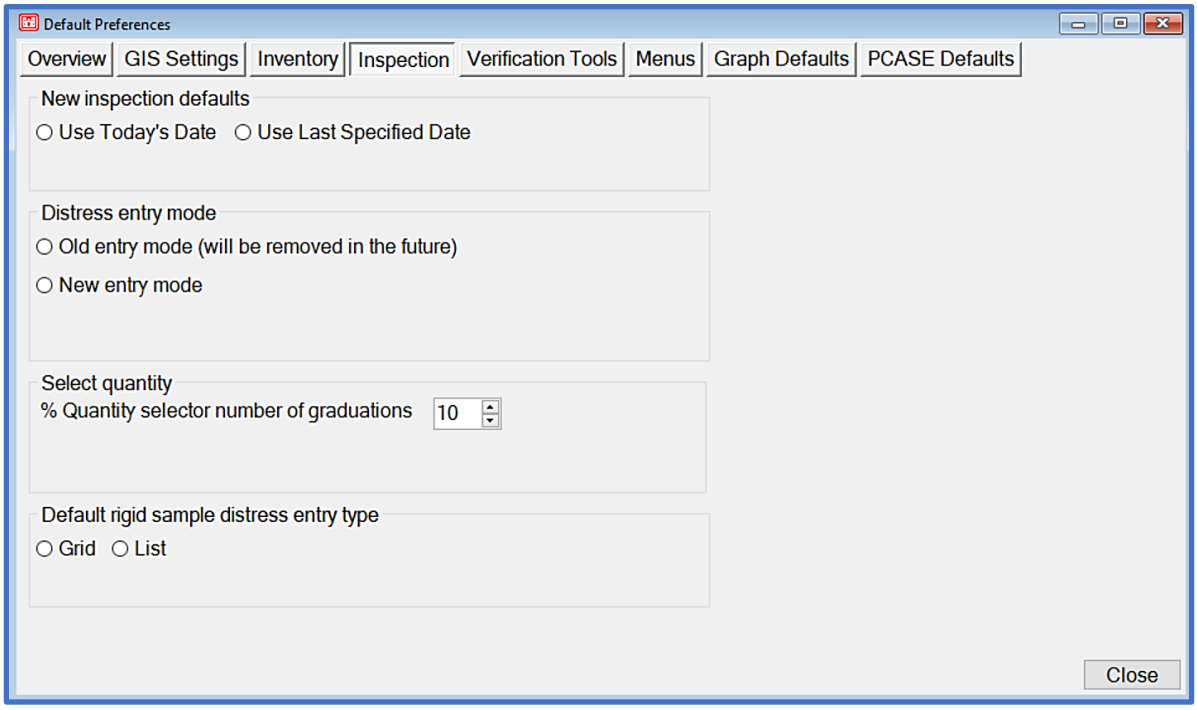
4.6.3 Inventory

The Inventory tab offers options to set default values for PAVER™ inventory Branches and Sections. These default values auto-populate during new Branch and Section creation.



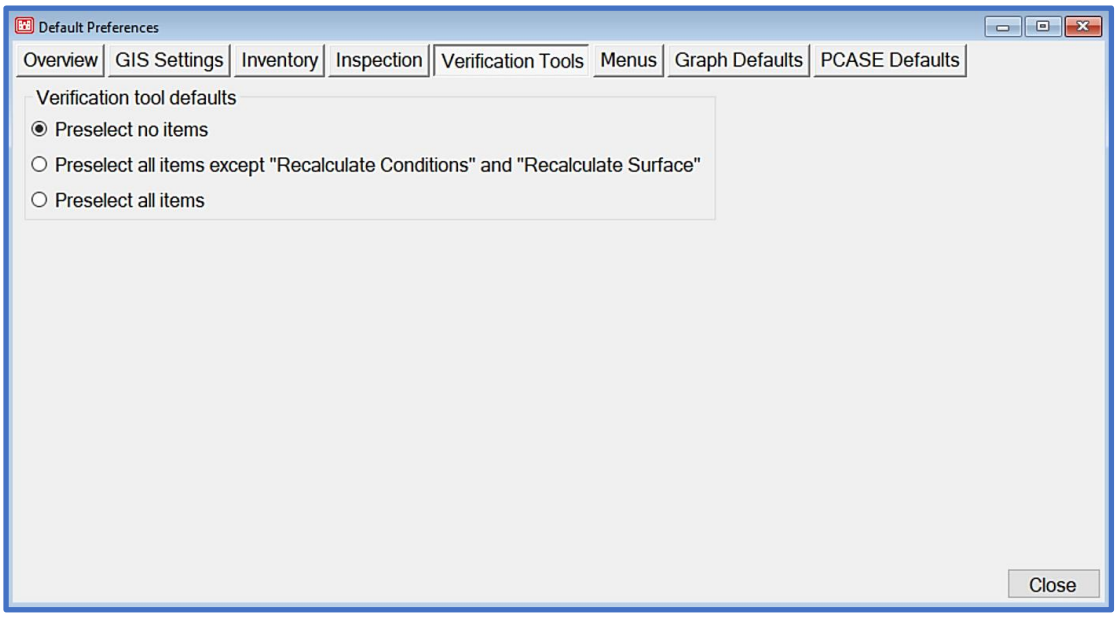
4.6.4 Inspection

The Inspection form options allow you to select how you would like PAVER™ Inspection form data to display for dates, distress entry, and quantity selection. This tab is only relevant if you have PAVER™ installed alongside PCASE 7.



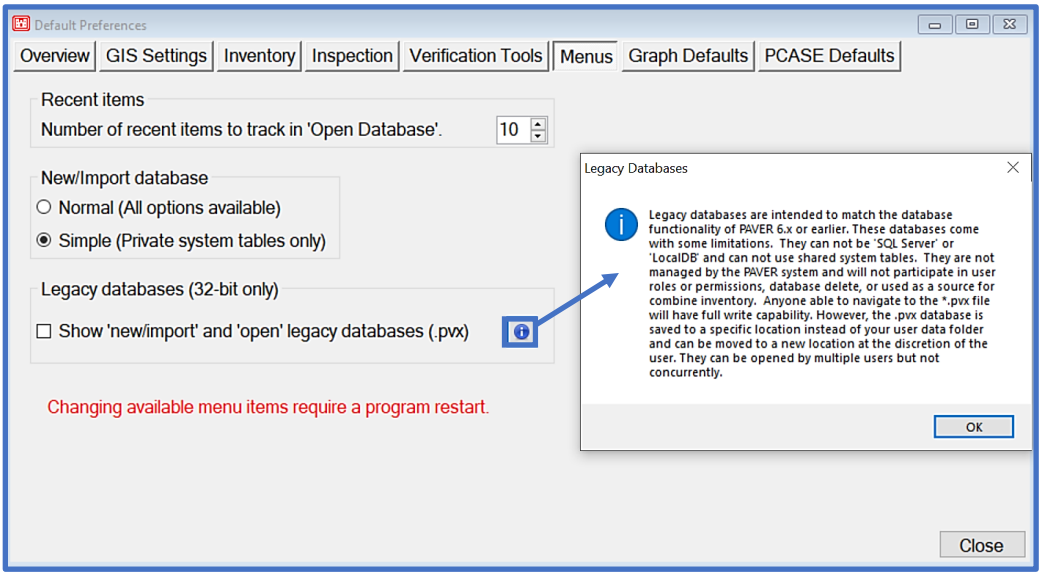
4.6.5 Verification Tools

The Verification Tools defaults pertain to PAVER™ Database Verification tools. These options are only relevant if you also have PAVER™ installed. When the Database Verification form opens some items are selected by default, you can use the Verification Tools tab to modify the default behavior for selection of items.



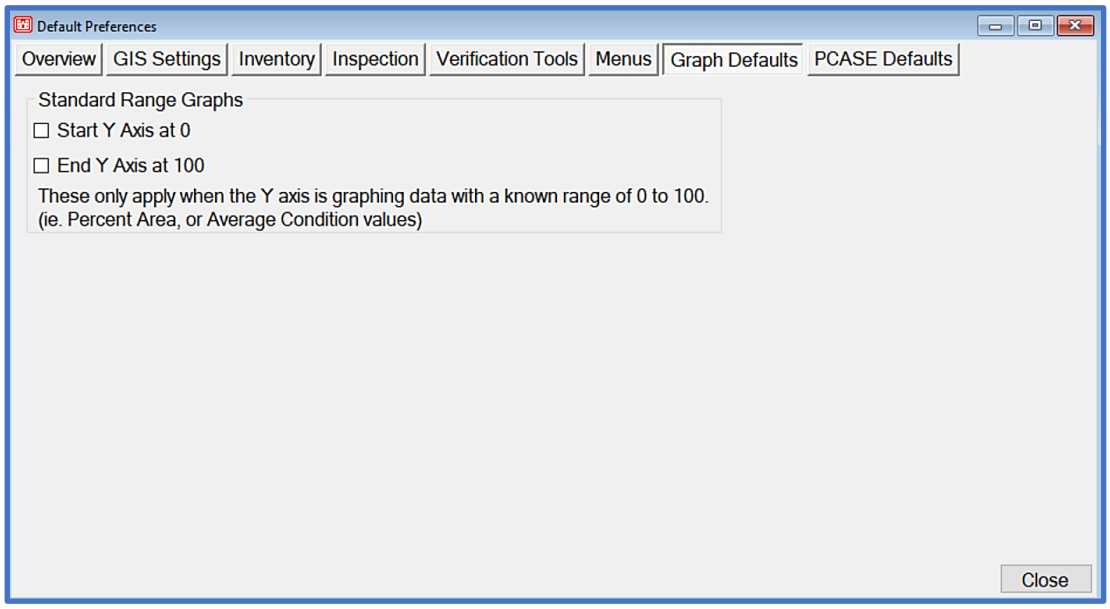
4.6.6 Menus

The Menus tab contains the two default database mode options; Normal or Simple modes. Simple mode is recommended for PCASE 7 users. Both of these options mainly impact how the database creation form is presented. The File menu options are also slightly different between the Normal and Simple modes. *Note: Changes made within this tab require a restart of PCASE 7 before they take effect.*



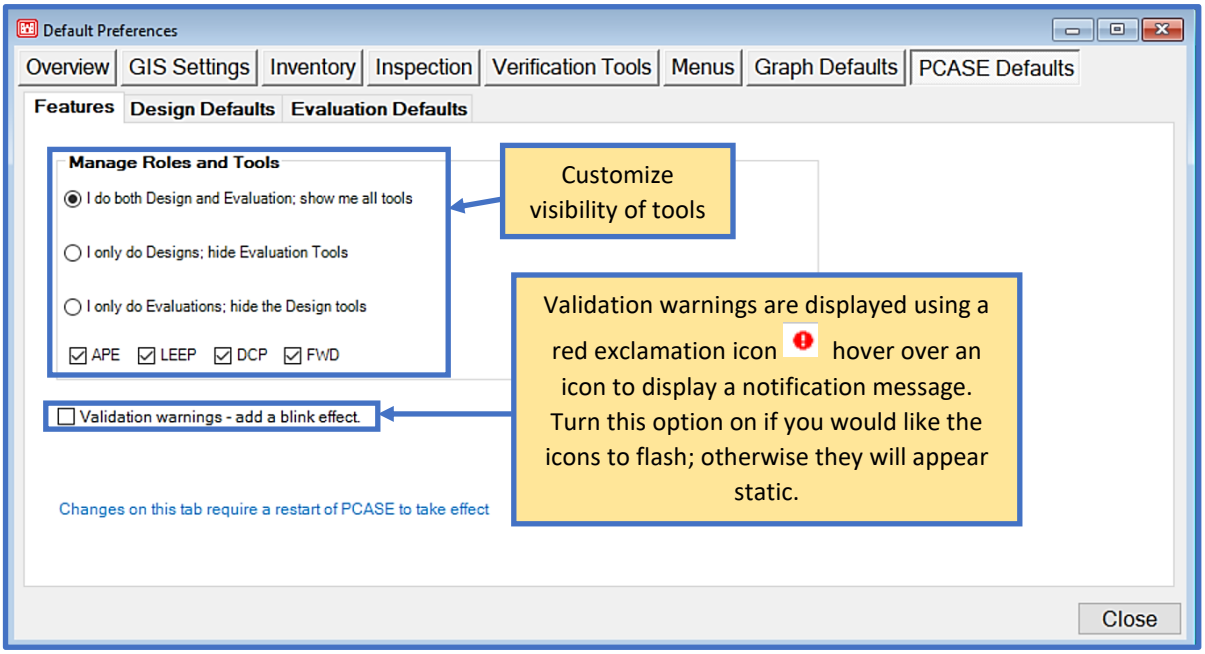
4.6.7 Graph Defaults

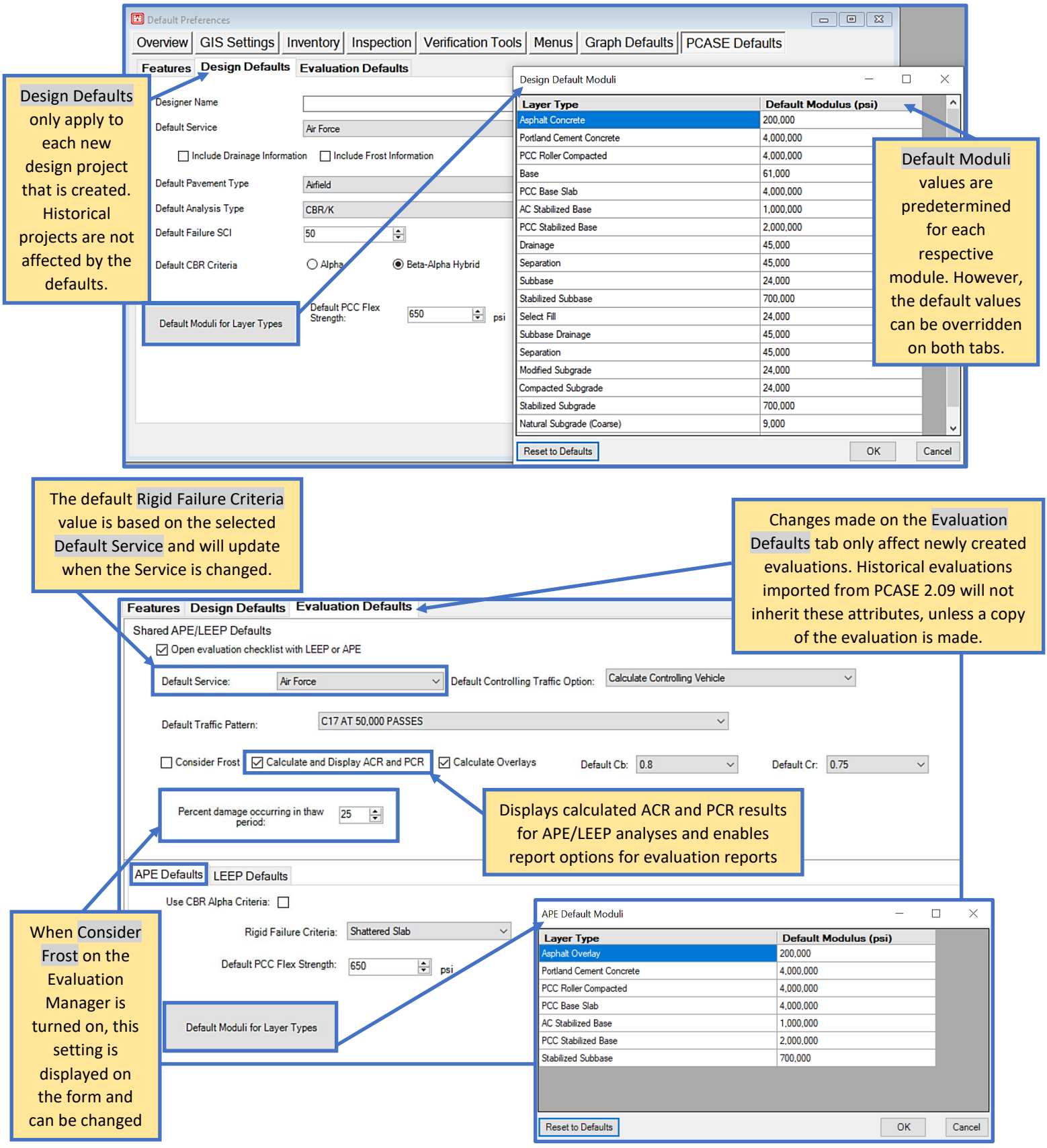
The Graph Defaults tab allows you to modify the Y-axis range for applicable graphs.

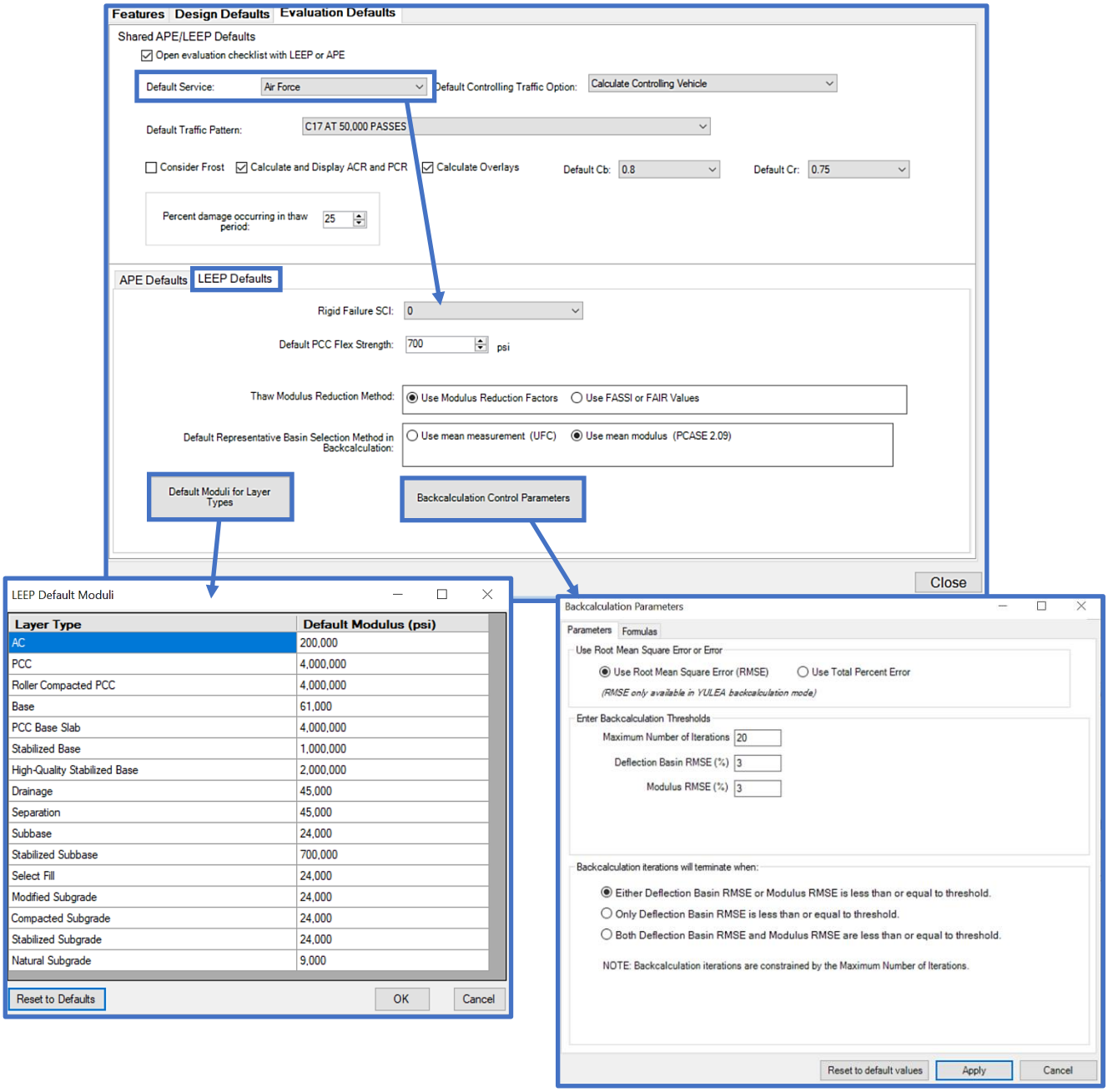


4.6.8 PCASE Defaults

The PCASE Defaults tab consists of three additional sub-tabs. The Features tab allows you to control visibility of Design and/or Evaluation tools, and the Design Defaults and Evaluation Defaults tabs contain module-specific default options. *Note: Changes made within this tab, require a restart of PCASE 7 to take effect.*

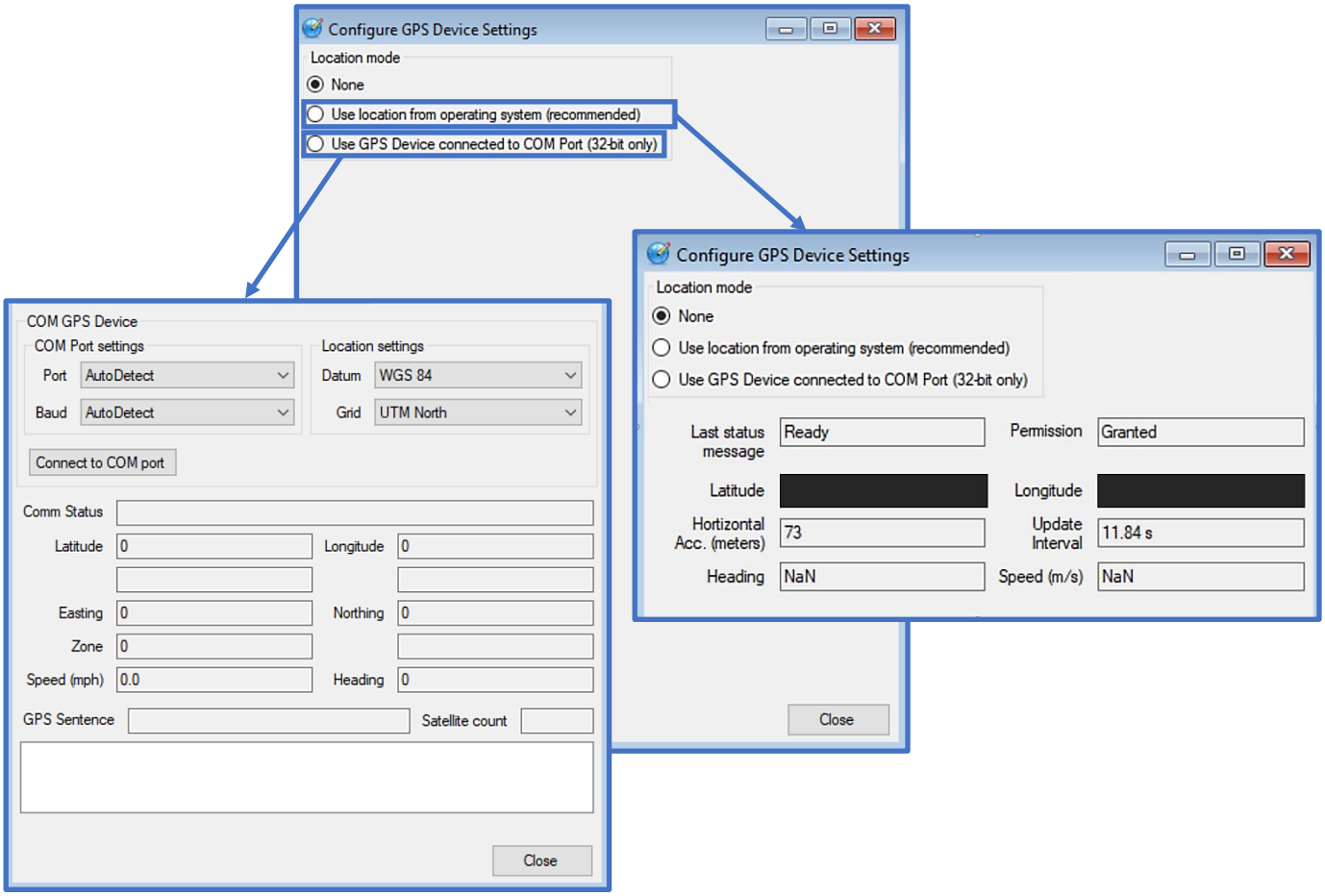



Default Preferences
Overview
GIS Settings
Inventory
Inspection
Verification Tools
Menus
Graph Defaults
PCASE Defaults
Features
Design Defaults
Evaluation Defaults
Designer Name
Default Service
Air Force
Include Drainage Information
Include Frost Information
Default Pavement Type
Airfield
Default Analysis Type
CBR/K
Default Failure SCI
50
Default CBR Criteria
Alpha
Beta-Alpha Hybrid
Default Moduli for Layer Types
Default PCC Flex Strength:
650
psi
Design Default Moduli
Layer Type
Default Modulus (psi)
Asphalt Concrete 200,000
Portland Cement Concrete 4,000,000
PCC Roller Compacted 4,000,000
Base 61,000
PCC Base Slab 4,000,000
AC Stabilized Base 1,000,000
PCC Stabilized Base 2,000,000
Drainage 45,000
Separation 45,000
Subbase 24,000
Stabilized Subbase 700,000
Select Fill 24,000
Subbase Drainage 45,000
Separation 45,000
Modified Subgrade 24,000
Compacted Subgrade 24,000
Stabilized Subgrade 700,000
Natural Subgrade (Coarse) 9,000
Reset to Defaults
OK
Cancel
Design Defaults only apply to each new design project that is created. Historical projects are not affected by the defaults.
Default Moduli values are predetermined for each respective module. However, the default values can be overridden on both tabs.
The default Rigid Failure Criteria value is based on the selected Default Service and will update when the Service is changed.
Changes made on the Evaluation Defaults tab only affect newly created evaluations. Historical evaluations imported from PCASE 2.09 will not inherit these attributes, unless a copy of the evaluation is made.
Features
Design Defaults
Evaluation Defaults
Shared APE/LEEP Defaults
Open evaluation checklist with LEEP or APE
Default Service:
Air Force
Default Controlling Traffic Option:
Calculate Controlling Vehicle
Default Traffic Pattern:
C17 AT 50,000 PASSES
Consider Frost
Calculate and Display ACR and PCR
Calculate Overlays
Default Cb:
0.8
Default Cr:
0.75
Percent damage occurring in thaw period:
25
Displays calculated ACR and PCR results for APE/LEEP analyses and enables report options for evaluation reports
APE Defaults
LEEP Defaults
Use CBR Alpha Criteria:
Rigid Failure Criteria:
Shattered Slab
Default PCC Flex Strength:
650
psi
Default Moduli for Layer Types
When Consider Frost on the Evaluation Manager is turned on, this setting is displayed on the form and can be changed
APE Default Moduli
Layer Type
Default Modulus (psi)
Asphalt Overlay 200,000
Portland Cement Concrete 4,000,000
PCC Roller Compacted 4,000,000
PCC Base Slab 4,000,000
AC Stabilized Base 1,000,000
PCC Stabilized Base 2,000,000
Stabilized Subbase 700,000
Reset to Defaults
OK
Cancel


Features
Design Defaults
Evaluation Defaults
Shared APE/LEEP Defaults
Open evaluation checklist with LEEP or APE
Default Service:
Air Force
Default Controlling Traffic Option:
Calculate Controlling Vehicle
Default Traffic Pattern:
C17 AT 50,000 PASSES
Consider Frost
Calculate and Display ACR and PCR
Calculate Overlays
Default Cb:
0.8
Default Cr:
0.75
Percent damage occurring in thaw period:
25
APE Defaults
LEEP Defaults
Rigid Failure SCI:
0
Default PCC Flex Strength:
700
psi
Thaw Modulus Reduction Method:
Use Modulus Reduction Factors
Use FASSI or FAIR Values
Default Representative Basin Selection Method in Backcalculation:
Use mean measurement (UFC)
Use mean modulus (PCASE 2.09)
Default Moduli for Layer Types
Backcalculation Control Parameters
Close
LEEP Default Moduli
Layer Type
Default Modulus (psi)
AC 200,000
PCC 4,000,000
Roller Compacted PCC 4,000,000
Base 61,000
PCC Base Slab 4,000,000
Stabilized Base 1,000,000
High-Quality Stabilized Base 2,000,000
Drainage 45,000
Separation 45,000
Subbase 24,000
Stabilized Subbase 700,000
Select Fill 24,000
Modified Subgrade 24,000
Compacted Subgrade 24,000
Stabilized Subgrade 24,000
Natural Subgrade 9,000
Reset to Defaults
OK
Cancel
Backcalculation Parameters
Parameters
Formulas
Use Root Mean Square Error or Error
Use Root Mean Square Error (RMSE)
Use Total Percent Error
(RMSE only available in YULEA backcalculation mode)
Enter Backcalculation Thresholds
Maximum Number of Iterations
20
Deflection Basin RMSE (%)
3
Modulus RMSE (%)
3
Backcalculation iterations will terminate when:
Either Deflection Basin RMSE or Modulus RMSE is less than or equal to threshold.
Only Deflection Basin RMSE is less than or equal to threshold.
Both Deflection Basin RMSE and Modulus RMSE are less than or equal to threshold.
NOTE: Backcalculation iterations are constrained by the Maximum Number of Iterations.
Reset to default values
Apply
Cancel

4.7 GPS Device

The GPS Device settings allow you to turn GPS on and off and configure how your GPS location is derived. The None radio button option is the default Location mode setting, meaning GPS is turned off by default. Selecting one of the other options will reveal your GPS status, according the selected mode.

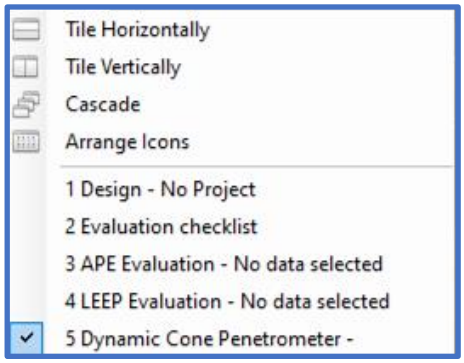


- Use location from operating system (recommended): In this mode, the Operating System attempts to coordinate between location providers to give the most accurate position. If the correct drivers are installed for your GPS device, this is the best mode to use. No configuration is required. This option works in both 32-bit and 64-bit modes. Windows will ask for permission to use your location information, if it doesn't already have permission. Permission must be granted in order for your location to be reported. When this option is enabled a horizontal accuracy (Horizontal Acc. (meters)) reading populates, if the number in this field is ≥ 75 meters then your GPS device probably isn't reporting location yet. After the GPS device locks on to satellites and starts reporting location, the accuracy radius will decrease; giving you a more accurate lock on your position. OS-level configuration of this setting can be found by searching for "Location privacy settings" in the control panel.

- Use GPS Device connected to COM port: This mode should only be used if your GPS device does not communicate with the OS. *Note: This option can only be used in 32-bit mode. Additionally, you may have to enter the Port and Baud rate manually in the Com Port settings.*

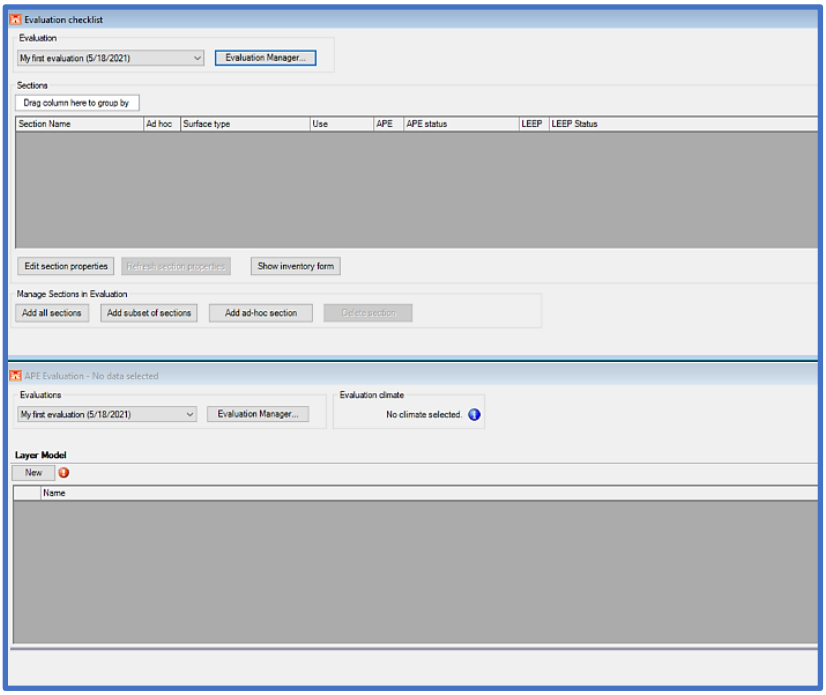
5 Window

The options within the Window menu allow you to adjust the manner in which each form is positioned in conjunction with other open forms. After you've selected one of these options, the lower portion of the menu will display an enumerated list of the forms that are currently open.



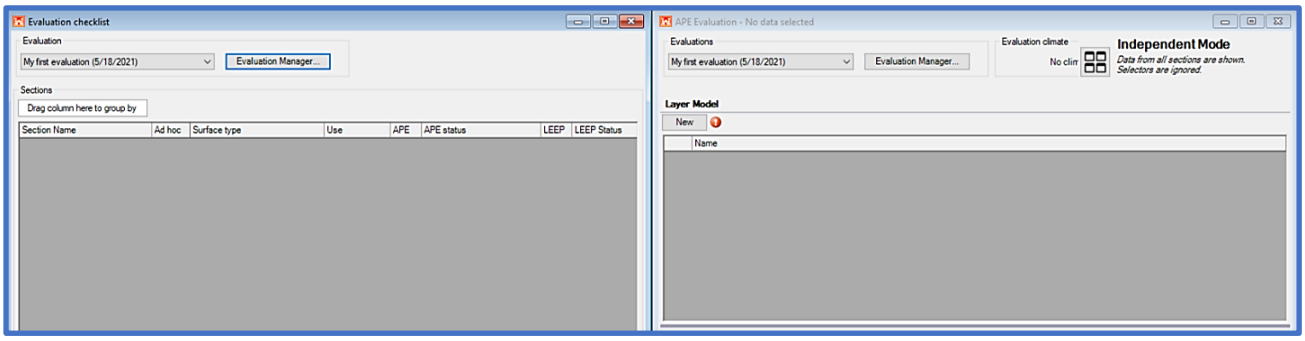
5.1 Tile Horizontally

If you opt to Tile Horizontally, any open form windows will become stacked in a horizontal manner.



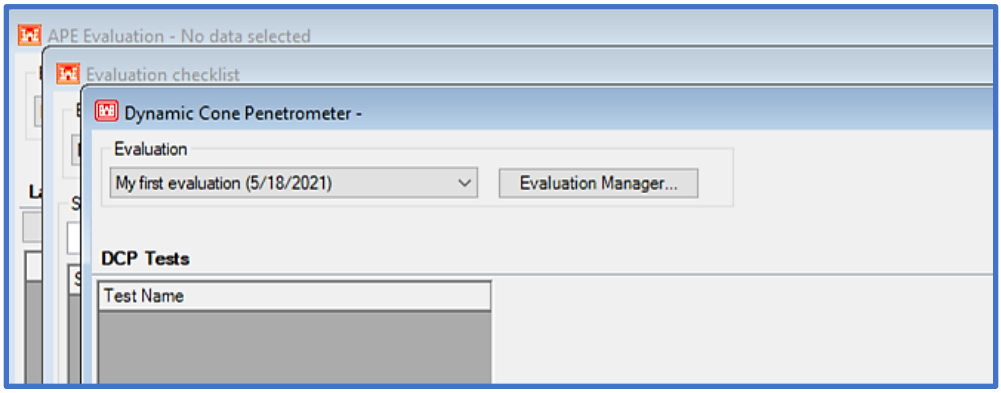
5.2 Tile Vertically

Tile Vertically works in the same manner as the Tile Horizontally option does, except the form windows will be situated next to each other in a vertical direction.



5.3 Cascade

Selecting the Cascade option will make any open forms display slightly staggered over each preceding form.



5.4 Arrange Icons

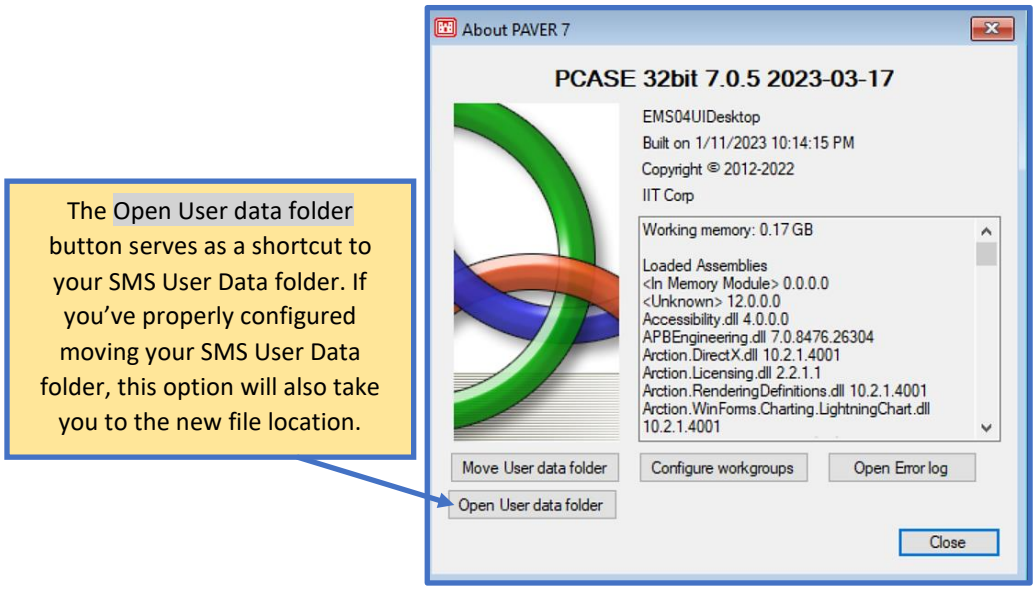
When open forms are minimized, the Arrange Icons option allows you to move around the minimized window icons at the bottom of the main PCASE 7 window.

6 Help

The Help menu consists of the following options: Program Version, Getting started with PCASE 7, and PCASE 7 User Guide. Program Version contains information about the PCASE 7 version currently installed, you can also access your user data folder or error log from this window. Getting started with PCASE 7 opens the pdf viewer that holds the library of help files for learning how to use the various modules within the program.

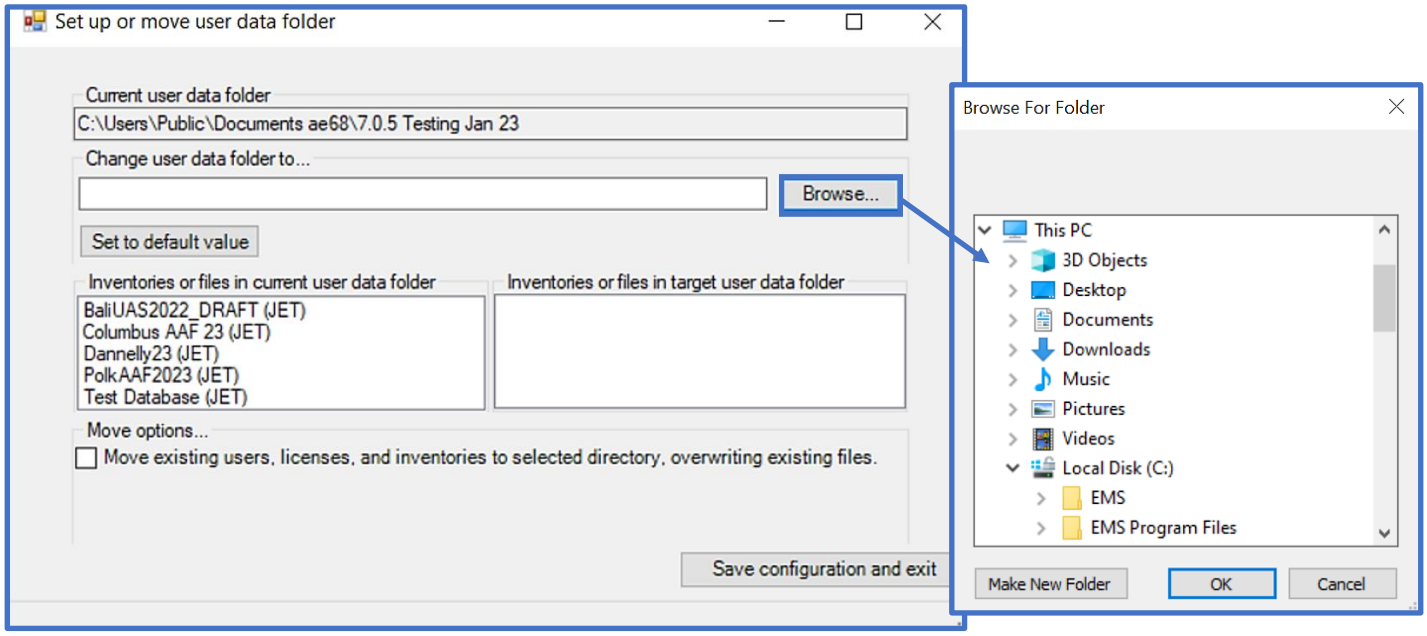
6.1 Program Version

The Program Version window contains information about the program build date and development information. You can also manage your user data folder and access your error log from this window.



6.1.1 Move User Data Folder

When PCASE 7 is installed on a computer for the first time, the SMS User Data folder is installed at the following default location: C:\Users\Public\Public Documents\SMS User Data. If you wish to move your SMS User Data folder to a different location, click on the Move User data folder button to begin the configuration process outside of PCASE 7. A confirmation message will pop-up, prompting you to continue. Once the Set up or move user data folder window has opened, you can Browse to the location you would like to move your SMS User Data folder to. You can also choose to create a new folder by clicking on the Make New Folder button. After you've chosen a new destination, click on the Save configuration and exit button. Further details can be found in 1.2.6 Installing the Software.



6.1.2 Open Error Log

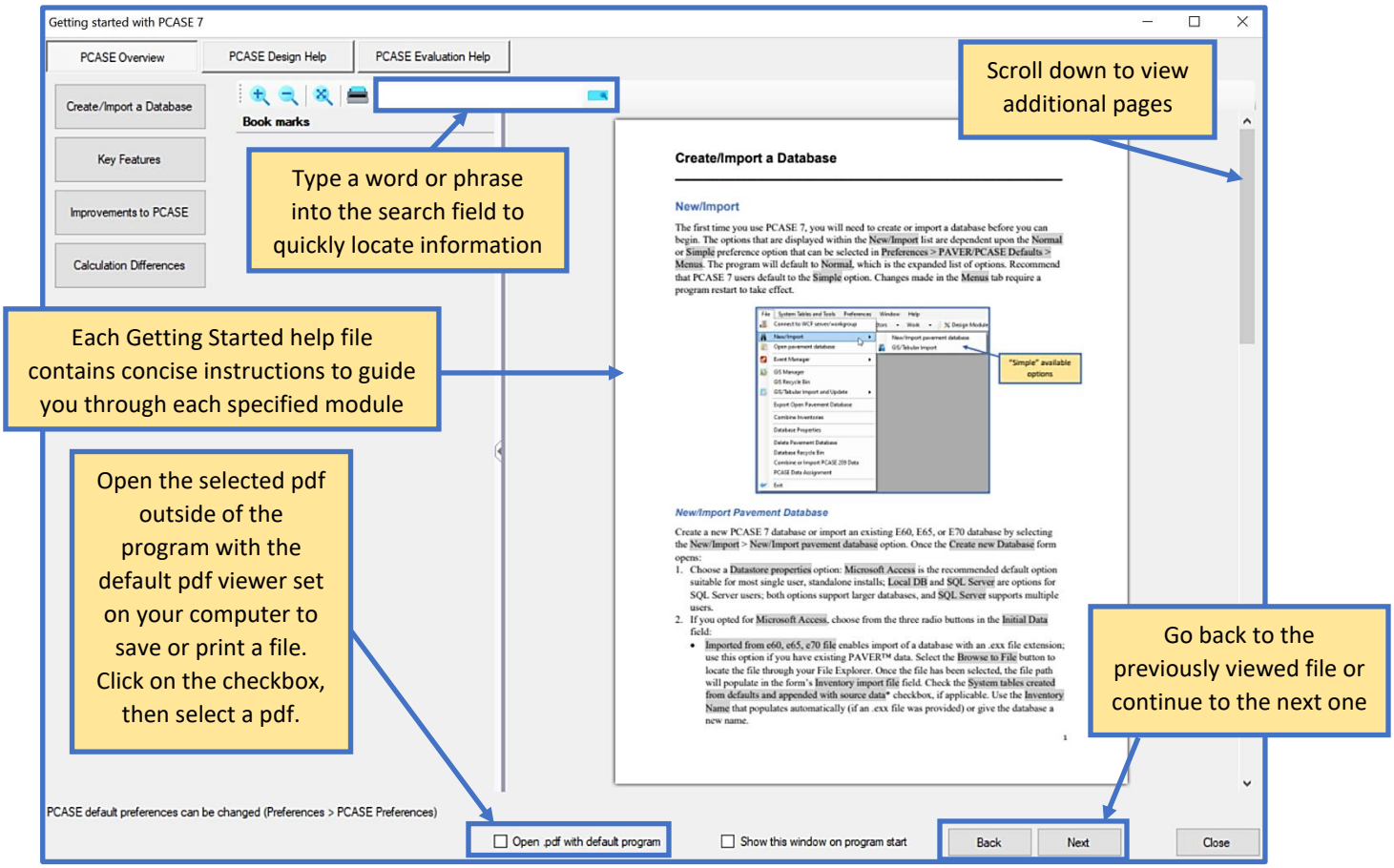
If an error message is displayed while using the program, the notification message will suggest that you open your Error Log and/or share it with the development team. Selecting the Open Error log button will open a Windows Notepad window which contains detailed information about any program errors that occurred. To view the most recent error(s), scroll to the bottom of the window. Sharing this information with the PCASE development team can help pinpoint and resolve any found issues.

```
----------
----------
Timestamp: 5/20/2021 12:43:10 PM
Message: Exception caught: ###  BUILD DATE 4/27/2021 5:33:17 PM   DLL VERSION 7.0.7810.22609 32-bit ###
Leep layerset
Exception.message: Object reference not set to an instance of an object.
 @pc07UIevaluationITL.LEEPLayersGrid.OnCellValueChanged(Object sender, DataGridViewCellEventArgs e) in \pc07UIevaluationITL\BindingHelpersLEEPGrids.c
 @ SMS04AddIn.UI.DataGridViewHelper`2.mDataGridView_CellValueChanged(Object sender, DataGridViewCellEventArgs e) in \SMS04AddInUI\BindingBase.vb:line

Category: Error

----------
----------
Timestamp: 5/20/2021 12:59:46 PM
Message: ###  BUILD DATE 4/27/2021 5:33:17 PM   DLL VERSION 7.0.7810.22609 32-bit ###
C:\Program Files\EMS\PCASE\resources
Category: Error

----------
```

6.2 Getting Started with PCASE 7

The Getting Started with PCASE 7 pdf viewer contains a library of help files for quick reference to help you get started using the program; more detailed information and examples for each module can be found in the PCASE 7 User Guide.

The PCASE Overview tab includes files intended to help you become acclimated with the program. The Create/Import a Database file is positioned first because creating or importing a database is a fundamental first step before using PCASE 7. The Key Features document describes the various components used throughout the program. Improvements to PCASE highlights advancements made between PCASE versions (2.09-7) and Calculation Differences outlines known calculation differences between versions. The PCASE Design Help tab includes files to get you started using the Design Module and the Design Traffic form; which is accessible from the Design Module. The PCASE Evaluation Help tab includes files for each of the evaluation modules. Define Inventory provides instructions for creating an inventory to be used in the evaluation modules. The Evaluation Checklist can be used to manage section properties and also works as a selector in conjunction with the APE, LEEP, FWD, or DCP forms when they are set to Selector Mode. Traffic for Evaluations explains how to use the Traffic form that is accessible through APE and LEEP. The remaining help files provide module-specific guidance for APE, LEEP, DCP, and FWD Data.



6.3 PCASE 7 User Guide

Select PCASE 7 User Guide to open the user guide document directly from the program.

7 Inventory

The Inventory tools give you the ability to create and manage inventory data including pavement inventory, GIS data, and Asset management.

7.1 Define Inventory

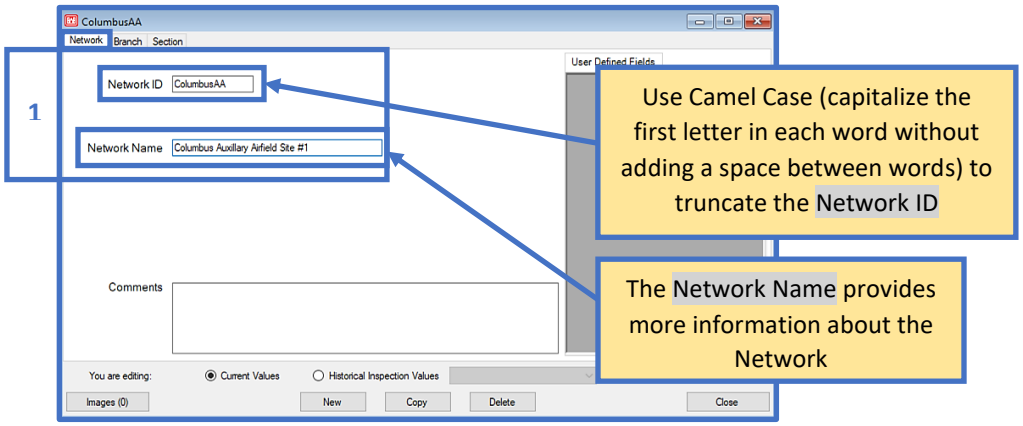
The Define Inventory form provides tools to view, edit, and define pavement inventory. Prior to beginning an evaluation, it is essential to divide the pavement system into manageable Sections. Sections are based on common characteristics including pavement type, thickness, use, traffic type, soil layers, pavement condition, and construction history. A pavement inventory is essentially comprised of all pavement types, grouped by their function. If the currently open database contains a defined inventory, you can view or edit inventory details within the Define Inventory form. The same form can be used to create an inventory from scratch, by first defining a Network, then Branches and Sections within that Network. *Note: The Define Inventory form defaults to opening to the Section tab first.*

7.1.1 Network

Click on the Network tab if you wish to view or create a pavement inventory Network. If a Network does not already exist, click on the New button at the bottom of the window and the form will populate with fields. Each inventory should contain at least one Network. An inventory may also have additional Networks for closed, housing, or privatized pavements. For multiple Networks within the same database; add characters at the end of truncated names to make the distinction clear.

1. Edit the Network ID and Network Name fields. Use the following recommended naming convention:

- Network ID: Based on site name (truncate to 10 characters).
- Network Name: Site Name (limited to 60 characters).



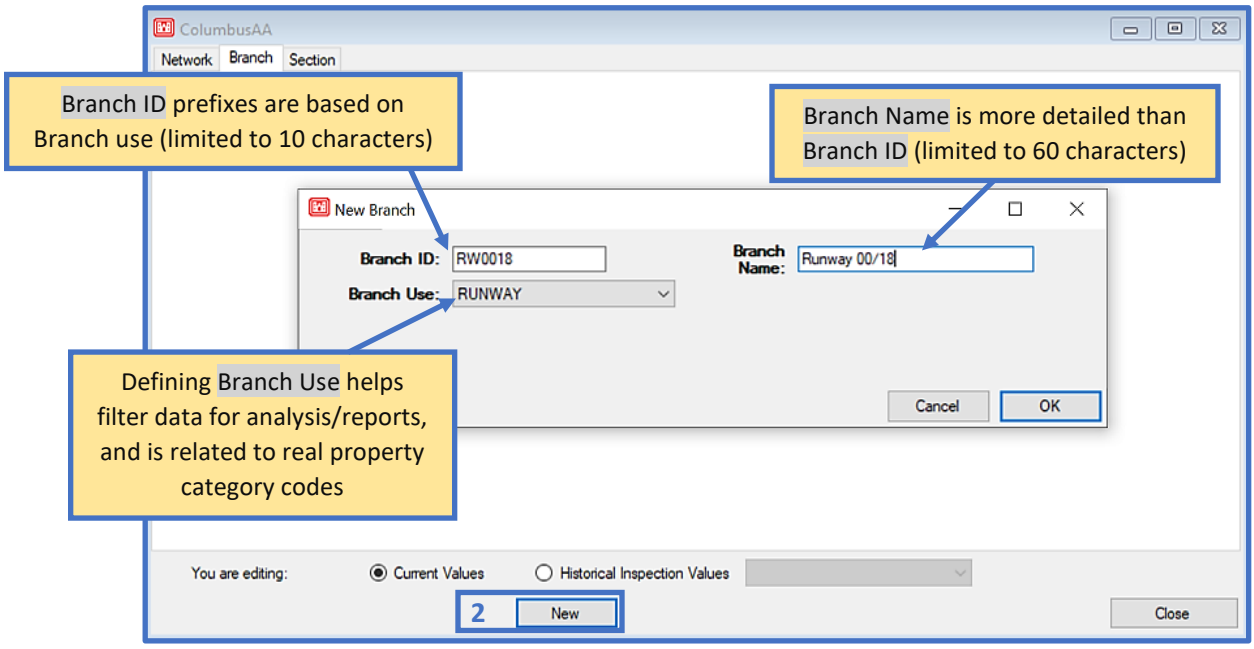
7.1.2 Branch

Branches are defined by pavement use. Examples of individual Branch segmentations are a runway, a named taxiway, a shoulder, a named road, or a contiguous parking area. See the tables below for further guidance on Branch identification.

Airfield Branch Identification	
Branch	**Branch ID Example**
RW = Runway	RW1028
TW = Taxiway	TWA
PA = Parking Apron	PAMain
AP = Other Apron	APMain
OA = Other Apron (AF)	OANWWARM
OR = Overrun	OR1028
HP = Helipad	HP1VTL
SH = Shoulder	SH1028

Road & Parking Branch Identification	
Branch	**Branch ID Example**
RD = Paved Road UR = Unpaved Road PA = Paved Parking Area UP = Unpaved Parking Area DW = Paved Driveway UD = Unpaved Driveway MP = Motor Pool SA = Staging Area or Parade Deck	The standard roadway Branch ID is the name of the road

2. To designate a Branch for a newly created Network select the Branch tab, then select New to populate fields for Branch ID, Branch Name, and Branch Use. Select OK once you've completed inputting Branch information. *Note: The same character restrictions that are enforced for Network ID and Network Name are also applied to Branch ID and Branch Name.*



7.1.3 Section

Each Branch is comprised of one or many Sections. Airfield Sections are defined by their physical characteristics and can be determined from imagery, UFC standards, pavement design, or construction records. Road and parking Sections must have the same pavement type and are assumed to be structurally similar; Sections are typically defined based on set intervals (eg., a break at an intersection). The tables below provide guidance for identifying airfield or roadway/parking Sections and their surface types.

Airfield Section Identification				
R = Runway **T** = Taxiway **A** = Apron **H** = Helipad **O** = Overrun **S** = Shoulder	+	**Section number:** Pavement grouped by similar pavement type/thickness, base type/thickness/strength, subgrade type/Strength, etc. **Use: 01, 02, 03, …99**	+	**A** = Channelized traffic; full design weight **B** = Nonchannelized traffic; full design weight **C** = Nonchannelized traffic; traffic volume is low or 75% design weight **D** = Nonchannelized traffic; traffic volume is extremely low or 75% design weight, 1% of design passes
Example Section name: R01A				

Note: An airfield Section ID for a given installation is unique for that given installation.

Road & Parking Section Identification

Branch Identification			Section Identification	
RD = Paved Road **UR** = Unpaved Road **PA** = Paved Parking Area **UP** = Unpaved Parking Area	+	Street Name Road Function Parking Lot Function Building Number	+	**Segment Section by:** • Pavement Type • Pavement Rank • Change in Condition **Use:** 01, 02, 03, …99	=

Example Section names:

RDFalcon 01

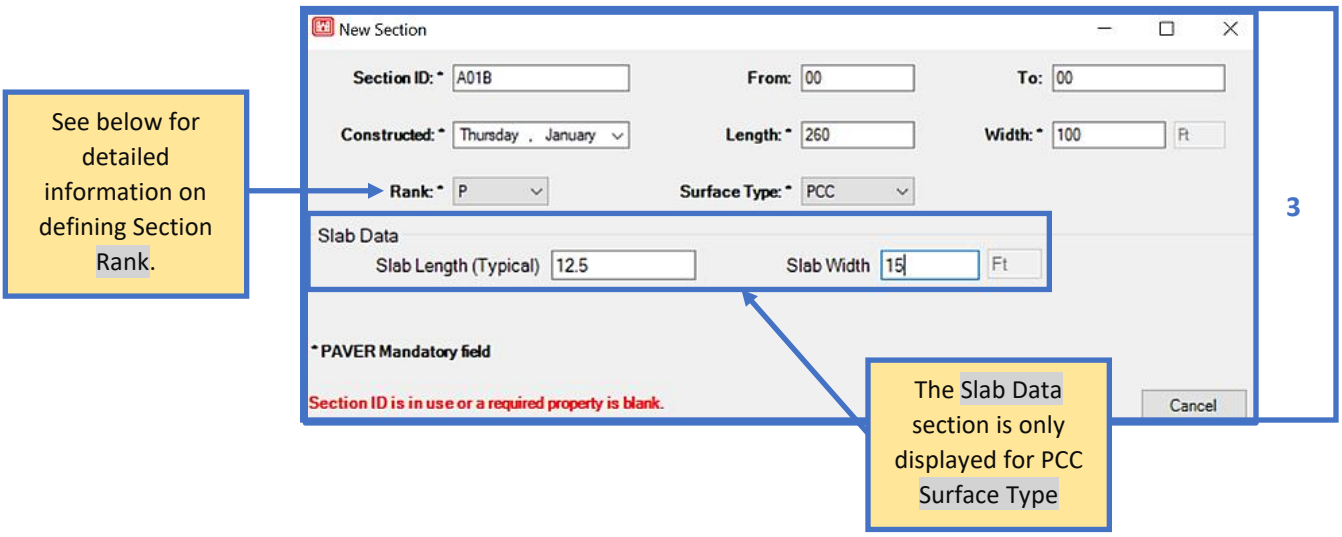
PA0300 01

URPerimeter 03

Pavement Surface Types

Abbreviation	Name	Distress Reference
AAC	Asphalt overlay over concrete	Asphalt
ABR	Asphalt over brick	Asphalt
AC	Asphalt concrete	Asphalt
ACT	Asphalt over cement treated base	Asphalt
APC	Asphalt overlay over Portland cement concrete	Asphalt
APZ	Asphalt over pozzolanic base	Asphalt
BR	Brick	Asphalt
COB	Cobblestone	Asphalt
GR	Gravel	Unsurfaced
MAT	Matting	Unsurfaced
PCC	Portland cement concrete	Concrete
PVB	Paving blocks	Asphalt
SS	Stabilized surface	Unsurfaced
ST	Surface treatment	Asphalt
X	Other	Asphalt

3. Select the Section tab, then the New button to begin adding Section data.



Airfield Section Rank		
Rank	**Code**	**Description**
Primary	P	Primary pavements are mission-essential pavements such as runways, parallel taxiways, main parking aprons, arm-disarm pads, alert aircraft pavements, and overruns (when used as a taxiway or for takeoff). In general, only pavements that have aircraft use on a daily basis or frequently used transient taxiways and parking areas are considered primary
Secondary	S	Secondary pavements are mission-essential but occasional-use airfield pavements, including ladder taxiways, infrequently used transient taxiway and parking areas, overflow parking areas, and overruns (when there is an aircraft arresting system present). In general, any pavements that do not have daily use by aircraft are secondary
Tertiary	T	Tertiary pavements include pavements used by towed or light aircraft, such as maintenance hangar access aprons, aero club parking, wash racks, and overruns (when not used as a taxiway or to test aircraft arresting gear). Paved shoulders are classified as tertiary. In general, any pavement that does not support aircraft taxiing under their own power or is used only intermittently is considered a tertiary pavement.
Unused	U	Unused pavements include any pavements that are abandoned (not maintained) or scheduled for demolition.

Road and Parking Section Rank		
Rank	**Code**	**Description**
Primary	P	Primary pavements include installation roads and streets that serve as the main distributing arteries (arterials) for traffic originating outside or within an installation. These pavements have high traffic volumes and speeds of 35 to 55 mph but may include collector or local streets that service mission critical facilities. Classification of vehicle parking areas as primary pavements should be restricted to those areas associated with access to mission-essential facilities, such as alert facilities, munitions facilities, and medical facilities.
Secondary	S	Secondary pavements include collector streets that gather and disperse traffic between arterials and local streets. They will have lower traffic volumes than primary pavements and speeds of 25 to 40 mph. Most parking areas that support daily traffic on a base are considered secondary pavements, unless a specific mission dictates otherwise.
Tertiary	T	Tertiary pavements include local streets that provide access from collector roads to individual facilities. Unsurfaced roads are also typically classified as tertiary. Any parking area that is not used on a daily basis or is excess to the standard facilities requirements is considered a tertiary pavement.
Unused	U	Unused pavements include any pavements that are abandoned (not maintained) or scheduled for demolition.

4. The Section tab contains additional fields for calculating area. The Calculated Area is a product of the Section's user-entered Length and Width and cannot be edited. Decreases in Section area (resulting from items like cutouts) should be entered as negative values. Calculated Area and Area Adjustment are totaled to obtain the True Area displayed (the value used in PCASE 7 calculations and reports). The True Area field can be edited directly if the true area of a Section is known, then PCASE 7 will calculate the Area Adjustment automatically. Area adjustments can also be made at the Branch-level.

   The formula for calculating Total Slabs is based on the sections True Area and the average Slab Length and Slab Width. See below.

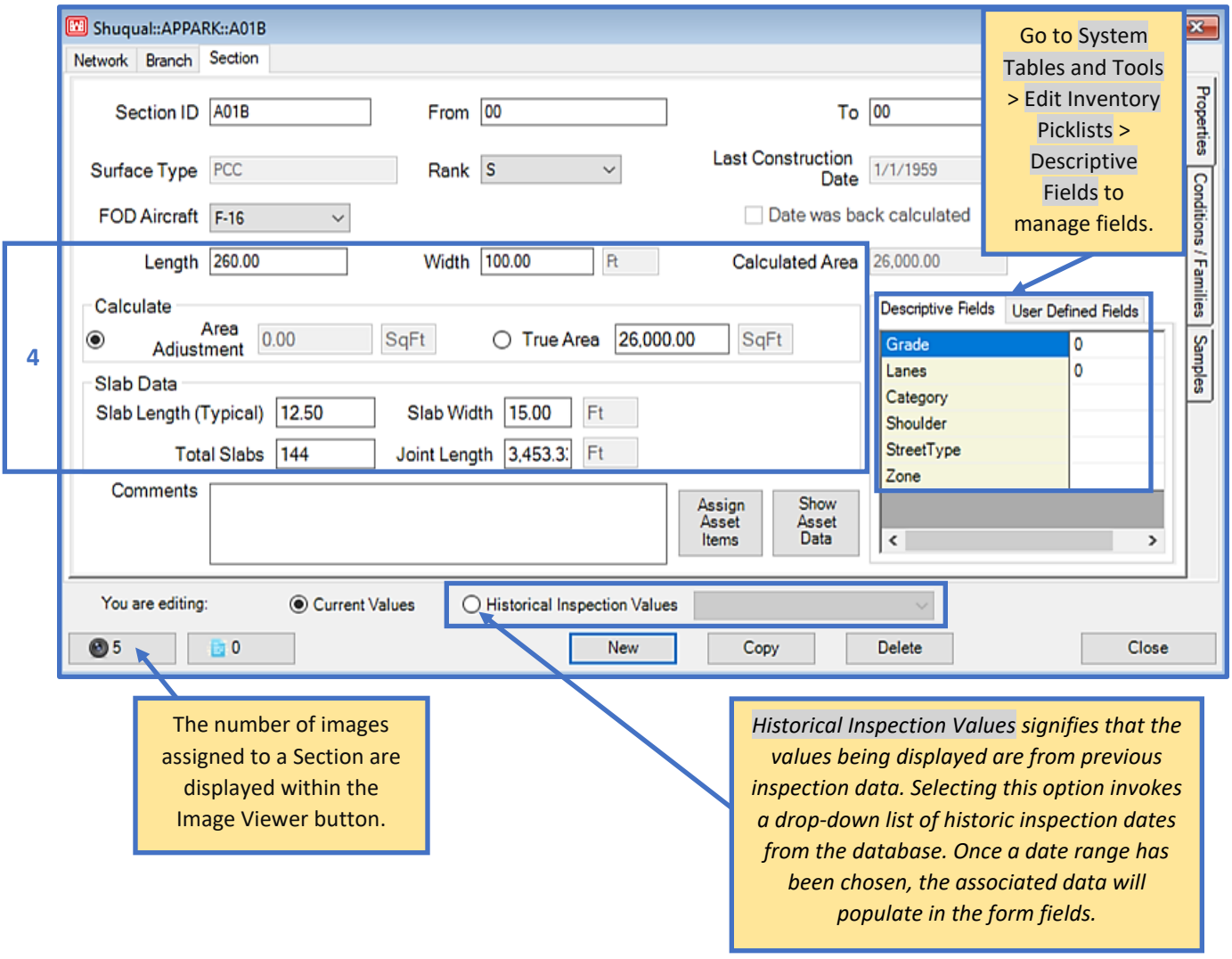
$$Total\ Slabs = \frac{True\ Area}{Slab\ Length \times Slab\ Width}$$

$$Total\ Slabs = \frac{11{,}200}{20 \times 14} = 40\ Slabs$$

The formula for calculating Joint Length is based on the average Slab Length and Slab Width, along with the dimensions of the Section. The formula used for Joint Length is shown below.

$$Joint\ Length = \left[\left(\frac{Section\ Length}{Slab\ Length}\right) - 1\right] \times Section\ Width + \left[\left(\frac{Section\ Width}{Slab\ Width}\right) - 1\right] \times Section\ Length$$

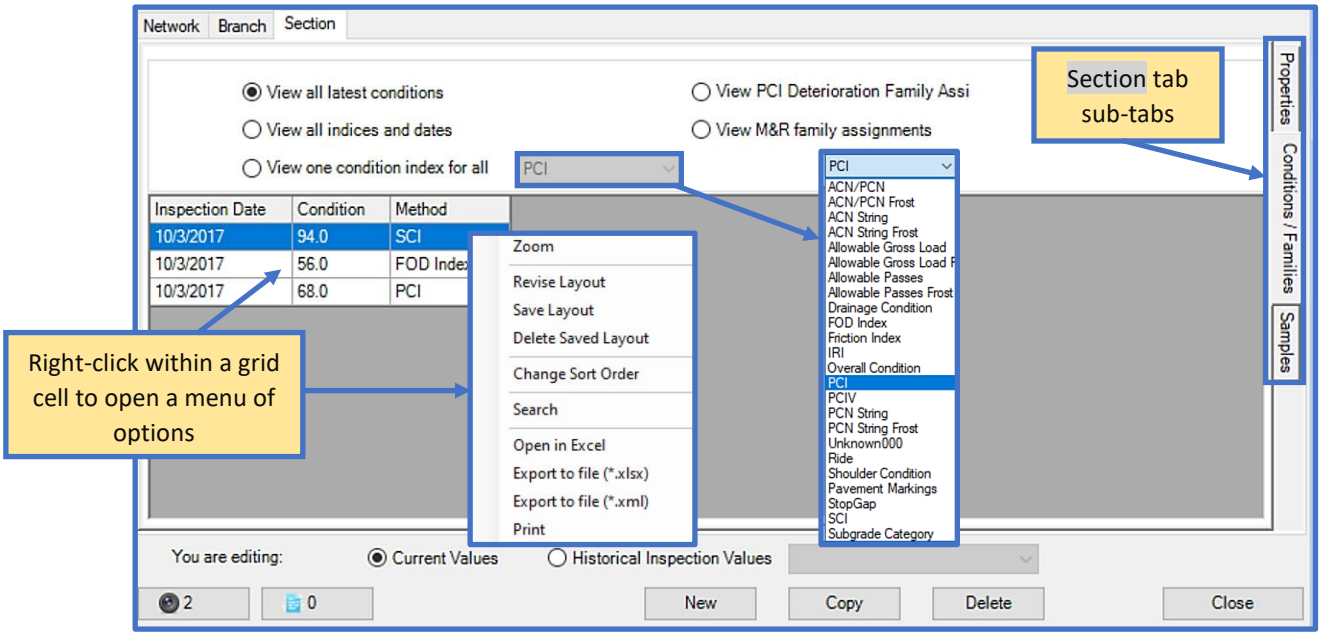
Note: Calculated values for Joint Length and/ or Total Slabs can be overridden.



7.1.4 Condition/Families

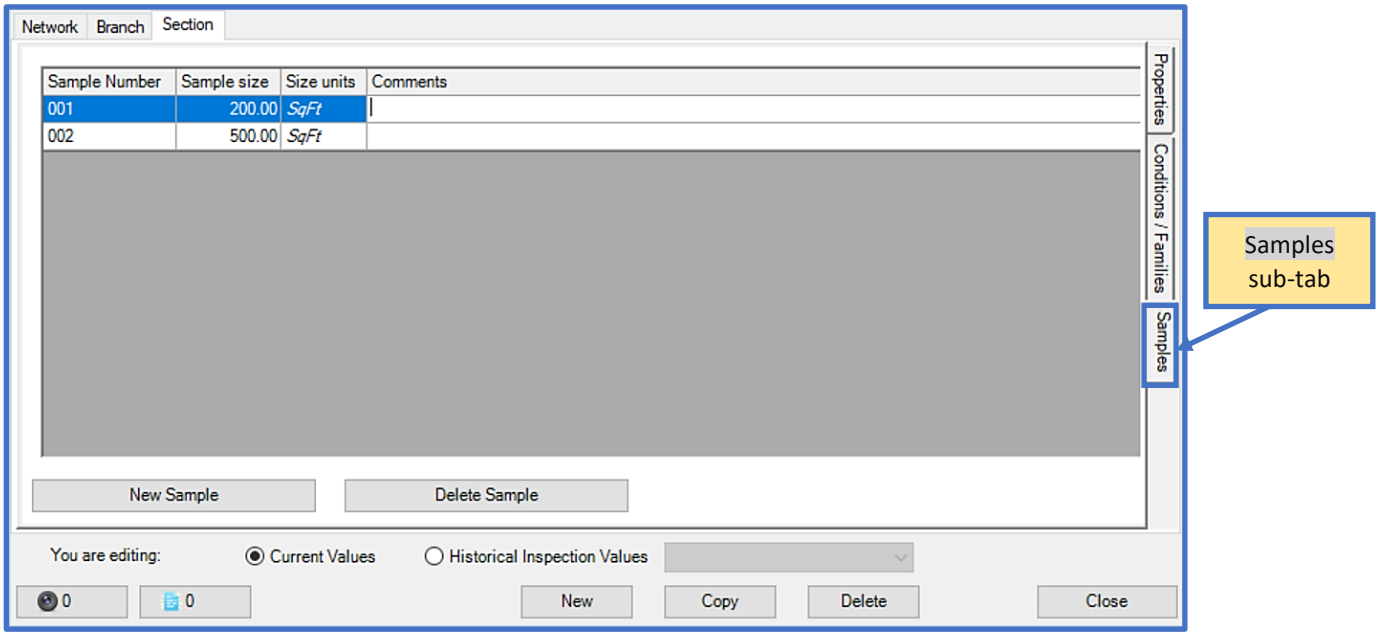
The Conditions/Families Section sub-tab offers a convenient way to view conditions associated with all construction and inspection dates and family assignment data.

- View all latest conditions: Displays a table with the last computed/inputted condition indices associated with the selected Section.
- View all indices and dates: A complete listing of every condition index for every date occurrence listed within the Section history.
- View one condition index for all dates: Shows all dates for each selected index. After selecting this option, the drop-list of condition indices will activate.
- View PCI Deterioration Family Assignments: Displays Family assignment data for the selected Section. You can also change the Family assignment with this option.
- View M & R family assignments: A table displays M &R Family types and Family names for the selected Section.



7.1.5 Samples

Samples can be added or deleted at the Section-level using the Samples sub-tab. Selecting New Sample creates a new row where you can edit the default Sample Number, Sample Size, and Comments fields. To delete a Sample, highlight the Sample row, then click on Delete Sample.



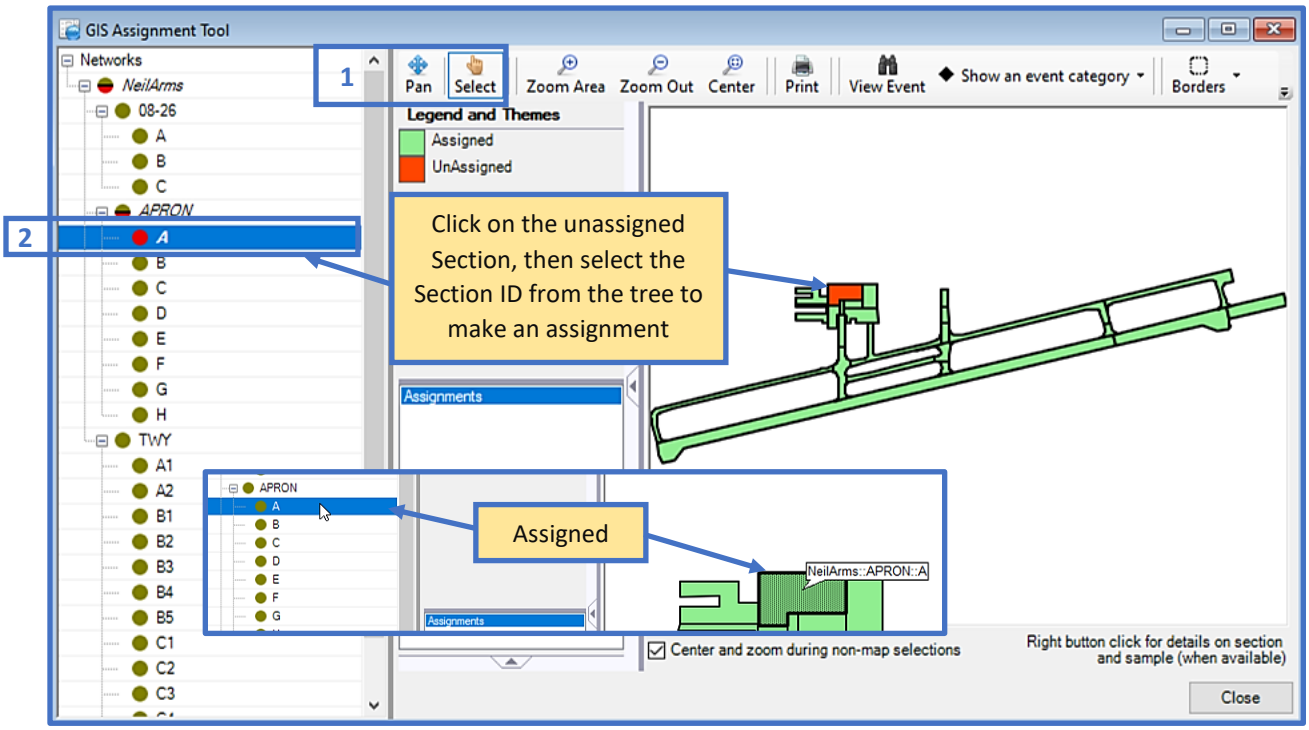
7.2 GIS Assignment

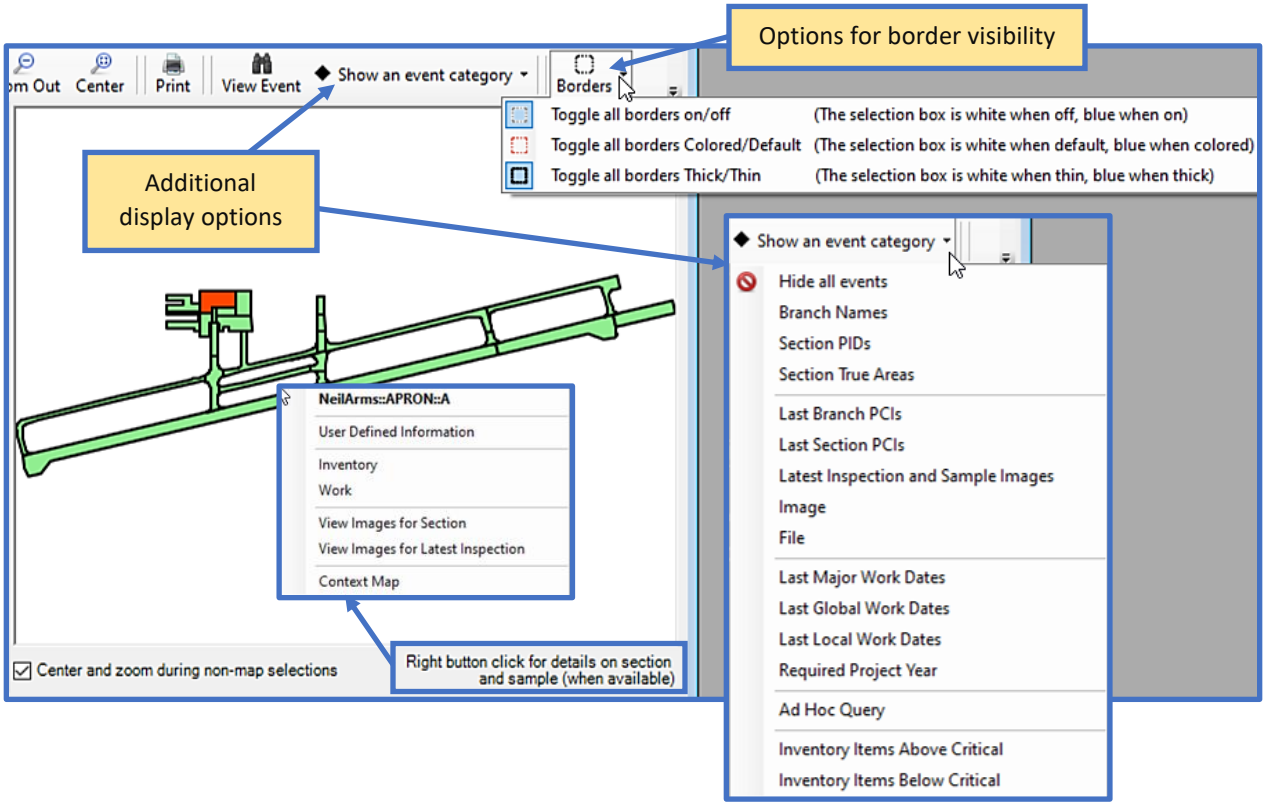
The GIS Assignment tool links Sections to GIS data, and allows you to create, remove, or modify the link between pavement inventory Sections and map features.

If GIS data has already been linked to Sections within the database; a tree selector list of the inventory and corresponding GIS map will populate. *Note: The GIS Assignment tool option will be disabled if the current database does not contain GIS data.*

1. The GIS Assignment Tool form opens in Select mode by default. If you wish to only view GIS data and not make Section assignment changes, switch to Pan mode.
2. Unassigned inventory Sections and GIS data will be colored red in the tree, and within the GIS map. To make an assignment, select an unassigned shape from the GIS map then select the Section ID in the tree. When the assignment has been completed, the Section ID and the map shape will be colored green.

To unassign a Section within the GIS map, double-click on the Section in the GIS map.

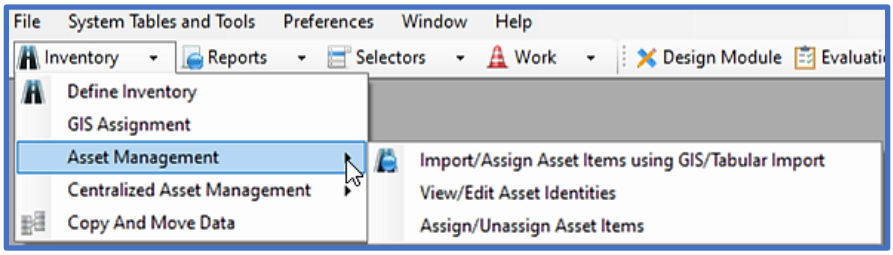

GIS Assignment Tool
Networks
NeilArms
08-26
A
B
C
APRON
A
B
C
D
E
F
G
H
TWY
A1
A2
B1
B2
B3
B4
B5
C1
C2
C3
1
2
Pan
Select
Zoom Area
Zoom Out
Center
Print
View Event
Show an event category
Borders
Legend and Themes
Assigned
UnAssigned
Click on the unassigned Section, then select the Section ID from the tree to make an assignment
Assignments
Assigned
NeilArms::APRON::A
Center and zoom during non-map selections
Right button click for details on section and sample (when available)
Close


Options for border visibility
Borders
Toggle all borders on/off (The selection box is white when off, blue when on)
Toggle all borders Colored/Default (The selection box is white when default, blue when colored)
Toggle all borders Thick/Thin (The selection box is white when thin, blue when thick)
Additional display options
Show an event category
Hide all events
Branch Names
Section PIDs
Section True Areas
Last Branch PCIs
Last Section PCIs
Latest Inspection and Sample Images
Image
File
Last Major Work Dates
Last Global Work Dates
Last Local Work Dates
Required Project Year
Ad Hoc Query
Inventory Items Above Critical
Inventory Items Below Critical
NeilArms::APRON::A
User Defined Information
Inventory
Work
View Images for Section
View Images for Latest Inspection
Context Map
Center and zoom during non-map selections
Right button click for details on section and sample (when available)

7.3 Asset Management

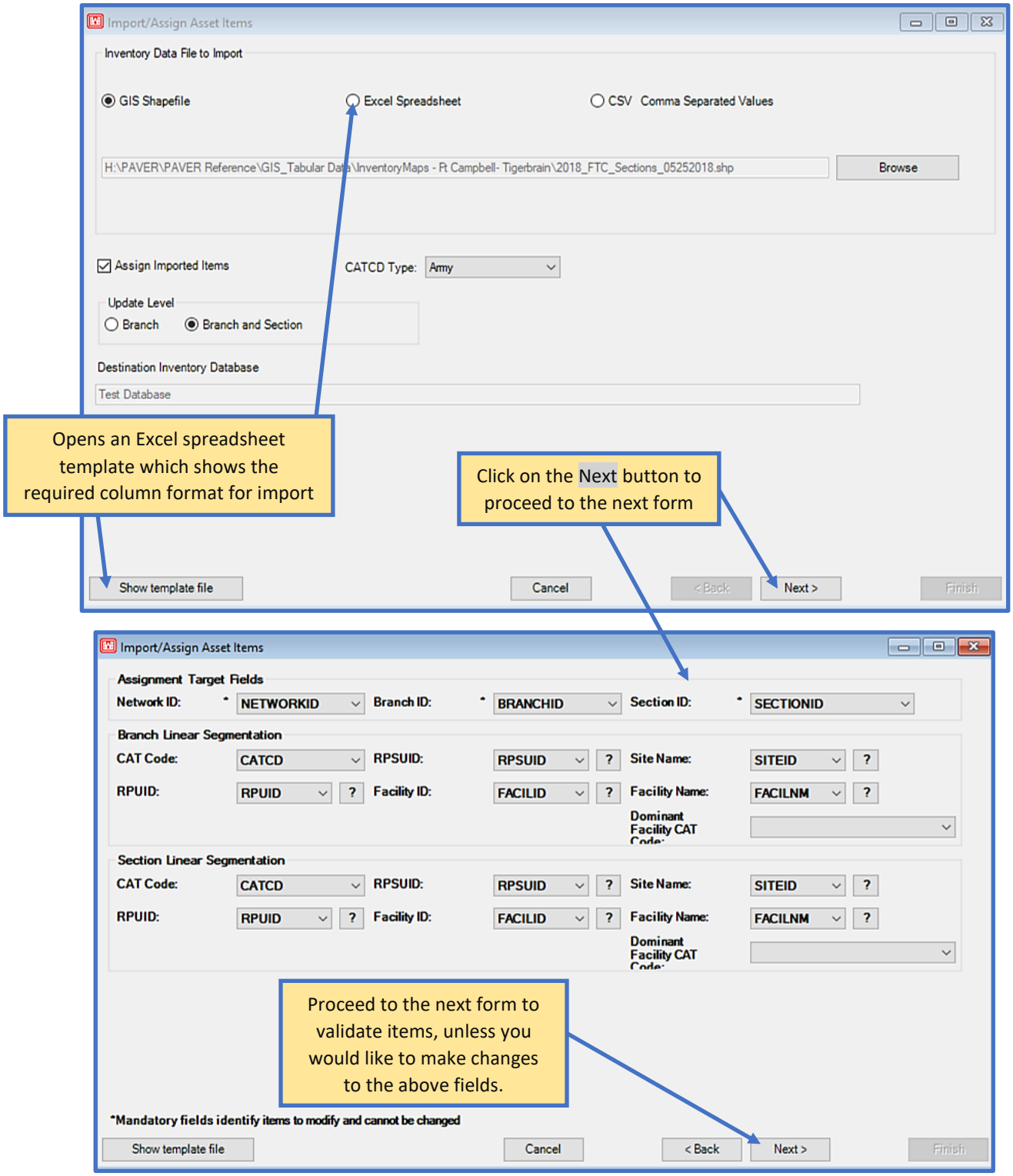
The Asset Management tools allow you to view an inventory through an Asset Management perspective. Assigning Assets to an inventory creates an association between the pavement inventory and the Real Property inventory. Additionally, once this link has been established, reporting tools can be ran using Asset parameters. Asset items can be imported into PCASE 7 using the Import/Assign Asset Items using GIS/Tabular Import tool; where you can view and/or edit Asset identities and make assignments.

Note: In order to use these tools, turn on Show Asset Items under File > Database Properties > Preferences. Once Show Asset Items has been enabled, the tool options will appear beneath the GIS Assignment tool.



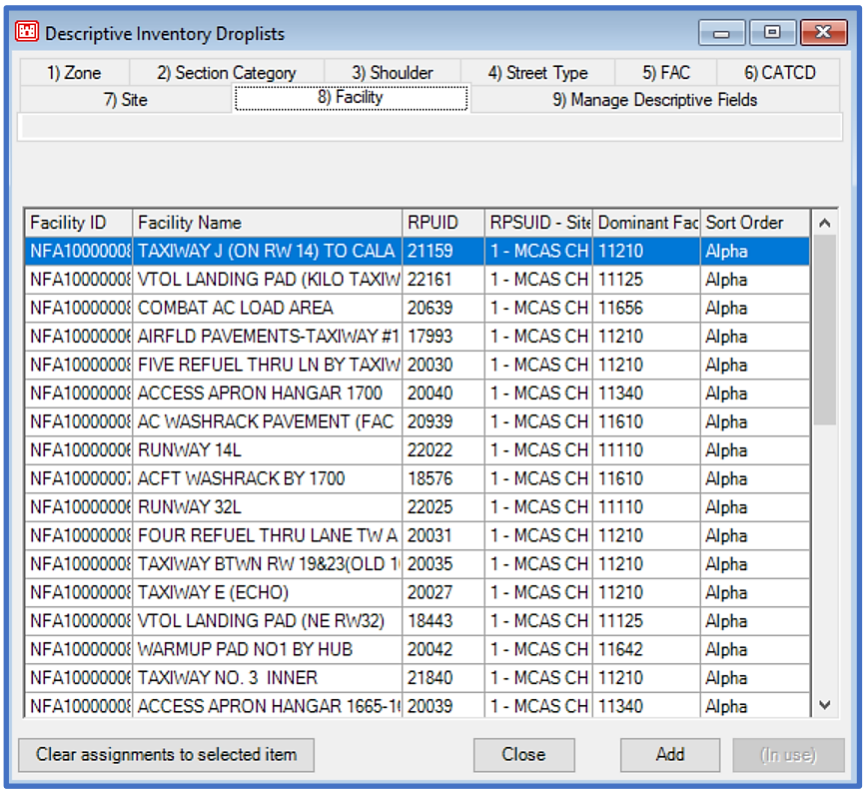
7.3.1 Import/Assign Asset Items using GIS/Tabular Import

The Import/Assign Asset Items form is modelled after the GIS/Tabular Import form, and follows a similar workflow. First select a file type to import within the Inventory Data File to Import group, then Browse to the Asset data file location on your computer. Once you've selected a file, the file path will populate in the field next to the Browse button. Select the Assign Imported Items checkbox if you wish to assign the imported Asset data, and choose an Update Level option. After the required fields have been satisfied the Next button will enable so that you may continue to the next few steps. Options for assigning Asset items will follow once the import process has been completed. For more information on assigning Asset items, refer to Section 7.3.2.


Import/Assign Asset Items
Inventory Data File to Import
GIS Shapefile
Excel Spreadsheet
CSV Comma Separated Values
H:\PAVER\PAVER Reference\GIS_Tabular Data\InventoryMaps - Ft Campbell- Tigerbrain\2018_FTC_Sections_05252018.shp
Browse
Assign Imported Items
CATCD Type:
Army
Update Level
Branch
Branch and Section
Destination Inventory Database
Test Database
Opens an Excel spreadsheet template which shows the required column format for import
Click on the Next button to proceed to the next form
Show template file
Cancel
< Back
Next >
Finish
Import/Assign Asset Items
Assignment Target Fields
Network ID:
NETWORKID
Branch ID:
BRANCHID
Section ID:
SECTIONID
Branch Linear Segmentation
CAT Code:
CATCD
RPSUID:
RPSUID
Site Name:
SITEID
RPUID:
RPUID
Facility ID:
FACILID
Facility Name:
FACILNM
Dominant Facility CAT Code:
Section Linear Segmentation
CAT Code:
CATCD
RPSUID:
RPSUID
Site Name:
SITEID
RPUID:
RPUID
Facility ID:
FACILID
Facility Name:
FACILNM
Dominant Facility CAT Code:
Proceed to the next form to validate items, unless you would like to make changes to the above fields.
*Mandatory fields identify items to modify and cannot be changed
Show template file
Cancel
< Back
Next >
Finish

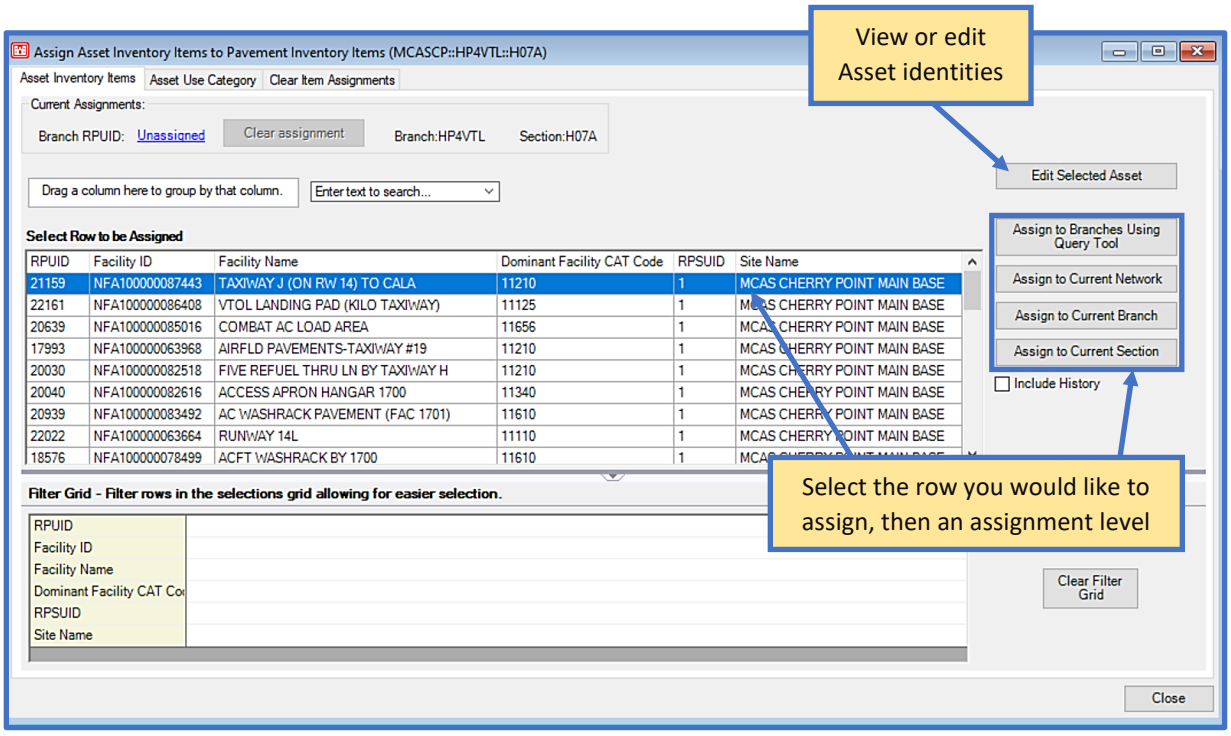
7.3.2 View/Edit Asset Identities

Assets can be created and edited individually in the system tables using the View/Edit Asset Identities tool. The Add button creates a new row within the tab you currently have open so that you can enter information directly in the grid. The Delete button will display when the selected row can be deleted – information that is currently in use within the database cannot be deleted. Assignments can also be undone by selecting a row, then the Clear assignments to selected item button.

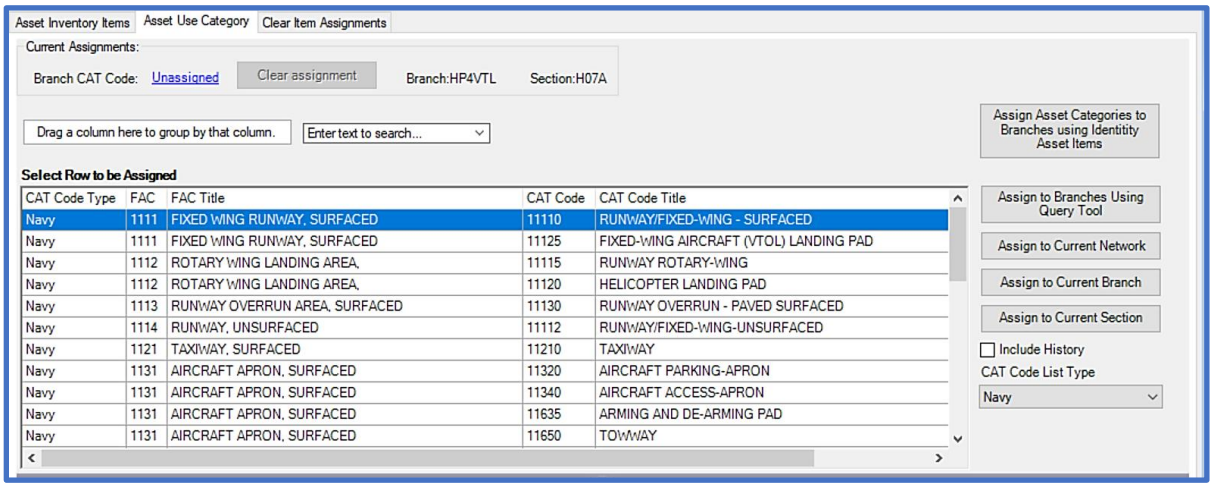


7.3.3 Assign/Unassign Asset Items

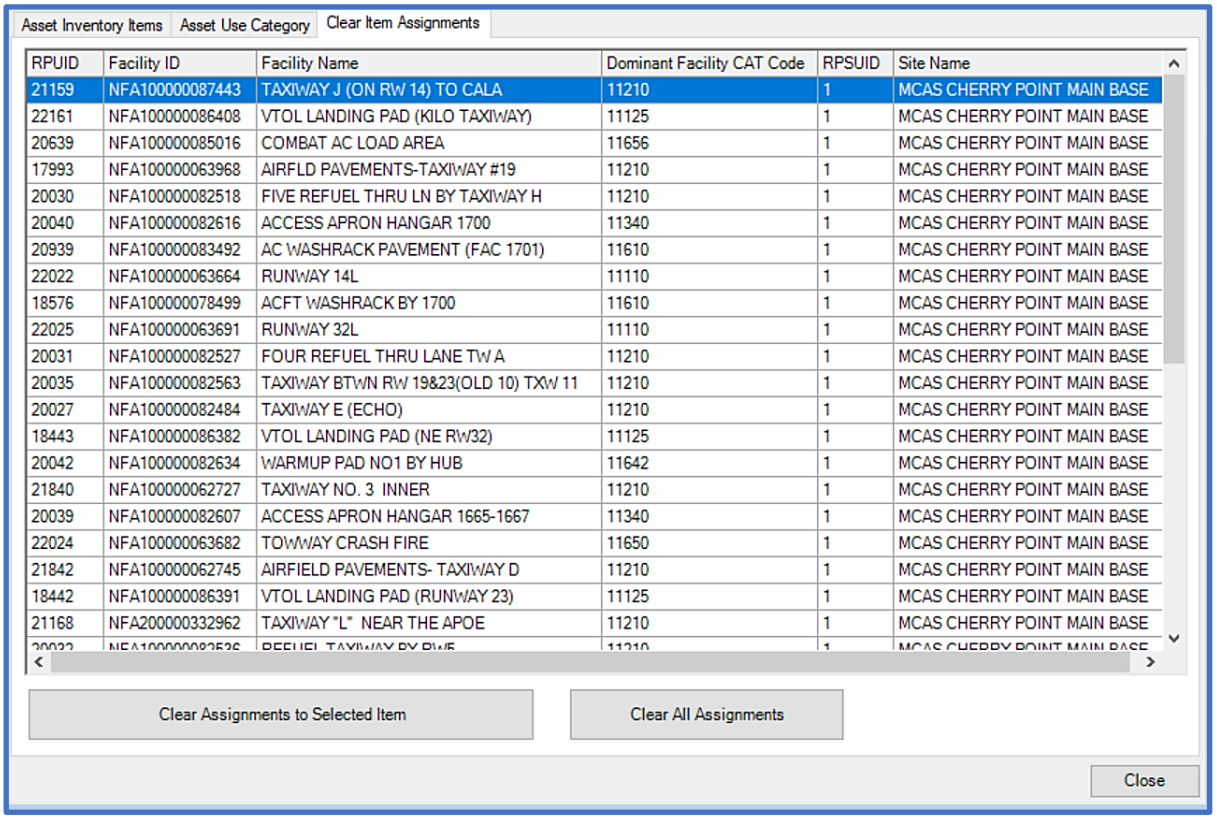
The Asset assignment tool is comprised of three tabs and a List Selector, which launches with the assignment tool to make searching for selections easier. The first tab, Asset Inventory Items, provides options to assign Asset items.



The next tab, Asset Use Category, allows you to assign Asset types based on pavement use

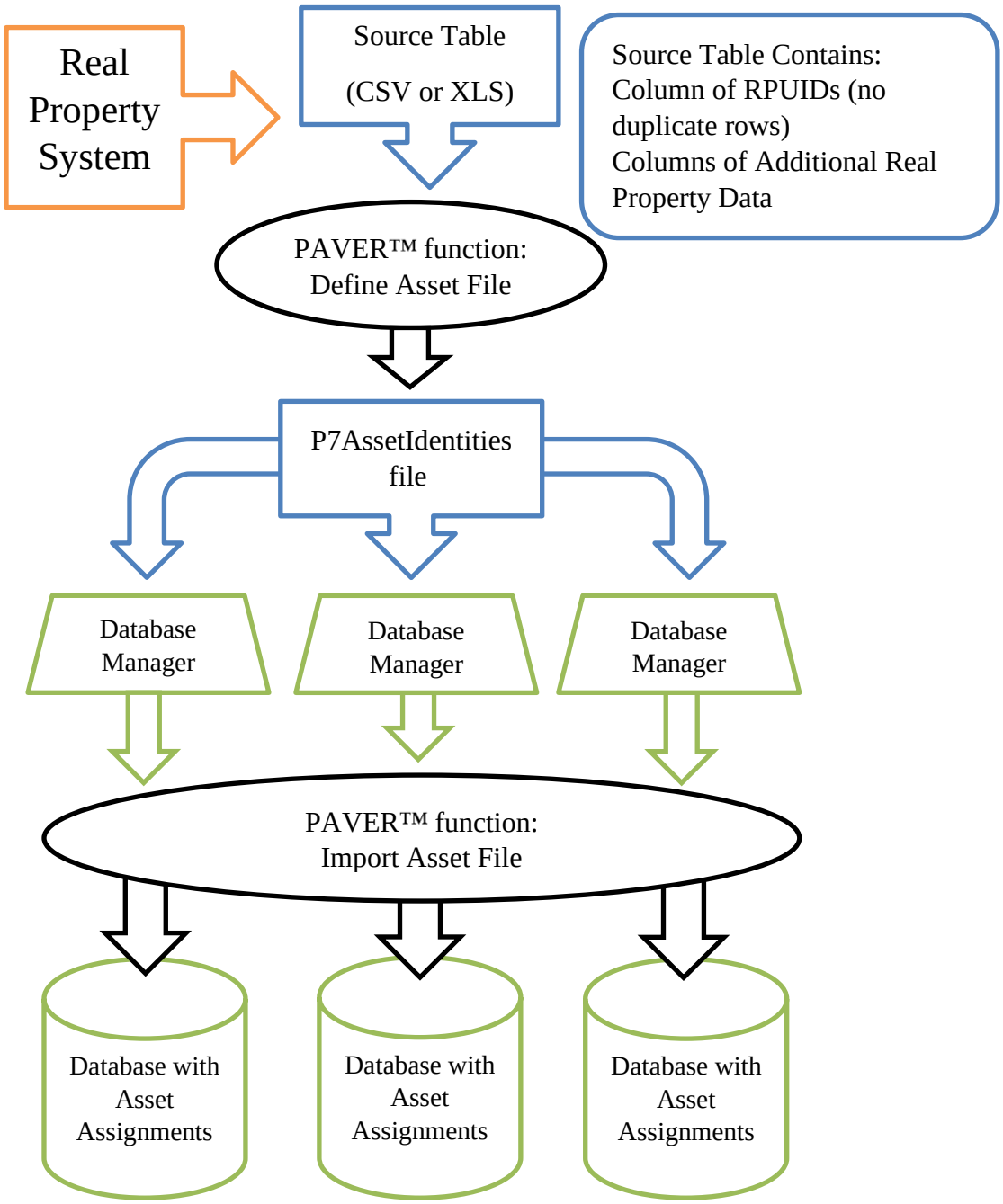


The last tab, Clear Item Assignments, gives you the ability to clear Asset item assignments. Select a row, then the Clear Assignments to Selected Item button to clear a single assignment. If you wish to remove all assignments, select the Clear All Assignments button.



7.4 Centralized Asset Management

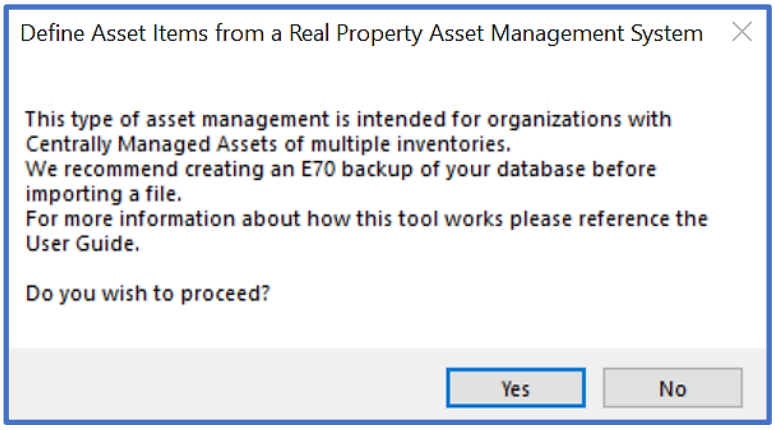
Asset files can be created for distribution or imported using the Centralized Asset Management tools. Centralized Asset management is intended for organizations with centrally managed Assets of multiple inventories. See the flow chart below for a visualization of the process.


Real Property System
Source Table
(CSV or XLS)
Source Table Contains:
Column of RPUIDs (no duplicate rows)
Columns of Additional Real Property Data
PAVER™ function:
Define Asset File
P7AssetIdentities file
Database Manager
Database Manager
Database Manager
PAVER™ function:
Import Asset File
Database with Asset Assignments
Database with Asset Assignments
Database with Asset Assignments

7.4.1 Create Asset File for Distribution

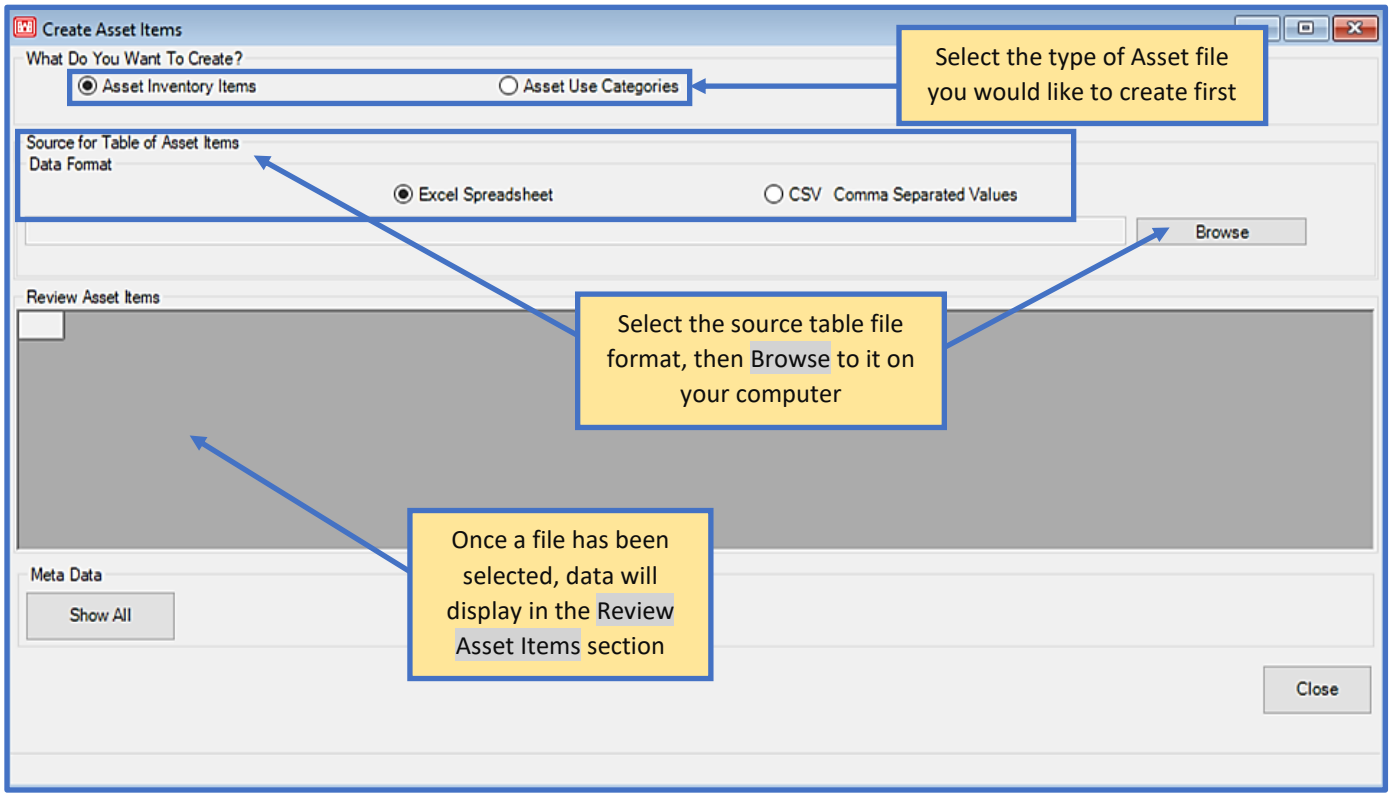
Prior to using the Centralized Asset Management tools, the organization's appointed user should create a source table from the Real Property system; a single Excel spreadsheet containing all desired RPUIDs (Real Property Unique ID) to be tracked. Be sure to create an .e70 backup of your database before importing a file (File > Export Open Pavement Database). A message displays after selecting Create Asset File for Distribution, asking if you would like to proceed.

Note: This function should only be accessed by a single user within an organization to prepare the organization's Asset items.



The Create Asset Items form supports CSV and XLS file formats. The file to be imported must contain a column of RPUIDs which does not duplicate row values, this column should be named RPUID. Additional columns from Real Property systems should also be included for import to PCASE 7, as this table will replace the Site and Facility system tables. Recommended columns include: RPUID, Site Name, Facility ID, Facility Name, Dominant CATCD, or any other identifiers. Once the source table has been created and formatted, it is ready to be converted into a P7AssetIdentities file.

Note: Only include desired data in the exported file, as hidden rows and columns will also be imported. Filtering on FACs applicable to PCASE is advised, if your system supports it.

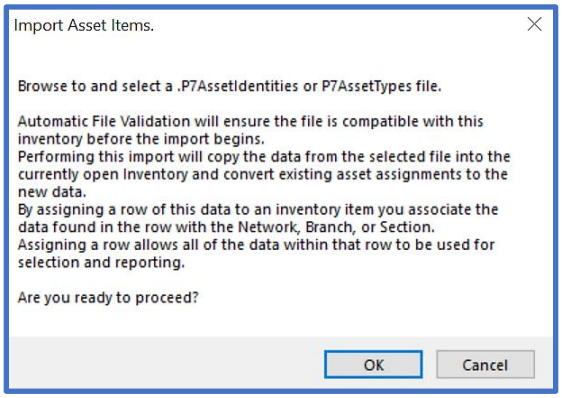


To proceed, select the RPUID column name and optionally the Dominant CATCD column. Select Show All to select from all columns. *Note: If using Show All, edit duplicate values in their desired RPUID column. The program will only save the first row with each value in the selected RPUID column.* After the P7AssetIdentities file has been created, it can now be imported into the appropriate database.

Note: If the desired column name is not available within the RPUID drop-list, the program has found duplicate values in the column.

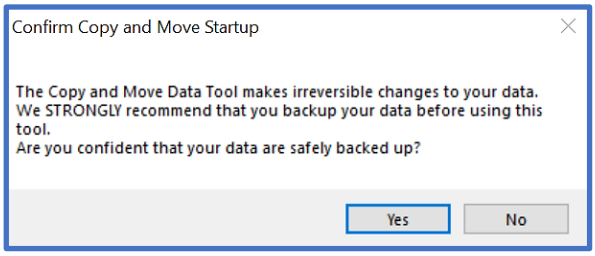
7.4.2 Import Asset File

Ensure the database that you would like to import the P7AssetIdentities file into is currently open. Selecting the Import Asset File tool will prompt an informative message, asking you to confirm prior to proceeding. PCASE 7 will now compare the existing Asset information in the inventory to the file you're attempting to import and will only proceed with the process if all of the current Asset RPUIDs match the IDs in the file.

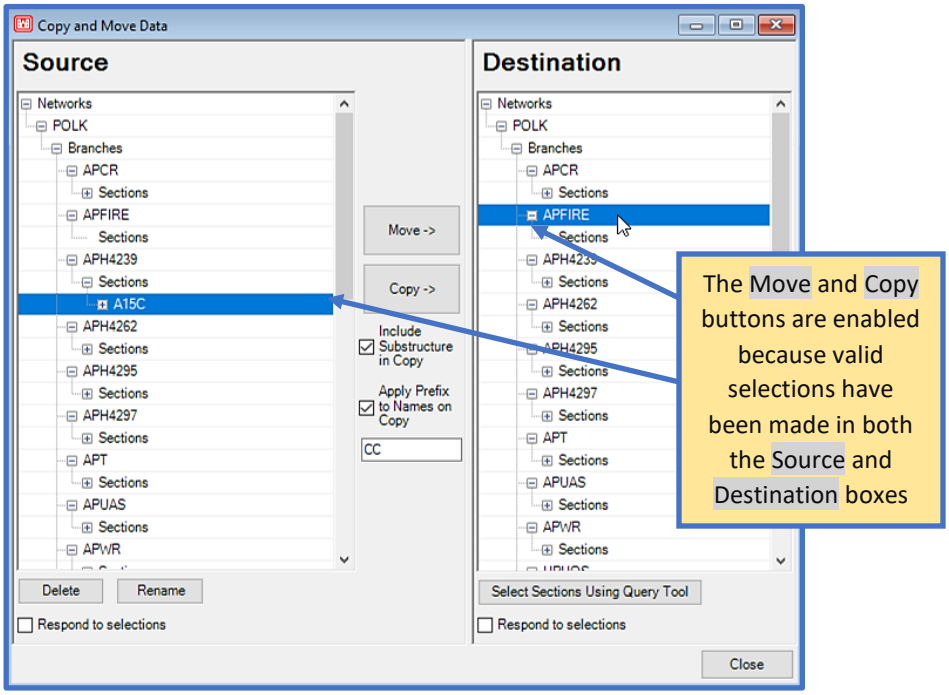


7.5 Copy and Move Data

Prior to using the Copy and Move Data tool, first ensure that your data is backed up as this tool makes irreversible changes to data.



Select the inventory item you wish to move or copy from the Source box, then select the Destination for the inventory item you wish to move or copy. The Move button relocates an item to a specified location (Destination), while the Copy button leaves the original item in its location and places a copy in the specified Destination. Both the Move and Copy buttons remain disabled until an acceptable selection combination has been achieved. All data movement is restricted to the data within the open database. If you wish to move data between databases, use the Combine Inventories tool within the File menu. The Copy and Move Data tool also allows deletion and renaming of inventory data located in the Source box. The Select Sections Using Query Tool button allows you to select a subset of data. The Respond to selections checkbox links the Copy and Move Data tool to Selectors, so that you can make your selections using the Selector tools.

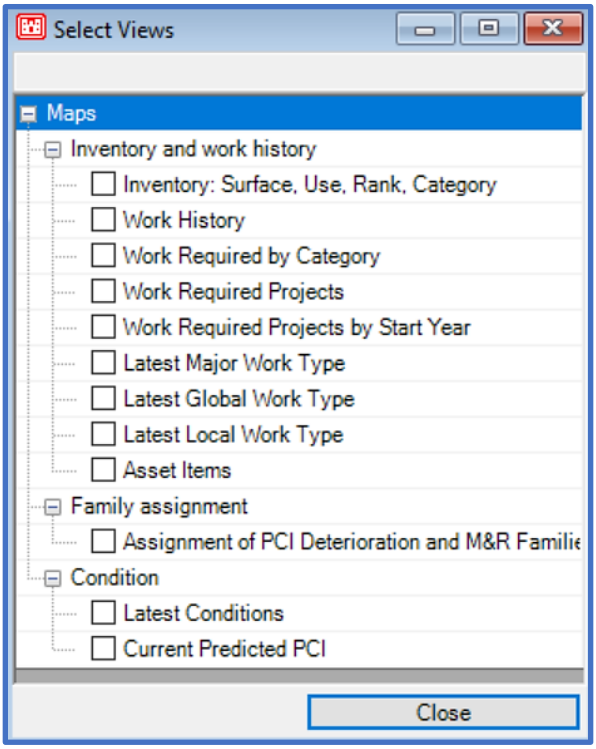


8 Reports

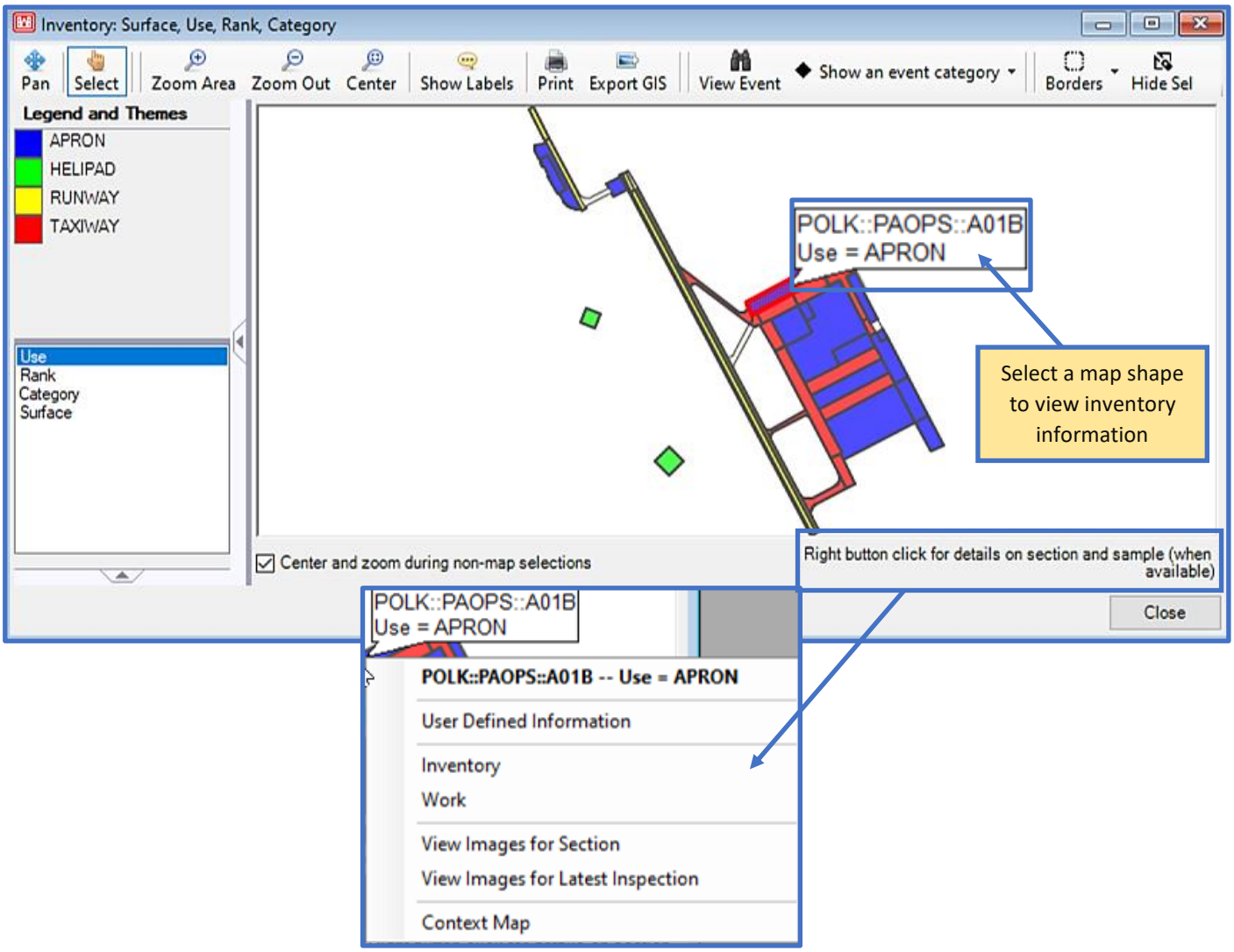
View and filter data in a variety of different ways using the Reports tools. GIS Reports offers multiple GIS map views based on the current inventory and associated data. Summary Charts allow you to select the X Axis and Y Axis from a drop-list of options, as well as Condition criteria for the chart. Enterprise Summary Charts provides options to generate reports grouped by selected attributes and condition type. Standard Reports contains specific report types to choose from, and also allows you to select a subset of the inventory using the Query Tool. Finally, User Defined Reports give you the ability to select from a list of Memorized Reports as well as create a new custom report.

8.1 GIS Reports

The GIS Reports tool provides a tree of GIS map views, which you can select from. Multiple maps can be open simultaneously. Click on an item within the tree to view data.

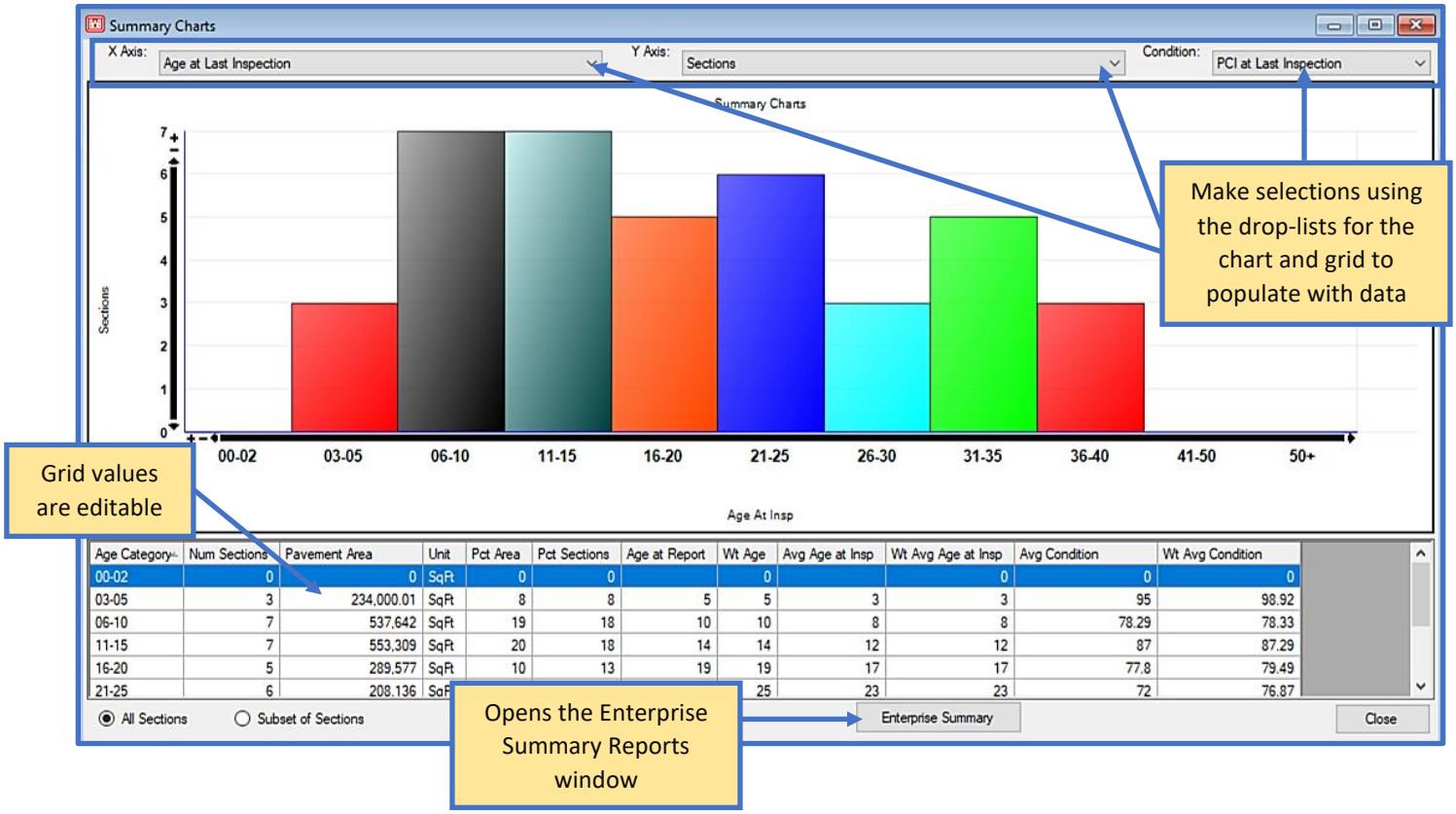


Below is an example of the Inventory: Surface, Use, Rank, Category view. For more information on GIS window functionalities, refer to Section 7.2 GIS Assignment.



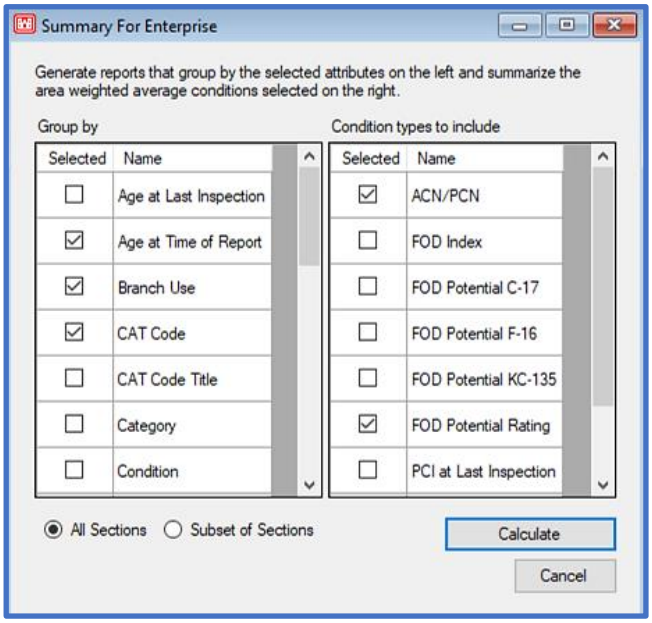
8.2 Summary Charts

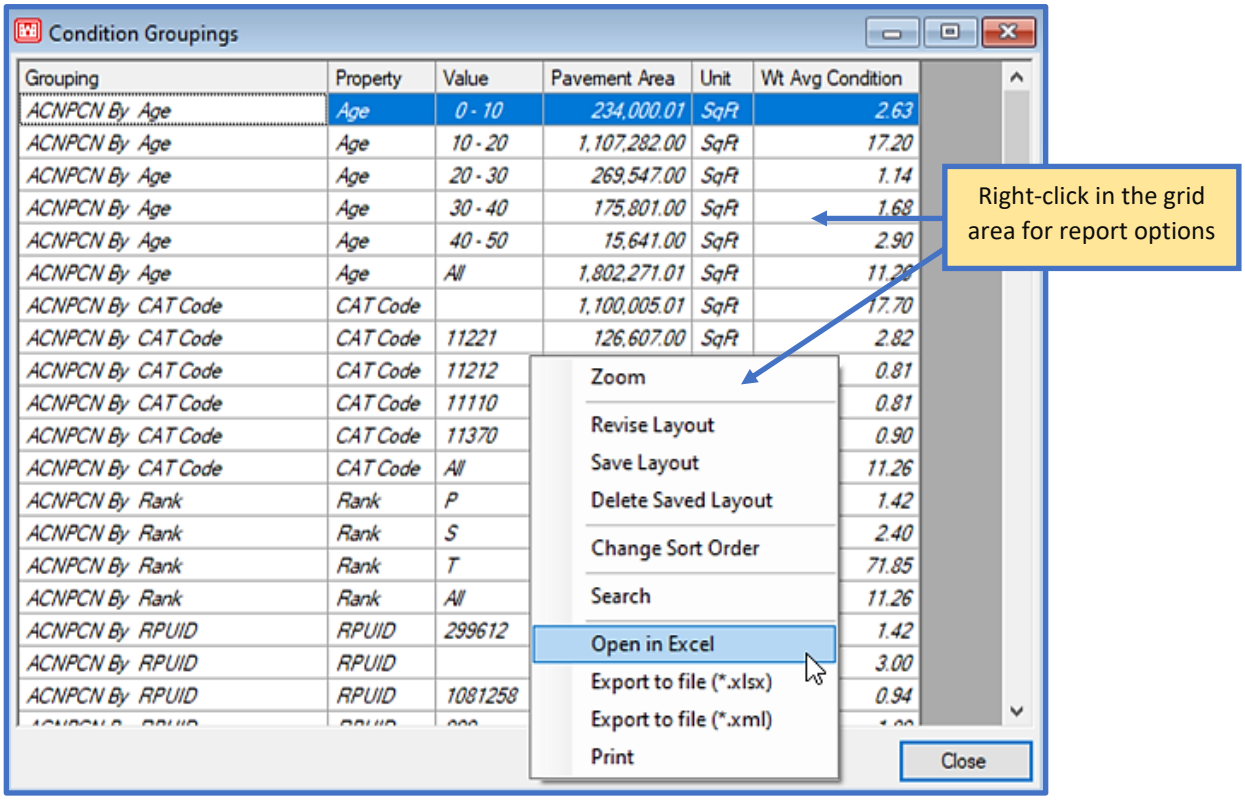
Graph and compare two attributes of a database using Summary Charts. Select categories to represent the X and Y axes using the associated drop-lists, then select a condition index from the Condition drop-list. *Note: For the chart to work properly, you must have condition data available for the selected index.* The chart will populate with data after you've made your selections. Below is an example of a Summary Chart. Right-click within the chart area for zoom, print, save, and graph property options.



8.3 Enterprise Summary Reports

Enterprise Summary Reports are a reporting feature that allows you to select a Subset of Sections or All Sections from the currently open database to group by a selection of properties, as well as a selection of condition types for weighted average condition parameters. After you've made selections from both columns, click on the Calculate button to generate results in the Condition Groupings window.





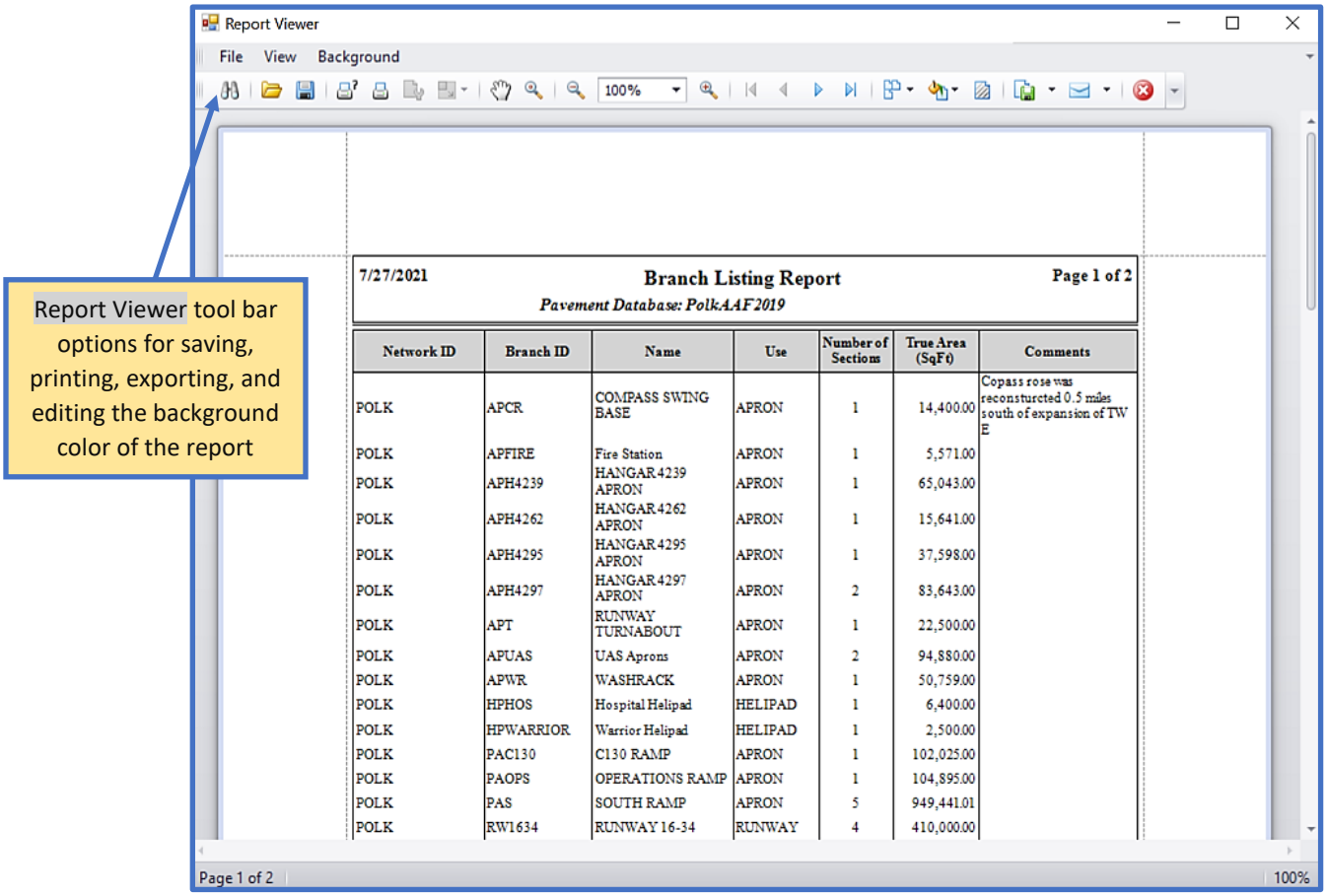
8.4 Standard Reports

The Standard Reports tool provides five set report options.

- Branch Listing Report: Produces a list of all Branches within the database and associated information (eg., usage, number of Sections, total area, etc.), followed by a summary of Network, Branch, Section, Total True Area, and Average Branch True Area totals.
- Work History Report: A Section-by-Section report of all work completed within an inventory; over the life of the database. There is a summary at the end of the report which displays Section Count, Area Total, Thickness Avg., and Thickness STD totals for each type of work in a pavement history.
- Branch Condition Report: Displays both the average and weighted average condition for each Branch, including standard deviations. After this report has been selected, a list of condition Methods will populate. Choose an item and it will move into the Selected box, the Execute button will also enable so you can run the report. A summary of the Branch condition data is provided at the end of the report.
- Section Condition Report: Same report format as the Branch Condition Report, except data is displayed at the Section level. Report data is summarized on the last page.

- Linear Segmentation Report: Produces a report containing Real Property Asset information in the database such as RPUIDs, weighted average condition, area, and CATCDs. *Note: Show Asset Items (File > Database Properties > Preferences) must be turned on in order for this report to appear as an option in the list of Standard Reports.*

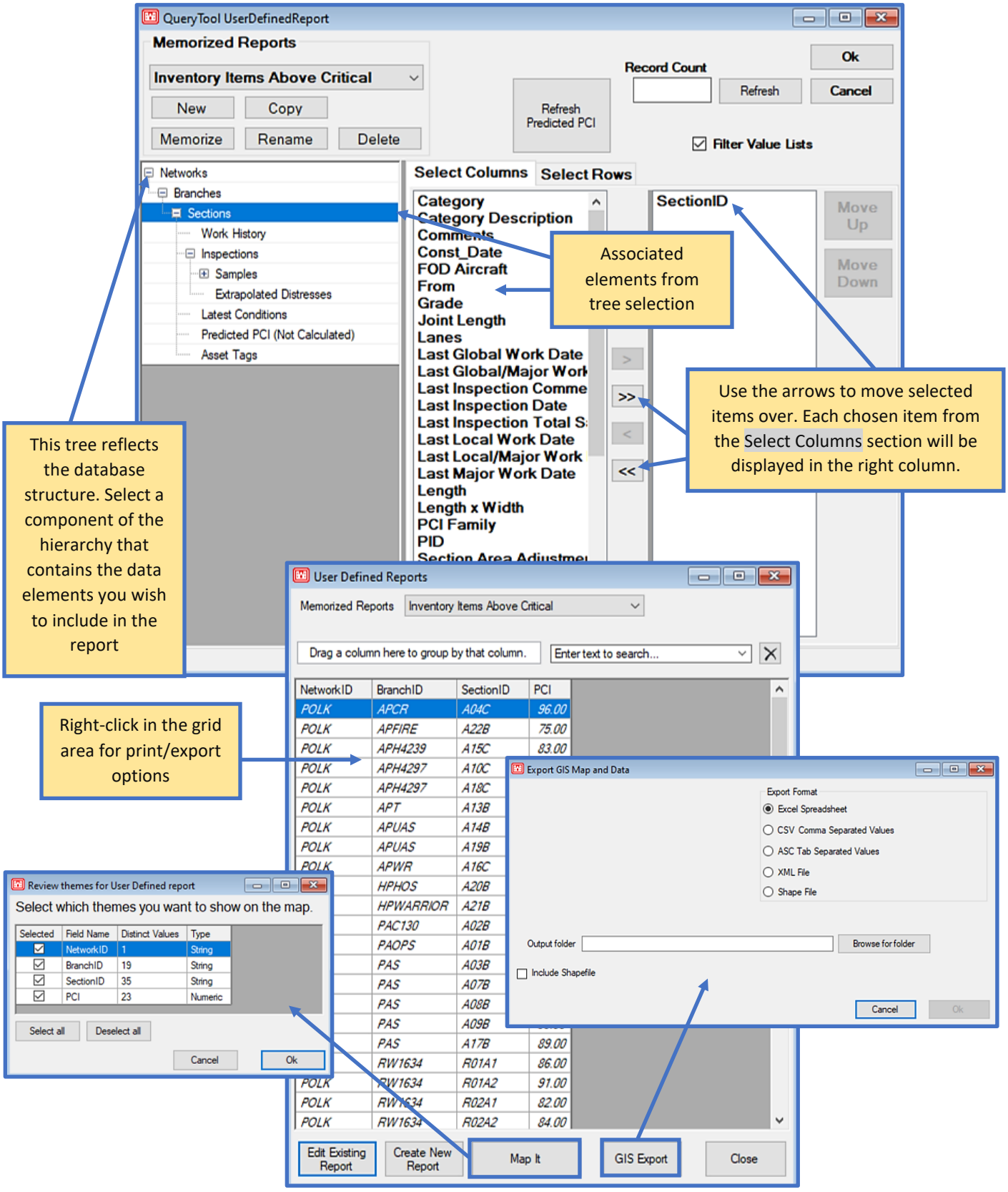
You can include All Items in each report, or use the Query Tool to build a Section subset with the Build Selection Using Query Tool option. Click on the Execute button to formulate a report. The Report Viewer contains a tool bar with report options.



Network ID	Branch ID	Name	Use	Number of Sections	True Area (SqFt)	Comments
POLK	APCR	COMPASS SWING BASE	APRON	1	14,400.00	Copass rose was reconsturcted 0.5 miles south of expansion of TW E
POLK	APFIRE	Fire Station	APRON	1	5,571.00	
POLK	APH4239	HANGAR 4239 APRON	APRON	1	65,043.00	
POLK	APH4262	HANGAR 4262 APRON	APRON	1	15,641.00	
POLK	APH4295	HANGAR 4295 APRON	APRON	1	37,598.00	
POLK	APH4297	HANGAR 4297 APRON	APRON	2	83,643.00	
POLK	APT	RUNWAY TURNABOUT	APRON	1	22,500.00	
POLK	APUAS	UAS Aprons	APRON	2	94,880.00	
POLK	APWR	WASHRACK	APRON	1	50,759.00	
POLK	HPHOS	Hospital Helipad	HELIPAD	1	6,400.00	
POLK	HPWARRIOR	Warrior Helipad	HELIPAD	1	2,500.00	
POLK	PAC130	C130 RAMP	APRON	1	102,025.00	
POLK	PAOPS	OPERATIONS RAMP	APRON	1	104,895.00	
POLK	PAS	SOUTH RAMP	APRON	5	949,441.01	
POLK	RW1634	RUNWAY 16-34	RUNWAY	4	410,000.00	

8.5 User Defined Reports

View Memorized Reports, create a new report, or edit an existing report using the User Defined Report tools. The Memorized Reports drop-list contains previously created/saved User Defined reports in the database. Select a report and the associated data will populate in a grid below, additional GIS map/export options will also appear below the grid. To begin creating a new report, click on the Create New Report button to launch the Query Tool. Select the New button to name the new report, then proceed with choosing elements for the report. Click on Memorize to save the report, then select Ok to exit the Query Tool and return to User Defined Reports.


QueryTool UserDefinedReport
Memorized Reports
Inventory Items Above Critical
New
Copy
Memorize
Rename
Delete
Refresh Predicted PCI
Record Count
Refresh
Ok
Cancel
Filter Value Lists
Networks
Branches
Sections
Work History
Inspections
Samples
Extrapolated Distresses
Latest Conditions
Predicted PCI (Not Calculated)
Asset Tags
Select Columns
Select Rows
Category
Category Description
Comments
Const_Date
FOD Aircraft
From
Grade
Joint Length
Lanes
Last Global Work Date
Last Global/Major Work
Last Inspection Comme
Last Inspection Date
Last Inspection Total S
Last Local Work Date
Last Local/Major Work
Last Major Work Date
Length
Length x Width
PCI Family
PID
Section Area Adjustme
SectionID
Move Up
Move Down
>
>>
<
<<
Associated elements from tree selection
This tree reflects the database structure. Select a component of the hierarchy that contains the data elements you wish to include in the report
Use the arrows to move selected items over. Each chosen item from the Select Columns section will be displayed in the right column.
User Defined Reports
Memorized Reports
Inventory Items Above Critical
Drag a column here to group by that column.
Enter text to search...
NetworkID
BranchID
SectionID
PCI
POLK APCR A04C 96.00
POLK APFIRE A22B 75.00
POLK APH4239 A15C 83.00
POLK APH4297 A10C
POLK APH4297 A18C
POLK APT A13B
POLK APUAS A14B
POLK APUAS A19B
POLK APWR A16C
POLK HPHOS A20B
POLK HPWARRIOR A21B
POLK PAC130 A02B
POLK PAOPS A01B
POLK PAS A03B
POLK PAS A07B
POLK PAS A08B
POLK PAS A09B
POLK PAS A17B 89.00
POLK RW1634 R01A1 86.00
POLK RW1634 R01A2 91.00
POLK RW1634 R02A1 82.00
POLK RW1634 R02A2 84.00
Edit Existing Report
Create New Report
Map It
GIS Export
Close
Right-click in the grid area for print/export options
Export GIS Map and Data
Export Format
Excel Spreadsheet
CSV Comma Separated Values
ASC Tab Separated Values
XML File
Shape File
Output folder
Browse for folder
Include Shapefile
Cancel
Ok
Review themes for User Defined report
Select which themes you want to show on the map.
Selected
Field Name
Distinct Values
Type
NetworkID 1 String
BranchID 19 String
SectionID 35 String
PCI 23 Numeric
Select all
Deselect all
Cancel
Ok

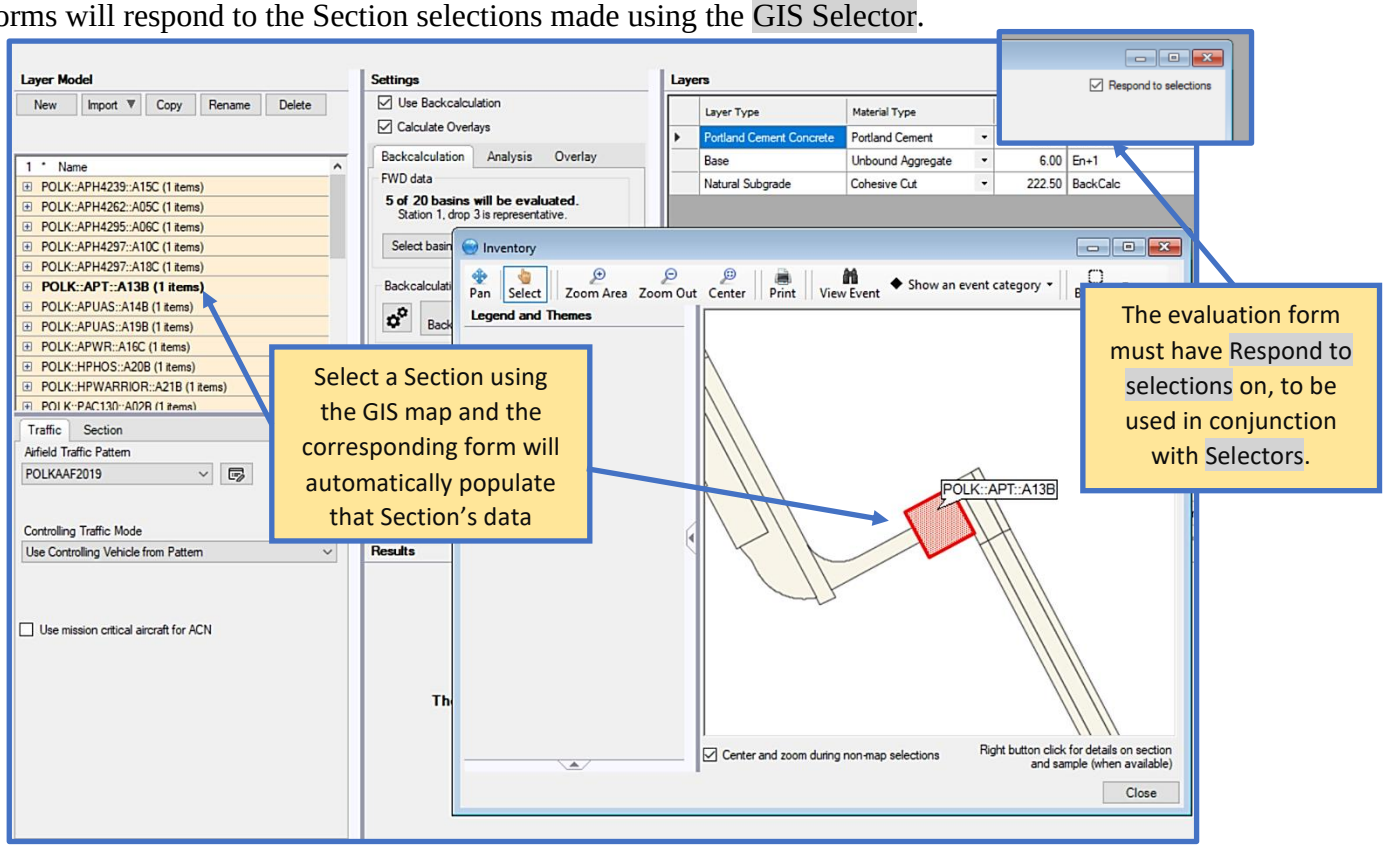
If you wish to edit an existing report; select the report from the Memorized Reports drop-list, then click on the Edit Existing Report button to launch the Query Tool. Once edits have been made, click on Ok and you will be prompted to save your changes. Report changes will be reflected the next time the report is ran.

9 Selectors

The Selectors menu is comprised of options to help you narrow the scope of an inventory by allowing you to choose specific portions to work with, in a number of different ways. Areas of the program that require you to specify a component of the inventory will respond to the input received from the selector tools. Turn on Respond to selections on the APE or LEEP forms to use any of the Selectors to change section focus. You can set a program-wide Default selector in User Preferences > Defaults > Overview > Default selector.

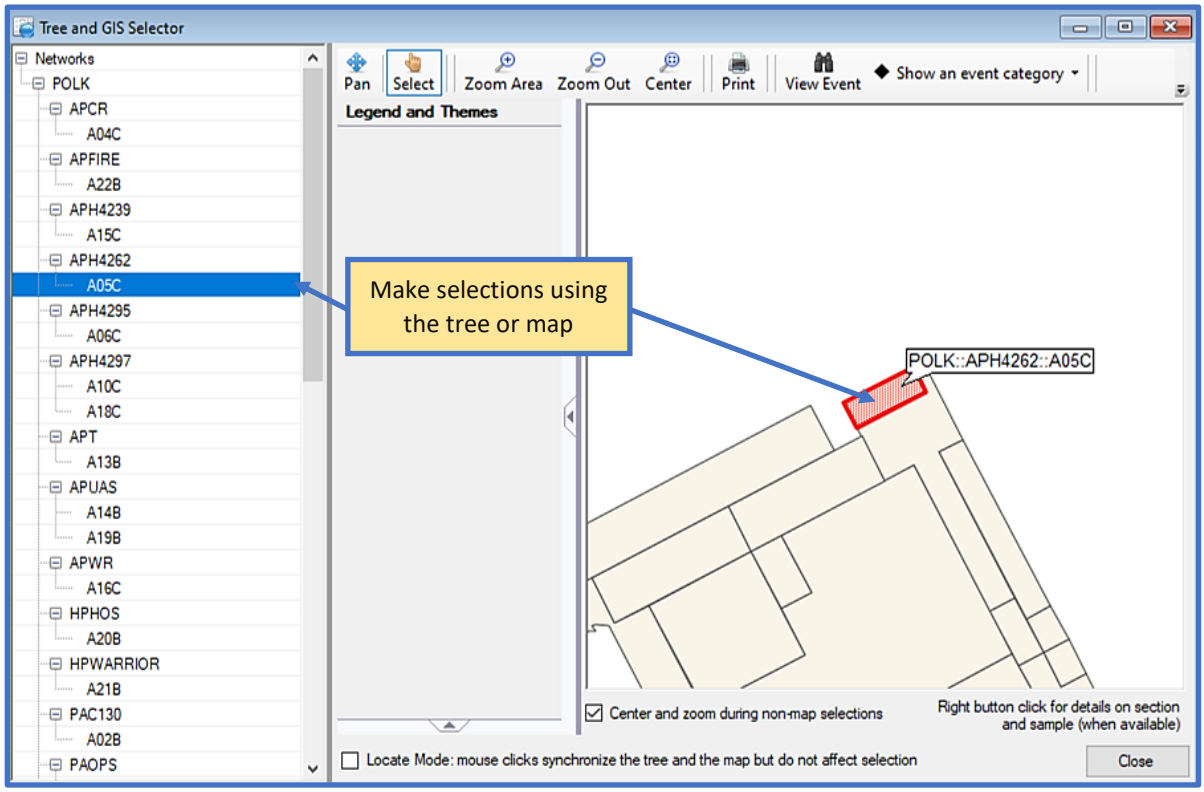
9.1 GIS Selector

If a GIS linkage has been established in PCASE 7 or PAVER™ using the GIS Assignment tool, the GIS Selector can be used to navigate to Sections of the inventory by clicking on map shapes. When any of the PCASE 7 evaluation modules are have Respond to selections turned on, the forms will respond to the Section selections made using the GIS Selector.



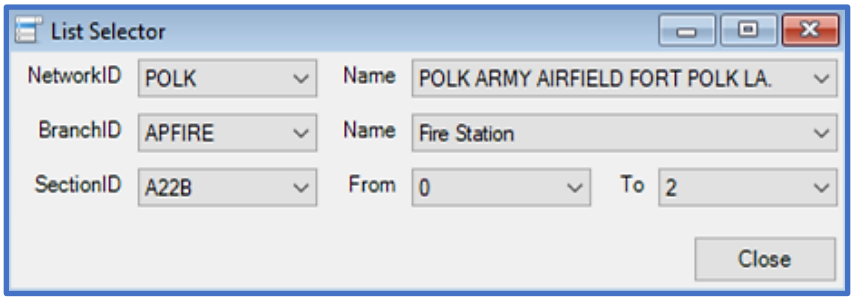
9.2 GIS/Tree Selector

The GIS/Tree Selector is simply a combination of the Tree Selector and GIS Selector displayed in one window. This allows you to select an inventory item using the simplest method for that particular item. For example, if you know only the location of the pavement then the GIS Selector would be most useful. If you need to trace through the hierarchy of the inventory; using the Tree Selector would be the more logical choice.



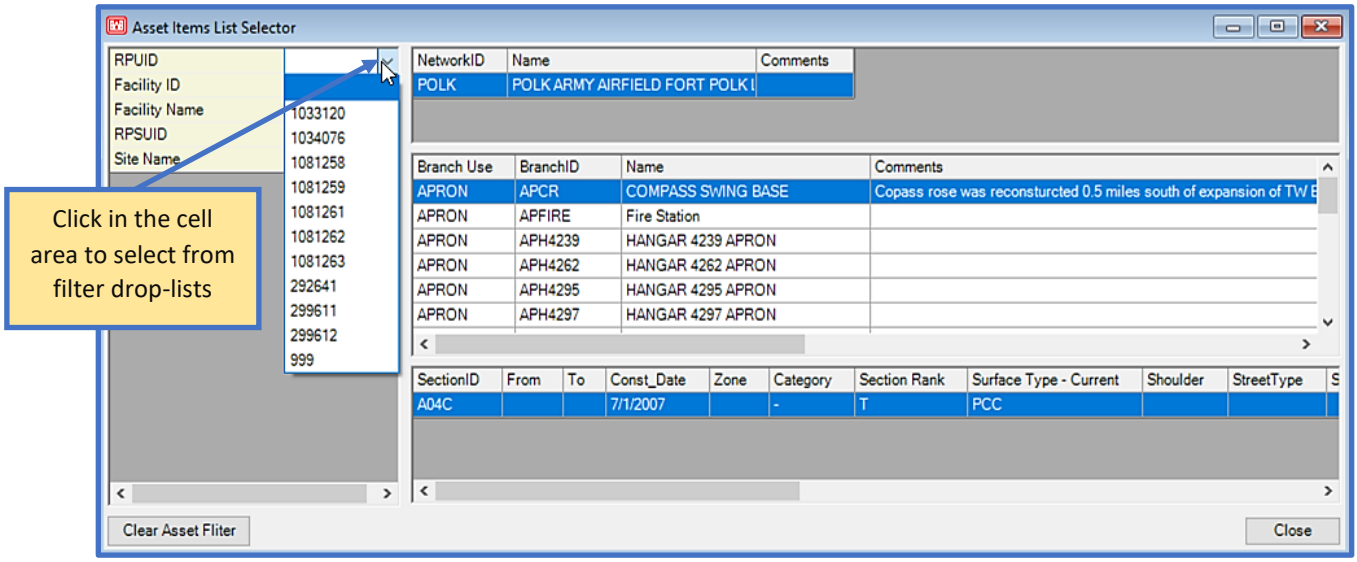
9.3 List Selector

The List Selector consists of a series of drop-lists that help you navigate to a specific point in the inventory. While in Selector Mode, the APE evaluation and LEEP evaluation forms will respond to selections made using the List Selector. The FWD data and DCP data forms will also work with the List Selector (while in Selector Mode) as long as there is data assigned to Sections.



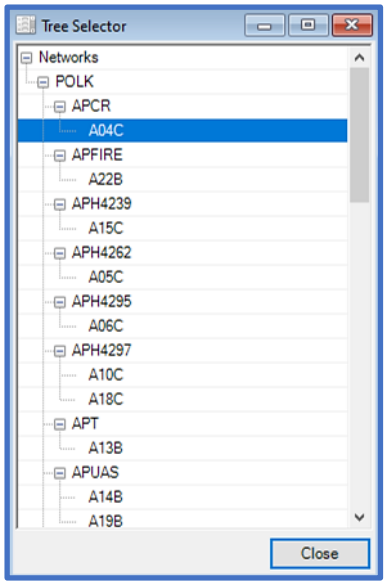
9.4 Asset List Selector

The Asset List Selector tool will only be visible in the Selectors menu if Show Asset Items is turned on in Database Properties. The Asset List Selector works in the same manner as the other Selectors, only it gives you the ability to select Sections based on Real Property Asset filters. Select a row to navigate to that location. A filter can be applied (left-side of grid rows) using the drop-lists next to the items listed in the yellow space, Clear Asset Filter will reset any filters you've applied.



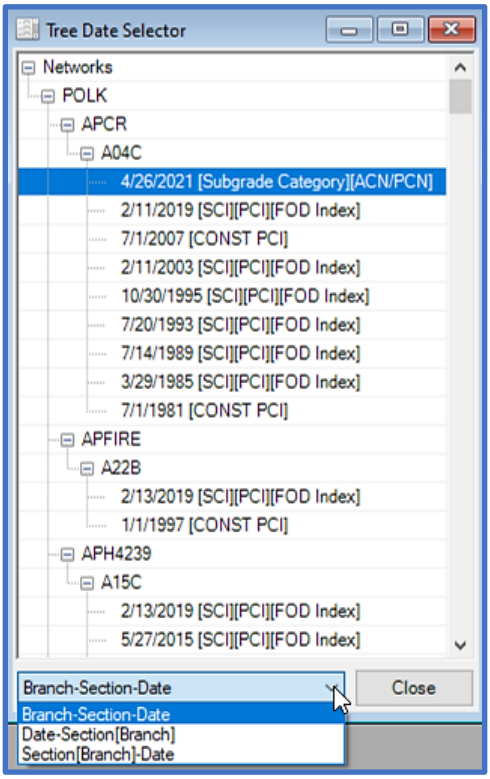
9.5 Tree Selector

The tree structure used in the Tree Selector simulates a Windows file structure and is used throughout PCASE 7. Move through the hierarchy of the inventory structure by moving down the tree, until you've arrived at the desired location.



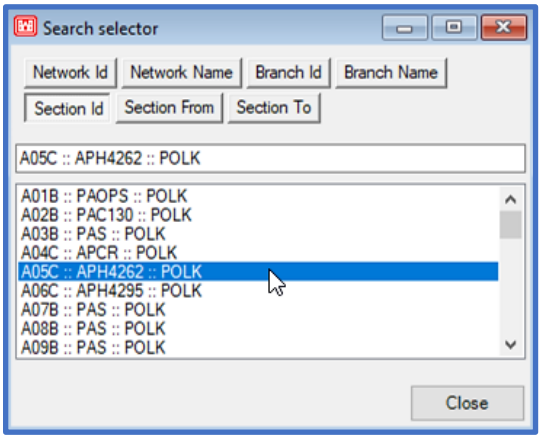
9.6 Tree Date Selector

The Tree Date Selector lists work items and inspections by date. Selecting a construction date within the tree will select the corresponding Section. The drop-list at the bottom of the window provides options to change the hierarchy of the tree.



9.7 Search Selector

Search through a database inventory based on seven predefined categories. Click on one of the tab buttons across the top of the form to view related items, and make your selections from the box below. The currently selected item will display within the field above the list box.

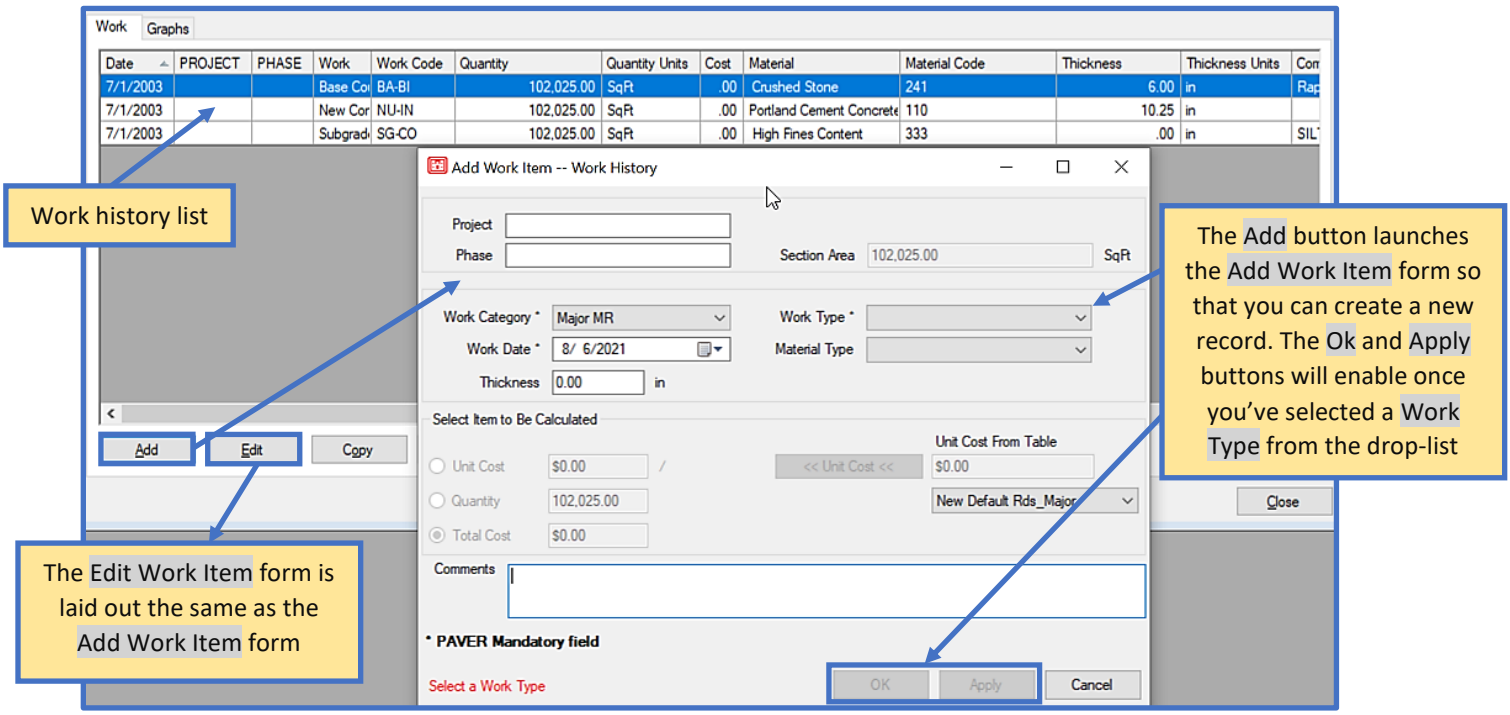


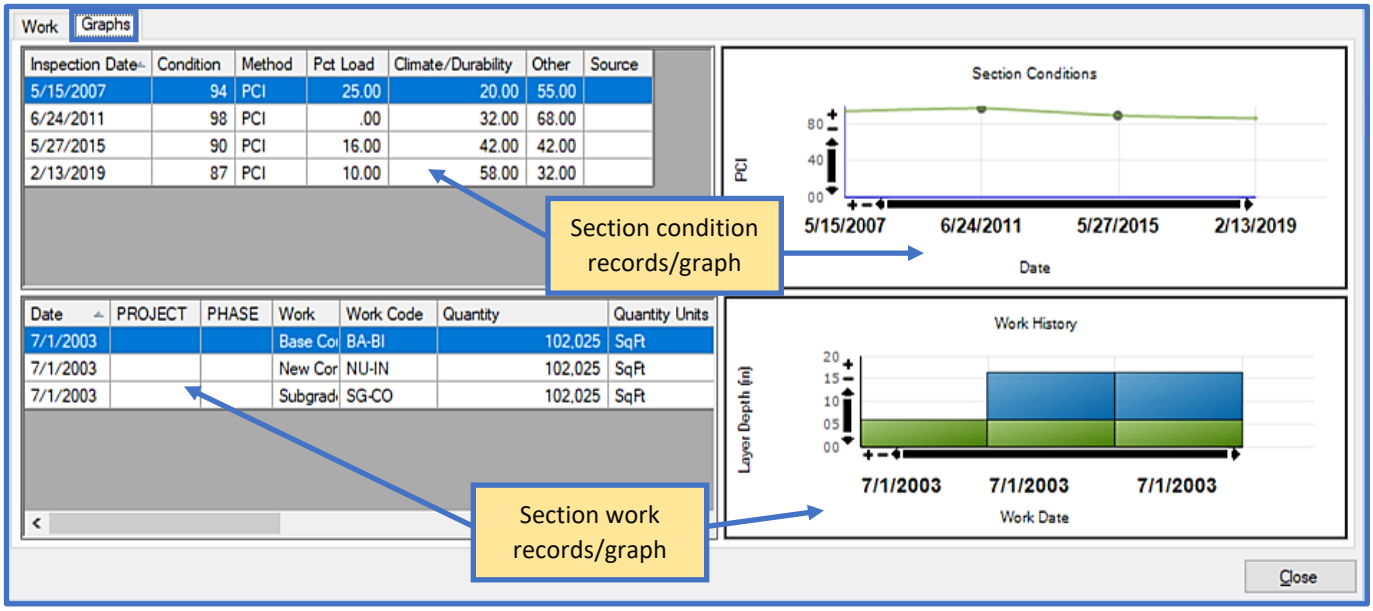
10 Work

The Work menu consists of tools that give you the ability to manage pavement maintenance, repair, and construction activity.

10.1 Work History

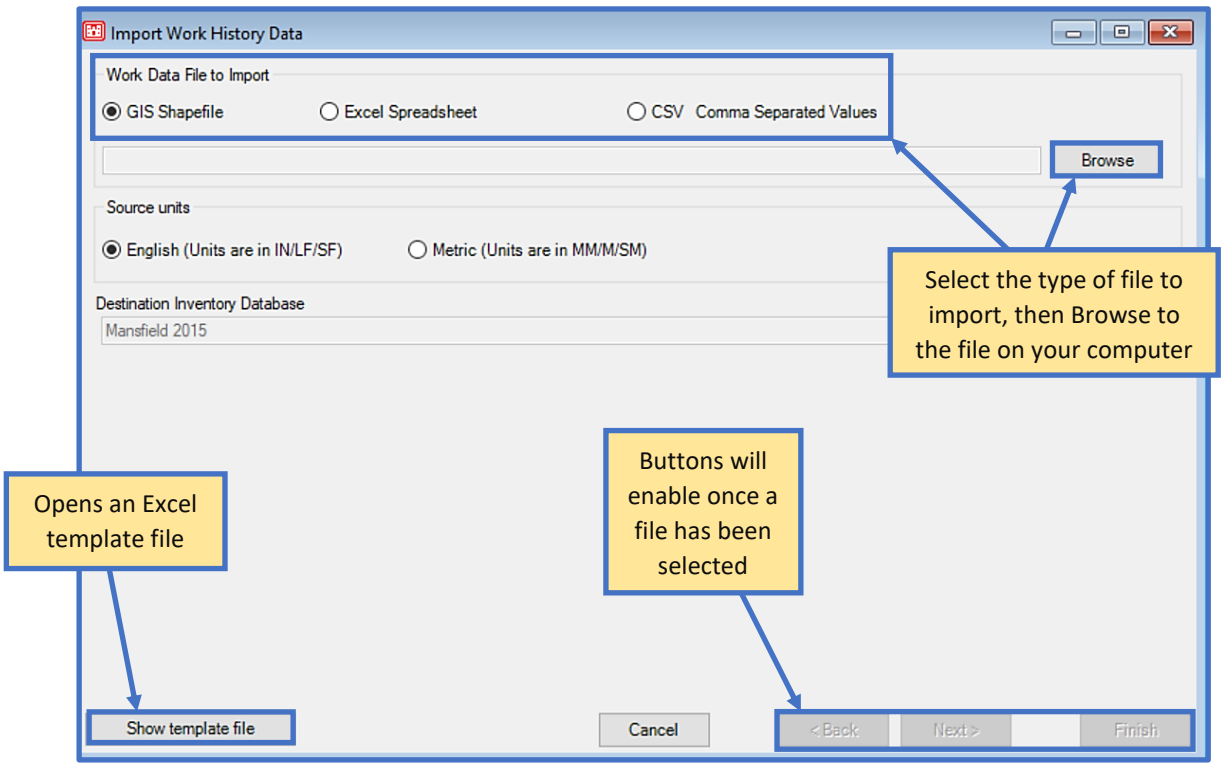
In order to accurately predict future pavement performance, maintenance requirements, cost, and inspection schedule; the system must have an accurate account of the last construction date for each Section. PCASE 7 updates the last construction date for the pavement Section, to correspond with the most recent M&R. The Work tab provides an interface for easily entering and managing work history data for Sections. The Graphs tab contains a graphic component which presents charts for each Section; relating condition to work history.

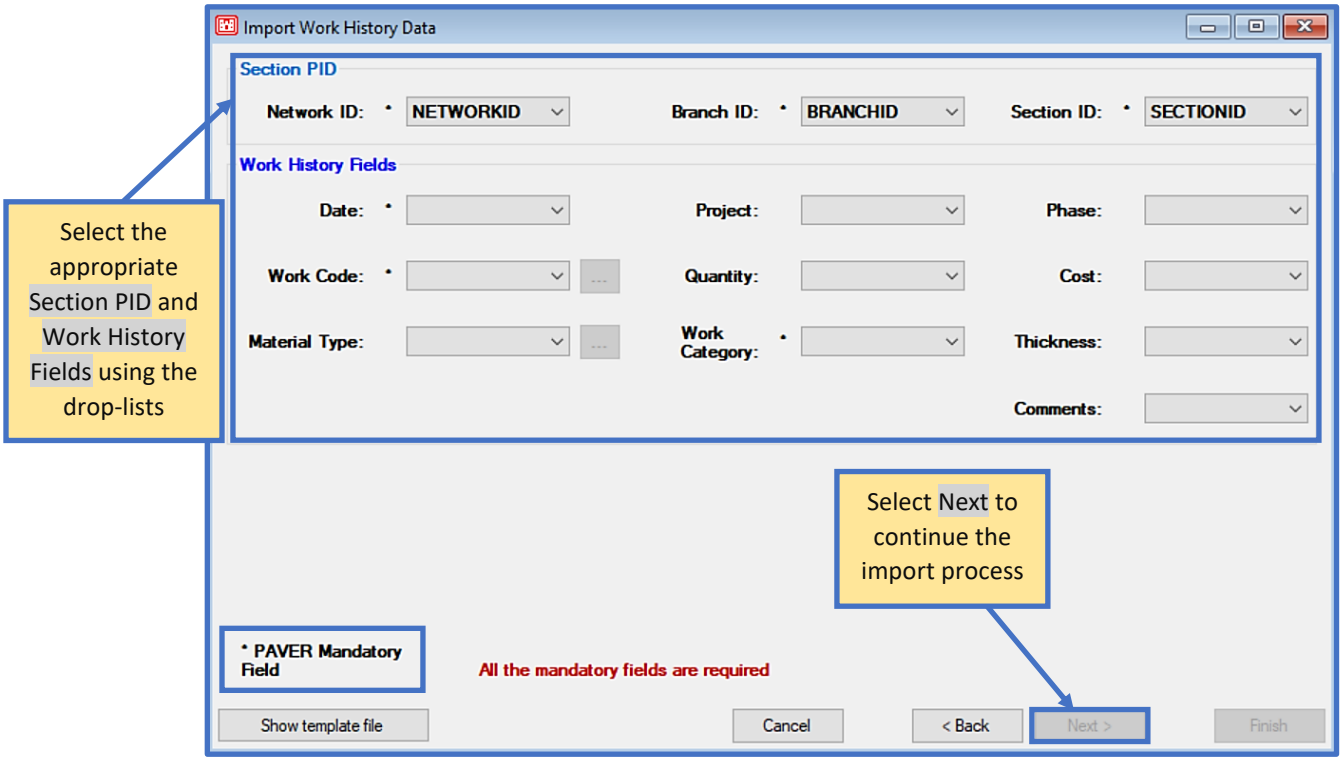




10.2 Add Work History from GIS/Tabular Data

Import work history from a GIS shapefile or tabular report using the Add Work History from GIS/Tabular Data tool. The process for using this tool is very similar to the Add Inventory from GIS/Tabular data tool (Section 2.8).





Note: Only specific values are allowed in the Work Category column within the tabular data file. The allowable values are as follows:

"Localized MR"

"LOCALIZED", "LOCAL", "LOCALIZED MR", "LOCALIZEDMR"

"Global MR"

"GLOBAL", "GLOBAL MR", "GLOBALMR"

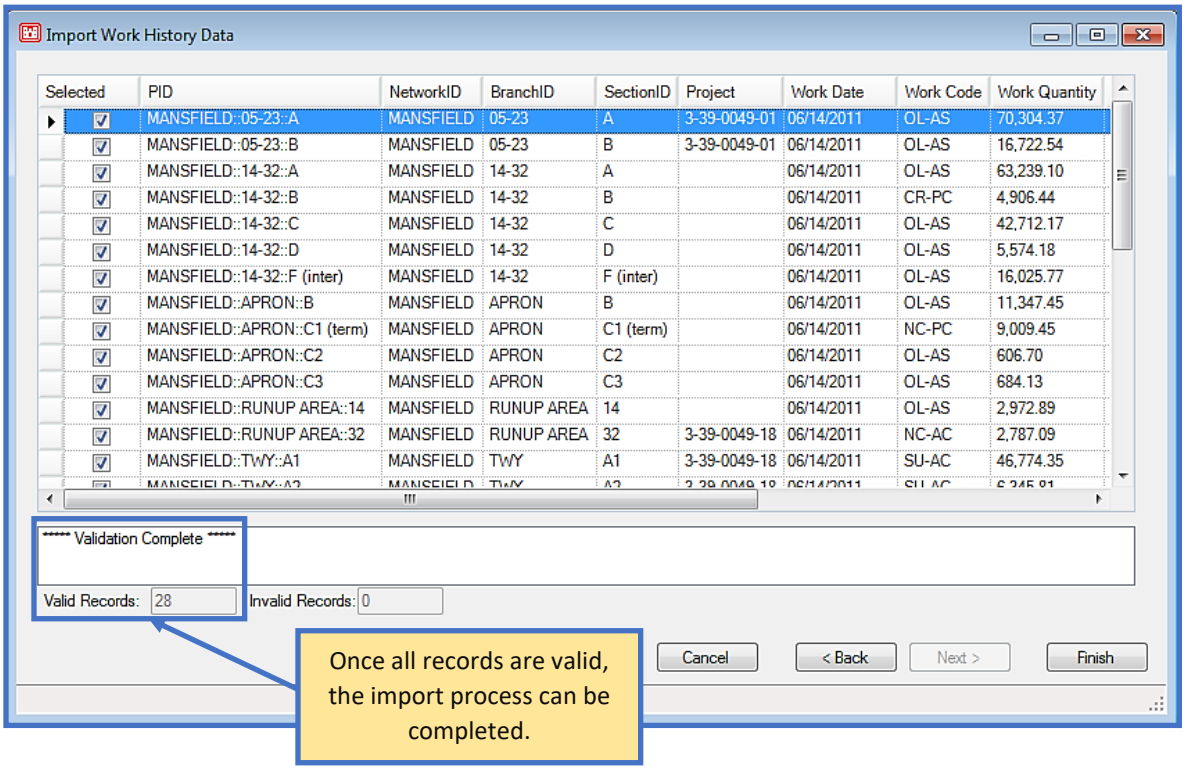
"Major MR"

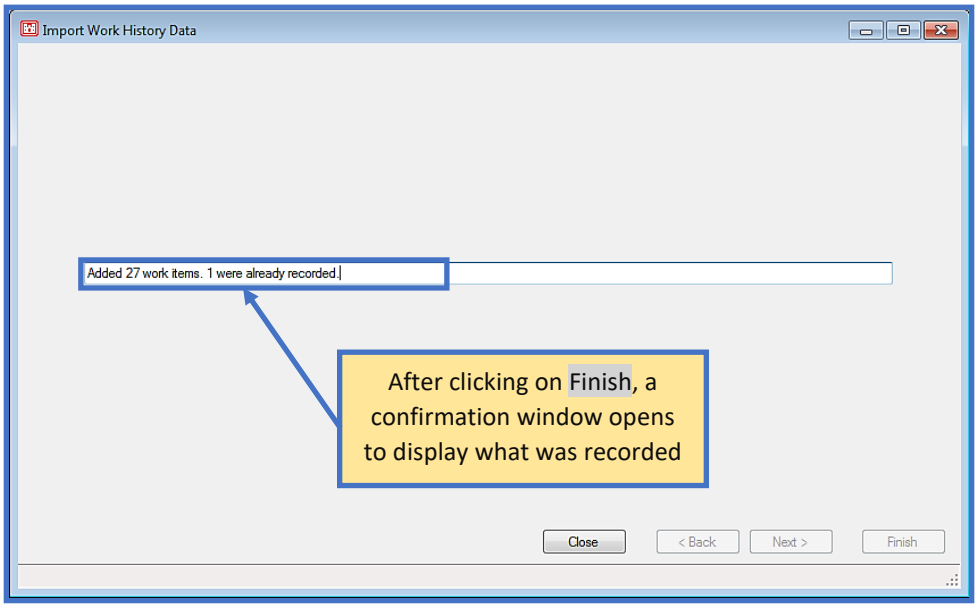
"MAJOR", "MAJOR MR", "MAJORMR"

"Layer Construct"

"LAYER", "LAYER CONSTRUCT", "LAYER CONSTRUCTION"

The results of the import will be displayed in the next window. Validation results below the grid confirms the number of valid or invalid records, so that you can review and make corrections as needed. Select Finish once validation has been completed to finalize the import process.



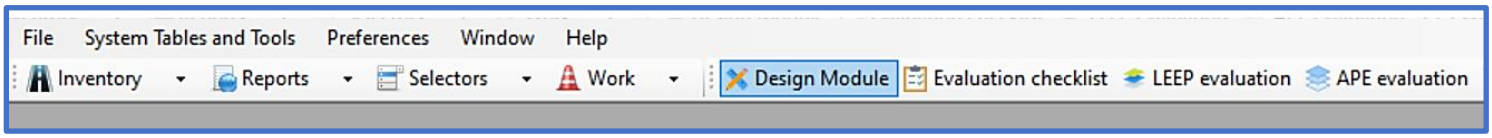


11 Design Module

Prior to beginning a new design project, ensure that you have opened or created a database to store the design project within (database name is displayed on the bottom-left of the main window). For instructions on how to import or create a database; reference Chapter 2 File Menu.

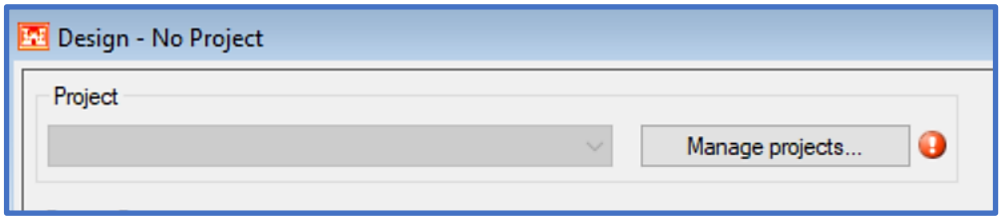
11.1 Getting Started

Select Design Module on the PCASE 7 tool bar to get started with Design.

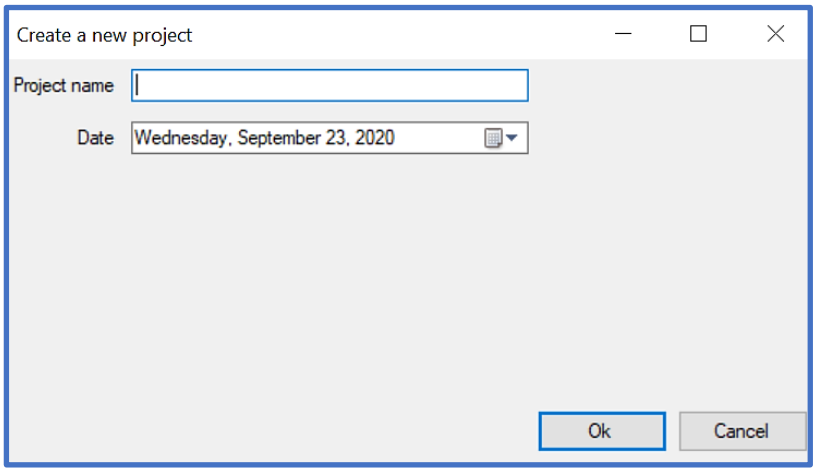


11.2 Project Properties

When the Design Module opens for the first time, the only option is to select Manage projects...

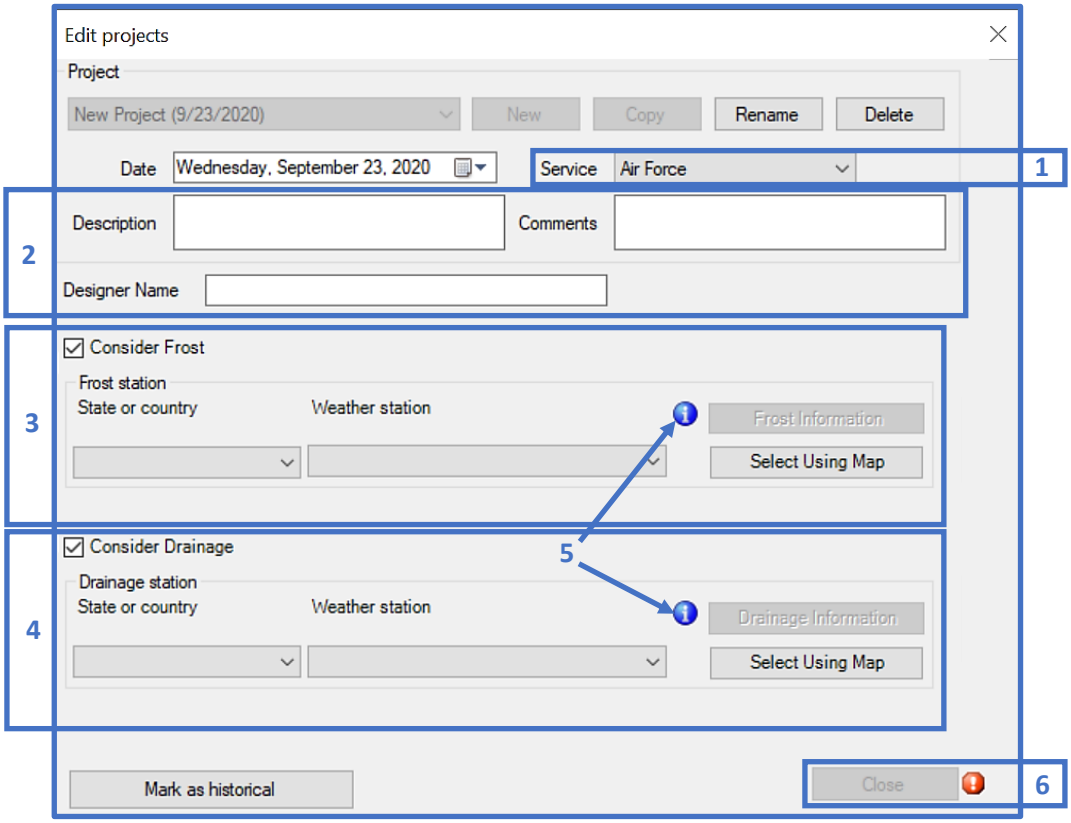


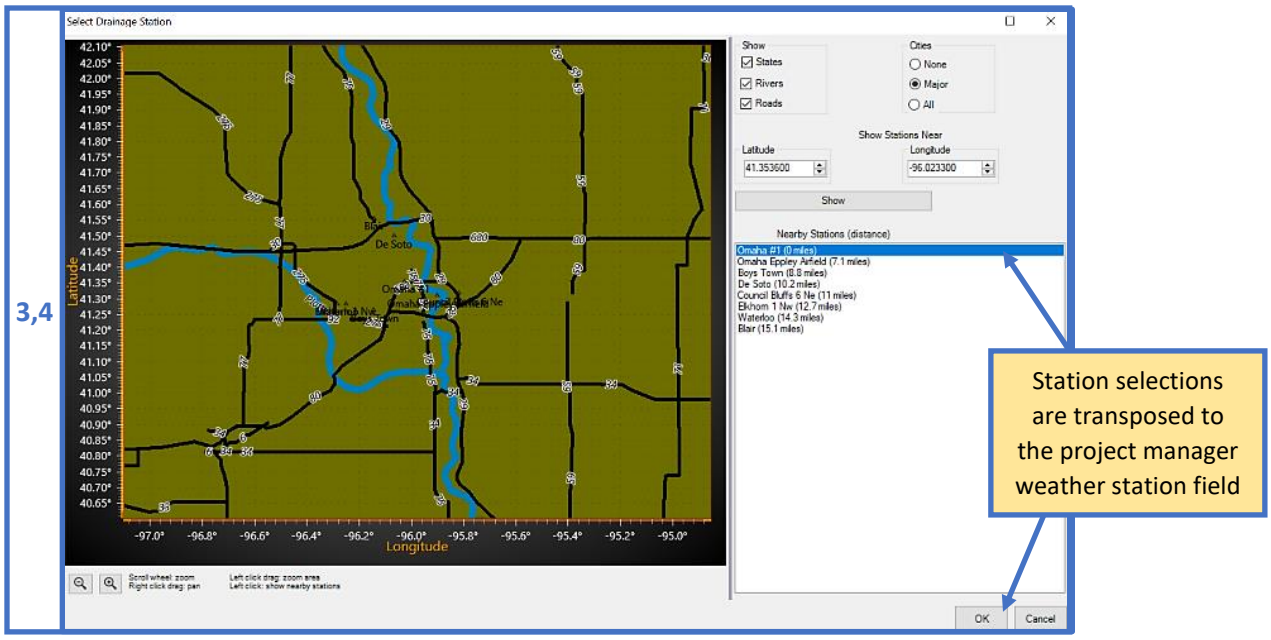
In the “Create a new project” screen, name the project, choose a date (or default to the current date), then select Ok.

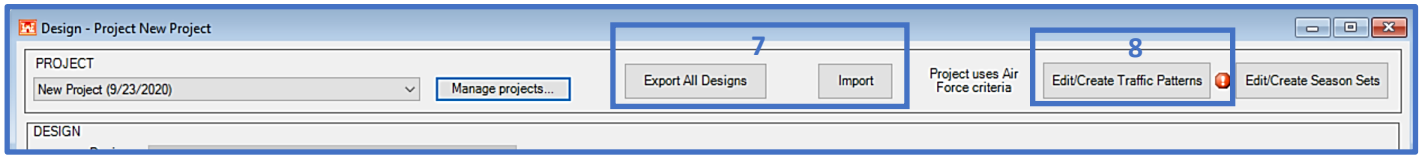


In the “Edit projects” screen:

1. Choose the Service from the pull down that is appropriate for the design project.
2. The next three fields are optional. Add a Description, Comments, and/or Designer Name, if so desired.
3. Select the Consider Frost checkbox, if applicable. Choose the State or Country and Weather station you would like to pull frost data from for the design. Click on Select Using Map to search for and select a weather station. Select an area within the map to populate Nearby Stations to choose from, or input your location in the Latitude and Longitude fields. Once you’ve selected a station, click on OK to transpose the station to project manager.
4. Select the Consider Drainage checkbox, if applicable. The State or Country will transpose from the Consider Frost selection. Choose the Weather station you wish to pull precipitation data from for the design. Click on Select Using Map to search for and select a Drainage station. Select an area within the map to populate Nearby Stations to choose from, or input your location in the Latitude and Longitude fields. Once you’ve selected a station, click on OK to transpose the station to project manager.
5. View the drainage and/or frost data by clicking on the Drainage Information or Frost Information buttons, or by hovering over the blue info icons .
6. Select Close to return to the “Design Project” screen. *Note: If required information is missing the Close button will be greyed out and an error marker icon will display. Hover over the error marker icon to view the tool tip that shows the missing information.*

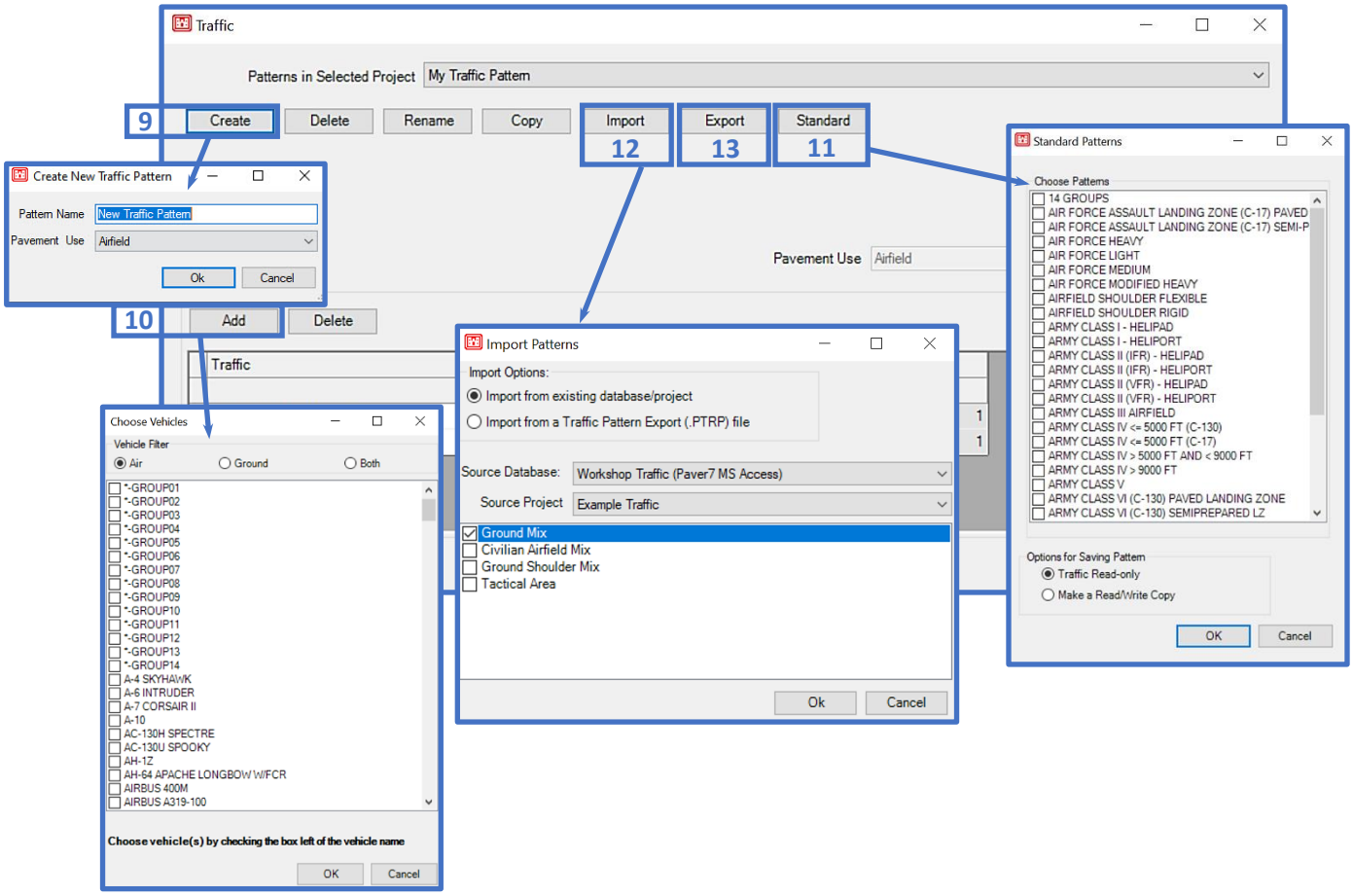




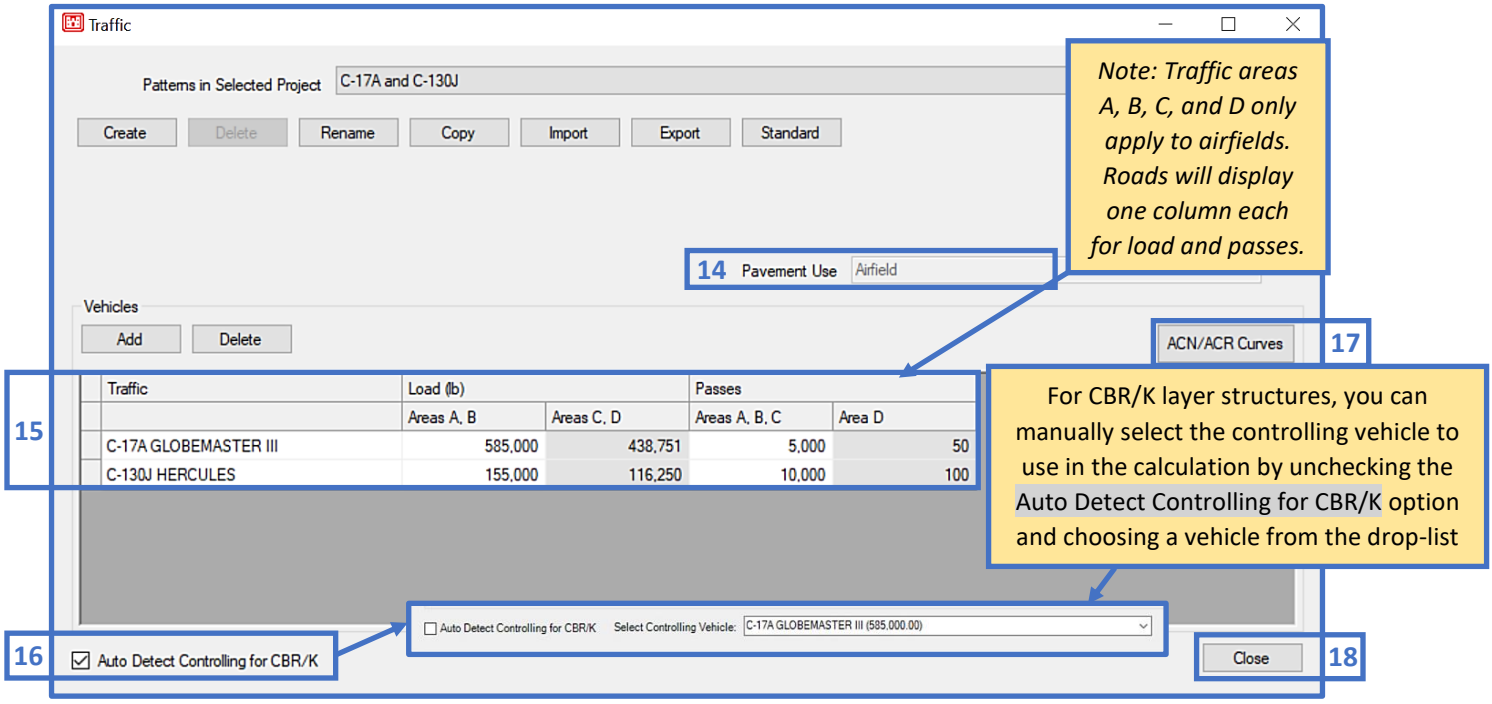


7. Once you've created a design project, the Export All Designs feature allows you to create a .p7d file that can be shared and imported using the Import button. Selecting the Export All Designs button launches file explorer so you can give the exported file a name and choose where to save it. The Export Design button works similarly; it allows you to export an individual design as opposed to all of the designs in a project. To import a .p7d file, select the Import button. File explorer launches so you can navigate to the file location, select the file then Open. A window opens that lists the design properties which were successfully imported. Click OK to close the window and the imported design(s) populate within the design form. *Note: When an individual design is imported, a new project is created for the design so that the project level properties are not lost.*
8. Click on the Edit/Create Traffic Patterns button to define traffic for the project
9. To define a new traffic pattern with specific vehicles, select Create. Enter a Pattern Name, select a Pavement Use, and then click Ok.
10. Click Add to select vehicles from the Choose Vehicles form. An Air, Ground, or Both vehicle filter is available. Click the box left of the vehicle name or on the vehicle name to select it. Click Add to assign the selected vehicles to the pattern.
11. Choose Standard to select from Tri-Service, pre-defined traffic patterns. Click the box left of the standard pattern name or on the name to select it. At the bottom of the form is the option to save the pattern as "Traffic Read-only" (default) or "Make a Read/Write Copy". Click OK to assign the selected pattern.

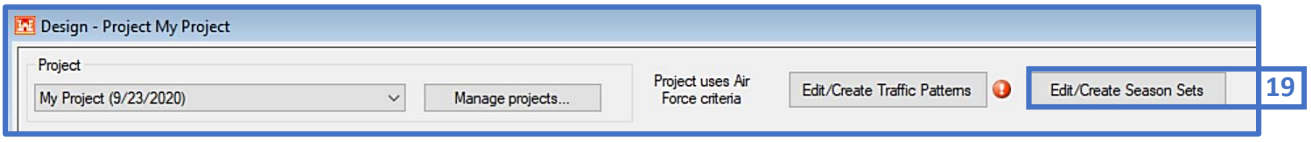
12. Choose Import to select an existing traffic pattern from a database/project or import a previously exported traffic pattern (.ptrp file).



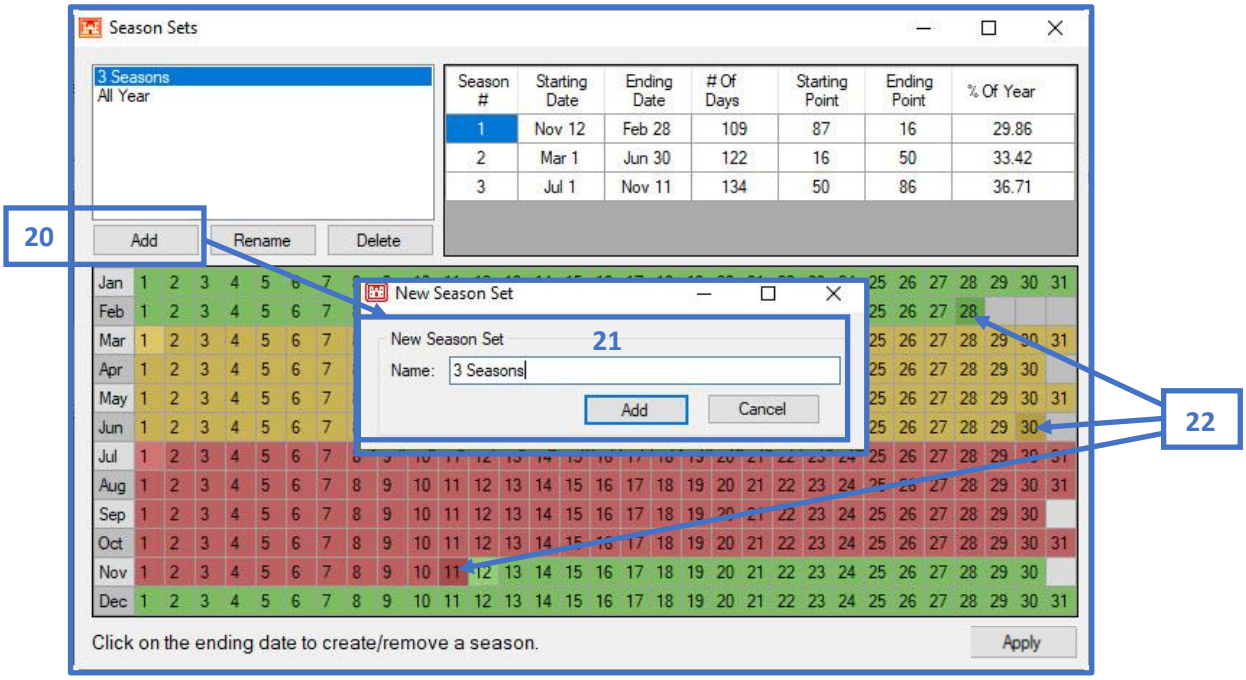
13. Select Export to save a file with the selected traffic pattern. File explorer opens to allow you to save a .ptrp file, which can be shared and imported back into PCASE.
14. The Pavement Use, related to the pattern is displayed.
15. Values for Load and Passes can be edited within the grid cells. For custom traffic patterns, input the number of Passes for the entire life of the pavement (based on pavement use) for each vehicle. The airfield pavement design life is for 20 years and the roads and parking design life is for 25 years. For example, enter 40,000 passes for a 20-year design life at 2,000 passes per year.
16. The Auto Detect Controlling for CBR/K option is turned on by default and automatically calculates the controlling traffic for mixed traffic patterns. Uncheck the checkbox to select a different controlling vehicle from the Select Controlling Vehicle drop-list.
17. Select ACN/ACR Curves to view the Aircraft Classification Number (ACN) and Aircraft Classification Rating (ACR) curves.
18. Select Close to exit Traffic and return to the Design form.



19. Select Edit/Create Season Sets to build a custom season set (*Layered Elastic Design (LED) only*). Modulus values will be assigned for each season in the layer model properties. LED defaults to one season, created season sets can be selected from the Season Set column cell drop-lists.

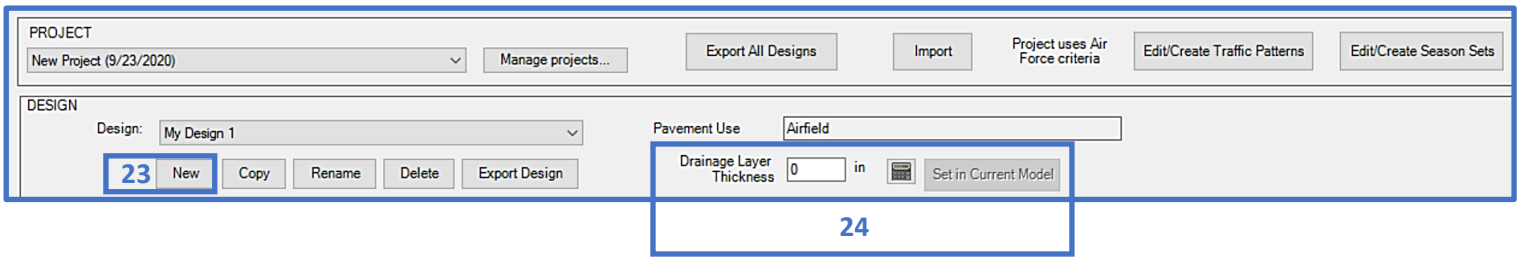


20. Select Add within the Season Sets form to begin.
21. Enter a season set Name and click Add.
22. Select the end date for each season, then select Apply.

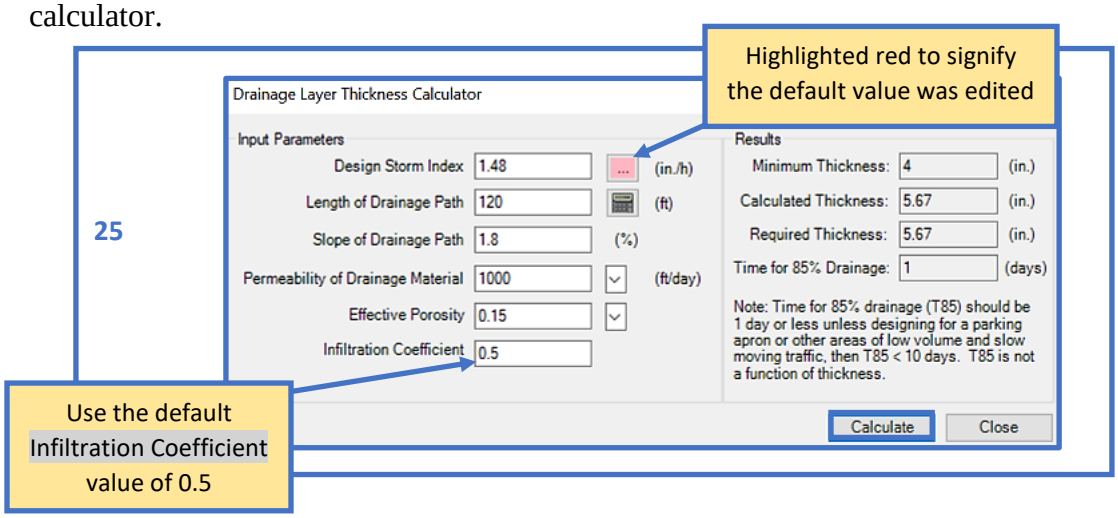


11.3 Design Properties

23. Select New to add a Design Name and choose the Pavement Use (Airfield or Roadway/Parking) for the design.
24. If you opted to Consider Drainage in Manage projects, the Drainage Layer Thickness field and calculator will be enabled. Enter a value in the Drainage Layer Thickness field or use the calculator to determine a calculated value. If a calculated Drainage layer thickness changes in subsequent layer models, click the Set in Current Model button to update the layer grid. Proceed to Step 15 if you choose not to consider drainage.



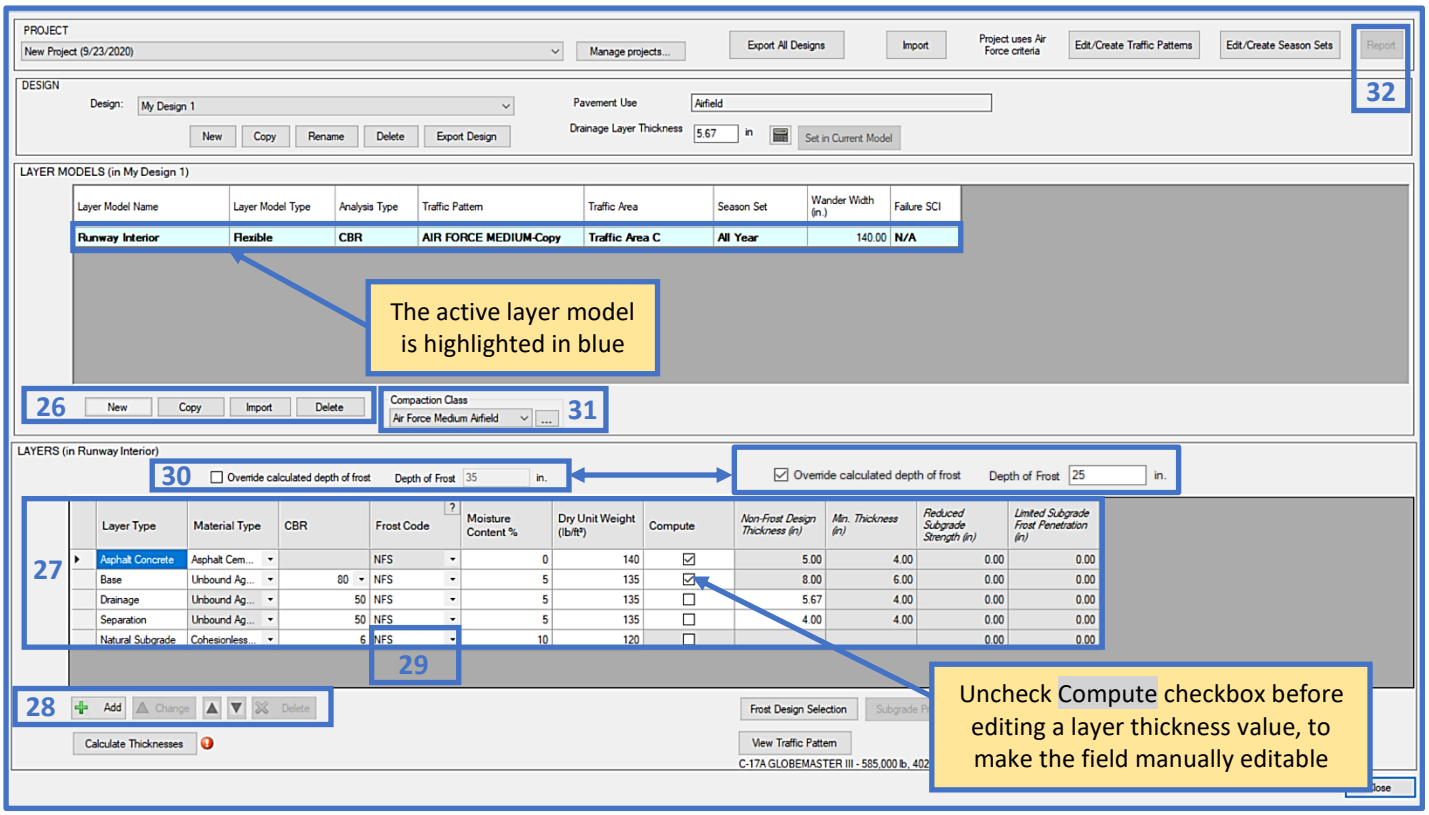
25. To use the Drainage Layer Thickness Calculator, click on the icon. The Design Storm Index value will be pulled in from the Weather station selected in Manage projects; the value may be edited. Select the calculator icon to the right of the Length of Drainage Path field to open the Drainage Path Calculator. Input values for Length of Transverse Slope, Transverse Slope, and Longitudinal Slope, then click on Calculate and the window will close and transpose the Length of Drainage Path and the Slope of the Drainage Path to the Drainage Layer Thickness Calculator window. Select a value from the drop-down field for Permeability of Drainage Material or input a value, then edit the Effective Porosity by using the drop-down options or by inputting a value. Click on the Calculate button to display results then Close the form. The calculated thickness will transpose to the Drainage Layer Thickness field in the Design Properties section upon closing the calculator.



11.4 Layer Properties

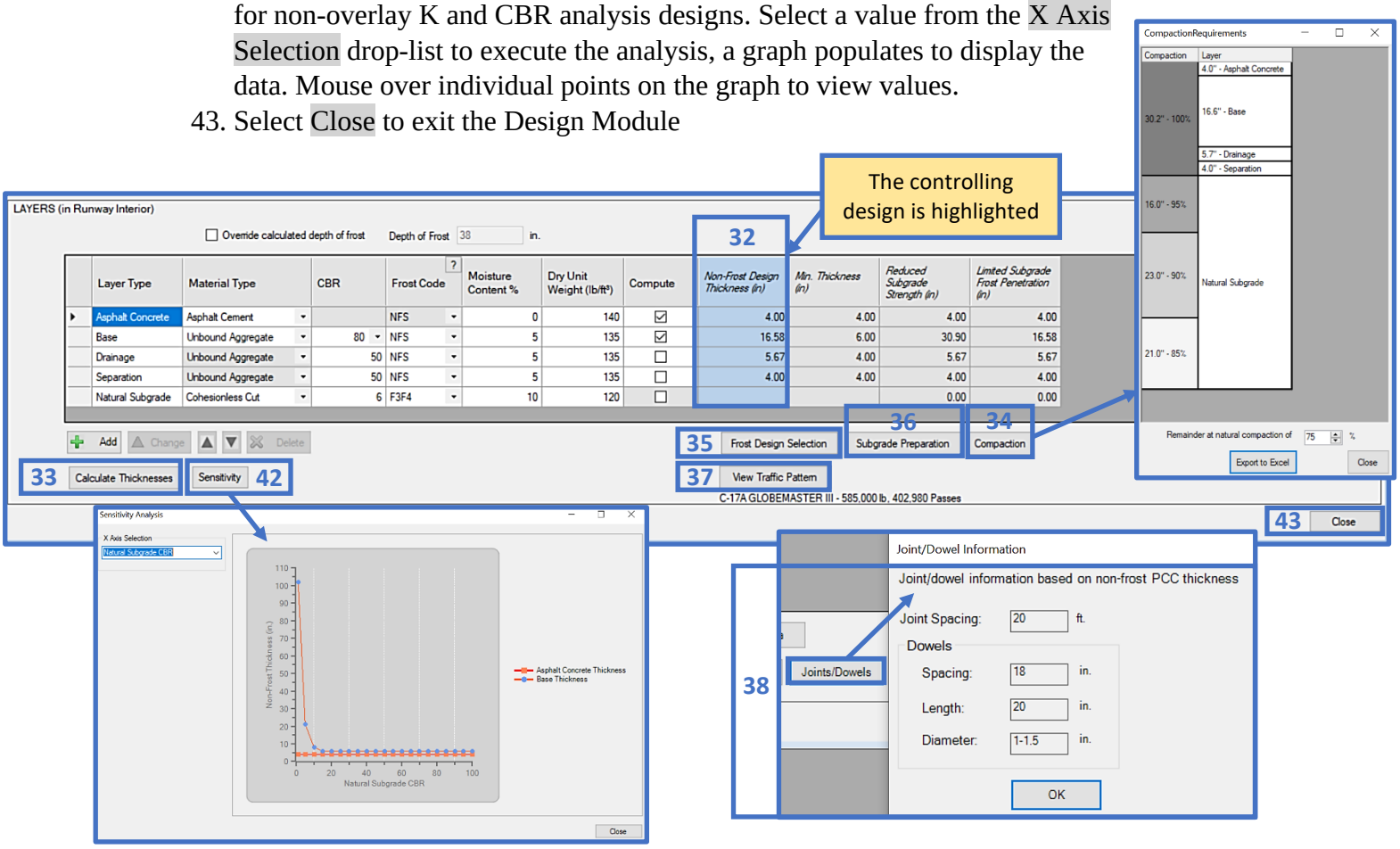
26. Select New, enter the Layer Model Name and choose the appropriate; Pavement Type, Analysis Type, Traffic Pattern, and Traffic Area. In Layer Manager, if Consider Drainage was checked the Use Drainage Layer box will be enabled. It may be unchecked if a drainage layer is not required for the model. Select Ok to return to the Design form. Select Copy to copy a layer model in the current design. Select Import to import a model layer from another design within the current database. Select Delete to delete a layer in the current design.
27. A layer structure will now populate within the layer grid section. Default values within the layer grid column fields are given. All fields are editable unless colored in gray, this signifies that the cell is set to read-only. *Note: If unacceptable values are entered into the layer grid, the cell will color red and an error marker icon will display, hover over the error marker icon*  *to view a tooltip which displays the acceptable value range.*
28. Layers and their coinciding material types can be added or edited using the Add or Change buttons beneath the layer grid. The Change layer button becomes enabled when the selected layer can be modified. The Delete button becomes enabled when a removable layer is selected. The Up and Down arrows enable when the selected layer can be moved.

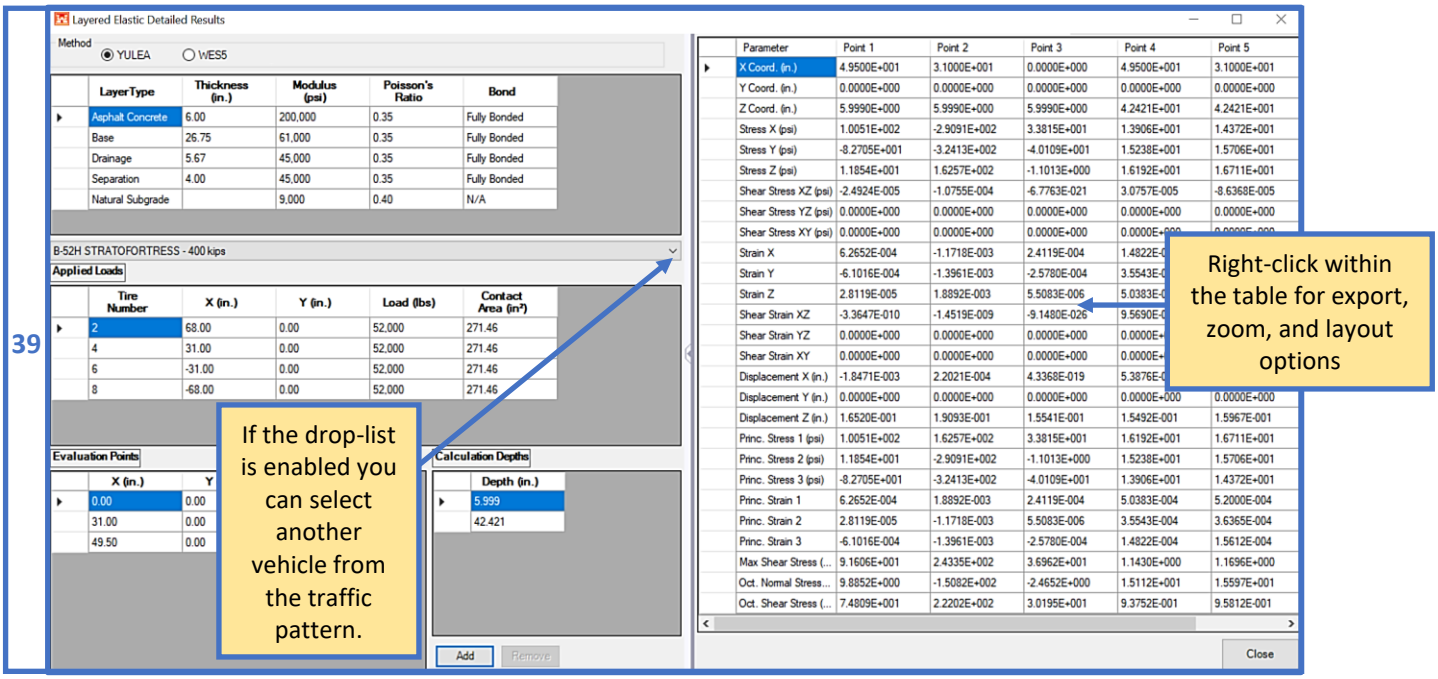
29. Select a Frost Code for the subgrade layer from the drop-list within the NFS column cell.
30. The Override calculated depth of frost check box will be unchecked by default for newly-created layer models, which means the calculated depth of frost value will be used for the layer model. Select the check box to input your own value in the field.
31. A default Compaction Class is automatically selected for you. Select the ellipsis button next to the Compaction Class drop-list to view compaction requirement tables; based on the selected layer model. Additional compaction classes are available for selection using the Compaction Class drop-list, the available options in the list are dependent on pavement type, Service (for flexible pavements), and traffic area.
32. The Report button launches a form for you to select designs within the selected project to include in the report, each layer model is presented on a different tab within the spreadsheet. The button will enable once layer model results have been computed.

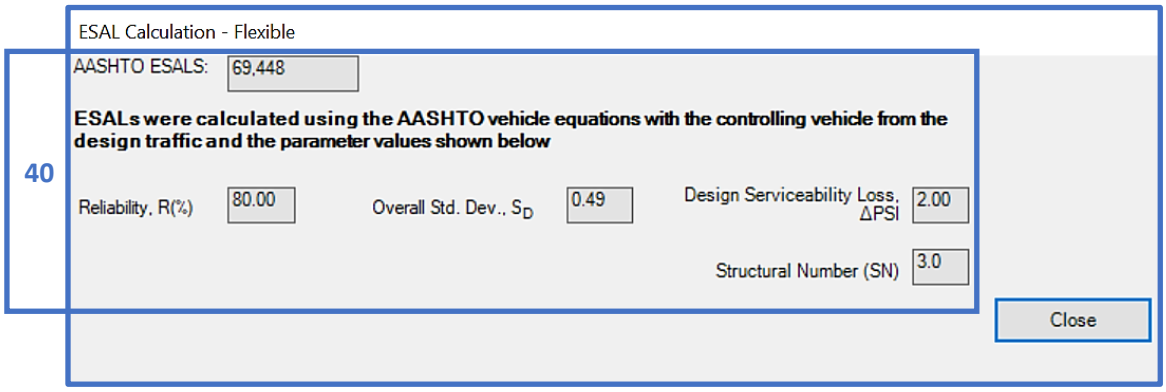


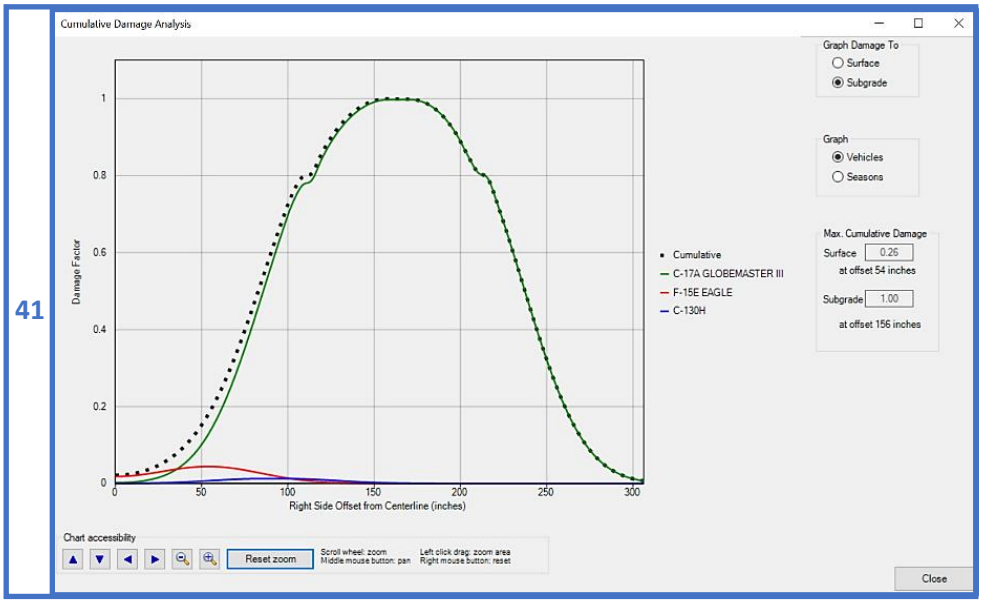
33. Once you are satisfied with all inputted and/or default values for the layer structure, click on the Calculate Thicknesses button. When frost values are used, the controlling design column will highlight in blue. *Note: When all the required fields are filled, the red icon will display indicating Calculate Thicknesses.*
34. Select Compaction to display a graphical representation of the compaction requirements. The left column displays the compaction percentage and depth. For cases in which a compaction percent crosses a layer boundary, an additional column (between the Compaction and Layer thicknesses columns) will display to show the depth for each layer it spans. If the remaining compaction percentage is not already specified within the graphic, the natural compaction percent of the soil can be inputted within the Remainder of natural compaction of... field. Select Export to Excel to save a copy of the graphic.

35. Select Frost Design Selection to display the criteria and guidance for selecting the correct frost design.
36. Select Subgrade Preparation to display the calculated required depth of subgrade preparation.
37. Select View Traffic Pattern to display the Traffic assigned to the model; includes the vehicles, weights and passes. The controlling vehicle and equivalent passes are also shown, for CBR analysis type only.
38. Select Joints/Dowels to display the joint spacing and dowel requirements based on the concrete thickness. *Note: The Joints/Dowels button only appears for rigid designs.*
39. The Stresses/Strains button is enabled for LED only; when selected a form is launched that displays a table of stresses and strain data, the layer structure, and vehicle information for the selected layer model. Values can be added or removed in the Calculation Depths section.
40. The AASHTO ESALs button is only available for road designs. Calculated AASHTO ESALs are displayed on the form and within the Layer Models grid. The parameter values used for the calculation can be viewed on the form.
41. The Damage button is only available for LED. The form displays cumulative damage based on the traffic or season set for the selected layer model.
42. The Sensitivity analysis button becomes enabled after thicknesses have been calculated for non-overlay K and CBR analysis designs. Select a value from the X Axis Selection drop-list to execute the analysis, a graph populates to display the data. Mouse over individual points on the graph to view values.
43. Select Close to exit the Design Module




39
Layered Elastic Detailed Results
Method
YULEA
WES5
LayerType
Thickness (in.)
Modulus (psi)
Poisson's Ratio
Bond
Asphalt Concrete 6.00 200,000 0.35 Fully Bonded
Base 26.75 61,000 0.35 Fully Bonded
Drainage 5.67 45,000 0.35 Fully Bonded
Separation 4.00 45,000 0.35 Fully Bonded
Natural Subgrade 9,000 0.40 N/A
B-52H STRATOFORTRESS - 400 kips
Applied Loads
Tire Number
X (in.)
Y (in.)
Load (lbs)
Contact Area (in²)
2 68.00 0.00 52,000 271.46
4 31.00 0.00 52,000 271.46
6 -31.00 0.00 52,000 271.46
8 -68.00 0.00 52,000 271.46
Evaluation Points
X (in.)
0.00
31.00
49.50
Calculation Depths
Depth (in.)
5.999
42.421
Add
Remove
If the drop-list is enabled you can select another vehicle from the traffic pattern.
Parameter
Point 1
Point 2
Point 3
Point 4
Point 5
X Coord. (in.) 4.9500E+001 3.1000E+001 0.0000E+000 4.9500E+001 3.1000E+001
Y Coord. (in.) 0.0000E+000 0.0000E+000 0.0000E+000 0.0000E+000 0.0000E+000
Z Coord. (in.) 5.9990E+000 5.9990E+000 5.9990E+000 4.2421E+001 4.2421E+001
Stress X (psi) 1.0051E+002 -2.9091E+002 3.3815E+001 1.3906E+001 1.4372E+001
Stress Y (psi) -8.2705E+001 -3.2413E+002 -4.0109E+001 1.5238E+001 1.5706E+001
Stress Z (psi) 1.1854E+001 1.6257E+002 -1.1013E+000 1.6192E+001 1.6711E+001
Shear Stress XZ (psi) -2.4924E-005 -1.0755E-004 -6.7763E-021 3.0757E-005 -8.6368E-005
Shear Stress YZ (psi) 0.0000E+000 0.0000E+000 0.0000E+000 0.0000E+000 0.0000E+000
Shear Stress XY (psi) 0.0000E+000 0.0000E+000 0.0000E+000
Strain X 6.2652E-004 -1.1718E-003 2.4119E-004
Strain Y -6.1016E-004 -1.3961E-003 -2.5780E-004
Strain Z 2.8119E-005 1.8892E-003 5.5083E-006
Shear Strain XZ -3.3647E-010 -1.4519E-009 -9.1480E-026
Shear Strain YZ 0.0000E+000 0.0000E+000 0.0000E+000
Shear Strain XY 0.0000E+000 0.0000E+000 0.0000E+000
Displacement X (in.) -1.8471E-003 2.2021E-004 4.3368E-019
Displacement Y (in.) 0.0000E+000 0.0000E+000 0.0000E+000 0.0000E+000 0.0000E+000
Displacement Z (in.) 1.6520E-001 1.9093E-001 1.5541E-001 1.5492E-001 1.5967E-001
Princ. Stress 1 (psi) 1.0051E+002 1.6257E+002 3.3815E+001 1.6192E+001 1.6711E+001
Princ. Stress 2 (psi) 1.1854E+001 -2.9091E+002 -1.1013E+000 1.5238E+001 1.5706E+001
Princ. Stress 3 (psi) -8.2705E+001 -3.2413E+002 -4.0109E+001 1.3906E+001 1.4372E+001
Princ. Strain 1 6.2652E-004 1.8892E-003 2.4119E-004 5.0383E-004 5.2000E-004
Princ. Strain 2 2.8119E-005 -1.1718E-003 5.5083E-006 3.5543E-004 3.6365E-004
Princ. Strain 3 -6.1016E-004 -1.3961E-003 -2.5780E-004 1.4822E-004 1.5612E-004
Max Shear Stress (... 9.1606E+001 2.4335E+002 3.6962E+001 1.1430E+000 1.1696E+000
Oct. Normal Stress... 9.8852E+000 -1.5082E+002 -2.4652E+000 1.5112E+001 1.5597E+001
Oct. Shear Stress (... 7.4809E+001 2.2202E+002 3.0195E+001 9.3752E-001 9.5812E-001
Close
Right-click within the table for export, zoom, and layout options


40
ESAL Calculation - Flexible
AASHTO ESALS: 69,448
ESALs were calculated using the AASHTO vehicle equations with the controlling vehicle from the design traffic and the parameter values shown below
Reliability, R(%) 80.00
Overall Std. Dev., S_D 0.49
Design Serviceability Loss, ΔPSI 2.00
Structural Number (SN) 3.0
Close


41
Cumulative Damage Analysis
Graph Damage To
Surface
Subgrade
Graph
Vehicles
Seasons
Max. Cumulative Damage
Surface 0.26
at offset 54 inches
Subgrade 1.00
at offset 156 inches
Damage Factor
Right Side Offset from Centerline (inches)
Cumulative
C-17A GLOBEMASTER III
F-15E EAGLE
C-130H
Chart accessibility
Reset zoom
Close

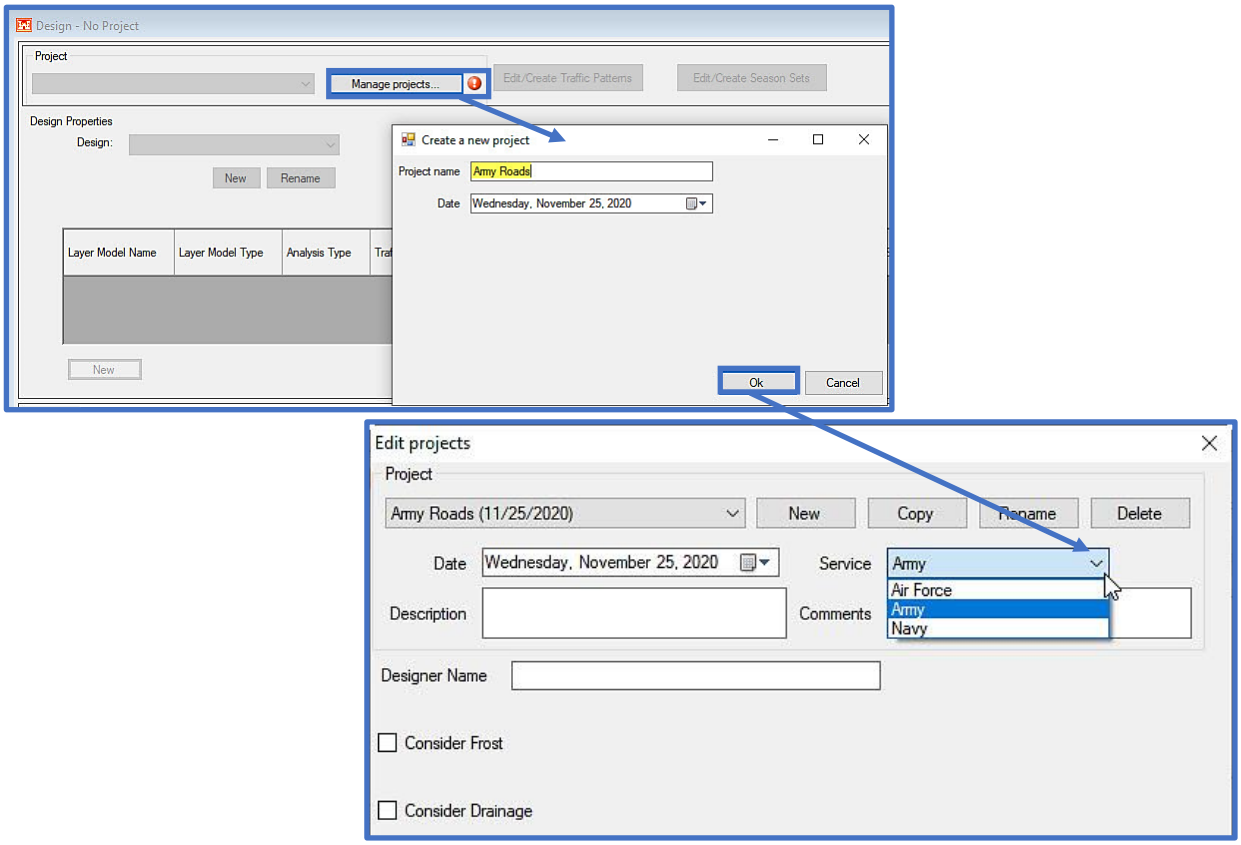
11.5 Design Examples

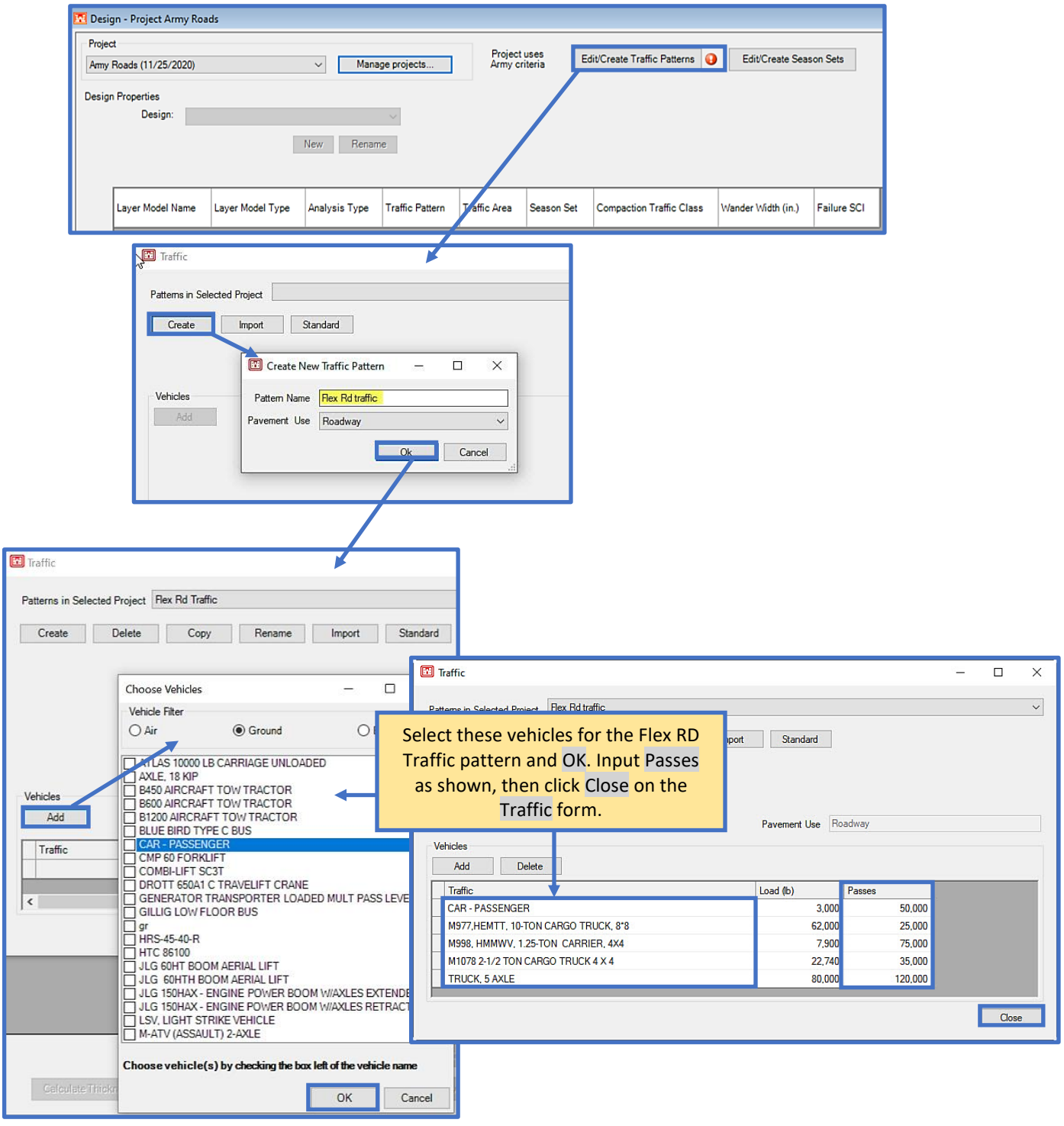
11.5.1 Flexible surfaced road using a new traffic pattern

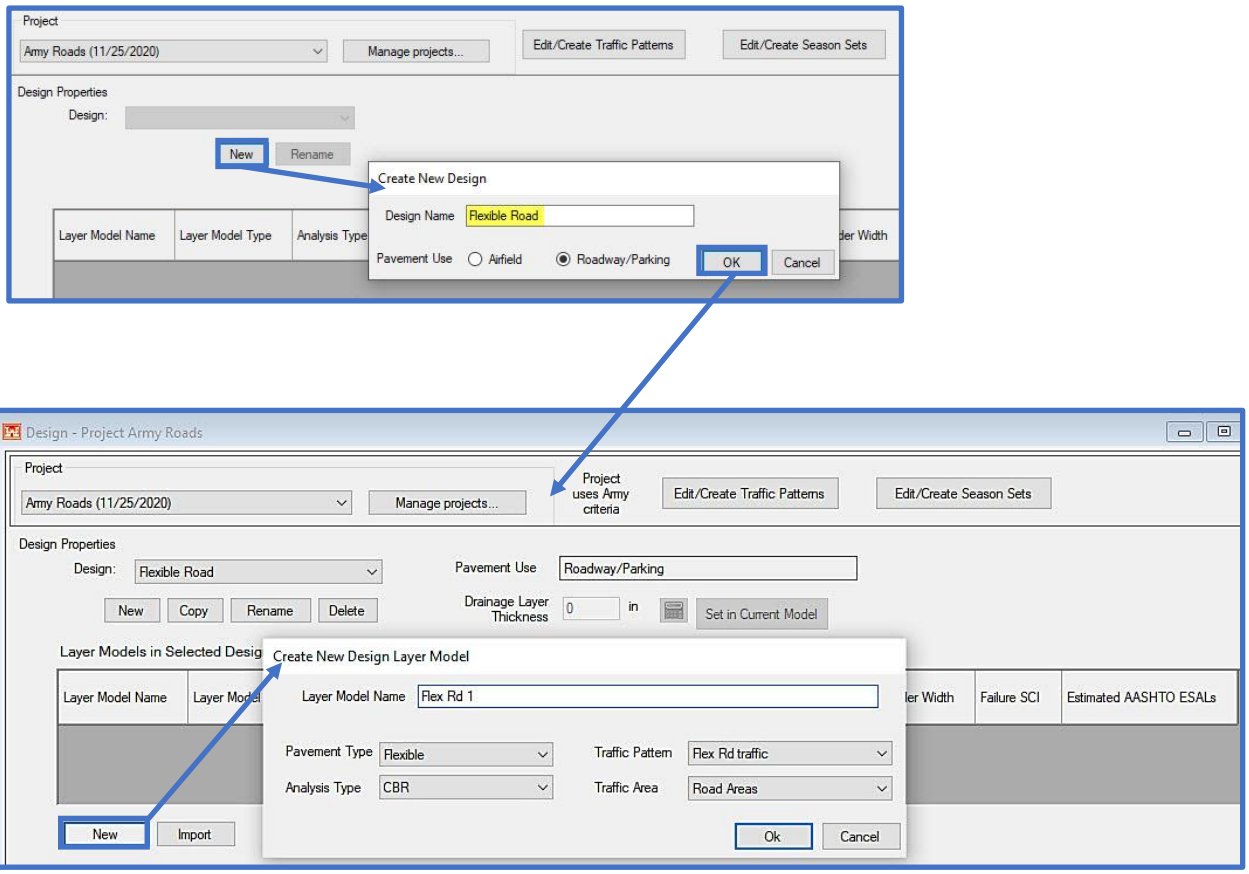
Design a flexible road at an Army installation using the vehicles, weights and passes in Table 1 and material information in Table 2.

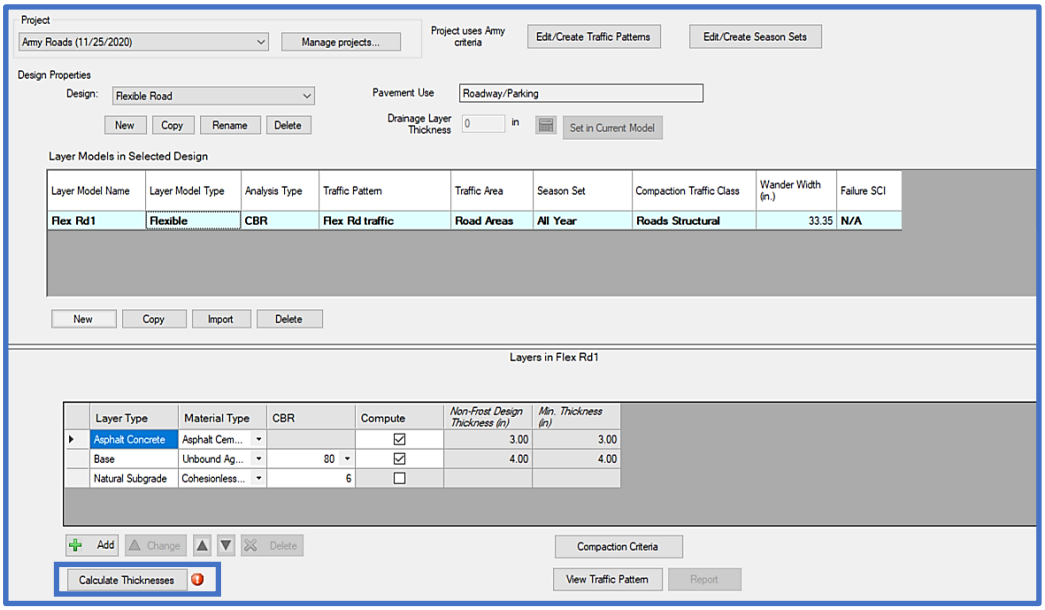
Table 1		
Ground Vehicle	**Weight (lb)**	**Passes**
Car – passenger	3,000	50,000
M977 HEMTT 10-Ton Cargo Truck 8x8	62,000	25,000
M998 HMMWV 1.25-Ton Carrier 4x4	7,900	75,000
M1078 2-1/2 Ton Cargo Truck 4x4	22,740	35,000
Truck 5 Axle	80,000	120,000

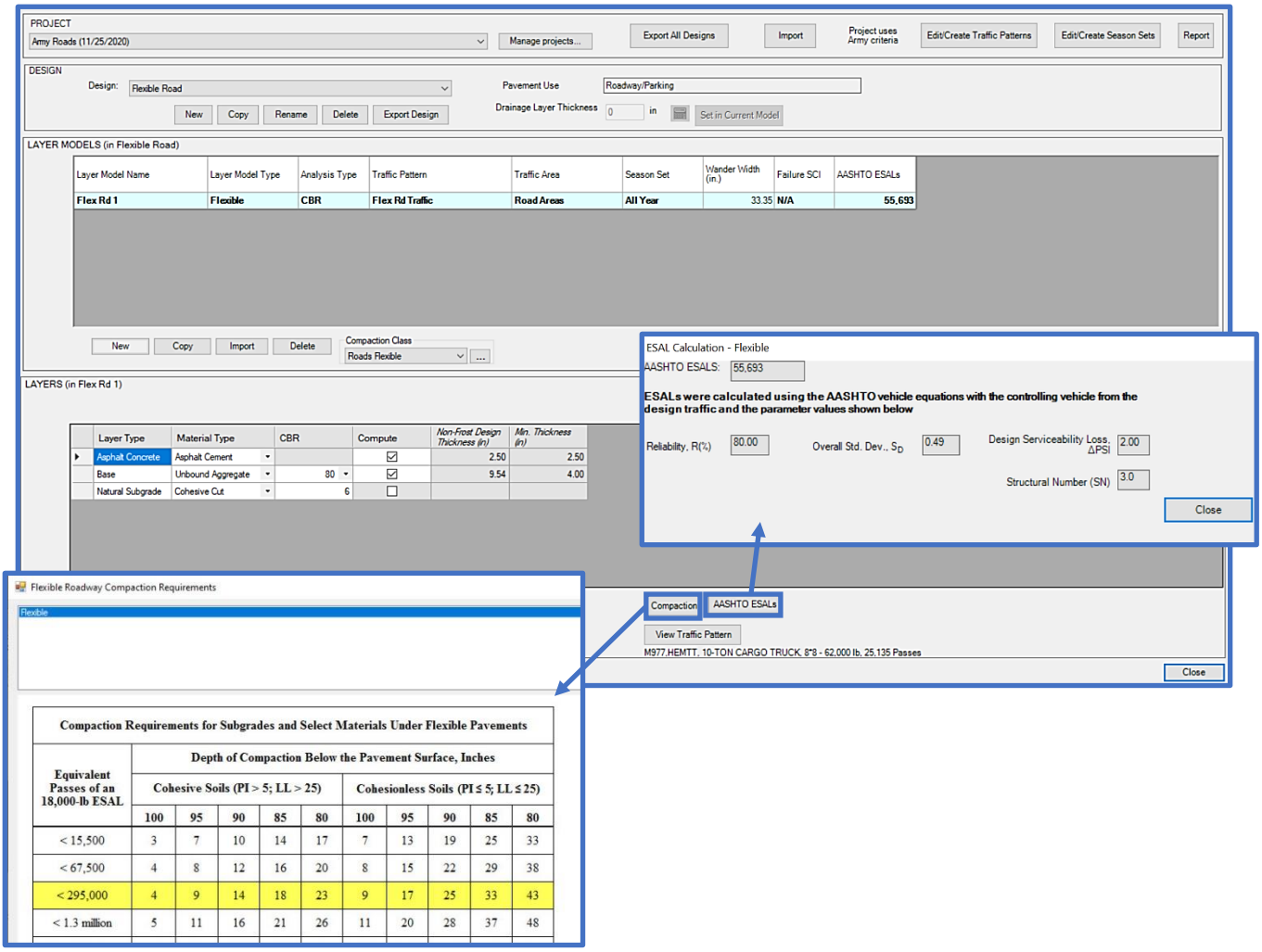
Table 2		
Layer	**Description**	**Design CBR**
Wearing surface	Asphalt Concrete (AC)	--
Base Course	GP (unbound aggregate)	80
Natural Subgrade	CH (cohesive cut)	6




Design - Project Army Roads
Project
Army Roads (11/25/2020)
Manage projects...
Project uses Army criteria
Edit/Create Traffic Patterns
Edit/Create Season Sets
Design Properties
Design:
New
Rename
Layer Model Name
Layer Model Type
Analysis Type
Traffic Pattern
Traffic Area
Season Set
Compaction Traffic Class
Wander Width (in.)
Failure SCI
Traffic
Patterns in Selected Project
Create
Import
Standard
Create New Traffic Pattern
Pattern Name
Flex Rd traffic
Pavement Use
Roadway
Ok
Cancel
Vehicles
Add
Patterns in Selected Project
Flex Rd Traffic
Create
Delete
Copy
Rename
Import
Standard
Choose Vehicles
Vehicle Filter
Air
Ground
ATLAS 10000 LB CARRIAGE UNLOADED
AXLE, 18 KIP
B450 AIRCRAFT TOW TRACTOR
B600 AIRCRAFT TOW TRACTOR
B1200 AIRCRAFT TOW TRACTOR
BLUE BIRD TYPE C BUS
CAR - PASSENGER
CMP 60 FORKLIFT
COMBI-LIFT SC3T
DROTT 650A1 C TRAVELIFT CRANE
GENERATOR TRANSPORTER LOADED MULT PASS LEVE
GILLIG LOW FLOOR BUS
gr
HRS-45-40-R
HTC 86100
JLG 60HT BOOM AERIAL LIFT
JLG 60HTH BOOM AERIAL LIFT
JLG 150HAX - ENGINE POWER BOOM W/AXLES EXTENDE
JLG 150HAX - ENGINE POWER BOOM W/AXLES RETRACT
LSV, LIGHT STRIKE VEHICLE
M-ATV (ASSAULT) 2-AXLE
Choose vehicle(s) by checking the box left of the vehicle name
OK
Cancel
Select these vehicles for the Flex RD Traffic pattern and OK. Input Passes as shown, then click Close on the Traffic form.
Traffic
Flex Rd traffic
Standard
Pavement Use
Roadway
Vehicles
Add
Delete
Traffic
Load (lb)
Passes
CAR - PASSENGER
3,000
50,000
M977,HEMTT, 10-TON CARGO TRUCK, 8*8
62,000
25,000
M998, HMMWV, 1.25-TON CARRIER, 4X4
7,900
75,000
M1078 2-1/2 TON CARGO TRUCK 4 X 4
22,740
35,000
TRUCK, 5 AXLE
80,000
120,000
Close


Project
Army Roads (11/25/2020)
Manage projects...
Edit/Create Traffic Patterns
Edit/Create Season Sets
Design Properties
Design:
New
Rename
Create New Design
Design Name
Flexible Road
Pavement Use
Airfield
Roadway/Parking
OK
Cancel
Layer Model Name
Layer Model Type
Analysis Type
Design - Project Army Roads
Project
Army Roads (11/25/2020)
Manage projects...
Project uses Army criteria
Edit/Create Traffic Patterns
Edit/Create Season Sets
Design Properties
Design:
Flexible Road
Pavement Use
Roadway/Parking
New
Copy
Rename
Delete
Drainage Layer Thickness
0
in
Set in Current Model
Layer Models in Selected Desig
Create New Design Layer Model
Layer Model Name
Flex Rd 1
Failure SCI
Estimated AASHTO ESALs
Pavement Type
Flexible
Traffic Pattern
Flex Rd traffic
Analysis Type
CBR
Traffic Area
Road Areas
New
Import
Ok
Cancel



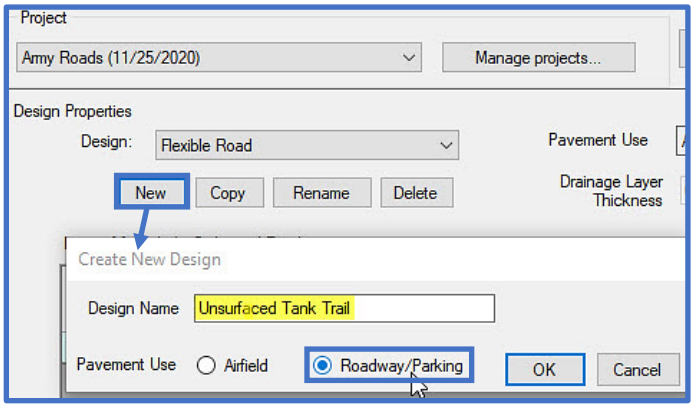


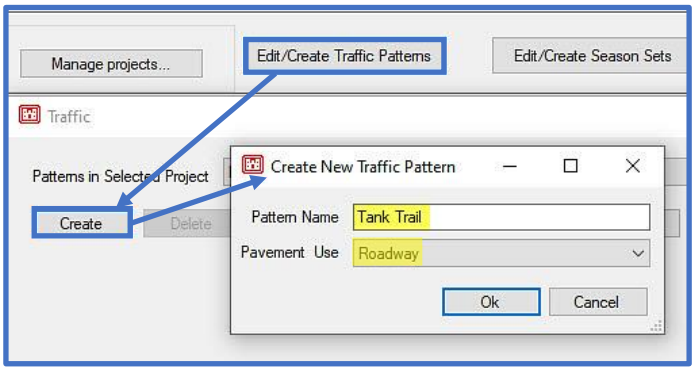
Compaction Requirements for Subgrades and Select Materials Under Flexible Pavements

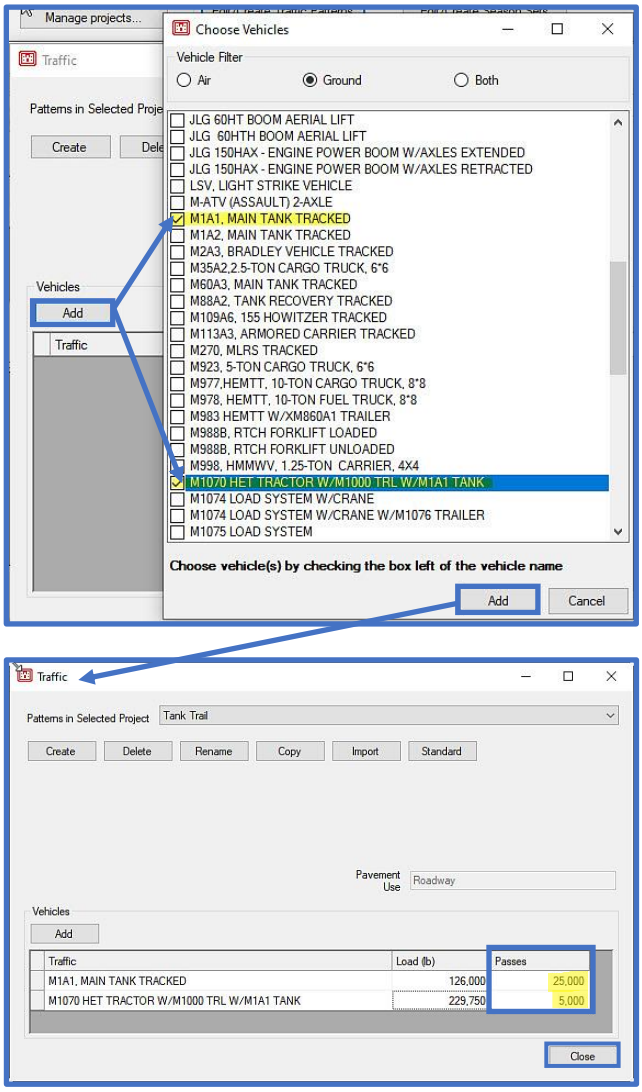
Equivalent Passes of an 18,000-lb ESAL	Depth of Compaction Below the Pavement Surface, Inches									
	Cohesive Soils (PI > 5; LL > 25)					Cohesionless Soils (PI ≤ 5; LL ≤ 25)				
	100	95	90	85	80	100	95	90	85	80
< 15,500	3	7	10	14	17	7	13	19	25	33
< 67,500	4	8	12	16	20	8	15	22	29	38
< 295,000	4	9	14	18	23	9	17	25	33	43
< 1.3 million	5	11	16	21	26	11	20	28	37	48

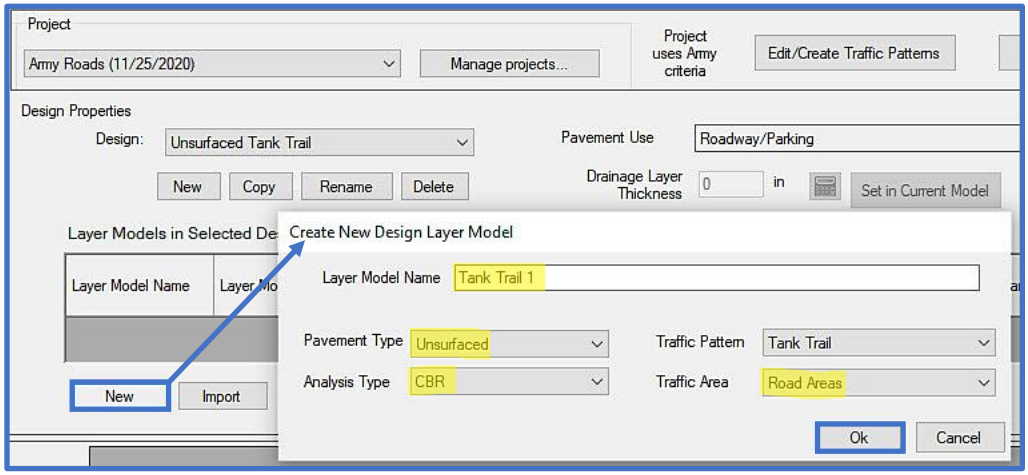
11.5.2 Unsurfaced tank trail using a new traffic pattern

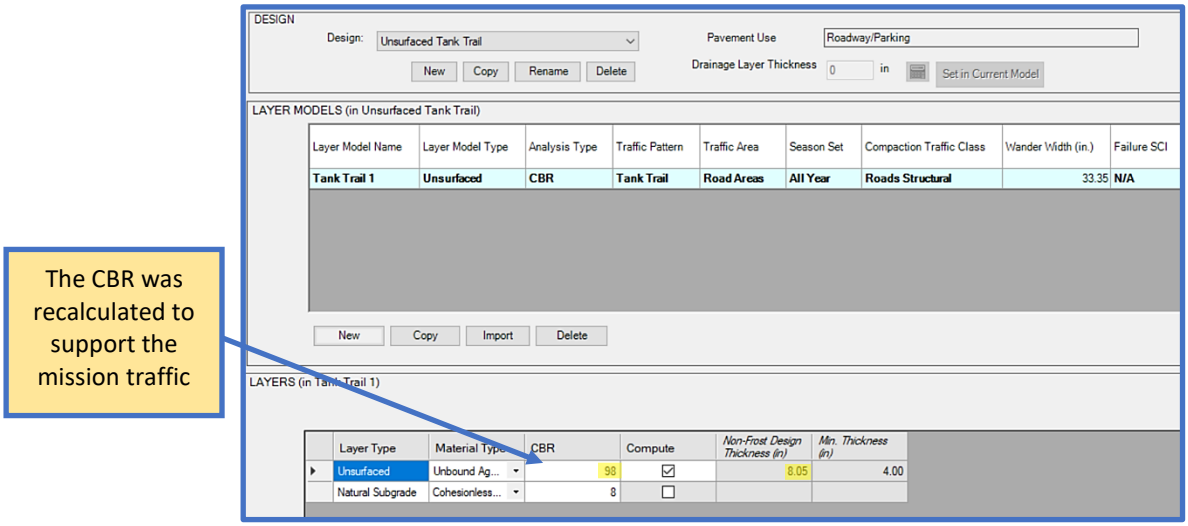
Design a CBR single layer aggregate surfaced (unsurfaced) tank trail for a 5-year life given 5,000 annual passes of the M1A1 and 1,000 annual passes of the M1070 Het Tractor W/M10000 TRL W/M1A1 (both at default weights). Use 80 CBR for the aggregate surface layer and 8 CBR for the subgrade.





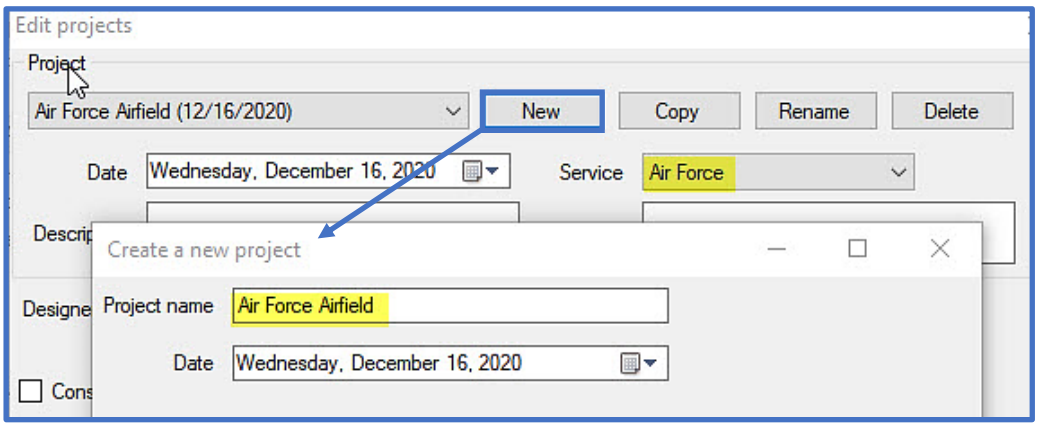

Manage projects...
Traffic
Patterns in Selected Proje
Create
Vehicles
Add
Traffic
Choose Vehicles
Vehicle Filter
Air
Ground
Both
JLG 60HT BOOM AERIAL LIFT
JLG 60HTH BOOM AERIAL LIFT
JLG 150HAX - ENGINE POWER BOOM W/AXLES EXTENDED
JLG 150HAX - ENGINE POWER BOOM W/AXLES RETRACTED
LSV, LIGHT STRIKE VEHICLE
M-ATV (ASSAULT) 2-AXLE
M1A1, MAIN TANK TRACKED
M1A2, MAIN TANK TRACKED
M2A3, BRADLEY VEHICLE TRACKED
M35A2,2.5-TON CARGO TRUCK, 6*6
M60A3, MAIN TANK TRACKED
M88A2, TANK RECOVERY TRACKED
M109A6, 155 HOWITZER TRACKED
M113A3, ARMORED CARRIER TRACKED
M270, MLRS TRACKED
M923, 5-TON CARGO TRUCK, 6*6
M977,HEMTT, 10-TON CARGO TRUCK, 8*8
M978, HEMTT, 10-TON FUEL TRUCK, 8*8
M983 HEMTT W/XM860A1 TRAILER
M988B, RTCH FORKLIFT LOADED
M988B, RTCH FORKLIFT UNLOADED
M998, HMMWV, 1.25-TON CARRIER, 4X4
M1070 HET TRACTOR W/M1000 TRL W/M1A1 TANK
M1074 LOAD SYSTEM W/CRANE
M1074 LOAD SYSTEM W/CRANE W/M1076 TRAILER
M1075 LOAD SYSTEM
Choose vehicle(s) by checking the box left of the vehicle name
Add
Cancel
Traffic
Patterns in Selected Project
Tank Trail
Create
Delete
Rename
Copy
Import
Standard
Pavement Use
Roadway
Vehicles
Add
Traffic
Load (lb)
Passes
M1A1, MAIN TANK TRACKED
126,000
25,000
M1070 HET TRACTOR W/M1000 TRL W/M1A1 TANK
229,750
5,000
Close

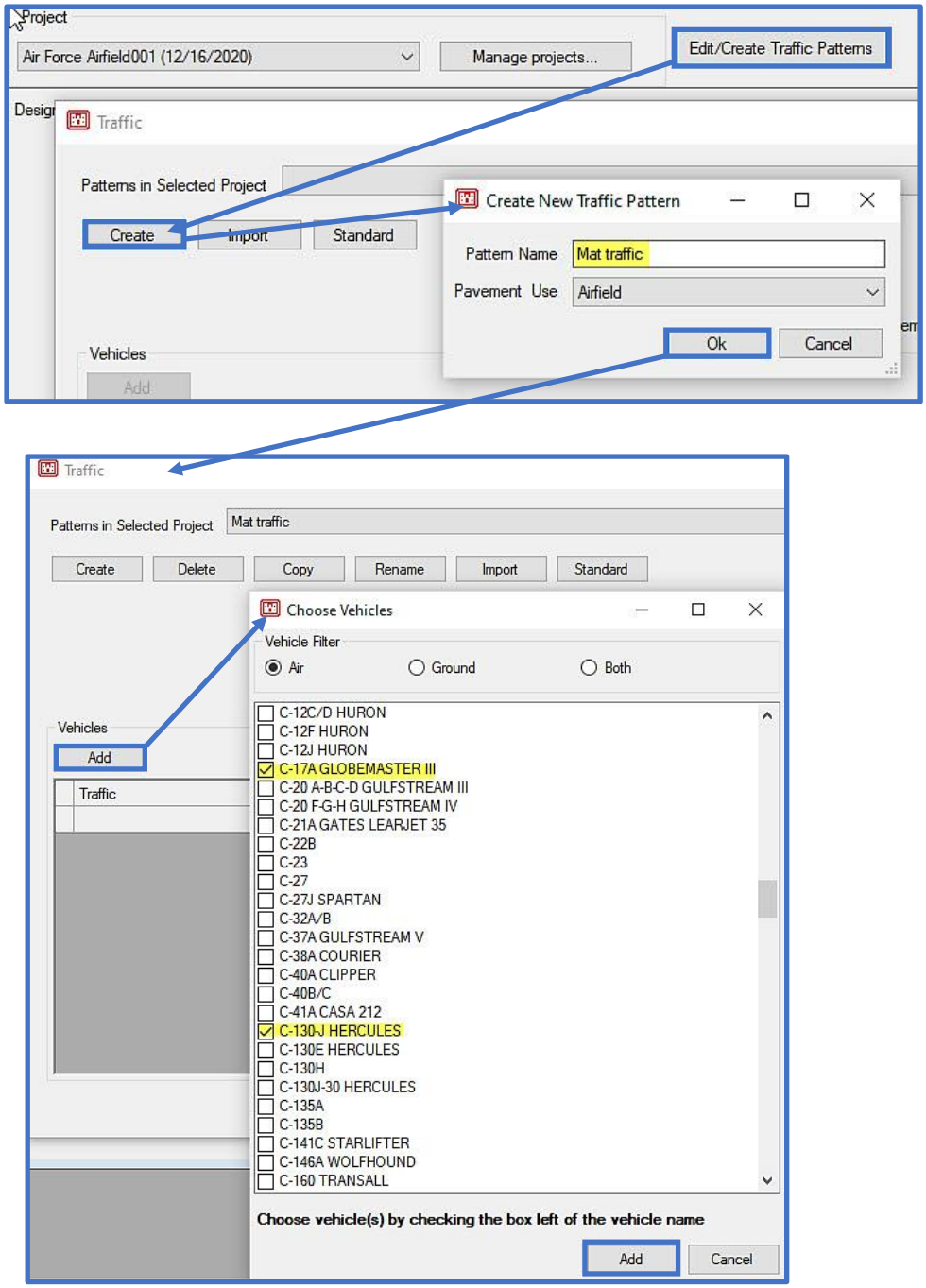

Project
Army Roads (11/25/2020)
Manage projects...
Project uses Army criteria
Edit/Create Traffic Patterns
Design Properties
Design:
Unsurfaced Tank Trail
Pavement Use
Roadway/Parking
New
Copy
Rename
Delete
Drainage Layer Thickness
0
in
Set in Current Model
Layer Models in Selected De
Layer Model Name
Layer Mo
New
Import
Create New Design Layer Model
Layer Model Name
Tank Trail 1
Pavement Type
Unsurfaced
Traffic Pattern
Tank Trail
Analysis Type
CBR
Traffic Area
Road Areas
Ok
Cancel

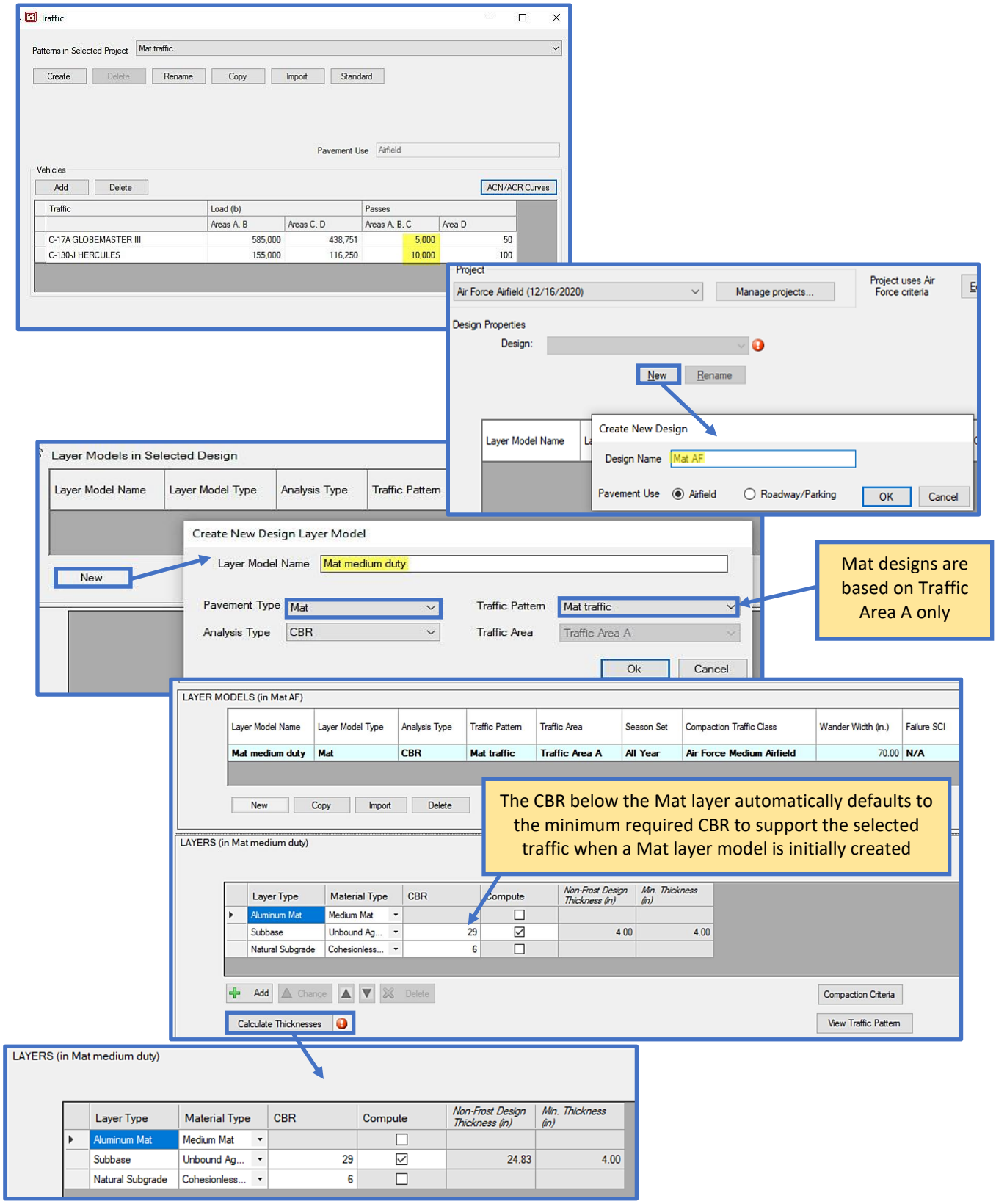


11.5.3 Mat surfaced airfield using a new traffic pattern

Design an AM-2 (medium duty) mat surfaced apron (traffic area A) by determining the required subbase thickness (assume 29 CBR) under the mat. The traffic includes 5,000 passes of the C-17 (585 kips) and 10,000 passes of the C-130J aircraft (155 kips). Use a natural subgrade CBR of 6.



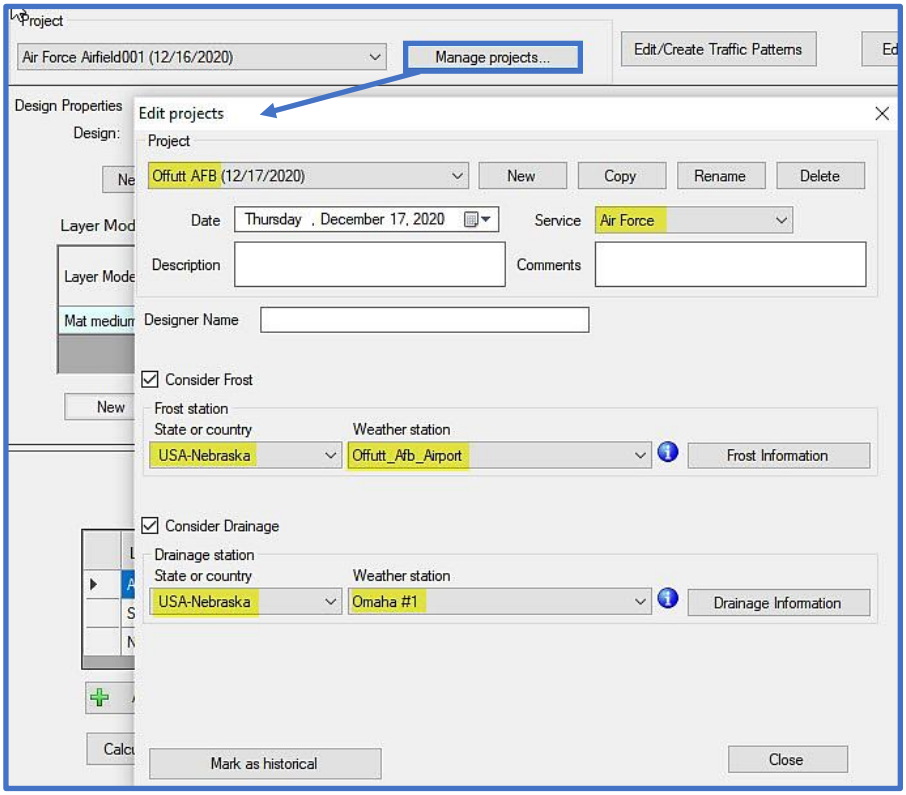

Project
Air Force Airfield001 (12/16/2020)
Manage projects...
Edit/Create Traffic Patterns
Traffic
Patterns in Selected Project
Create
Import
Standard
Create New Traffic Pattern
Pattern Name
Mat traffic
Pavement Use
Airfield
Ok
Cancel
Vehicles
Add
Traffic
Patterns in Selected Project
Mat traffic
Create
Delete
Copy
Rename
Import
Standard
Choose Vehicles
Vehicle Filter
Air
Ground
Both
Vehicles
Add
Traffic
C-12C/D HURON
C-12F HURON
C-12J HURON
C-17A GLOBEMASTER III
C-20 A-B-C-D GULFSTREAM III
C-20 F-G-H GULFSTREAM IV
C-21A GATES LEARJET 35
C-22B
C-23
C-27
C-27J SPARTAN
C-32A/B
C-37A GULFSTREAM V
C-38A COURIER
C-40A CLIPPER
C-40B/C
C-41A CASA 212
C-130J HERCULES
C-130E HERCULES
C-130H
C-130J-30 HERCULES
C-135A
C-135B
C-141C STARLIFTER
C-146A WOLFHOUND
C-160 TRANSALL
Choose vehicle(s) by checking the box left of the vehicle name
Add
Cancel

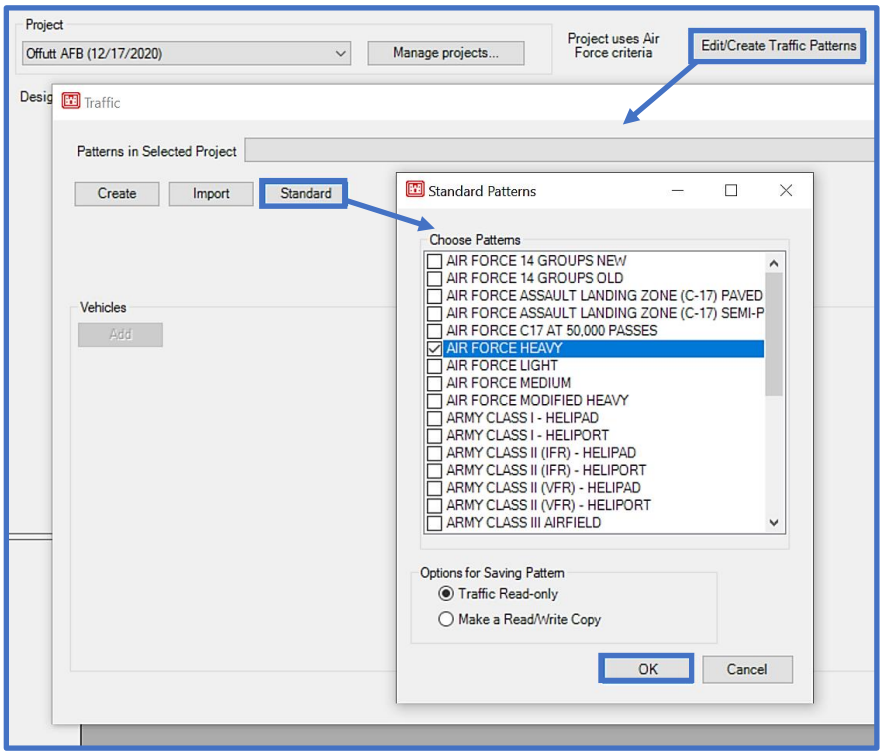

Traffic
Patterns in Selected Project
Mat traffic
Create
Delete
Rename
Copy
Import
Standard
Pavement Use
Airfield
Vehicles
Add
Delete
ACN/ACR Curves
Traffic
Load (lb)
Passes
Areas A, B
Areas C, D
Areas A, B, C
Area D
C-17A GLOBEMASTER III
585,000
438,751
5,000
50
C-130-J HERCULES
155,000
116,250
10,000
100
Project
Air Force Airfield (12/16/2020)
Manage projects...
Project uses Air Force criteria
Design Properties
Design:
New
Rename
Layer Model Name
Create New Design
Design Name
Mat AF
Pavement Use
Airfield
Roadway/Parking
OK
Cancel
Layer Models in Selected Design
Layer Model Name
Layer Model Type
Analysis Type
Traffic Pattern
New
Create New Design Layer Model
Layer Model Name
Mat medium duty
Pavement Type
Mat
Traffic Pattern
Mat traffic
Analysis Type
CBR
Traffic Area
Traffic Area A
Ok
Cancel
Mat designs are based on Traffic Area A only
LAYER MODELS (in Mat AF)
Layer Model Name
Layer Model Type
Analysis Type
Traffic Pattern
Traffic Area
Season Set
Compaction Traffic Class
Wander Width (in.)
Failure SCI
Mat medium duty
Mat
CBR
Mat traffic
Traffic Area A
All Year
Air Force Medium Airfield
70.00
N/A
New
Copy
Import
Delete
The CBR below the Mat layer automatically defaults to the minimum required CBR to support the selected traffic when a Mat layer model is initially created
LAYERS (in Mat medium duty)
Layer Type
Material Type
CBR
Compute
Non-Frost Design Thickness (in)
Min. Thickness (in)
Aluminum Mat
Medium Mat
Subbase
Unbound Ag...
29
4.00
4.00
Natural Subgrade
Cohesionless...
6
Add
Change
Delete
Compaction Criteria
Calculate Thicknesses
View Traffic Pattern
LAYERS (in Mat medium duty)
Layer Type
Material Type
CBR
Compute
Non-Frost Design Thickness (in)
Min. Thickness (in)
Aluminum Mat
Medium Mat
Subbase
Unbound Ag...
29
24.83
4.00
Natural Subgrade
Cohesionless...
6

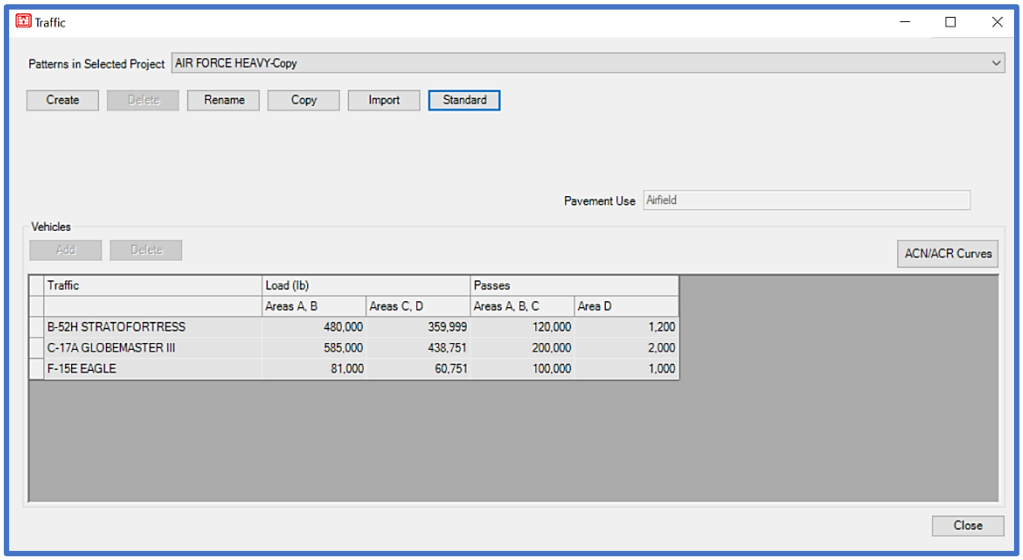
11.5.4 Flexible surfaced airfield using standard traffic in a frost area

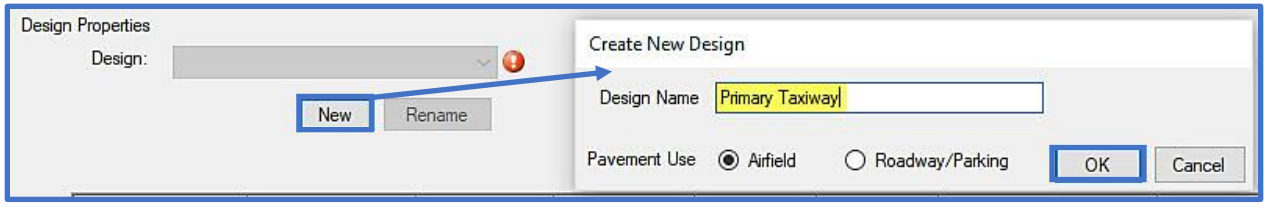
Design a new Primary Taxiway (type A traffic) at Offutt AFB (near Omaha), Nebraska for **Air Force Heavy** standard traffic and the material conditions given in the table below. Design for frost conditions. Drainage is required when designing for frost. The taxiway will be 75 feet wide and crowned in the middle, the transverse and longitudinal slopes will be 1%. The design will primarily involve subgrade cuts (for compaction requirements).

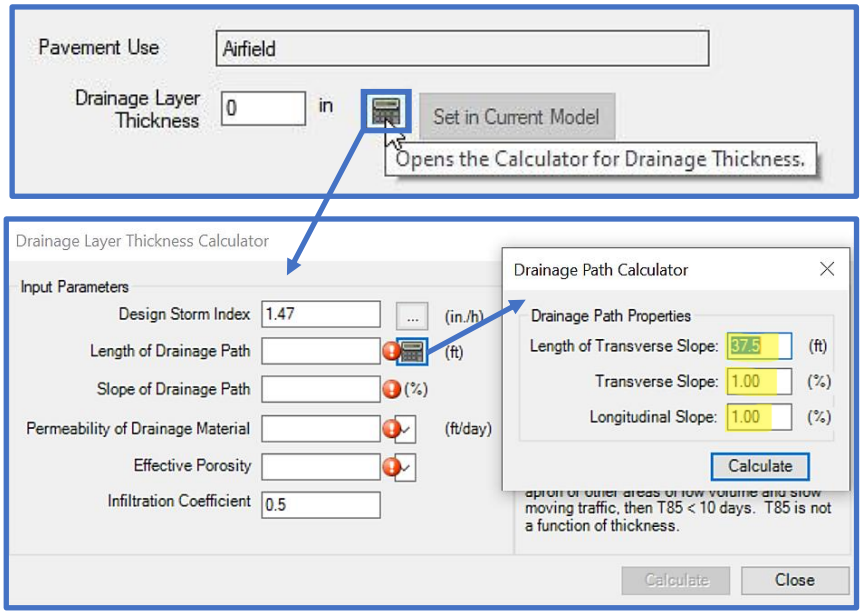
Layer	Description	Frost Code	Design CBR	Dry Unit Weight (pcf)	% Moisture
Wearing Surface	Asphalt Cement (AC)	F0	--	140	0
Base Course	Gravel (GP) Unbound aggregate	F0	80	135	5
Drainage Layer	Bank run sands Permeability = 1000 ft/day	F0	50	130	5
Separation Layer	Geotextile	--	--	--	--
Subbase Course	Gravel (GP)	F0	20	130	8
Natural Subgrade	Clay (CL), PI > 5	F3	6	100	18

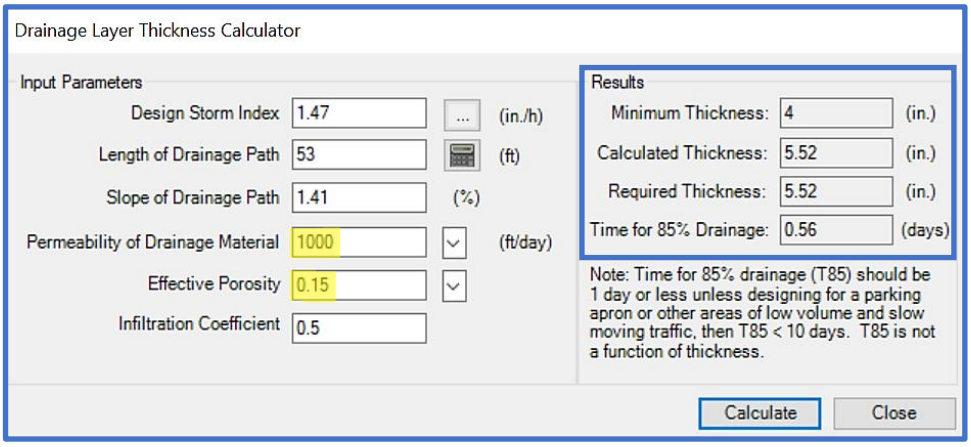


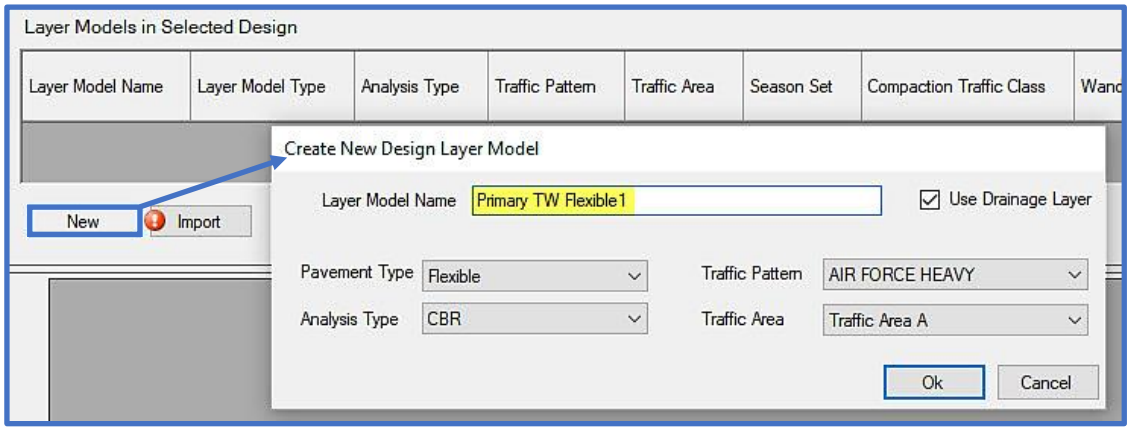

Project
Offutt AFB (12/17/2020)
Manage projects...
Project uses Air Force criteria
Edit/Create Traffic Patterns
Traffic
Patterns in Selected Project
Create
Import
Standard
Standard Patterns
Choose Patterns
AIR FORCE 14 GROUPS NEW
AIR FORCE 14 GROUPS OLD
AIR FORCE ASSAULT LANDING ZONE (C-17) PAVED
AIR FORCE ASSAULT LANDING ZONE (C-17) SEMI-P
AIR FORCE C17 AT 50,000 PASSES
AIR FORCE HEAVY
AIR FORCE LIGHT
AIR FORCE MEDIUM
AIR FORCE MODIFIED HEAVY
ARMY CLASS I - HELIPAD
ARMY CLASS I - HELIPORT
ARMY CLASS II (IFR) - HELIPAD
ARMY CLASS II (IFR) - HELIPORT
ARMY CLASS II (VFR) - HELIPAD
ARMY CLASS II (VFR) - HELIPORT
ARMY CLASS III AIRFIELD
Vehicles
Add
Options for Saving Pattern
Traffic Read-only
Make a Read/Write Copy
OK
Cancel

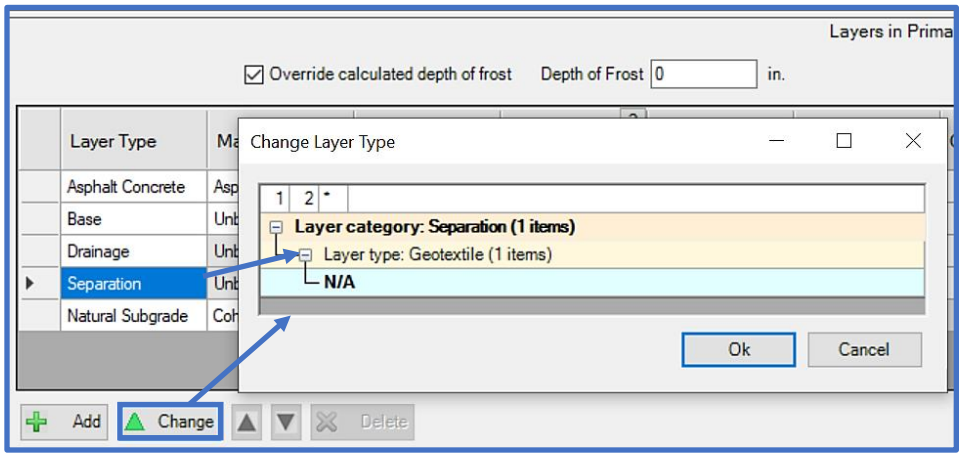

Traffic
Patterns in Selected Project
AIR FORCE HEAVY-Copy
Create
Delete
Rename
Copy
Import
Standard
Pavement Use
Airfield
Vehicles
Add
Delete
ACN/ACR Curves
Traffic
Load (lb)
Passes
Areas A, B
Areas C, D
Areas A, B, C
Area D
B-52H STRATOFORTRESS 480,000 359,999 120,000 1,200
C-17A GLOBEMASTER III 585,000 438,751 200,000 2,000
F-15E EAGLE 81,000 60,751 100,000 1,000
Close

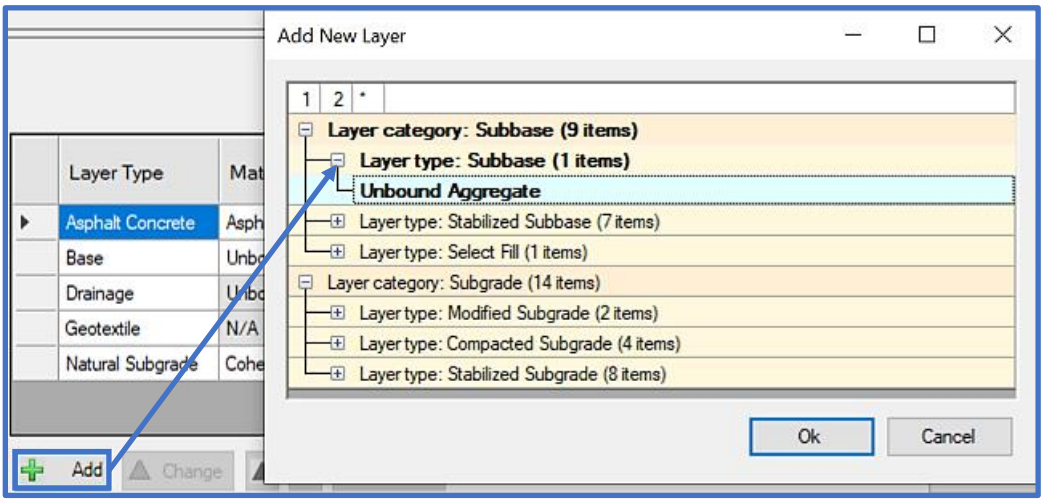

Design Properties
Design:
New
Rename
Create New Design
Design Name
Primary Taxiway
Pavement Use
Airfield
Roadway/Parking
OK
Cancel

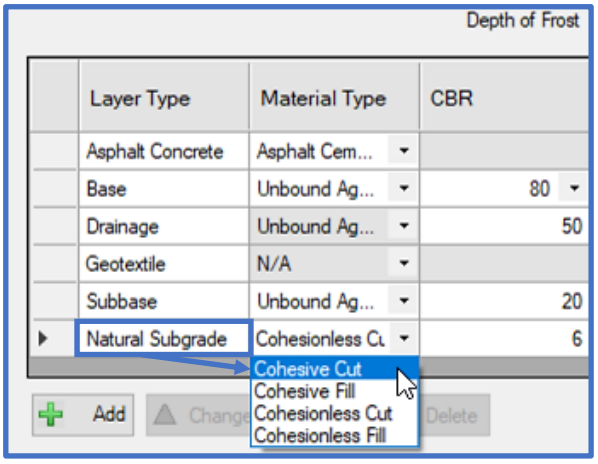

Pavement Use
Airfield
Drainage Layer Thickness
0
in
Set in Current Model
Opens the Calculator for Drainage Thickness.
Drainage Layer Thickness Calculator
Input Parameters
Design Storm Index
1.47
(in./h)
Length of Drainage Path
(ft)
Slope of Drainage Path
(%)
Permeability of Drainage Material
(ft/day)
Effective Porosity
Infiltration Coefficient
0.5
Drainage Path Calculator
Drainage Path Properties
Length of Transverse Slope:
87.5
(ft)
Transverse Slope:
1.00
(%)
Longitudinal Slope:
1.00
(%)
Calculate
moving traffic, then T85 < 10 days. T85 is not
a function of thickness.
Calculate
Close

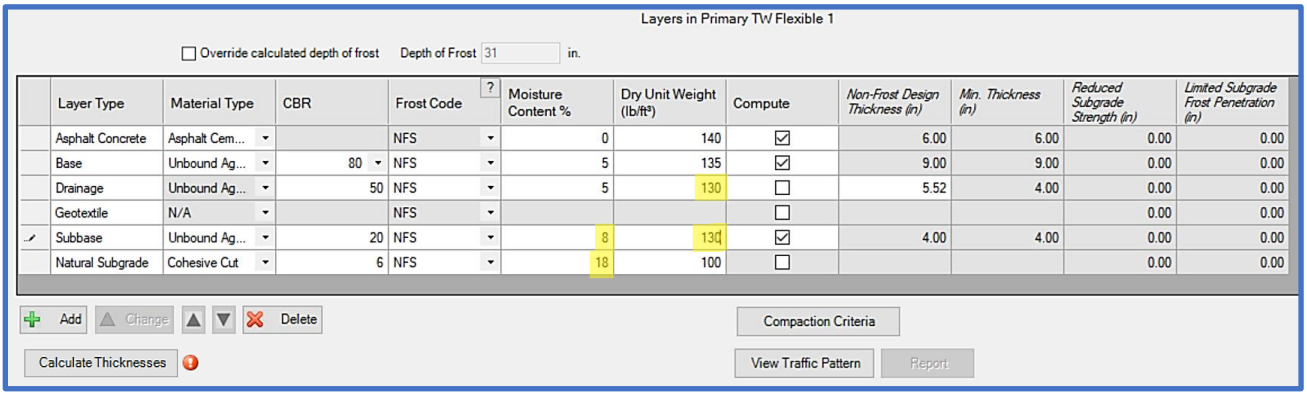

Drainage Layer Thickness Calculator
Input Parameters
Design Storm Index
1.47
(in./h)
Length of Drainage Path
53
(ft)
Slope of Drainage Path
1.41
(%)
Permeability of Drainage Material
1000
(ft/day)
Effective Porosity
0.15
Infiltration Coefficient
0.5
Results
Minimum Thickness:
4
(in.)
Calculated Thickness:
5.52
(in.)
Required Thickness:
5.52
(in.)
Time for 85% Drainage:
0.56
(days)
Note: Time for 85% drainage (T85) should be 1 day or less unless designing for a parking apron or other areas of low volume and slow moving traffic, then T85 < 10 days. T85 is not a function of thickness.
Calculate
Close

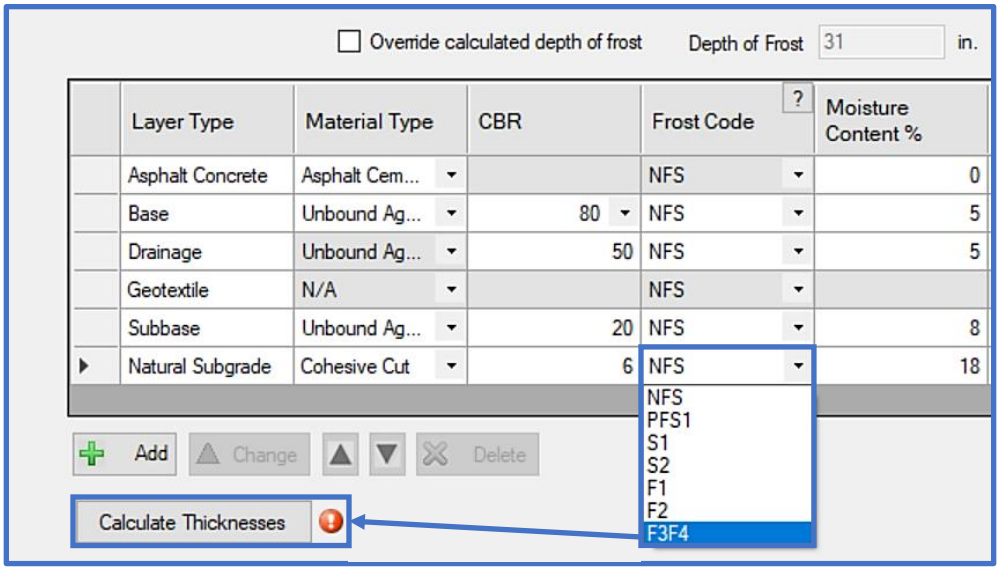

Layer Models in Selected Design
Layer Model Name
Layer Model Type
Analysis Type
Traffic Pattern
Traffic Area
Season Set
Compaction Traffic Class
New
Import
Create New Design Layer Model
Layer Model Name
Primary TW Flexible1
Use Drainage Layer
Pavement Type
Flexible
Traffic Pattern
AIR FORCE HEAVY
Analysis Type
CBR
Traffic Area
Traffic Area A
Ok
Cancel


Layers in Prima
Override calculated depth of frost
Depth of Frost
0
in.
Layer Type
Asphalt Concrete
Base
Drainage
Separation
Natural Subgrade
Change Layer Type
1
2
Layer category: Separation (1 items)
Layer type: Geotextile (1 items)
N/A
Ok
Cancel
Add
Change
Delete


Add New Layer
1
2
Layer category: Subbase (9 items)
Layer type: Subbase (1 items)
Unbound Aggregate
Layer type: Stabilized Subbase (7 items)
Layer type: Select Fill (1 items)
Layer category: Subgrade (14 items)
Layer type: Modified Subgrade (2 items)
Layer type: Compacted Subgrade (4 items)
Layer type: Stabilized Subgrade (8 items)
Ok
Cancel
Layer Type
Asphalt Concrete
Base
Drainage
Geotextile
N/A
Natural Subgrade
Add
Change

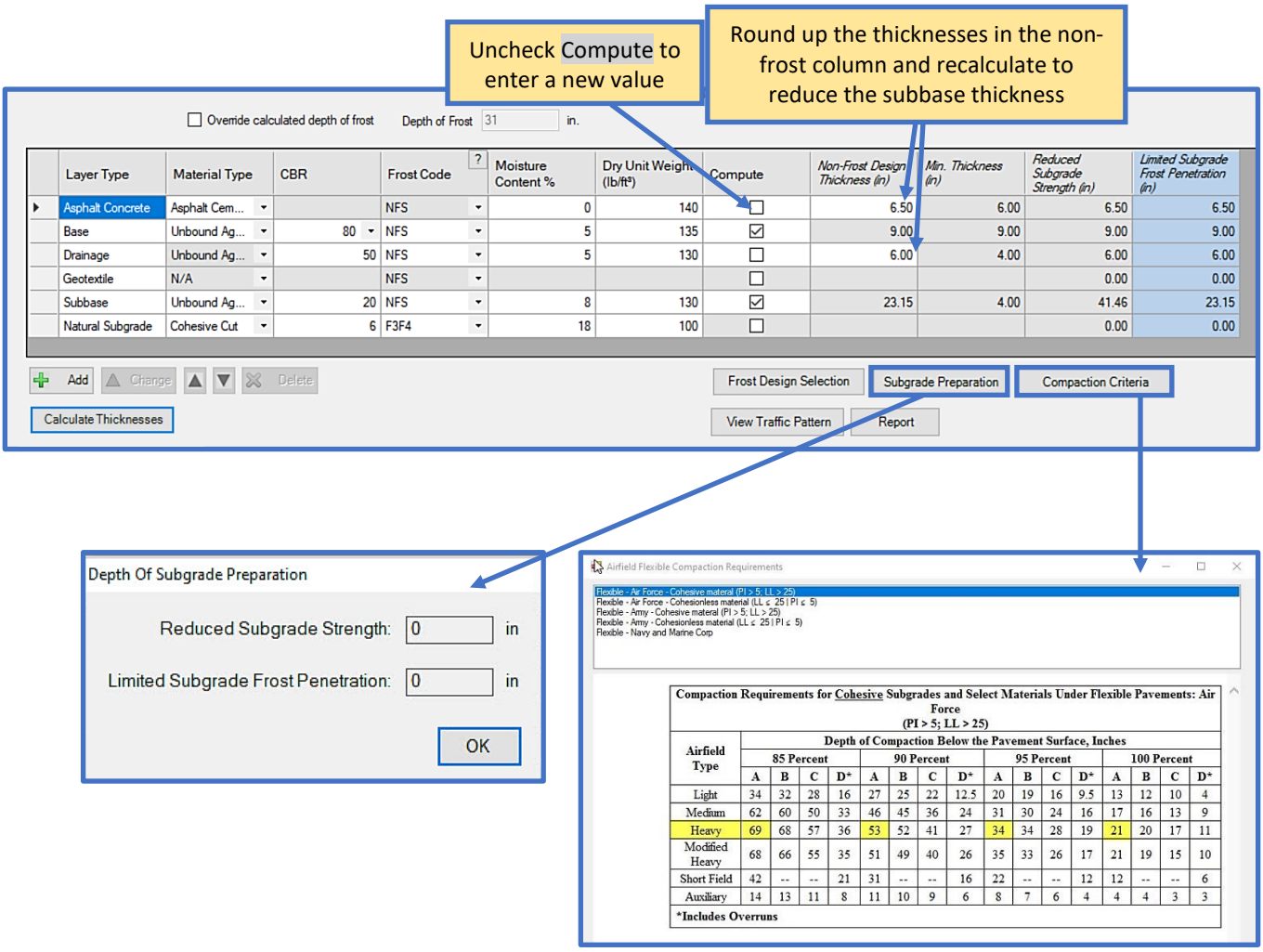

Depth of Frost
Layer Type
Material Type
CBR
Asphalt Concrete
Asphalt Cem...
Base
Unbound Ag...
80
Drainage
Unbound Ag...
50
Geotextile
N/A
Subbase
Unbound Ag...
20
Natural Subgrade
Cohesionless Cu
6
Cohesive Cut
Cohesive Fill
Cohesionless Cut
Cohesionless Fill
Add
Delete





The controlling design is highlighted

Layer Type	Material Type	CBR	Frost Code	Moisture Content %	Dry Unit Weight (lb/ft³)	Compute	Non-Frost Design Thickness (in)	Min. Thickness (in)	Reduced Subgrade Strength (in)	Limited Subgrade Frost Penetration (in)
Asphalt Concrete	Asphalt Cem...		NFS	0	140	☑	6.26	6.00	6.26	6.26
Base	Unbound Ag...	80	NFS	5	135	☑	9.00	9.00	9.00	9.00
Drainage	Unbound Ag...	50	NFS	5	130	☐	5.52	4.00	5.52	5.52
Geotextile	N/A		NFS			☐			0.00	0.00
Subbase	Unbound Ag...	20	NFS	8	130	☑	24.19	4.00	42.49	24.19
Natural Subgrade	Cohesive Cut	6	F3F4	18	100	☐			0.00	0.00

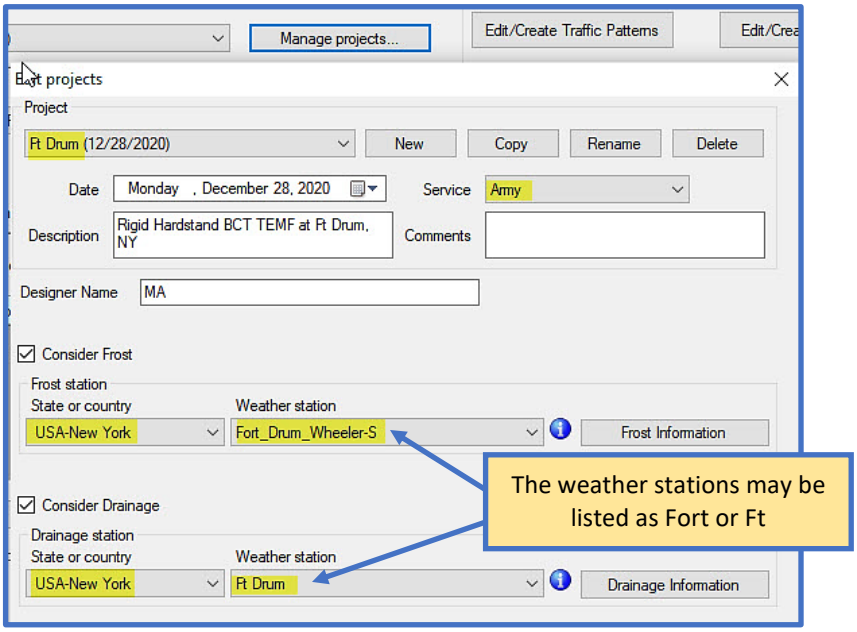


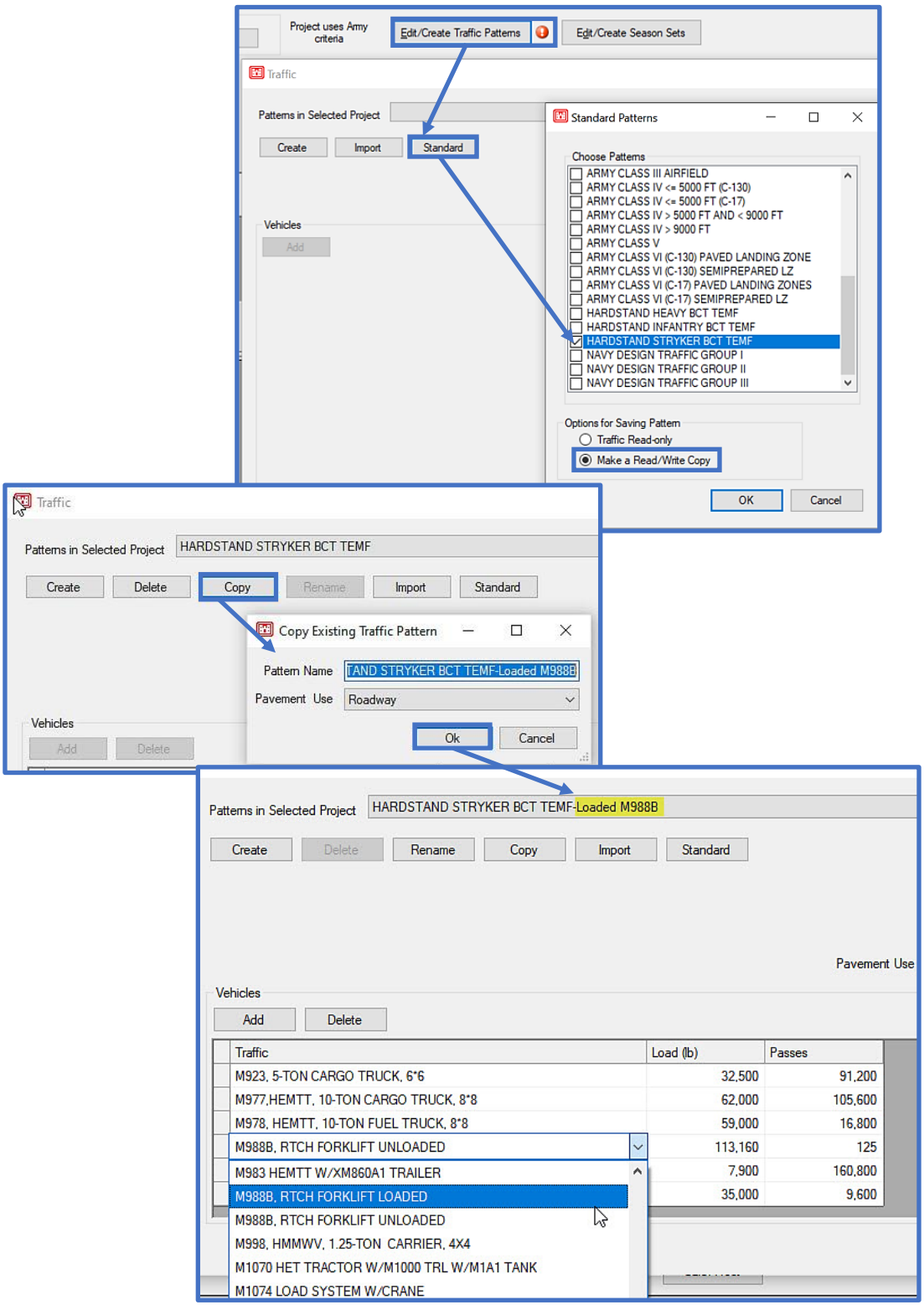
11.5.5 Rigid surfaced parking area using standard traffic in a frost area

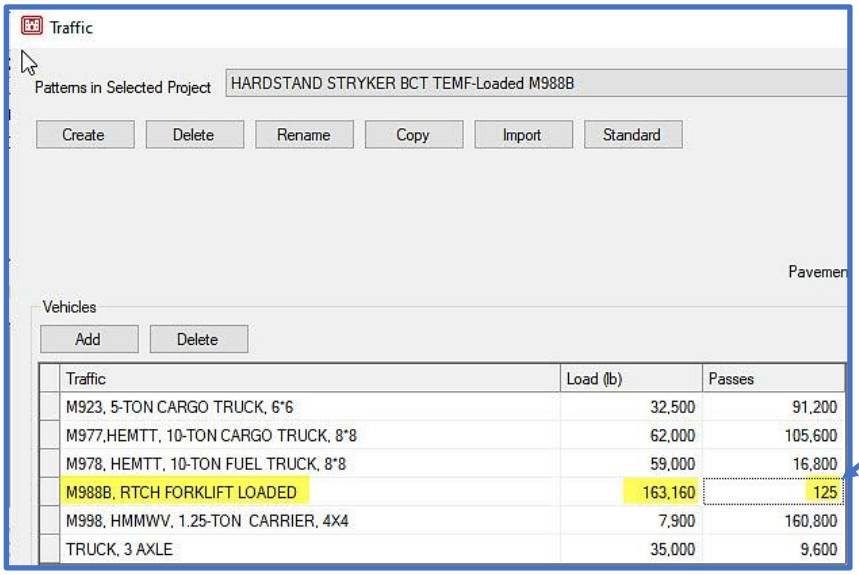
Design a rigid Hardstand pavement for a Stryker Brigade Combat Team (BCT) Tactical Equipment Maintenance Facility (TEMF) at the Army reservation, Fort Drum, New York. Use the standard traffic pattern for this hardstand but change the M988B to the Loaded version. Design the Hardstand using the properties in the table below and keep the default settings for Modulus and Poisson's Ratios.

Layer	Description	Frost Code	Design K	Dry Unit Weight pcf	% Moisture
Wearing Surface	Portland Cement Concrete (PCC) Flex Strength = 650 psi	F0	--	145	0
Drainage Layer*	Uniform Graded Coarse Sand	F0	--	130	5
Separation Layer	Unbound aggregate	F0	--	130	8
Subgrade	SP Cohesionless Cut	F2	150	120	10

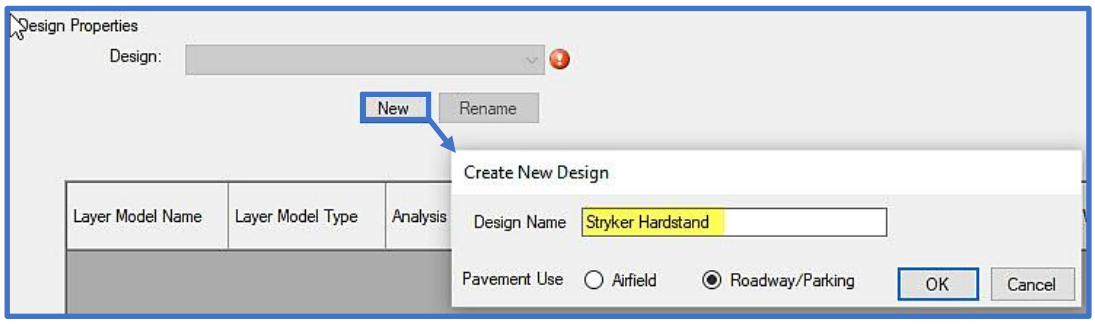
*Drainage Layer Parameters	
Precipitation Data	Ft. Drum
Length of transverse slope	800 ft
Transverse slope	1.50%
Longitudinal slope	1.50%
Permeability of drainage material	2,500 ft/day
Effective Porosity	0.25
Infiltration Coefficient	0.5

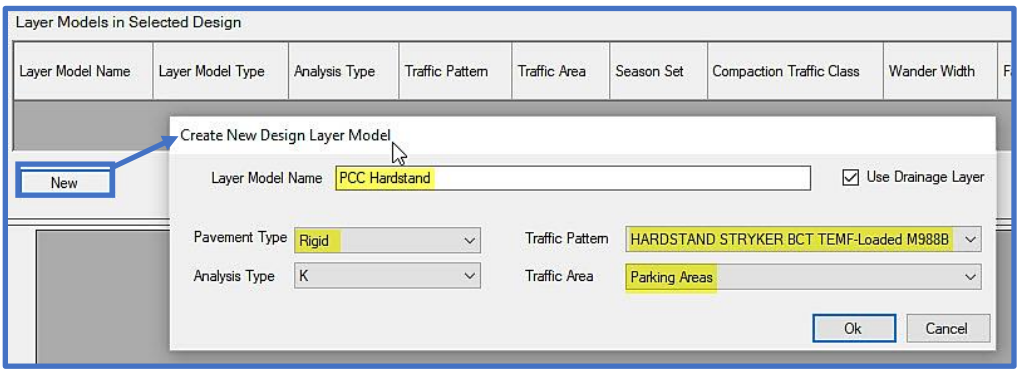


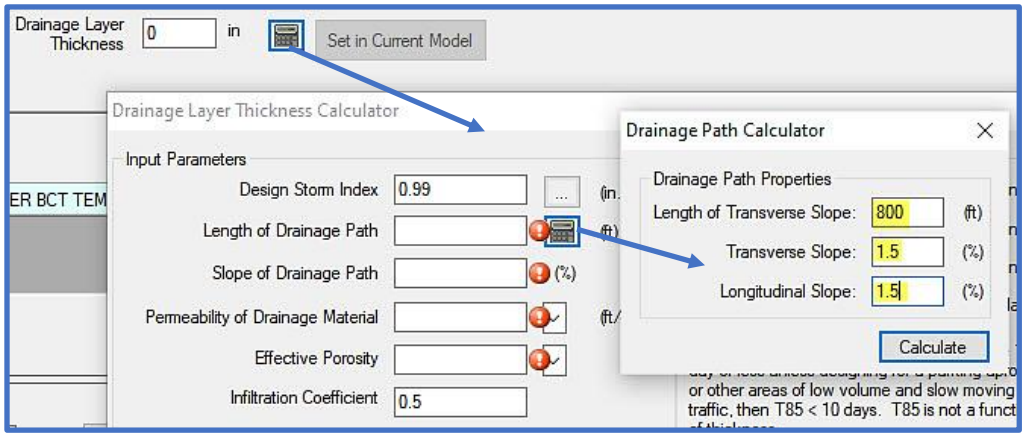

Project uses Army criteria
Edit/Create Traffic Patterns
Edit/Create Season Sets
Traffic
Patterns in Selected Project
Create
Import
Standard
Vehicles
Add
Standard Patterns
Choose Patterns
ARMY CLASS III AIRFIELD
ARMY CLASS IV <= 5000 FT (C-130)
ARMY CLASS IV <= 5000 FT (C-17)
ARMY CLASS IV > 5000 FT AND < 9000 FT
ARMY CLASS IV > 9000 FT
ARMY CLASS V
ARMY CLASS VI (C-130) PAVED LANDING ZONE
ARMY CLASS VI (C-130) SEMIPREPARED LZ
ARMY CLASS VI (C-17) PAVED LANDING ZONES
ARMY CLASS VI (C-17) SEMIPREPARED LZ
HARDSTAND HEAVY BCT TEMF
HARDSTAND INFANTRY BCT TEMF
HARDSTAND STRYKER BCT TEMF
NAVY DESIGN TRAFFIC GROUP I
NAVY DESIGN TRAFFIC GROUP II
NAVY DESIGN TRAFFIC GROUP III
Options for Saving Pattern
Traffic Read-only
Make a Read/Write Copy
OK
Cancel
Traffic
Patterns in Selected Project
HARDSTAND STRYKER BCT TEMF
Create
Delete
Copy
Rename
Import
Standard
Copy Existing Traffic Pattern
Pattern Name
TAND STRYKER BCT TEMF-Loaded M988B
Pavement Use
Roadway
Ok
Cancel
Vehicles
Add
Delete
Patterns in Selected Project
HARDSTAND STRYKER BCT TEMF-Loaded M988B
Create
Delete
Rename
Copy
Import
Standard
Pavement Use
Vehicles
Add
Delete
Traffic
Load (lb)
Passes
M923, 5-TON CARGO TRUCK, 6*6
32,500
91,200
M977,HEMTT, 10-TON CARGO TRUCK, 8*8
62,000
105,600
M978, HEMTT, 10-TON FUEL TRUCK, 8*8
59,000
16,800
M988B, RTCH FORKLIFT UNLOADED
113,160
125
M983 HEMTT W/XM860A1 TRAILER
7,900
160,800
M988B, RTCH FORKLIFT LOADED
35,000
9,600
M988B, RTCH FORKLIFT UNLOADED
M998, HMMWV, 1.25-TON CARRIER, 4X4
M1070 HET TRACTOR W/M1000 TRL W/M1A1 TANK
M1074 LOAD SYSTEM W/CRANE

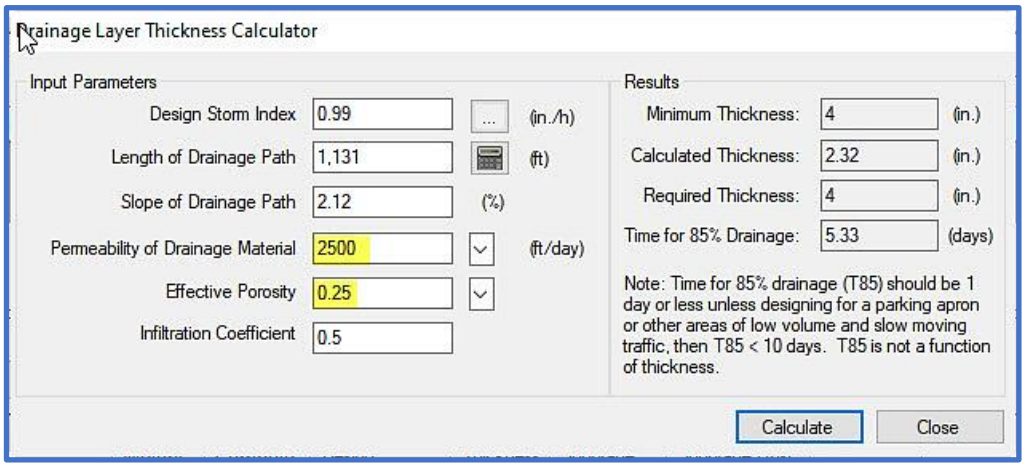


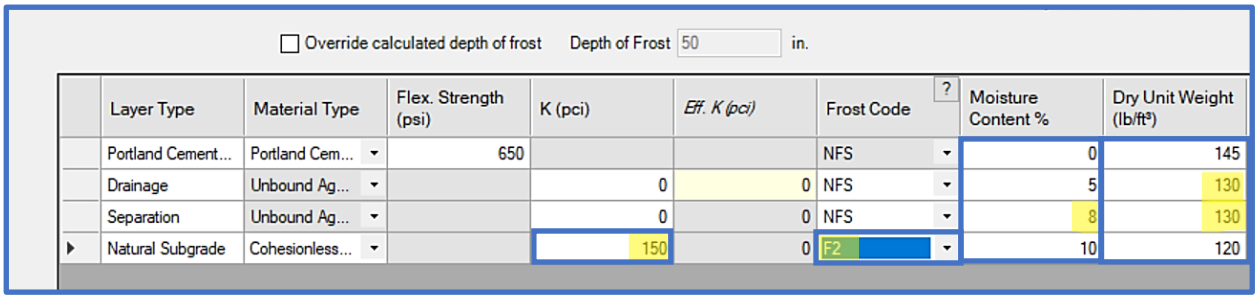
Be sure the passes remain the same and the load updates

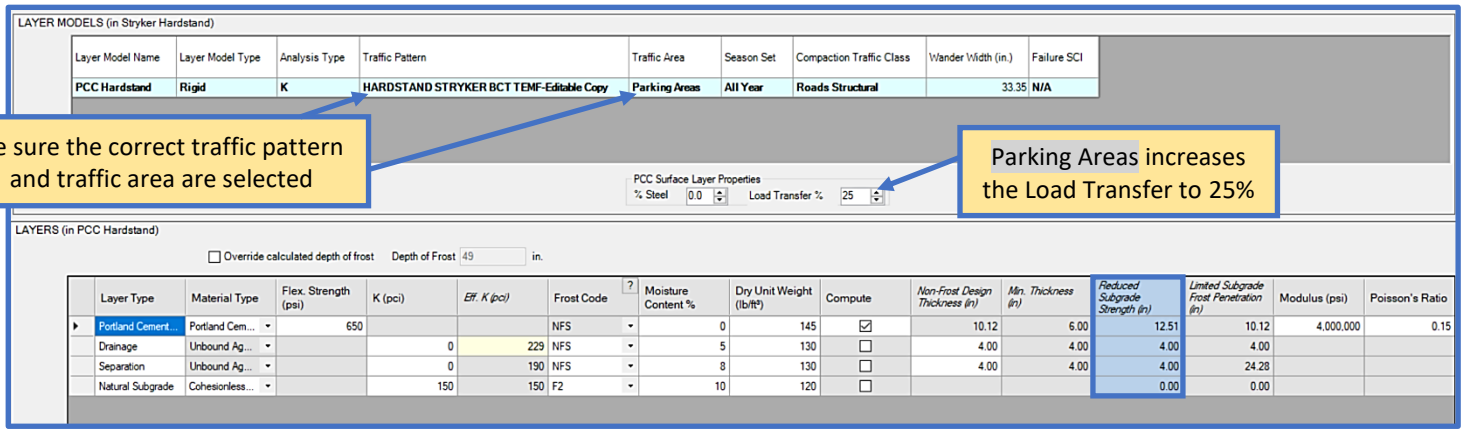


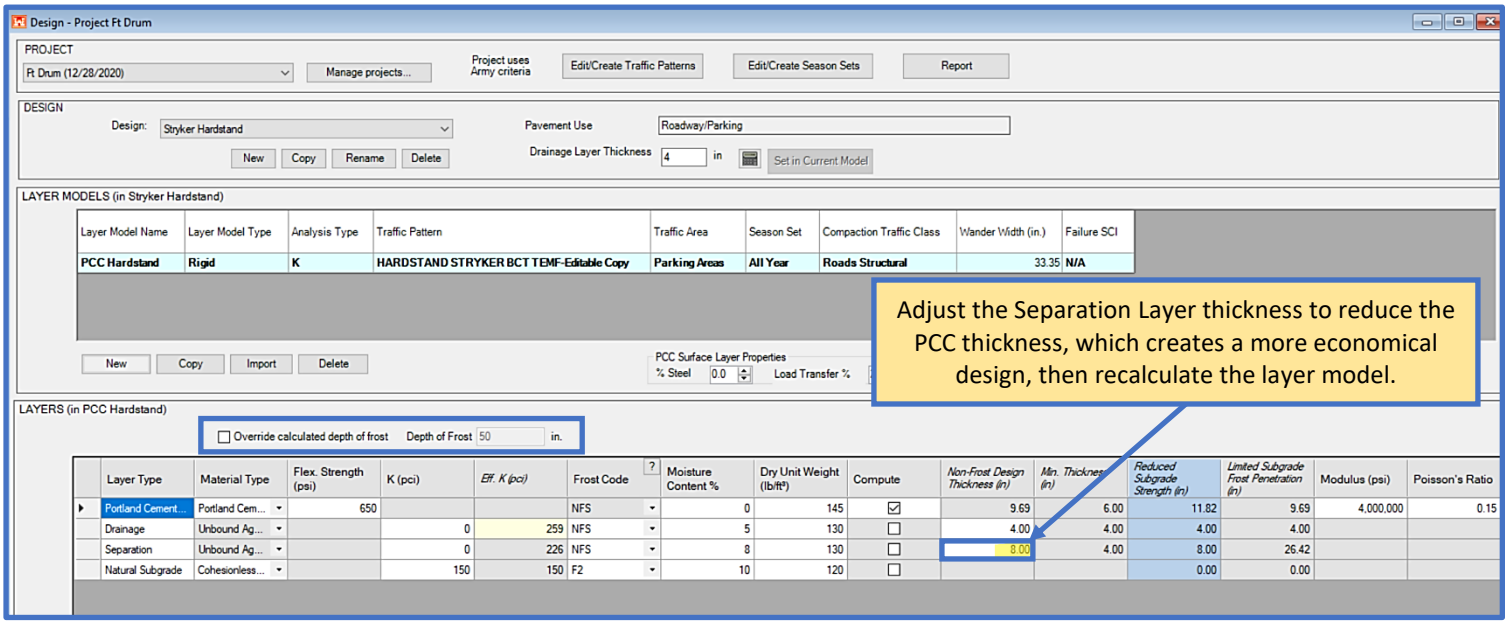


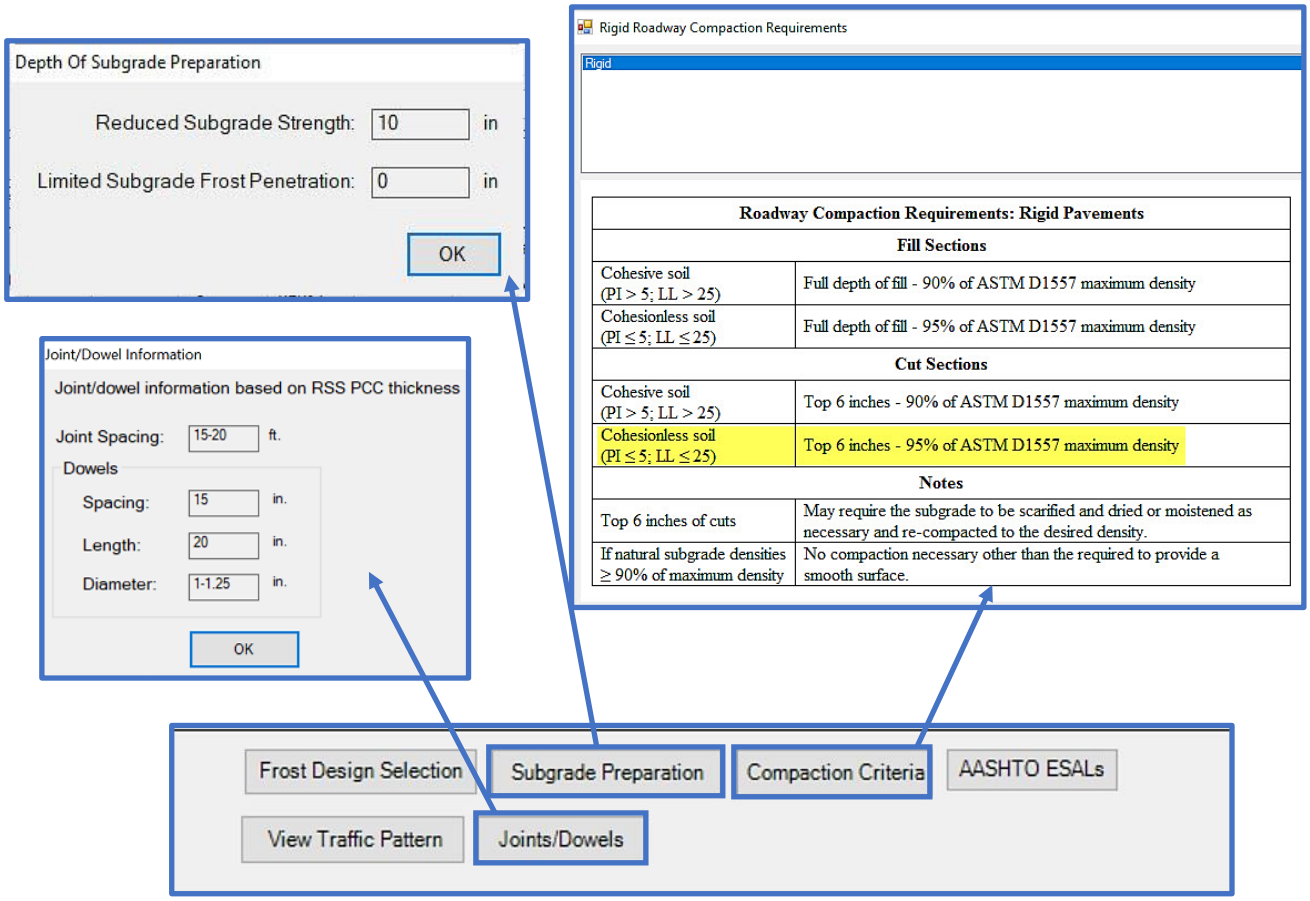

Drainage Layer Thickness
0
in
Set in Current Model
Drainage Layer Thickness Calculator
Input Parameters
Design Storm Index
0.99
Length of Drainage Path
Slope of Drainage Path
Permeability of Drainage Material
Effective Porosity
Infiltration Coefficient
0.5
Drainage Path Calculator
Drainage Path Properties
Length of Transverse Slope:
800
(ft)
Transverse Slope:
1.5
(%)
Longitudinal Slope:
1.5
(%)
Calculate
or other areas of low volume and slow moving traffic, then T85 < 10 days. T85 is not a funct


Drainage Layer Thickness Calculator
Input Parameters
Design Storm Index
0.99
(in./h)
Length of Drainage Path
1,131
(ft)
Slope of Drainage Path
2.12
(%)
Permeability of Drainage Material
2500
(ft/day)
Effective Porosity
0.25
Infiltration Coefficient
0.5
Results
Minimum Thickness:
4
(in.)
Calculated Thickness:
2.32
(in.)
Required Thickness:
4
(in.)
Time for 85% Drainage:
5.33
(days)
Note: Time for 85% drainage (T85) should be 1 day or less unless designing for a parking apron or other areas of low volume and slow moving traffic, then T85 < 10 days. T85 is not a function of thickness.
Calculate
Close


Override calculated depth of frost
Depth of Frost
50
in.
Layer Type
Material Type
Flex. Strength (psi)
K (pci)
Eff. K (pci)
Frost Code
Moisture Content %
Dry Unit Weight (lb/ft³)
Portland Cement...
Portland Cem...
650
NFS
0
145
Drainage
Unbound Ag...
0
0
NFS
5
130
Separation
Unbound Ag...
0
0
NFS
8
130
Natural Subgrade
Cohesionless...
150
0
F2
10
120


LAYER MODELS (in Stryker Hardstand)
Layer Model Name | Layer Model Type | Analysis Type | Traffic Pattern | Traffic Area | Season Set | Compaction Traffic Class | Wander Width (in.) | Failure SCI
PCC Hardstand | Rigid | K | HARDSTAND STRYKER BCT TEMF-Editable Copy | Parking Areas | All Year | Roads Structural | 33.35 | N/A
Be sure the correct traffic pattern and traffic area are selected
Parking Areas increases the Load Transfer to 25%
PCC Surface Layer Properties
% Steel 0.0
Load Transfer % 25
LAYERS (in PCC Hardstand)
Override calculated depth of frost
Depth of Frost 49 in.
Layer Type | Material Type | Flex. Strength (psi) | K (pci) | Eff. K (pci) | Frost Code | Moisture Content % | Dry Unit Weight (lb/ft³) | Compute | Non-Frost Design Thickness (in) | Min. Thickness (in) | Reduced Subgrade Strength (in) | Limited Subgrade Frost Penetration (in) | Modulus (psi) | Poisson's Ratio
Portland Cement... | Portland Cem... | 650 | | | NFS | 0 | 145 | | 10.12 | 6.00 | 12.51 | 10.12 | 4,000,000 | 0.15
Drainage | Unbound Ag... | | 0 | 229 | NFS | 5 | 130 | | 4.00 | 4.00 | 4.00 | 4.00 | | |
Separation | Unbound Ag... | | 0 | 190 | NFS | 8 | 130 | | 4.00 | 4.00 | 4.00 | 24.28 | | |
Natural Subgrade | Cohesionless... | | 150 | 150 | F2 | 10 | 120 | | | | 0.00 | 0.00 | | |

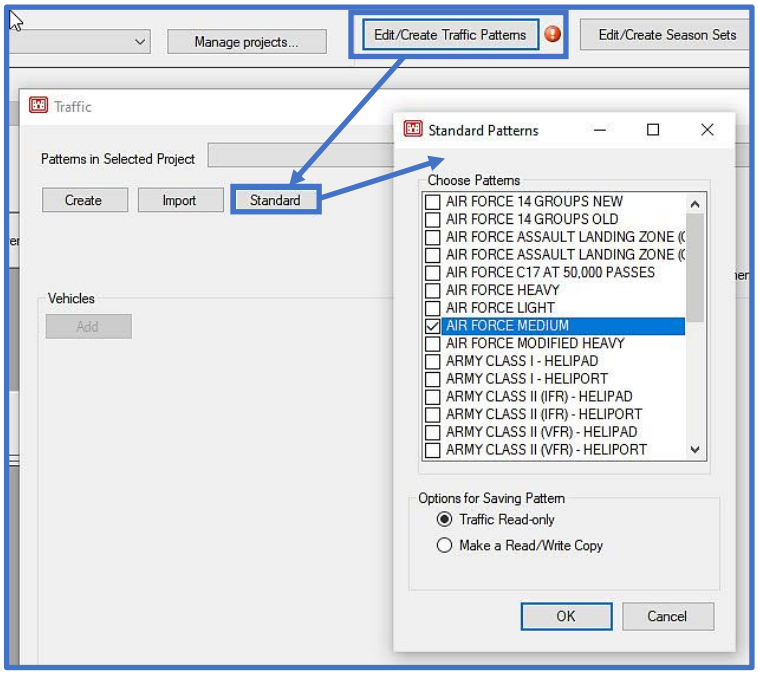

Design - Project Ft Drum
PROJECT
Ft Drum (12/28/2020)
Manage projects...
Project uses Army criteria
Edit/Create Traffic Patterns
Edit/Create Season Sets
Report
DESIGN
Design: Stryker Hardstand
New Copy Rename Delete
Pavement Use Roadway/Parking
Drainage Layer Thickness 4 in
Set in Current Model
LAYER MODELS (in Stryker Hardstand)
Layer Model Name | Layer Model Type | Analysis Type | Traffic Pattern | Traffic Area | Season Set | Compaction Traffic Class | Wander Width (in.) | Failure SCI
PCC Hardstand | Rigid | K | HARDSTAND STRYKER BCT TEMF-Editable Copy | Parking Areas | All Year | Roads Structural | 33.35 | N/A
New Copy Import Delete
PCC Surface Layer Properties
% Steel 0.0
Load Transfer %
Adjust the Separation Layer thickness to reduce the PCC thickness, which creates a more economical design, then recalculate the layer model.
LAYERS (in PCC Hardstand)
Override calculated depth of frost
Depth of Frost 50 in.
Layer Type | Material Type | Flex. Strength (psi) | K (pci) | Eff. K (pci) | Frost Code | Moisture Content % | Dry Unit Weight (lb/ft³) | Compute | Non-Frost Design Thickness (in) | Min. Thickness (in) | Reduced Subgrade Strength (in) | Limited Subgrade Frost Penetration (in) | Modulus (psi) | Poisson's Ratio
Portland Cement... | Portland Cem... | 650 | | | NFS | 0 | 145 | | 9.69 | 6.00 | 11.82 | 9.69 | 4,000,000 | 0.15
Drainage | Unbound Ag... | | 0 | 259 | NFS | 5 | 130 | | 4.00 | 4.00 | 4.00 | 4.00 | | |
Separation | Unbound Ag... | | 0 | 226 | NFS | 8 | 130 | | 8.00 | 4.00 | 8.00 | 26.42 | | |
Natural Subgrade | Cohesionless... | | 150 | 150 | F2 | 10 | 120 | | | | 0.00 | 0.00 | | |

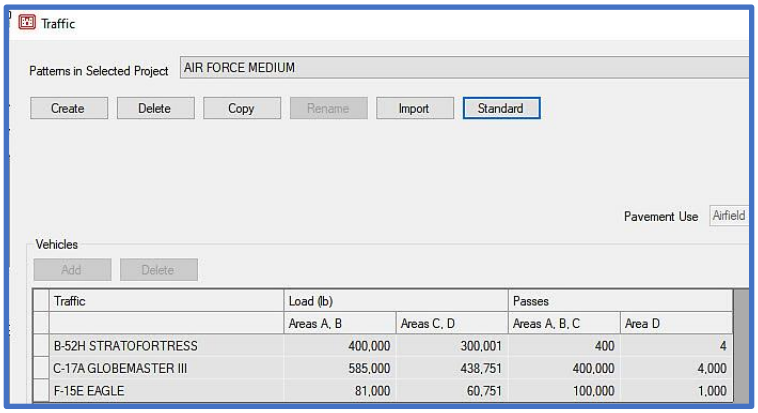


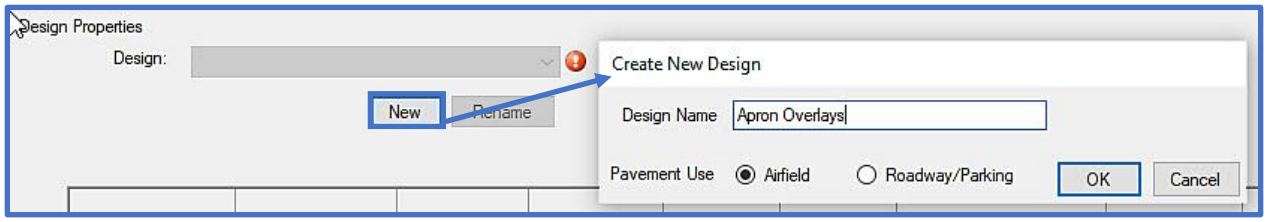
11.5.6 Overlays for an existing rigid airfield pavement

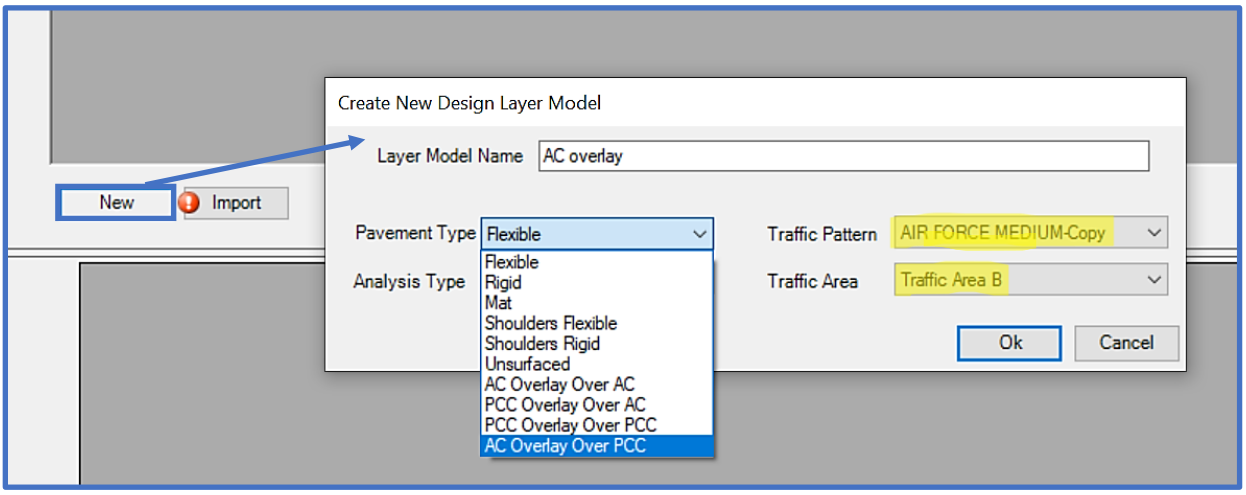
An existing rigid apron (Traffic Area B) requires an overlay to support the Air Force Medium traffic. Design overlays (AC, PCC partially bonded and PCC unbonded) for the existing structure described in the table below. The apron is in poor condition (PCI=48) with 55% of the distresses due to load.

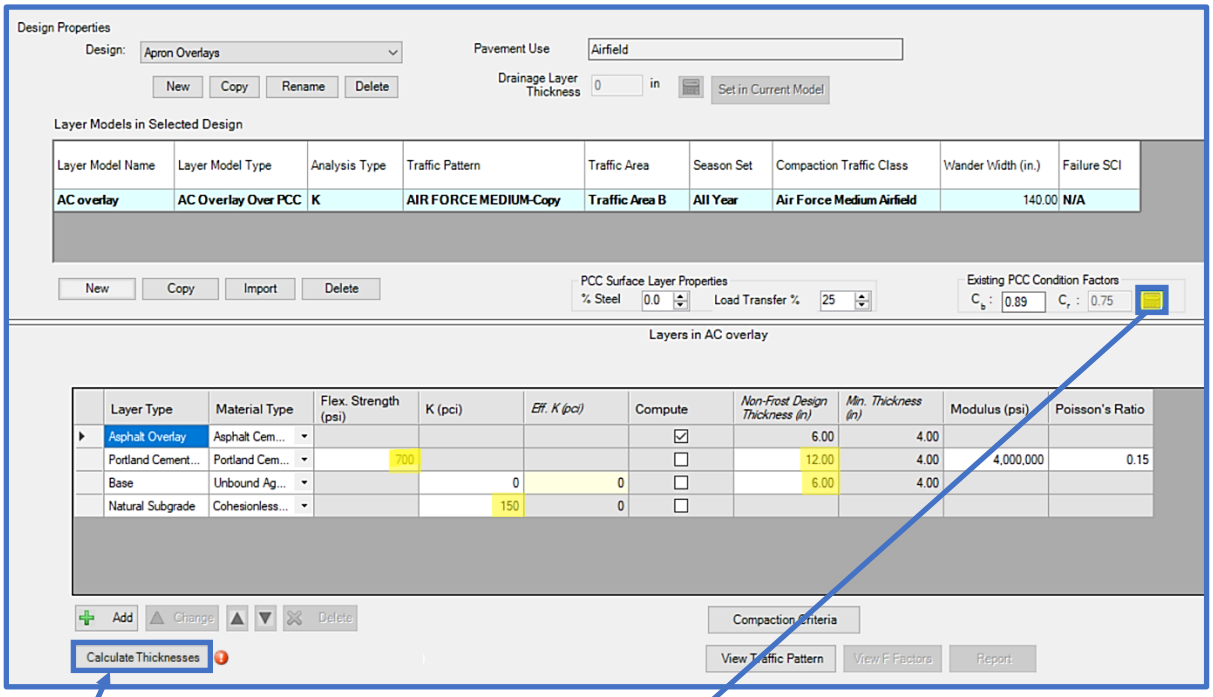
Layer	Thickness - inches	Flex Strength - psi	K- pci
Portland Cement Concrete (PCC)	12.0	700	--
Aggregate Base Course	6.0	--	--
Subgrade	--	--	150


Manage projects...
Edit/Create Traffic Patterns
Edit/Create Season Sets
Traffic
Patterns in Selected Project
Create
Import
Standard
Vehicles
Add
Standard Patterns
Choose Patterns
AIR FORCE 14 GROUPS NEW
AIR FORCE 14 GROUPS OLD
AIR FORCE ASSAULT LANDING ZONE (
AIR FORCE ASSAULT LANDING ZONE (
AIR FORCE C17 AT 50,000 PASSES
AIR FORCE HEAVY
AIR FORCE LIGHT
AIR FORCE MEDIUM
AIR FORCE MODIFIED HEAVY
ARMY CLASS I - HELIPAD
ARMY CLASS I - HELIPORT
ARMY CLASS II (IFR) - HELIPAD
ARMY CLASS II (IFR) - HELIPORT
ARMY CLASS II (VFR) - HELIPAD
ARMY CLASS II (VFR) - HELIPORT
Options for Saving Pattern
Traffic Read-only
Make a Read/Write Copy
OK
Cancel

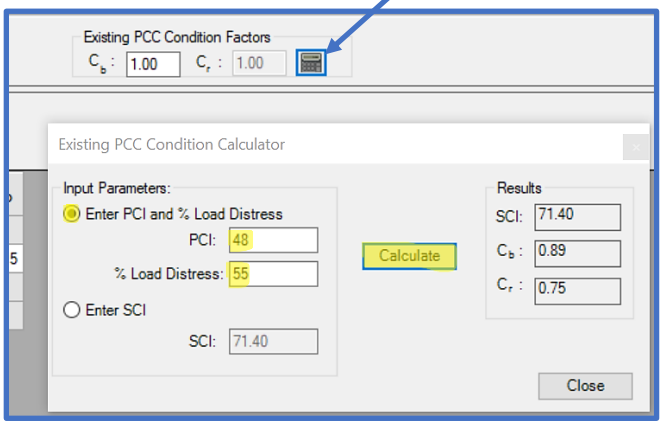

Traffic
Patterns in Selected Project
AIR FORCE MEDIUM
Create
Delete
Copy
Rename
Import
Standard
Pavement Use
Airfield
Vehicles
Add
Delete
Traffic
Load (lb)
Passes
Areas A, B
Areas C, D
Areas A, B, C
Area D
B-52H STRATOFORTRESS
400,000
300,001
400
4
C-17A GLOBEMASTER III
585,000
438,751
400,000
4,000
F-15E EAGLE
81,000
60,751
100,000
1,000

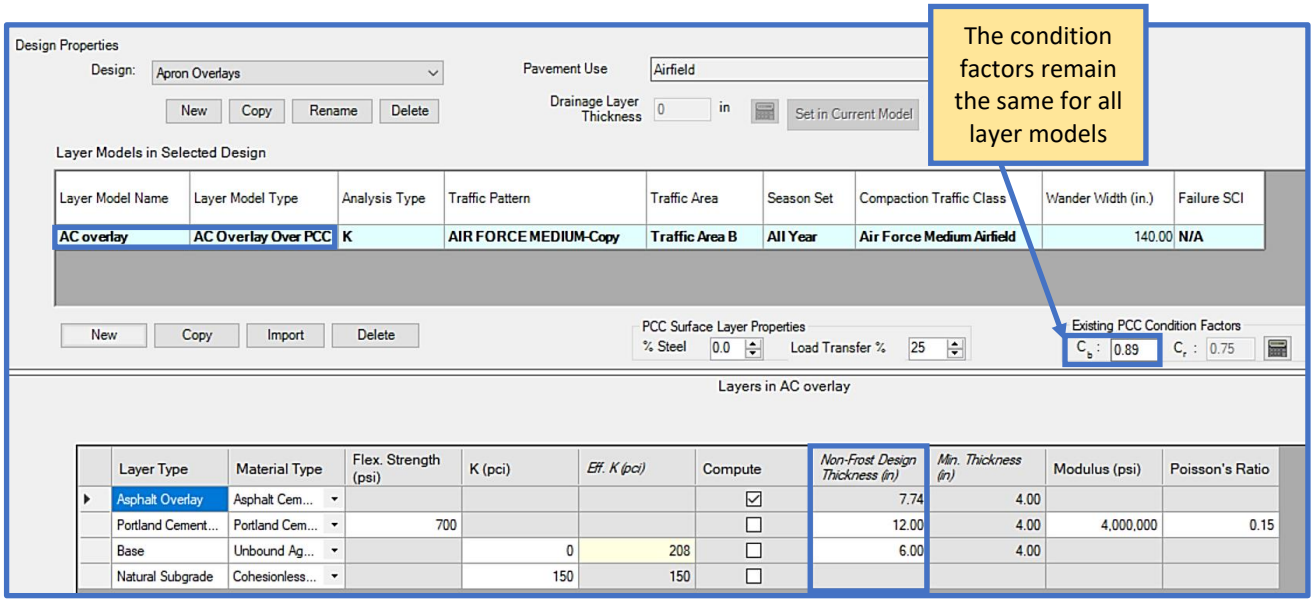

Design Properties
Design:
New
Rename
Create New Design
Design Name
Apron Overlays
Pavement Use
Airfield
Roadway/Parking
OK
Cancel



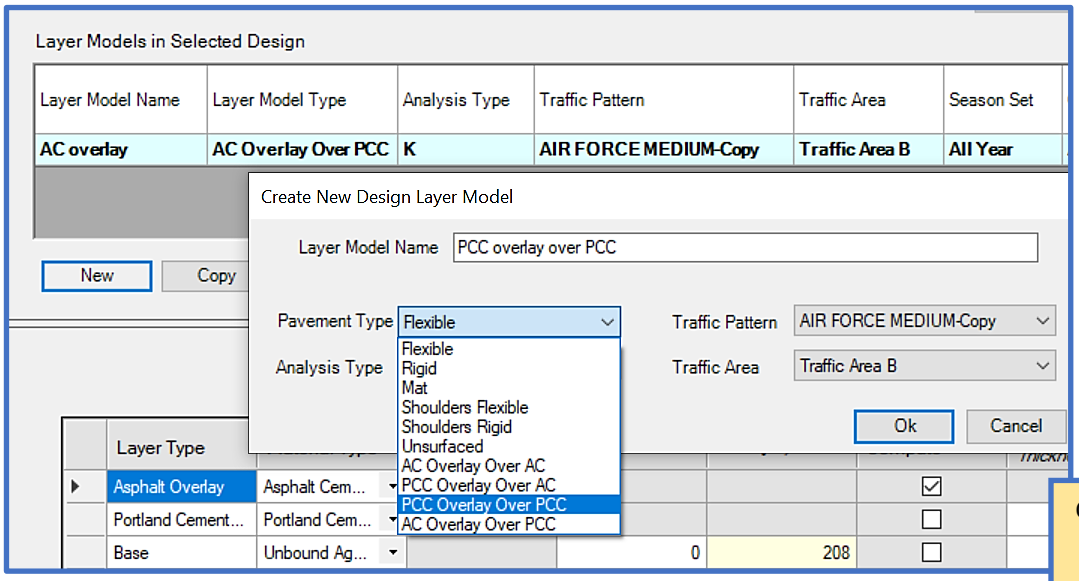


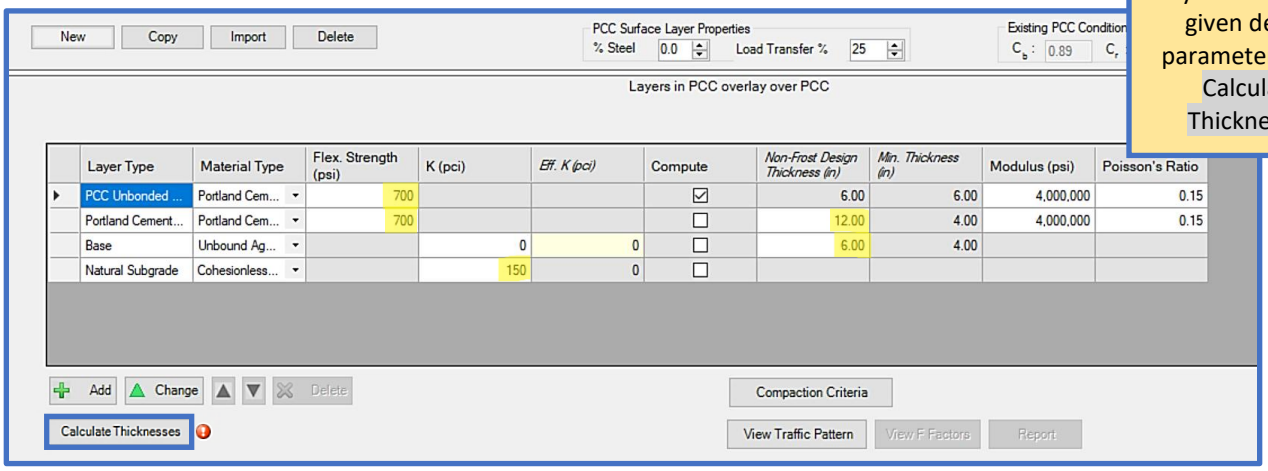
Change the values highlighted in yellow to the given design parameters then Calculate Thicknesses



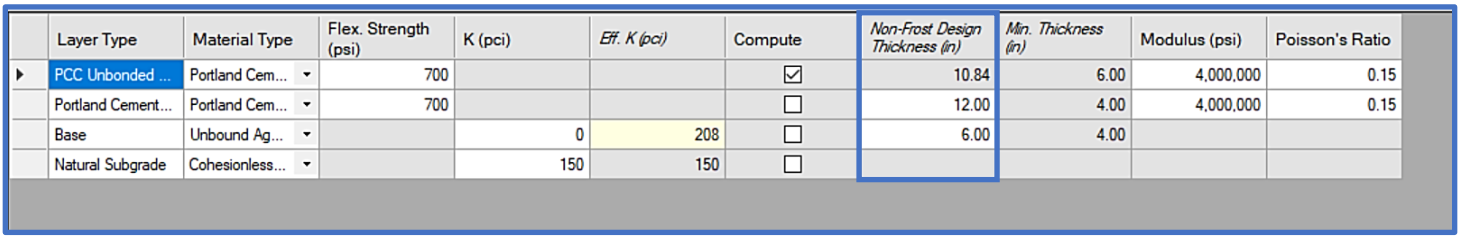


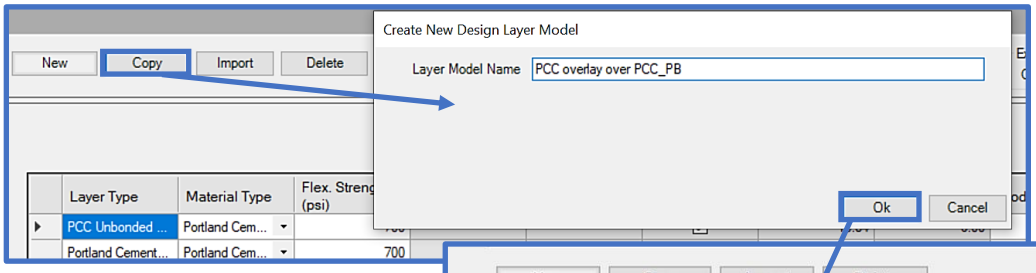
The condition factors remain the same for all layer models

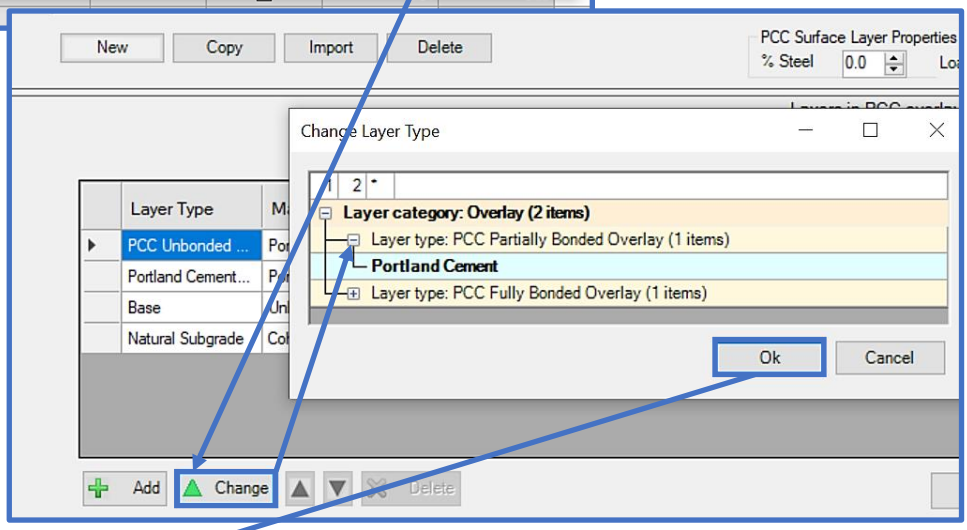




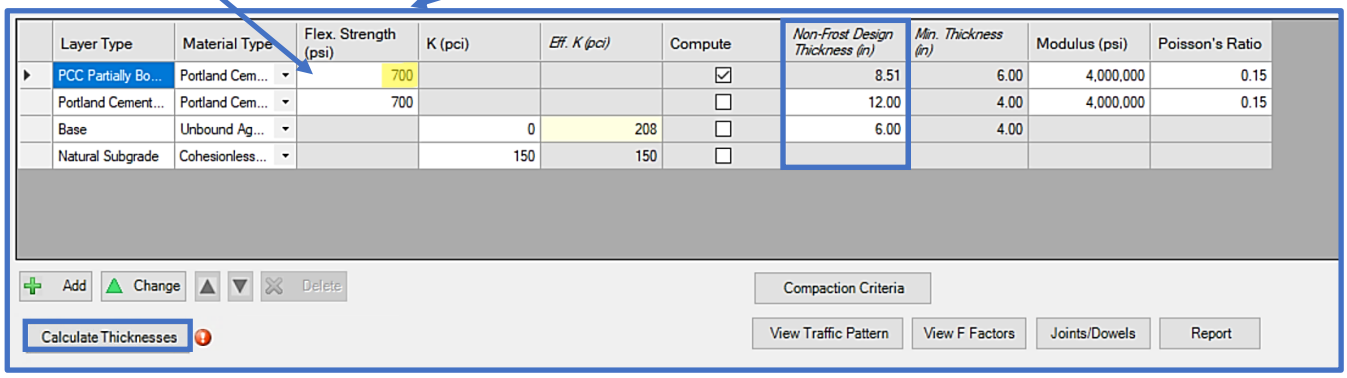
Change the values highlighted in yellow to the given design parameters then Calculate Thicknesses







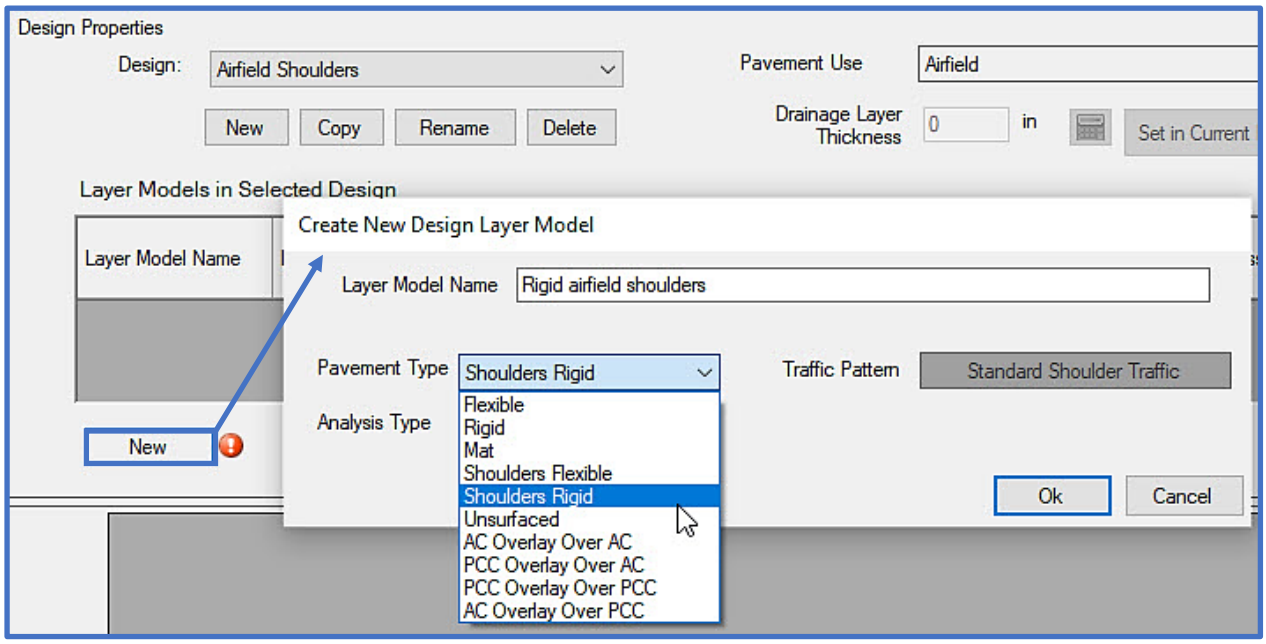
After changing the PCC overlay layer to Partially Bonded, edit the default Flex. Strength value to the correct value before calculating the layer model

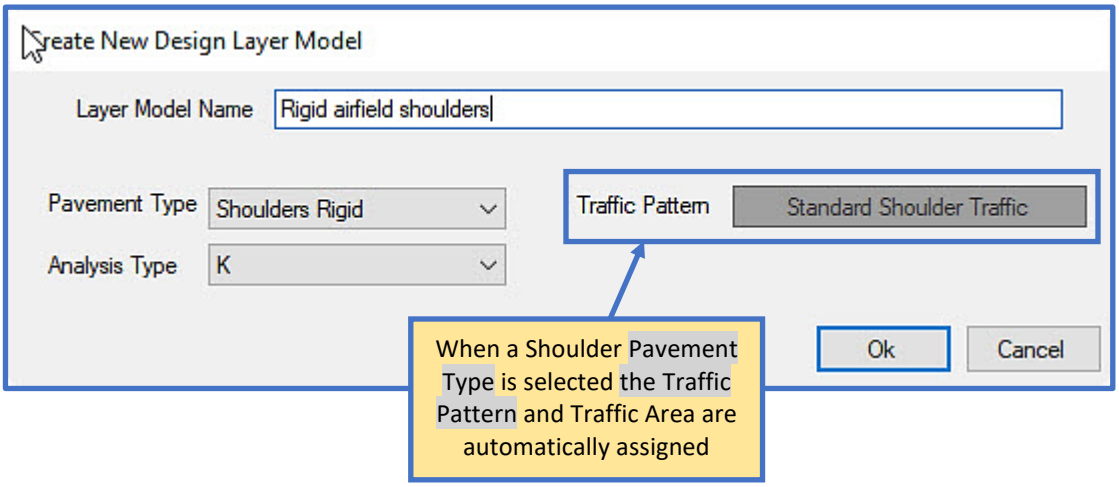


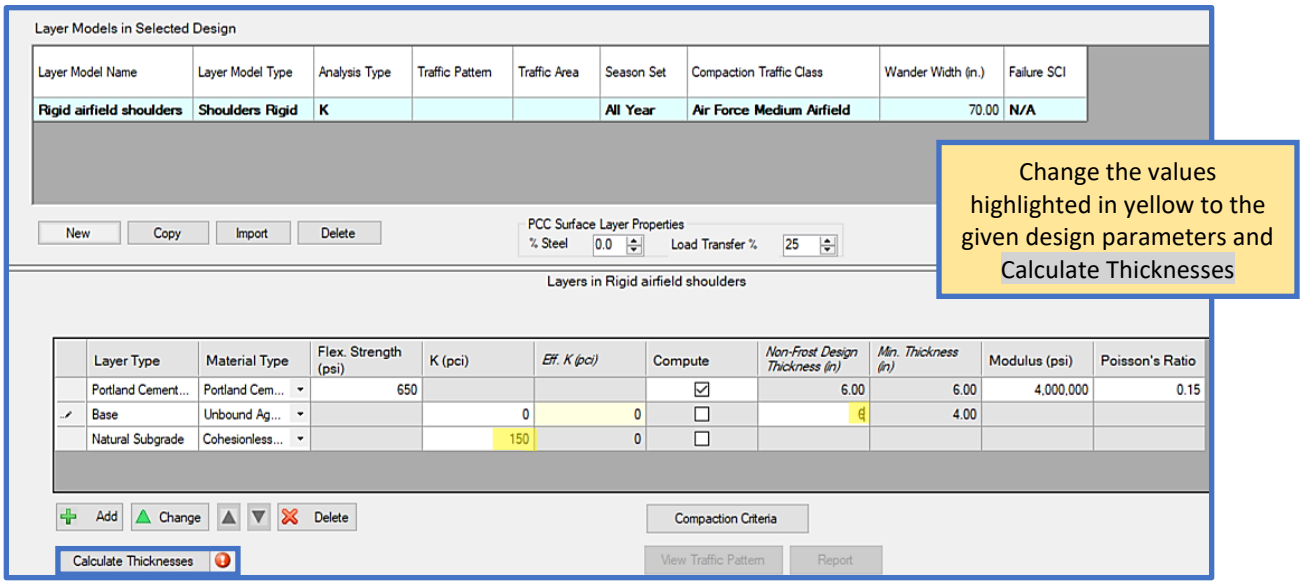
11.5.7 Airfield shoulder pavement

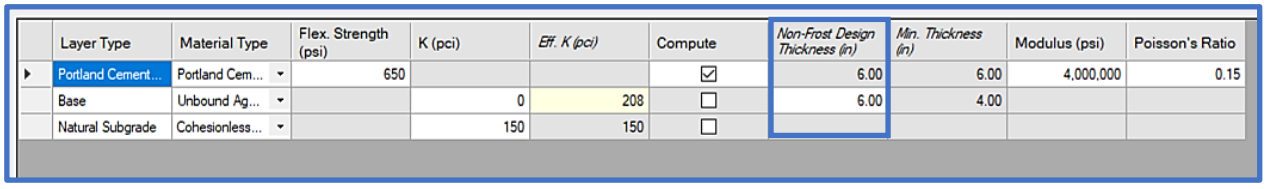
Design a rigid shoulder pavement using the properties in the table below and the default settings for Modulus and Poisson's Ratios.

Layer	Thickness - inches	Flex Strength - psi	K- pci
Portland Cement Concrete (PCC)		650	--
Aggregate Base Course	6.0	--	--
Subgrade	--	--	150






Layer Models in Selected Design
Layer Model Name
Layer Model Type
Analysis Type
Traffic Pattern
Traffic Area
Season Set
Compaction Traffic Class
Wander Width (in.)
Failure SCI
Rigid airfield shoulders
Shoulders Rigid
K
All Year
Air Force Medium Airfield
70.00
N/A
New
Copy
Import
Delete
PCC Surface Layer Properties
% Steel
0.0
Load Transfer %
25
Layers in Rigid airfield shoulders
Layer Type
Material Type
Flex. Strength (psi)
K (pci)
Eff. K (pci)
Compute
Non-Frost Design Thickness (in)
Min. Thickness (in)
Modulus (psi)
Poisson's Ratio
Portland Cement...
Portland Cem...
650
6.00
6.00
4,000,000
0.15
Base
Unbound Ag...
0
0
4.00
Natural Subgrade
Cohesionless...
150
0
Add
Change
Delete
Compaction Criteria
Calculate Thicknesses
View Traffic Pattern
Report
Change the values highlighted in yellow to the given design parameters and Calculate Thicknesses


Layer Type
Material Type
Flex. Strength (psi)
K (pci)
Eff. K (pci)
Compute
Non-Frost Design Thickness (in)
Min. Thickness (in)
Modulus (psi)
Poisson's Ratio
Portland Cement...
Portland Cem...
650
6.00
6.00
4,000,000
0.15
Base
Unbound Ag...
0
208
6.00
4.00
Natural Subgrade
Cohesionless...
150
150

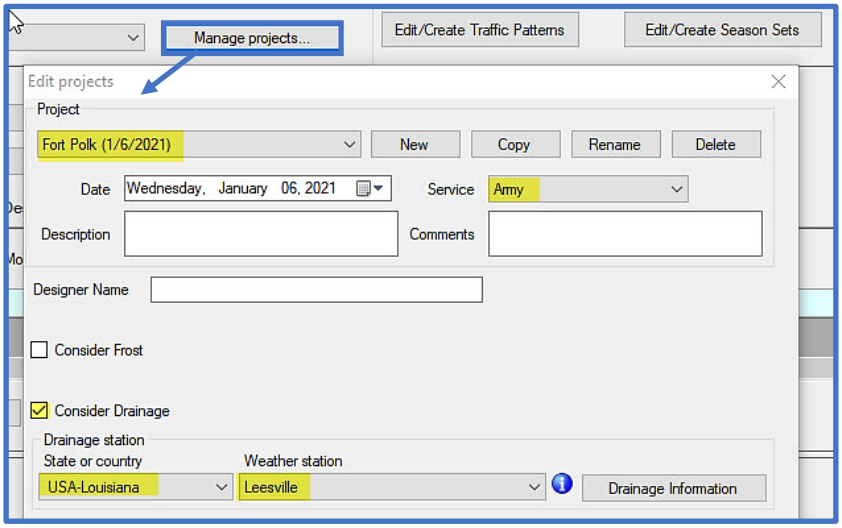
11.5.8 Flexible surfaced airfield using Layered Elastic Design; one season

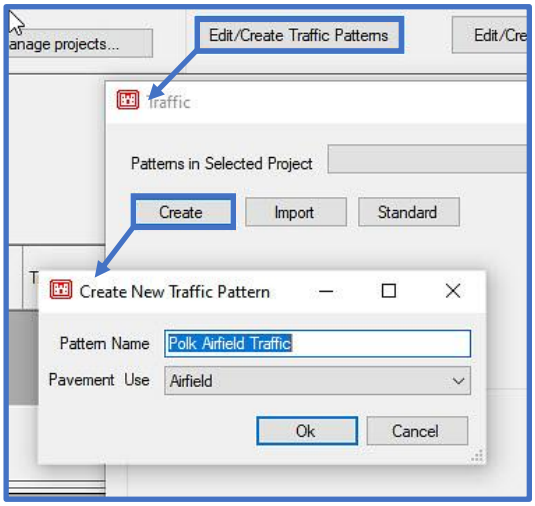
Design a flexible primary taxiway at Fort Polk, Louisiana, using the traffic in Table 1 and material information in Table 2.

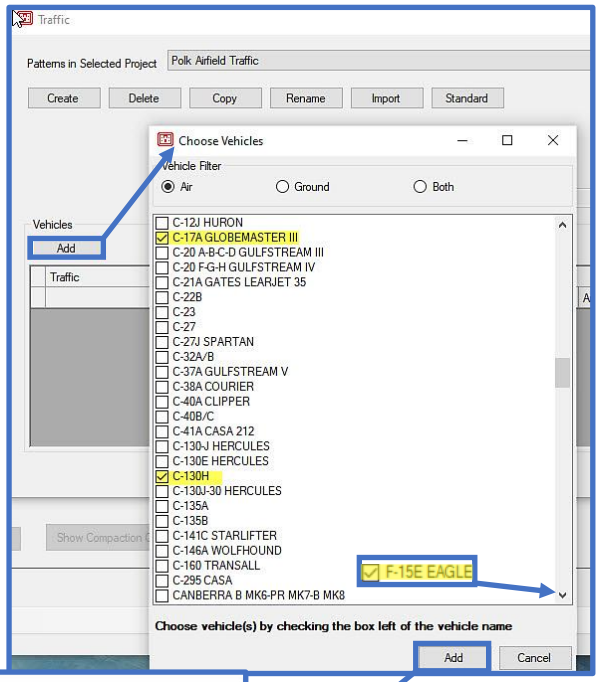
Table 1 – Polk Airfield Traffic		
Vehicle	**Weight (lb)**	**Passes**
C-17A	585,000	5,500
C-130H	155,000	10,500
F-15E	81,000	29,000

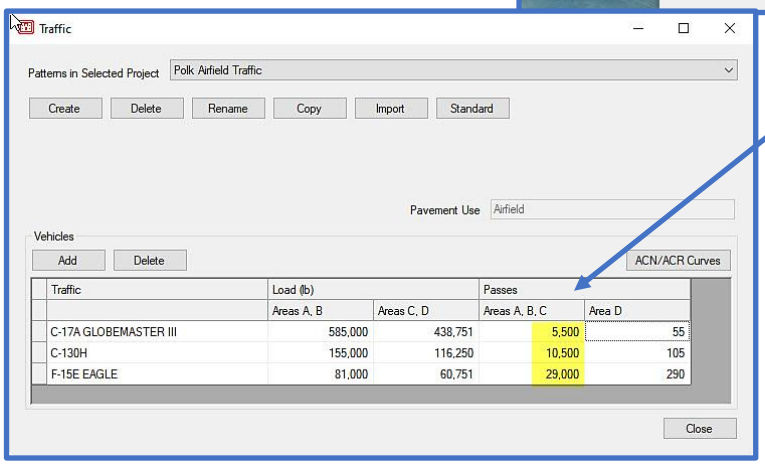
Table 2				
Layer	**Description**	**Modulus (psi)**	**Poisson's Ratio**	**Bond**
Wearing Surface	Asphalt Concrete (AC)	350,000	0.35	Fully Bonded
Base Course	Unbound aggregate	60,000	0.35	Fully Bonded
Drainage Layer*	Unbound aggregate	45,000	0.35	Fully Bonded
Separation Layer	Geotextile	--	--	--
Natural Subgrade	CH (cohesive cut)	20,000	0.40	0

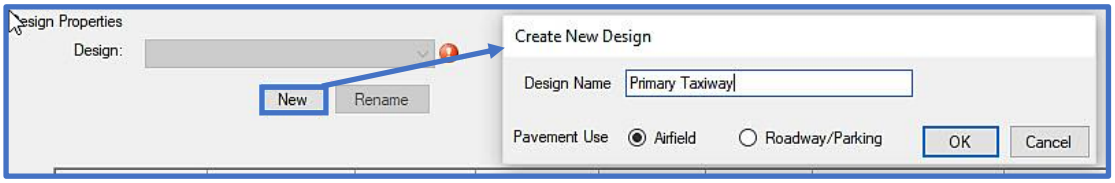
*Drainage Layer Parameters	
Precipitation Data	Leesville, LA
Length of transverse slope	100 ft
Transverse slope	1.50%
Longitudinal slope	1.00%
Permeability of drainage material	2,200 ft/day
Effective Porosity	0.3
Infiltration Coefficient	0.5

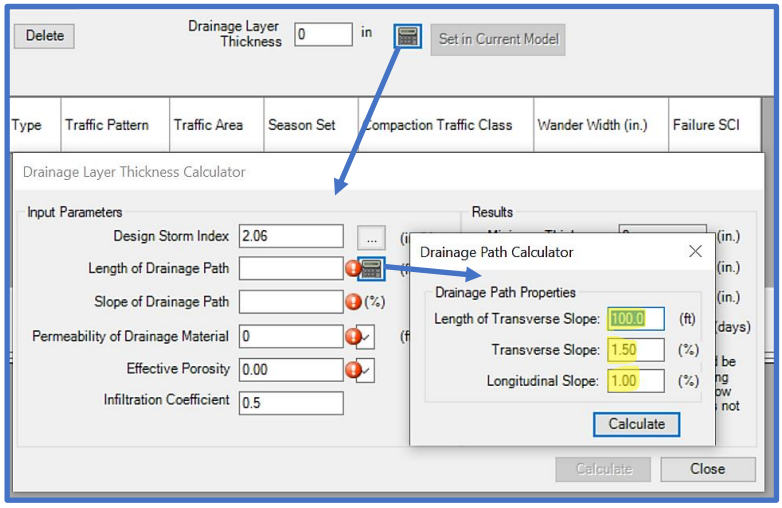

Manage projects...
Edit/Create Traffic Patterns
Edit/Create Season Sets
Edit projects
Project
Fort Polk (1/6/2021)
New
Copy
Rename
Delete
Date
Wednesday, January 06, 2021
Service
Army
Description
Comments
Designer Name
Consider Frost
Consider Drainage
Drainage station
State or country
Weather station
USA-Louisiana
Leesville
Drainage Information

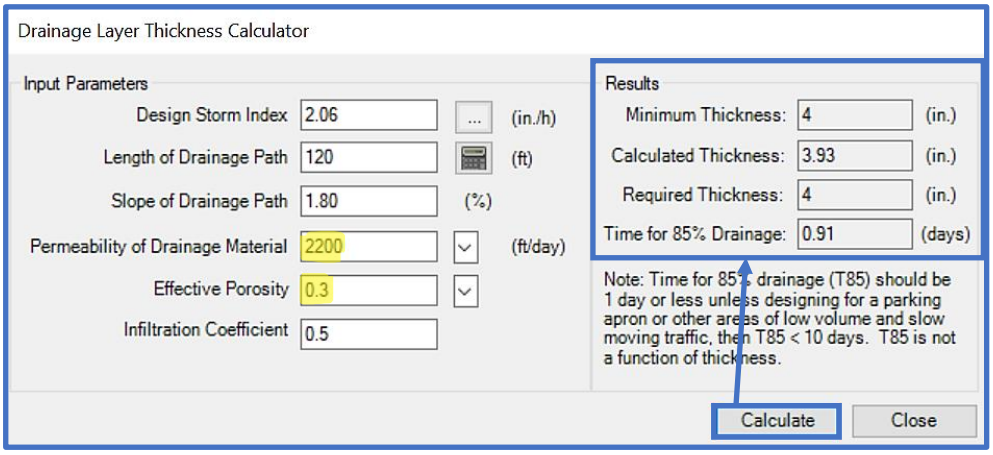

Edit/Create Traffic Patterns
Traffic
Patterns in Selected Project
Create
Import
Standard
Create New Traffic Pattern
Pattern Name
Polk Airfield Traffic
Pavement Use
Airfield
Ok
Cancel

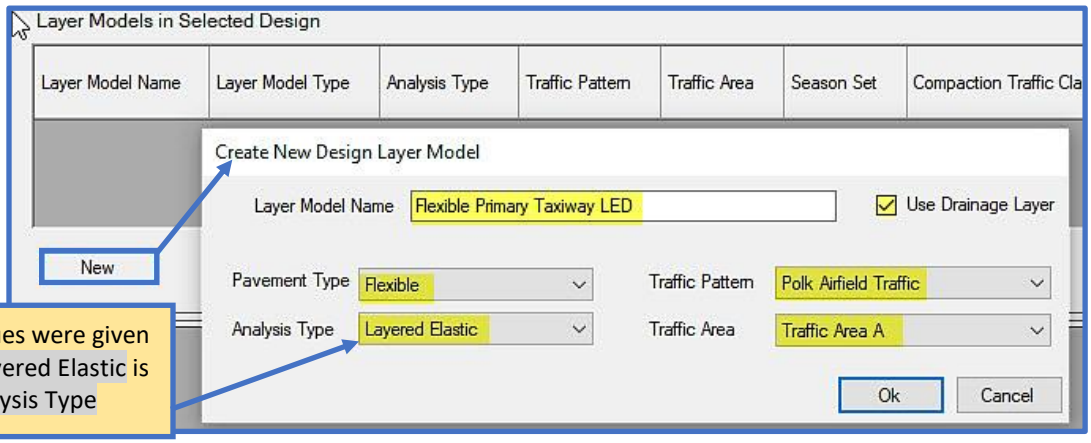

Traffic
Patterns in Selected Project
Polk Airfield Traffic
Create
Delete
Copy
Rename
Import
Standard
Choose Vehicles
Vehicle Filter
Air
Ground
Both
Vehicles
Add
C-12J HURON
C-17A GLOBEMASTER III
C-20 A-B-C-D GULFSTREAM III
C-20 F-G-H GULFSTREAM IV
C-21A GATES LEARJET 35
C-22B
C-23
C-27
C-27J SPARTAN
C-32A/B
C-37A GULFSTREAM V
C-38A COURIER
C-40A CLIPPER
C-40B/C
C-41A CASA 212
C-130J HERCULES
C-130E HERCULES
C-130H
C-130J-30 HERCULES
C-135A
C-135B
C-141C STARLIFTER
C-146A WOLFHOUND
C-160 TRANSALL
C-295 CASA
CANBERRA B MK6-PR MK7-B MK8
F-15E EAGLE
Choose vehicle(s) by checking the box left of the vehicle name
Add
Cancel


Traffic
Patterns in Selected Project
Polk Airfield Traffic
Create
Delete
Rename
Copy
Import
Standard
Pavement Use
Airfield
Vehicles
Add
Delete
ACN/ACR Curves
Traffic
Load (lb)
Passes
Areas A, B
Areas C, D
Areas A, B, C
Area D
C-17A GLOBEMASTER III
585,000
438,751
5,500
55
C-130H
155,000
116,250
10,500
105
F-15E EAGLE
81,000
60,751
29,000
290
Close

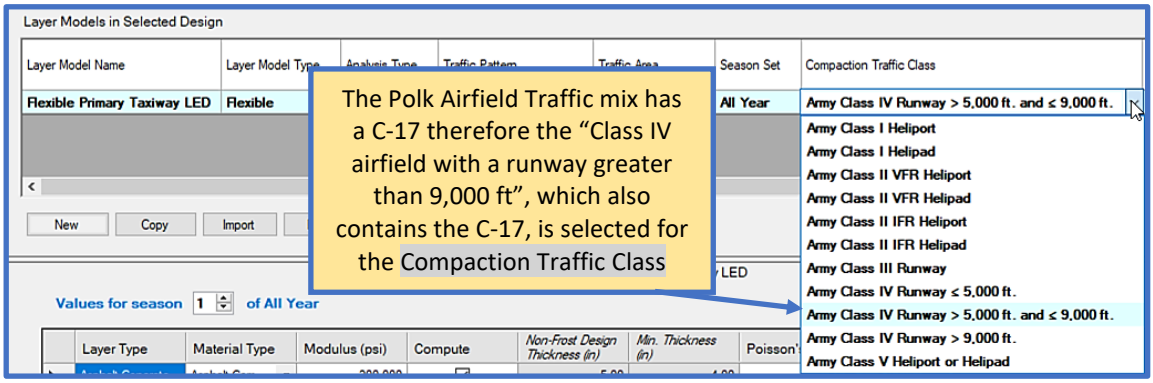


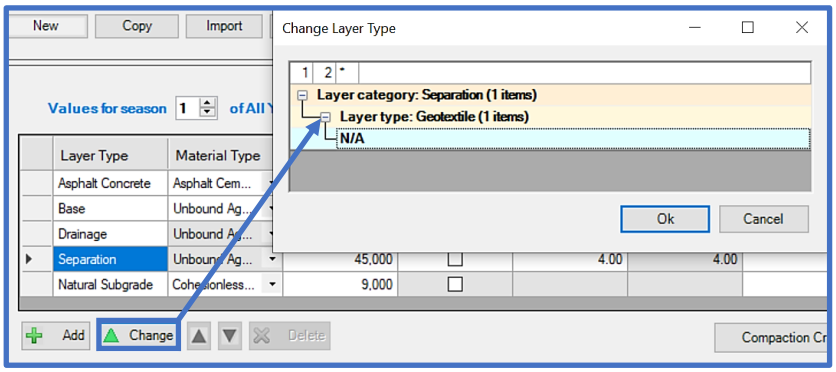


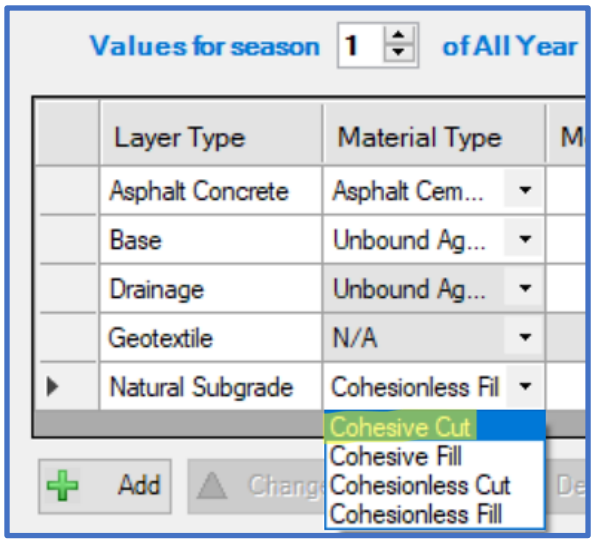




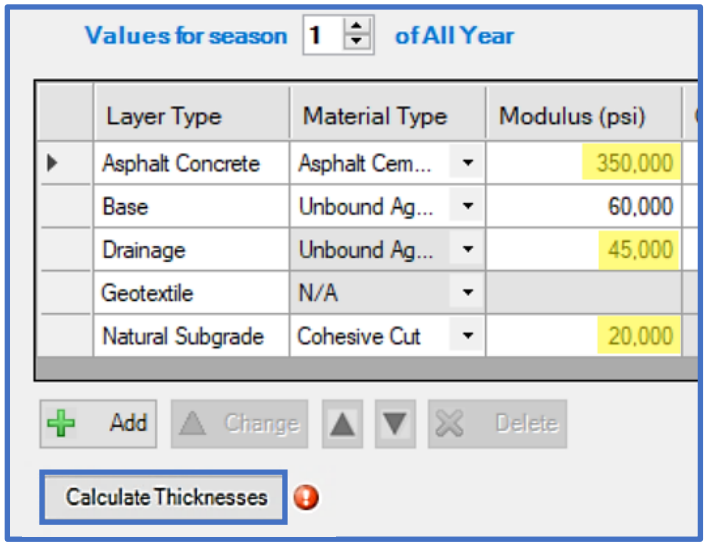
Modulus values were given therefore Layered Elastic is the Analysis Type

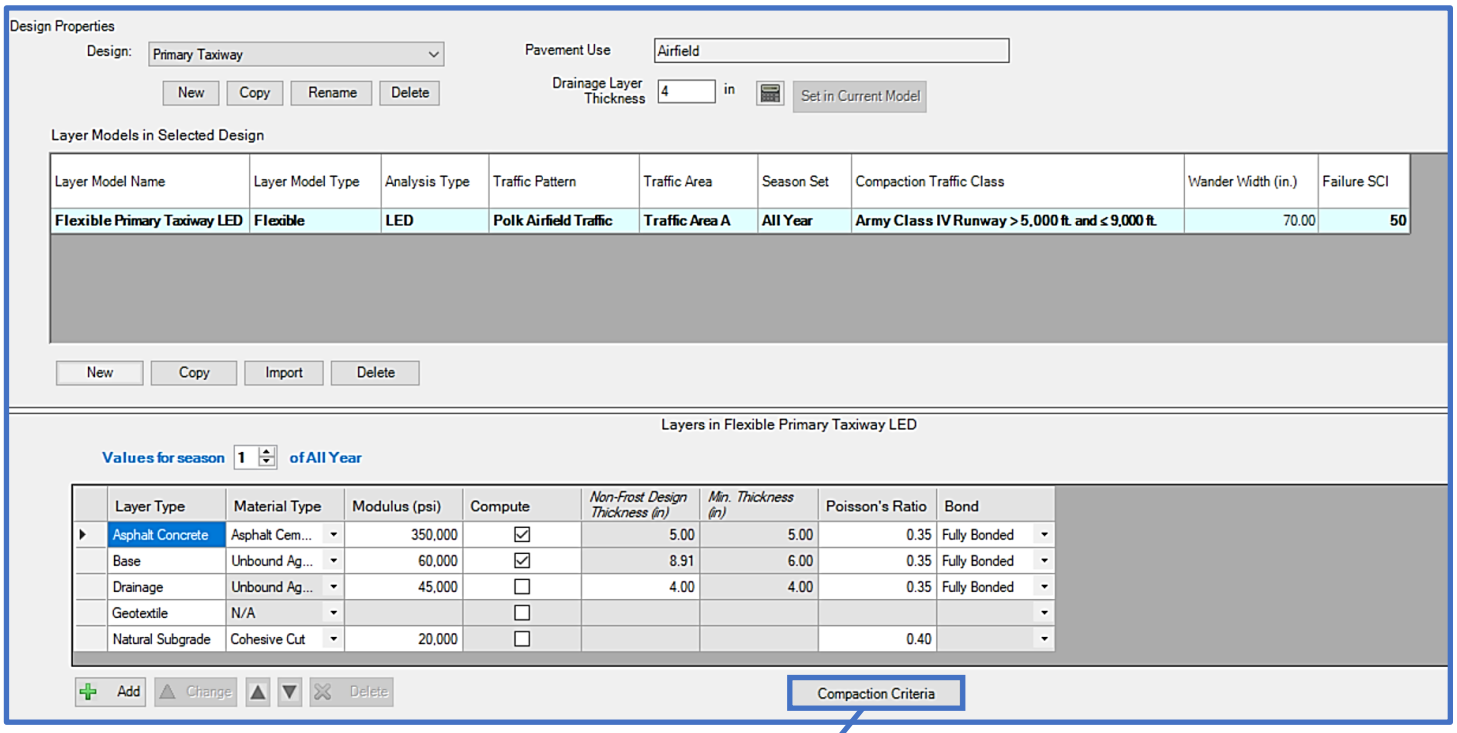


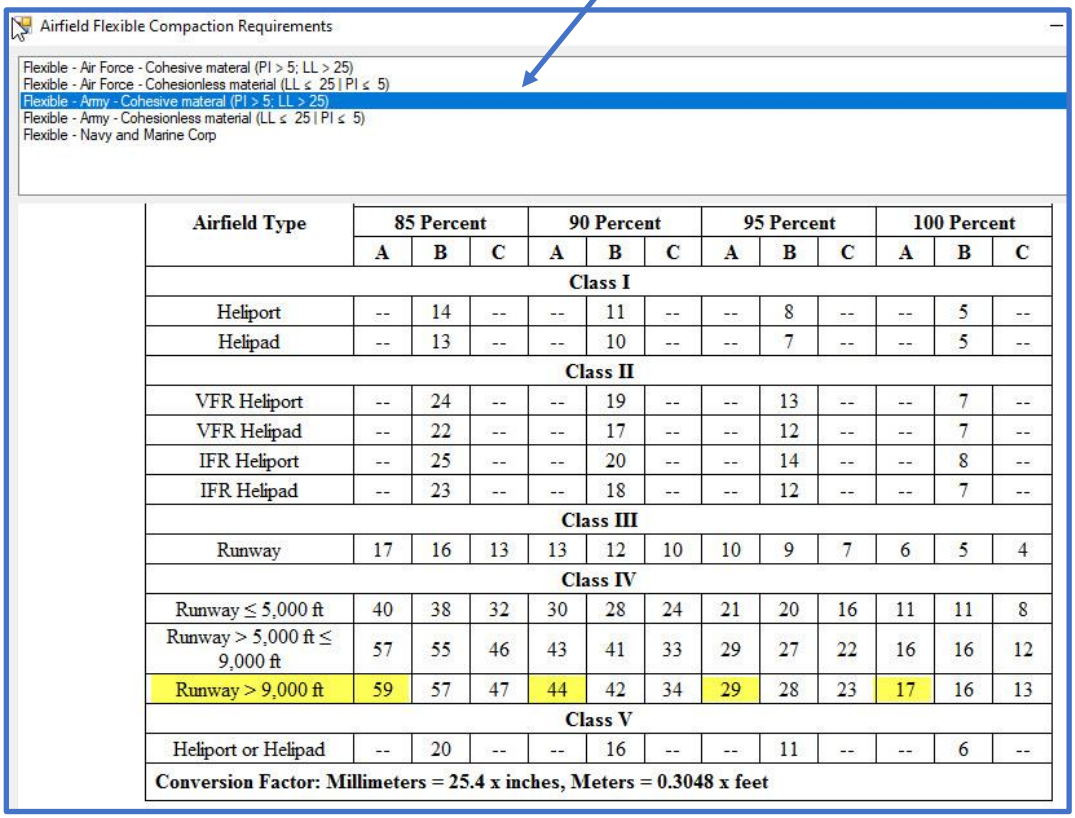




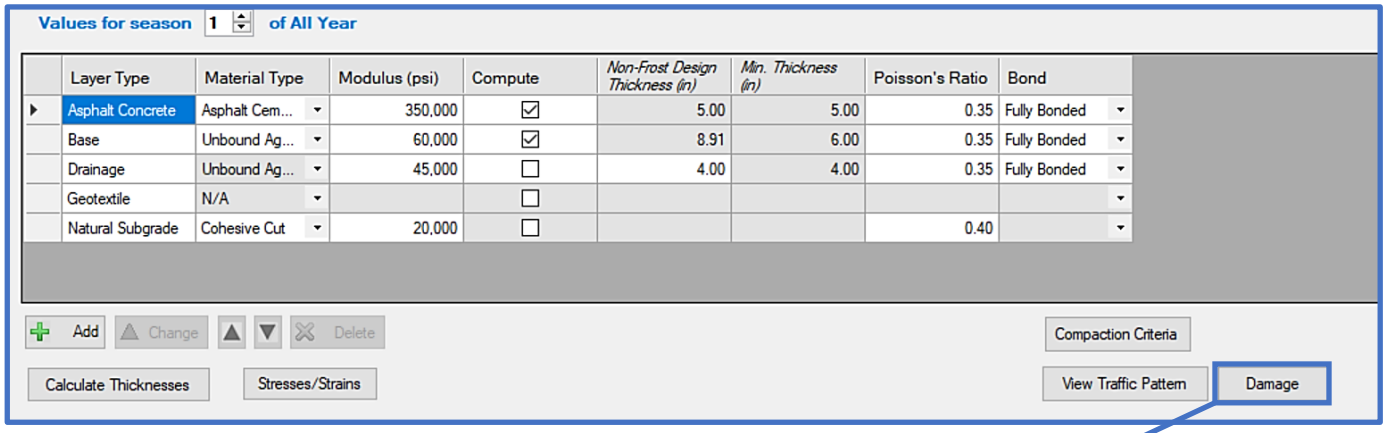
Change the values with the yellow highlight to the given design parameters and Calculate Thicknesses

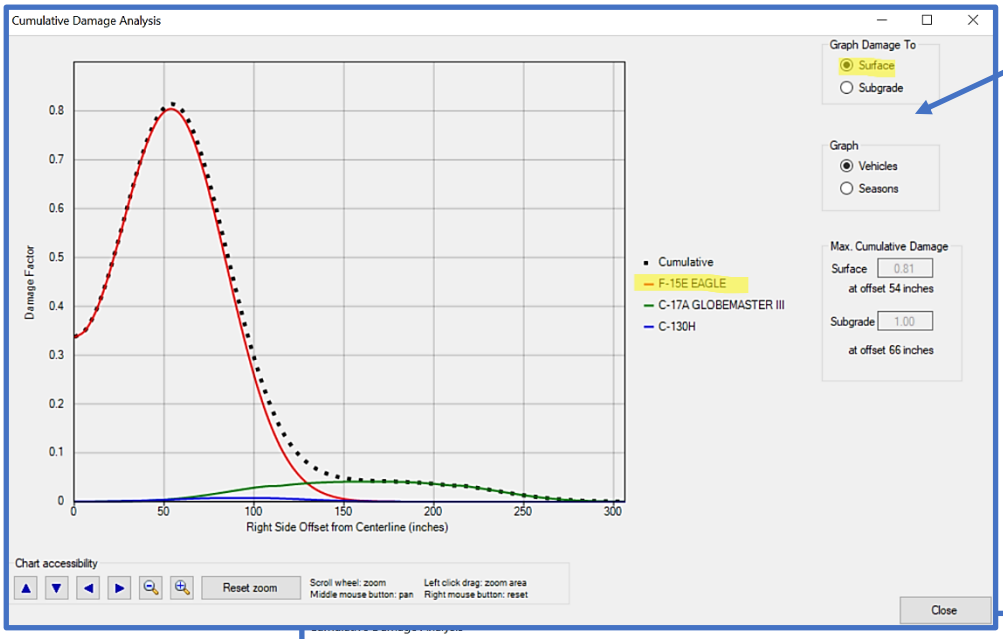


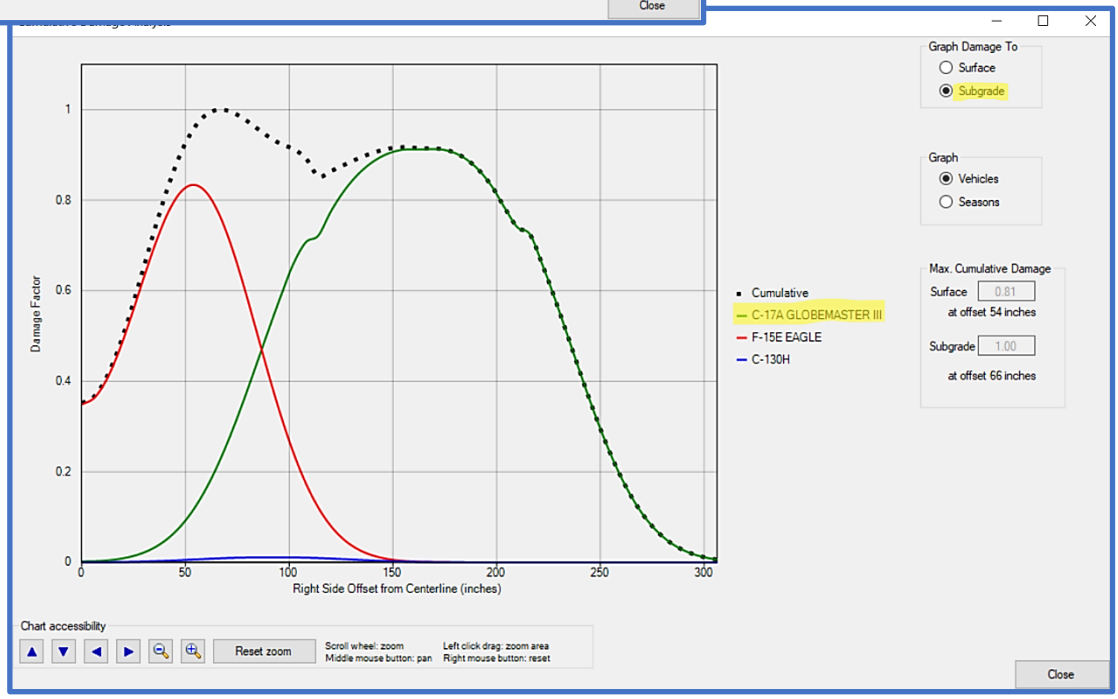




Airfield Type	85 Percent			90 Percent			95 Percent			100 Percent		
	A	B	C	A	B	C	A	B	C	A	B	C
Class I												
Heliport	--	14	--	--	11	--	--	8	--	--	5	--
Helipad	--	13	--	--	10	--	--	7	--	--	5	--
Class II												
VFR Heliport	--	24	--	--	19	--	--	13	--	--	7	--
VFR Helipad	--	22	--	--	17	--	--	12	--	--	7	--
IFR Heliport	--	25	--	--	20	--	--	14	--	--	8	--
IFR Helipad	--	23	--	--	18	--	--	12	--	--	7	--
Class III												
Runway	17	16	13	13	12	10	10	9	7	6	5	4
Class IV												
Runway ≤ 5,000 ft	40	38	32	30	28	24	21	20	16	11	11	8
Runway > 5,000 ft ≤ 9,000 ft	57	55	46	43	41	33	29	27	22	16	16	12
Runway > 9,000 ft	59	57	47	44	42	34	29	28	23	17	16	13
Class V												
Heliport or Helipad	--	20	--	--	16	--	--	11	--	--	6	--
Conversion Factor: Millimeters = 25.4 x inches, Meters = 0.3048 x feet												


Values for season 1 of All Year
Layer Type
Material Type
Modulus (psi)
Compute
Non-Frost Design Thickness (in)
Min. Thickness (in)
Poisson's Ratio
Bond
Asphalt Concrete
Asphalt Cem...
350,000
5.00
5.00
0.35
Fully Bonded
Base
Unbound Ag...
60,000
8.91
6.00
0.35
Fully Bonded
Drainage
Unbound Ag...
45,000
4.00
4.00
0.35
Fully Bonded
Geotextile
N/A
Natural Subgrade
Cohesive Cut
20,000
0.40
Add
Change
Delete
Compaction Criteria
Calculate Thicknesses
Stresses/Strains
View Traffic Pattern
Damage


Cumulative Damage Analysis
Graph Damage To
Surface
Subgrade
Graph
Vehicles
Seasons
Max. Cumulative Damage
Surface 0.81
at offset 54 inches
Subgrade 1.00
at offset 66 inches
Damage Factor
Right Side Offset from Centerline (inches)
Cumulative
F-15E EAGLE
C-17A GLOBEMASTER III
C-130H
Chart accessibility
Reset zoom
Scroll wheel: zoom
Middle mouse button: pan
Left click drag: zoom area
Right mouse button: reset
Close

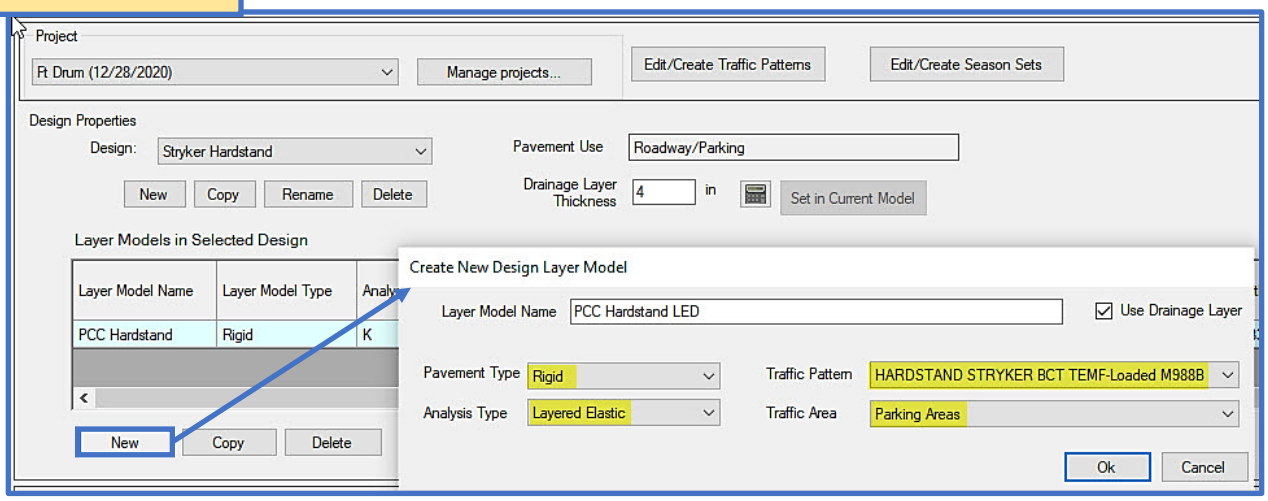

Graph Damage To
Surface
Subgrade
Graph
Vehicles
Seasons
Max. Cumulative Damage
Surface 0.81
at offset 54 inches
Subgrade 1.00
at offset 66 inches
Damage Factor
Right Side Offset from Centerline (inches)
Cumulative
C-17A GLOBEMASTER III
F-15E EAGLE
C-130H
Chart accessibility
Reset zoom
Scroll wheel: zoom
Middle mouse button: pan
Left click drag: zoom area
Right mouse button: reset
Close

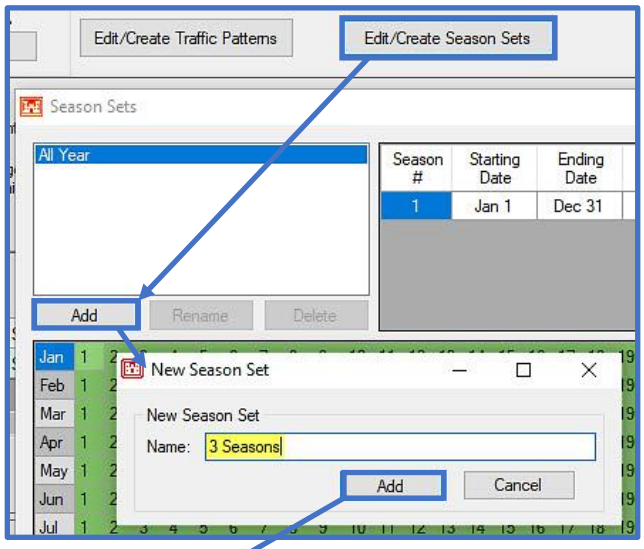
11.5.9 Rigid surfaced parking area using Layered Elastic Design; multiple seasons

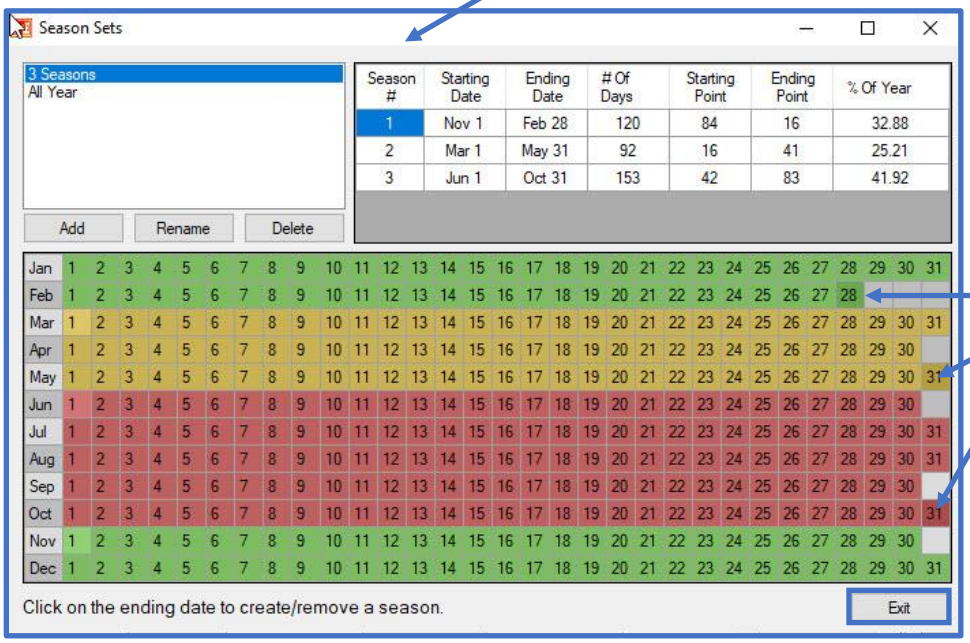
Design a rigid hardstand pavement for a Stryker Brigade Combat Team (BCT) Tactical Equipment Maintenance Facility (TEMF) at the Army reservation, Fort Drum, New York. Use the standard traffic pattern for this hardstand but change the M988B to the Loaded version (see Example 11.5.5). Design the rigid pavement with a flexural strength of 650 psi and the 4.0-inch drainage layer with a 4-inch aggregate separation layer. Since frost penetration is a concern, create multiple seasons and enter the modulus values and Poisson's Ratio given in the table below for each season to account for freezing and thawing conditions.

Material	Season 1		Season 2		Season 3	
	Nov – Feb		Mar – May		Jun - Oct	
	E (psi)	v	E (psi)	v	E (psi)	v
PCC	4,000,000	0.15	4,000,000	0.15	4,000,000	0.15
Drainage	45,000	0.35	45,000	0.35	45,000	0.35
Separation	45,000	0.35	45,000	0.35	45,000	0.35
Subgrade	25,000	0.40	8,000	0.40	16,100	0.40

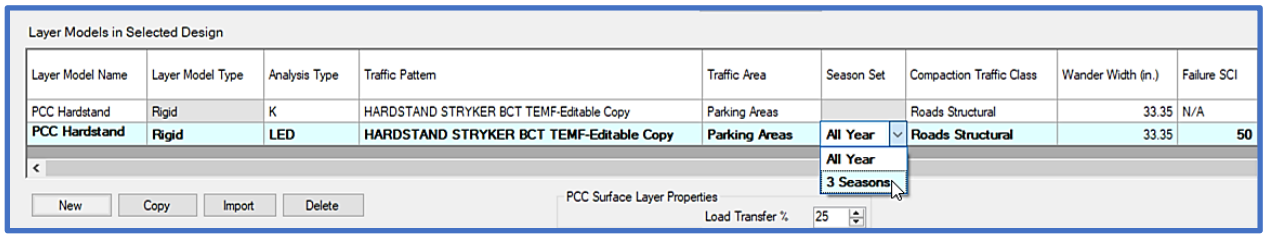
Refer to Example 11.5.5 for project traffic and design properties







For this example, click the last day of the month for each season indicated in the table above



For each season, enter the appropriate Modulus values

Layers in PCC Hardstand LED

Values for season 1 of 3 Seasons

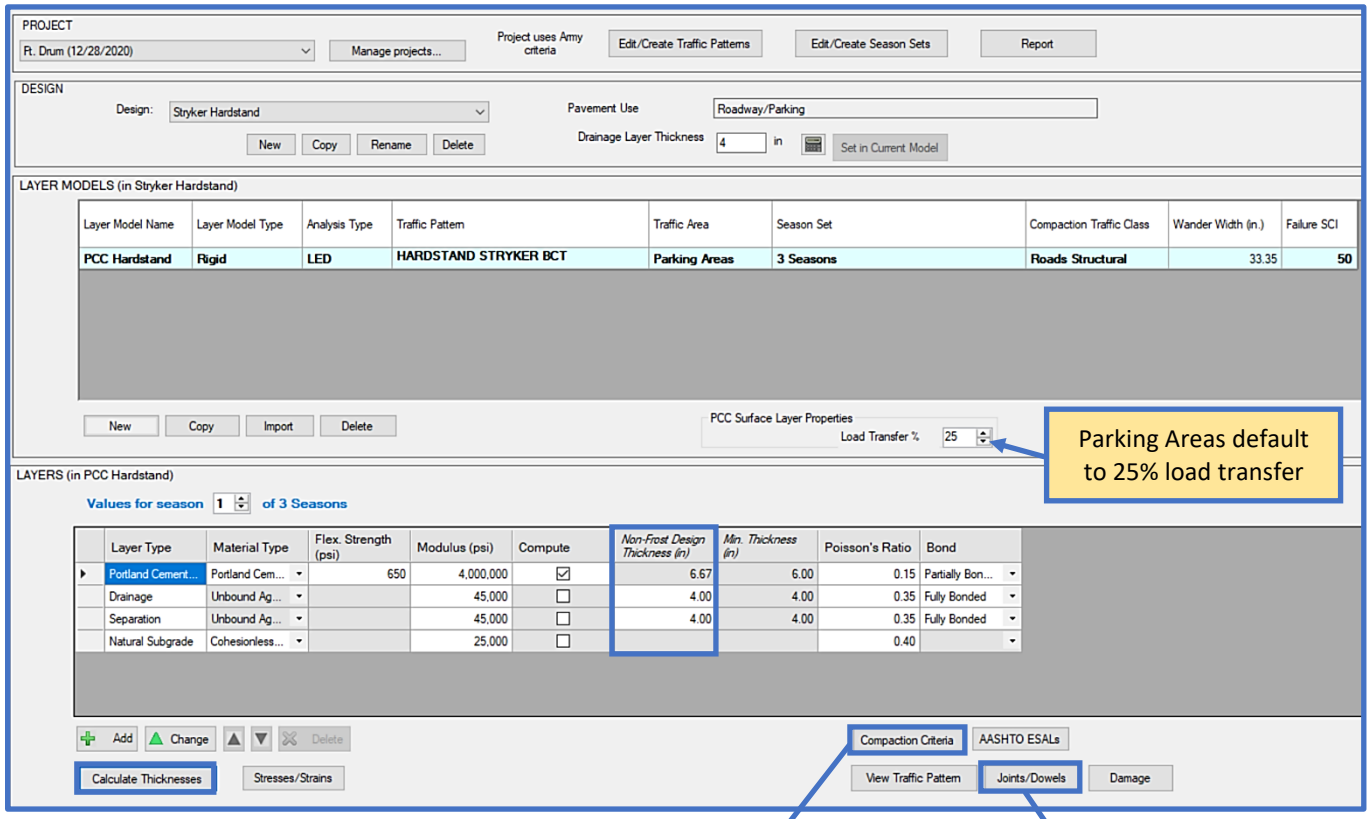
	Layer Type	Material Type	Flex. Strength (psi)	Modulus (psi)	Compute	*Non-Frost Design Thickness (in)*	*Min. Thickness (in)*	Poisson's Ratio	Bond
	Portland Cement...	Portland Cem...	650	4,000,000	☑	6.00	6.00	0.15	Partially Bon...
	Drainage	Unbound Ag...		45,000	☐	4.00	4.00	0.35	Fully Bonded
	Separation	Unbound Ag...		45,000	☐	4.00	4.00	0.35	Fully Bonded
✎	Natural Subgrade	Cohesionless...		25,000	☐			0.40	

Values for season 2 of 3 Seasons

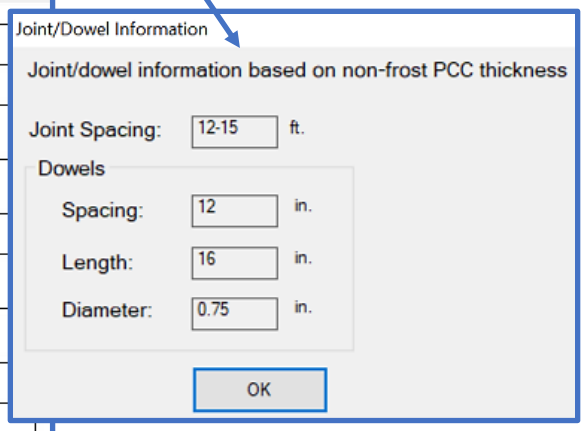
	Layer Type	Material Type	Flex. Strength (psi)	Modulus (psi)
	Portland Cement...	Portland Cem...	650	4,000,000
▶	Drainage	Unbound Ag...		45,000
	Separation	Unbound Ag...		45,000
	Natural Subgrade	Cohesionless...		8,000

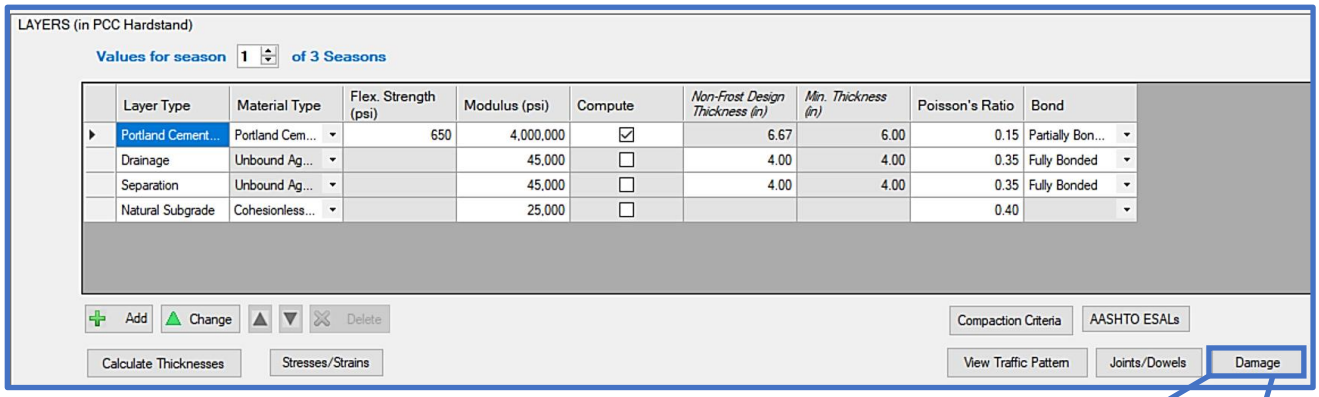
Values for season 3 of 3 Seasons

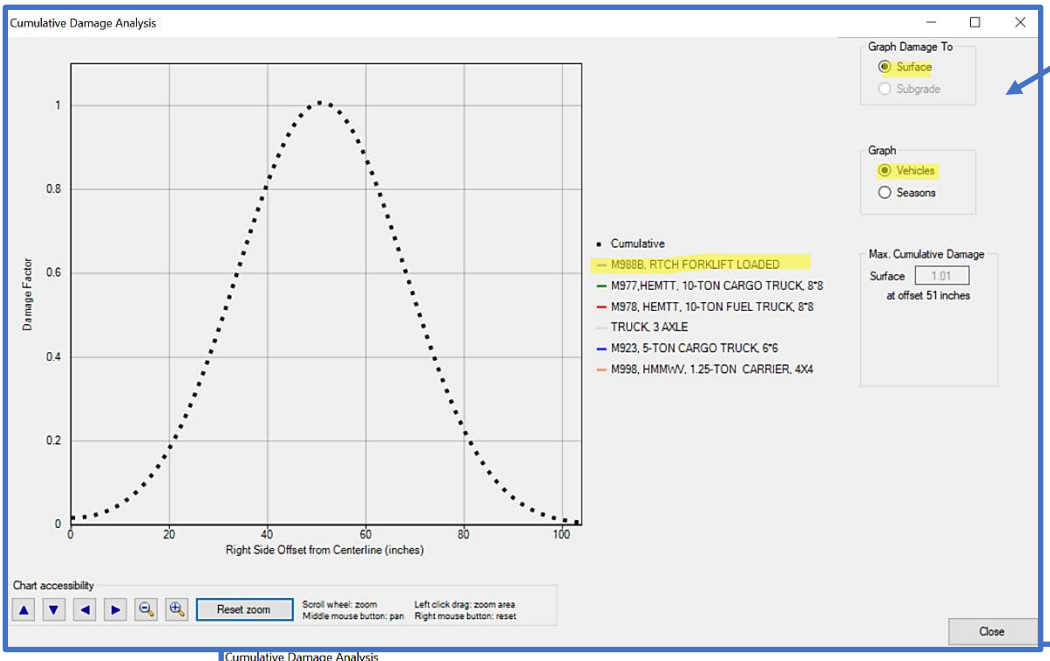
	Layer Type	Material Type	Flex. Strength (psi)	Modulus (psi)
	Portland Cement...	Portland Cem...	650	4,000,000
▶	Drainage	Unbound Ag...		45,000
	Separation	Unbound Ag...		45,000
	Natural Subgrade	Cohesionless...		16,100

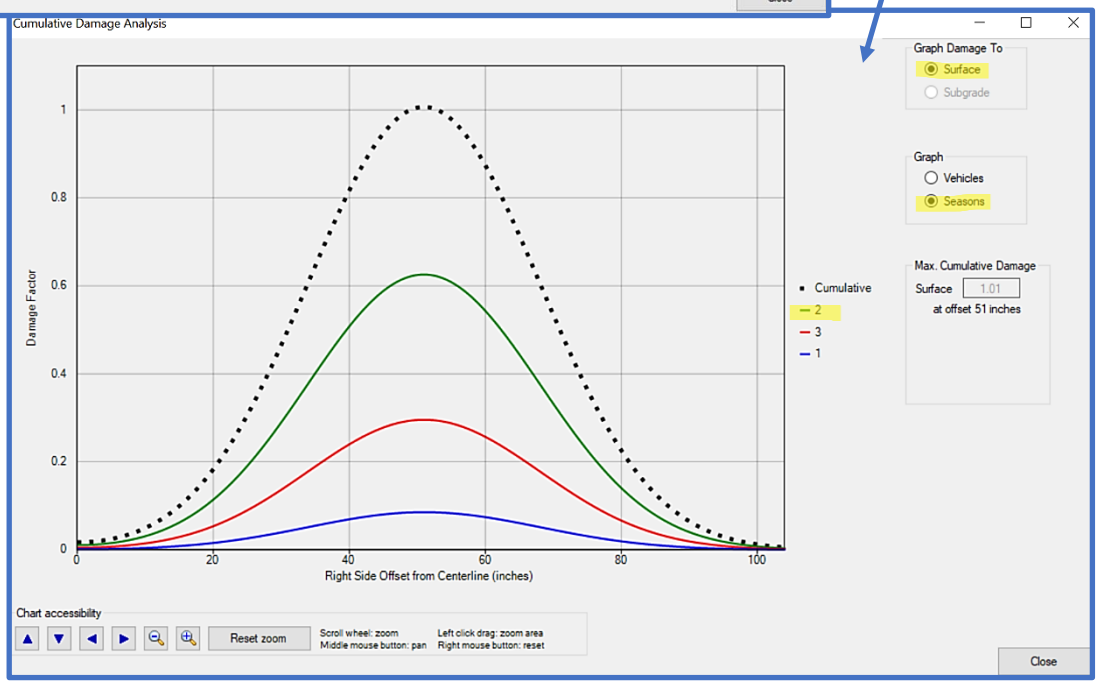


Roadway Compaction Requirements: Rigid Pavements	
Fill Sections	
Cohesive soil (PI > 5; LL > 25)	Full depth of fill - 90% of ASTM D1557 maximum density
Cohesionless soil (PI ≤ 5; LL ≤ 25)	Full depth of fill - 95% of ASTM D1557 maximum density
Cut Sections	
Cohesive soil (PI > 5; LL > 25)	Top 6 inches - 90% of ASTM D1557 maximum density
Cohesionless soil (PI ≤ 5; LL ≤ 25)	Top 6 inches - 95% of ASTM D1557 maximum density
Notes	
Top 6 inches of cuts	May require the subgrade to be scarified and dried or moistened as necessary and re-compacted to the desired density.
If natural subgrade densities ≥ 90% of maximum density	No compaction necessary other than the required to provide a smooth surface.




LAYERS (in PCC Hardstand)
Values for season 1 of 3 Seasons
Layer Type
Material Type
Flex. Strength (psi)
Modulus (psi)
Compute
Non-Frost Design Thickness (in)
Min. Thickness (in)
Poisson's Ratio
Bond
Portland Cement...
Portland Cem...
650
4,000,000
6.67
6.00
0.15
Partially Bon...
Drainage
Unbound Ag...
45,000
4.00
4.00
0.35
Fully Bonded
Separation
Unbound Ag...
45,000
4.00
4.00
0.35
Fully Bonded
Natural Subgrade
Cohesionless...
25,000
0.40
Add
Change
Delete
Compaction Criteria
AASHTO ESALs
Calculate Thicknesses
Stresses/Strains
View Traffic Pattern
Joints/Dowels
Damage


Cumulative Damage Analysis
Graph Damage To
Surface
Subgrade
Graph
Vehicles
Seasons
Max. Cumulative Damage
Surface 1.01
at offset 51 inches
Cumulative
M988B, RTCH FORKLIFT LOADED
M977,HEMTT, 10-TON CARGO TRUCK, 8*8
M978, HEMTT, 10-TON FUEL TRUCK, 8*8
TRUCK, 3 AXLE
M923, 5-TON CARGO TRUCK, 6*6
M998, HMMWV, 1.25-TON CARRIER, 4X4
Damage Factor
Right Side Offset from Centerline (inches)
Chart accessibility
Reset zoom
Scroll wheel: zoom
Middle mouse button: pan
Left click drag: zoom area
Right mouse button: reset
Close


Cumulative Damage Analysis
Graph Damage To
Surface
Subgrade
Graph
Vehicles
Seasons
Max. Cumulative Damage
Surface 1.01
at offset 51 inches
Cumulative
2
3
1
Damage Factor
Right Side Offset from Centerline (inches)
Chart accessibility
Reset zoom
Scroll wheel: zoom
Middle mouse button: pan
Left click drag: zoom area
Right mouse button: reset
Close

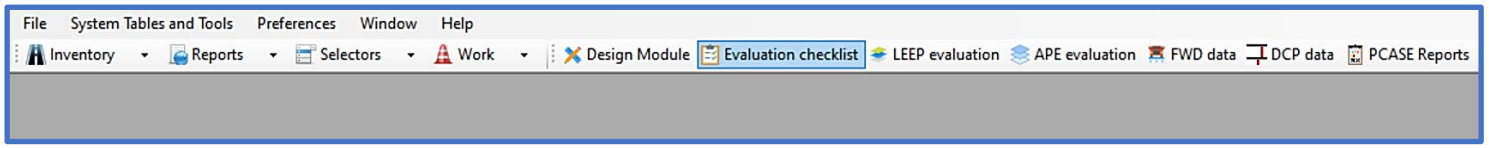
12 Evaluation Checklist

Evaluation checklist displays sections in the selected Evaluation and the APE and LEEP status. Sections can be added, edited and deleted. The checklist also provides access to the Evaluation Manager and Inventory form, allows you to import or export evaluation data, run reports, and works as a selector when an evaluation form is set to Respond to selections.

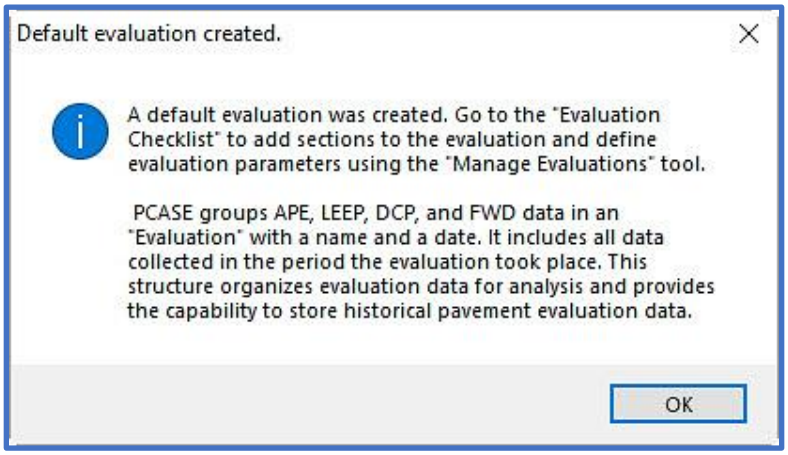
Prior to beginning a new evaluation, ensure that you have opened or created a database to store the evaluation within (database name is displayed on the bottom-left of the main window). For instructions on how to import or create a database; reference Chapter 2 File Menu.

12.1 Getting Started

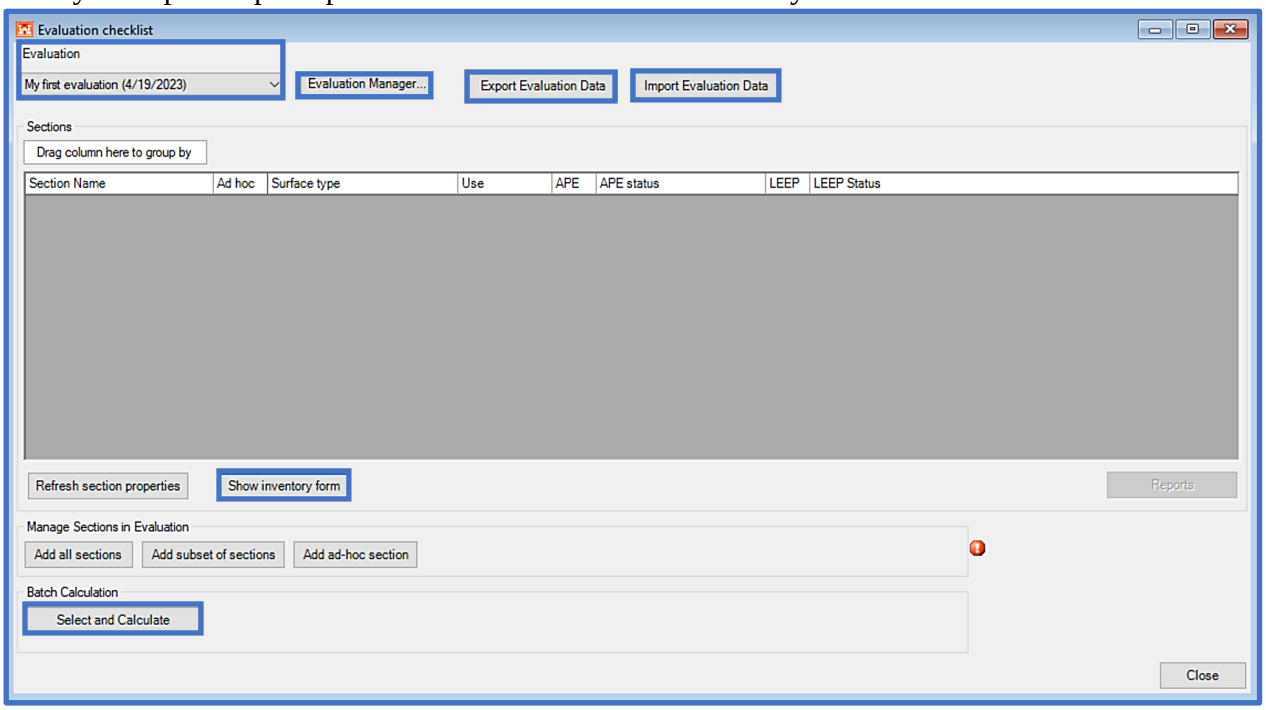
Select Evaluation Checklist on the PCASE 7 tool bar to open the checklist.



If you have not imported or created an evaluation in the current database, the message below pops up indicating a default evaluation was created. Click OK to continue and open the Evaluation checklist.



If you created a new database the checklist will be empty. When the Evaluation checklist opens you can select Evaluation Manager to create a new evaluation or Show inventory form to define an inventory. If previous evaluations were created; the Evaluation drop-list can be used to navigate to the appropriate evaluation. Additonal new features in the Evaluation Chceklist are the ability to import/export specific evaluations or run batch analyses.

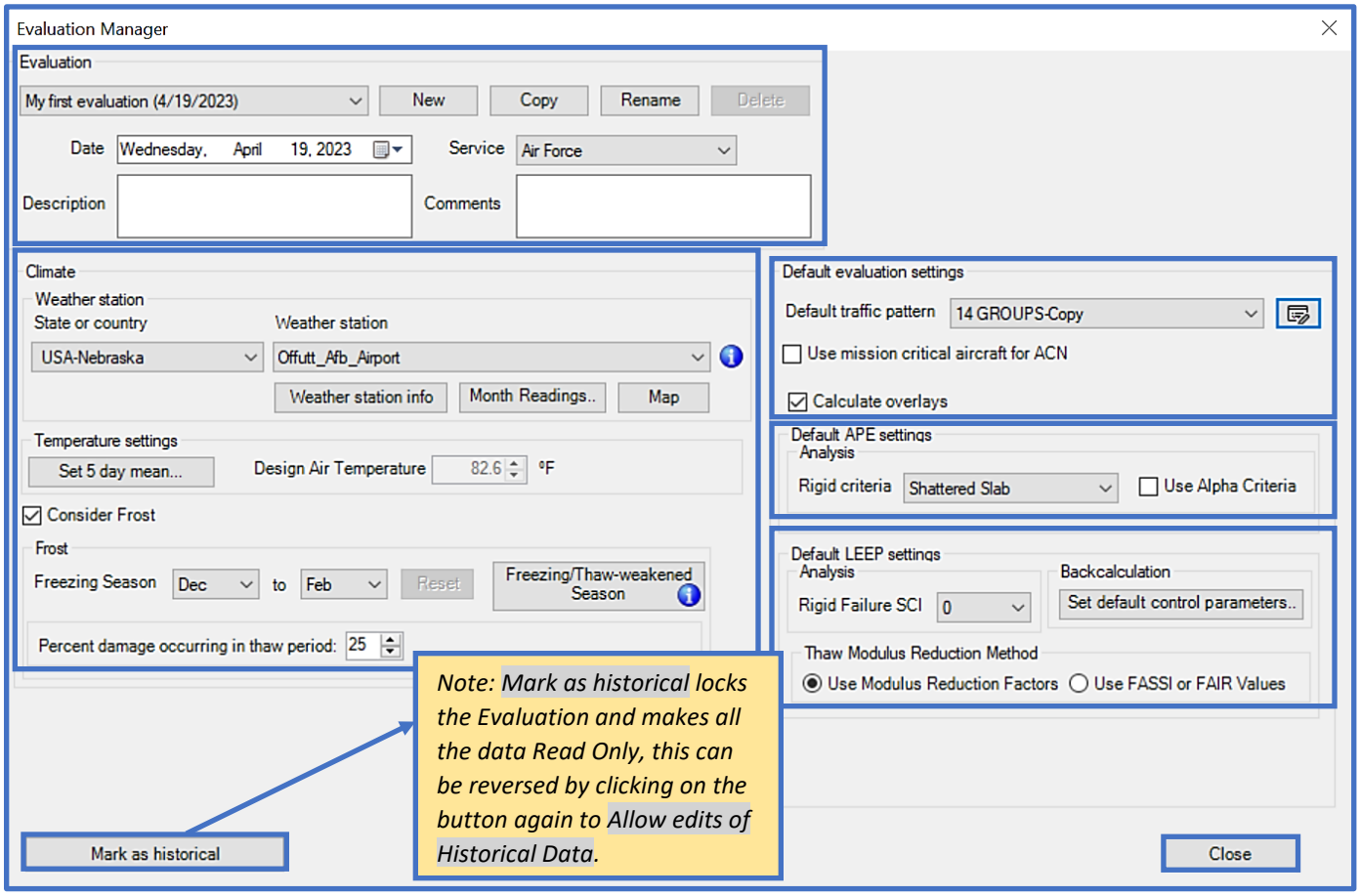


12.2 Show inventory form

Inventory is normally defined prior to using the Evaluation Checklist; however, Show inventory form launches the form and List Selector so that you can define an inventory. If you select Show inventory form; reference Chapter 7.1 Define Inventory for guidance on defining an inventory.

12.3 Evaluation Manager

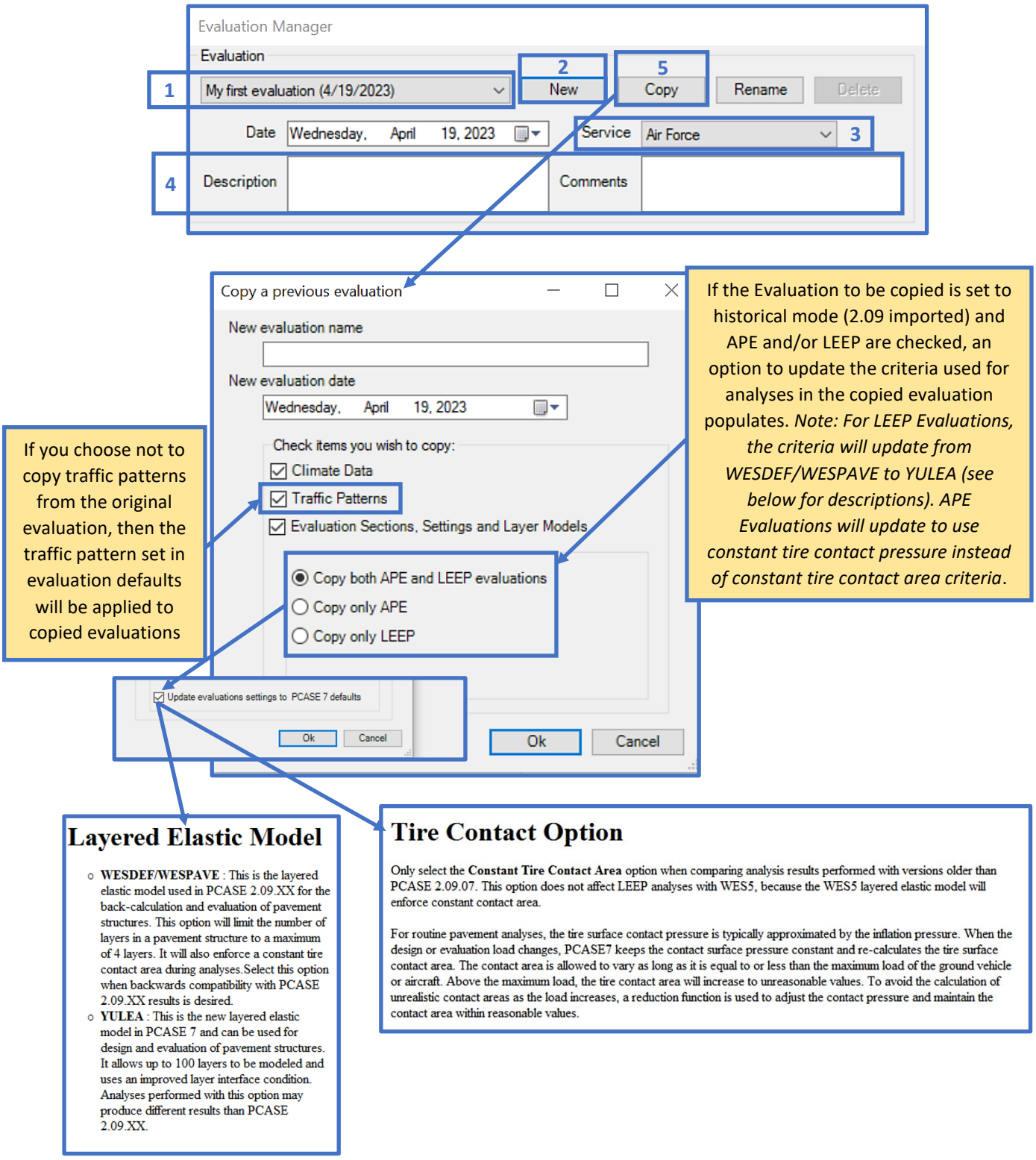
Evaluation Manager serves to establish global analysis parameters and can be accessed from the Evaluation Checklist, LEEP, APE, FWD, or DCP modules. If you have historical evaluation data from an earlier version of PCASE to import, go to Chapter 2.2 New/Import for instructions on how to import a PCASE 2.09 database. Once the import is successful, evaluations from the imported database will be available in the Evaluations drop-list on the Evaluation checklist and Evaluation Manager forms. The Evaluation Manager form is displayed below. You will go through various sub-sections of the form to set up the analysis parameters. The sub-sections are Evaluation, Climate, Default evaluation settings, Default APE settings, and Default LEEP settings. Mark as historical locks the Evaluation and makes all the data read-only, this can be reversed by clicking on the button again to Allow edits of Historical Data. Select Close to exit the Evaluation Manager and return to the Evaluation Checklist.



12.3.1 Evaluation

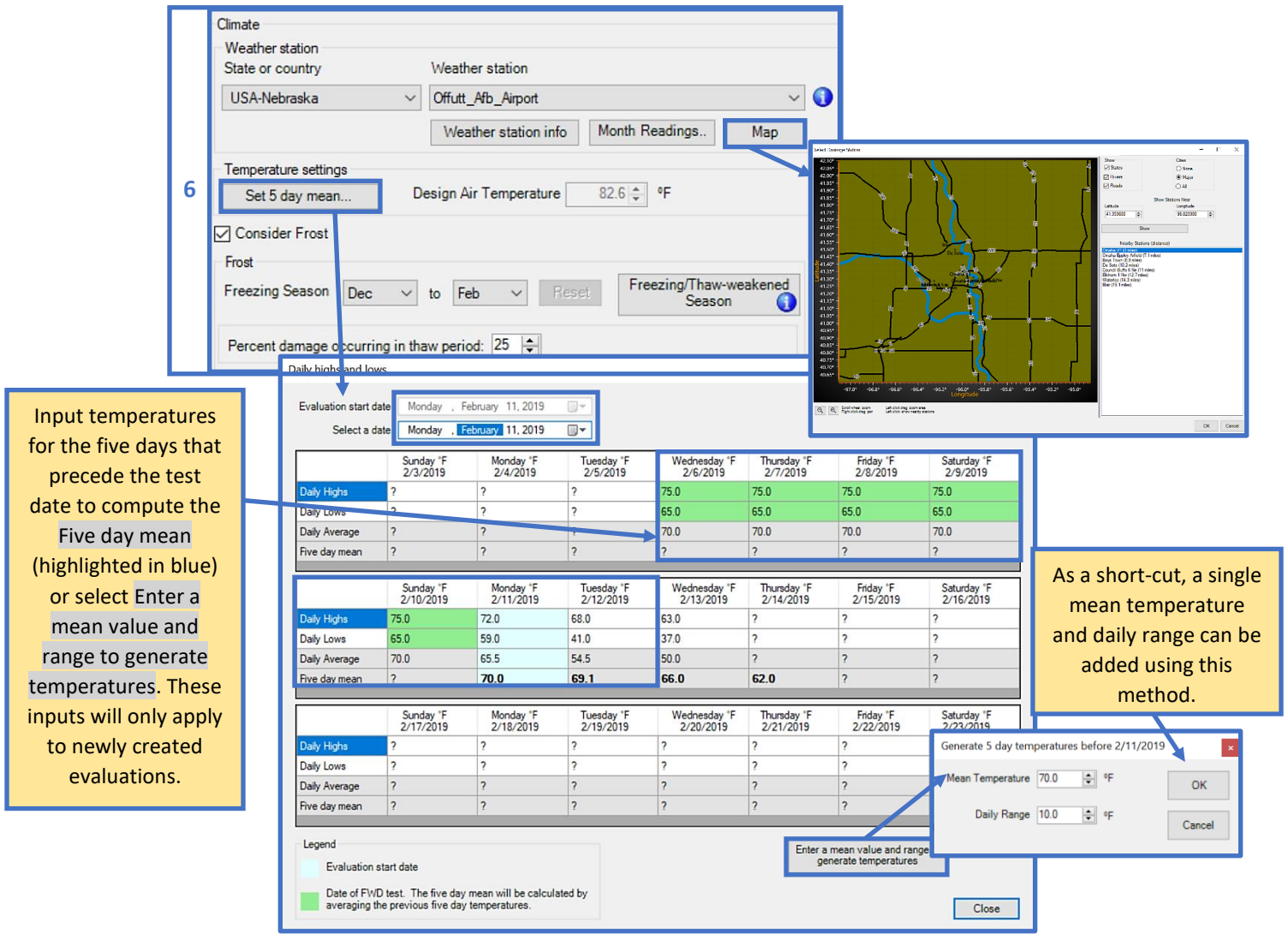
1. Choose an Evaluation from the drop-list, or;
2. Click New to create an Evaluation then input an Evaluation name. The Default evaluation date will populate with the current date; select the calendar icon or type in the field to modify the date. Recommend using the first projected day for the start of the evaluation. Select the appropriate radio button to enable/activate sections to include in the Evaluation:
   - Include All Sections (PCASE 209 default behavior): All Sections will be included in the Evaluation. You will still have the ability to choose from these Sections while using the various Evaluation tools.
   - Select sections to include, using the Query Tool, after create: This option opens the Query Tool Wizard where you can define Section criteria. The Tree Selector will highlight Sections from the list by default. Choose a Field in the Select Rows tab, then choose a Comparison. Click Finish (button will enable after selections have been made) to create the subset.
   - Add Sections Later: This option will not bring Section data into the Evaluation; however, the user will have the ability to create ad-hoc Sections while using the various Evaluation tools.
3. The default Service from the evaluation default preference setting populates, to change the Service use the drop-list to select a different option that is appropriate for the Evaluation.

4. The next two fields are optional. Add a Description and Comments, if so desired.
5. The Copy function allows you to choose which data to include, then creates a copy of the currently selected Evaluation and all of its properties.



12.3.2 Climate

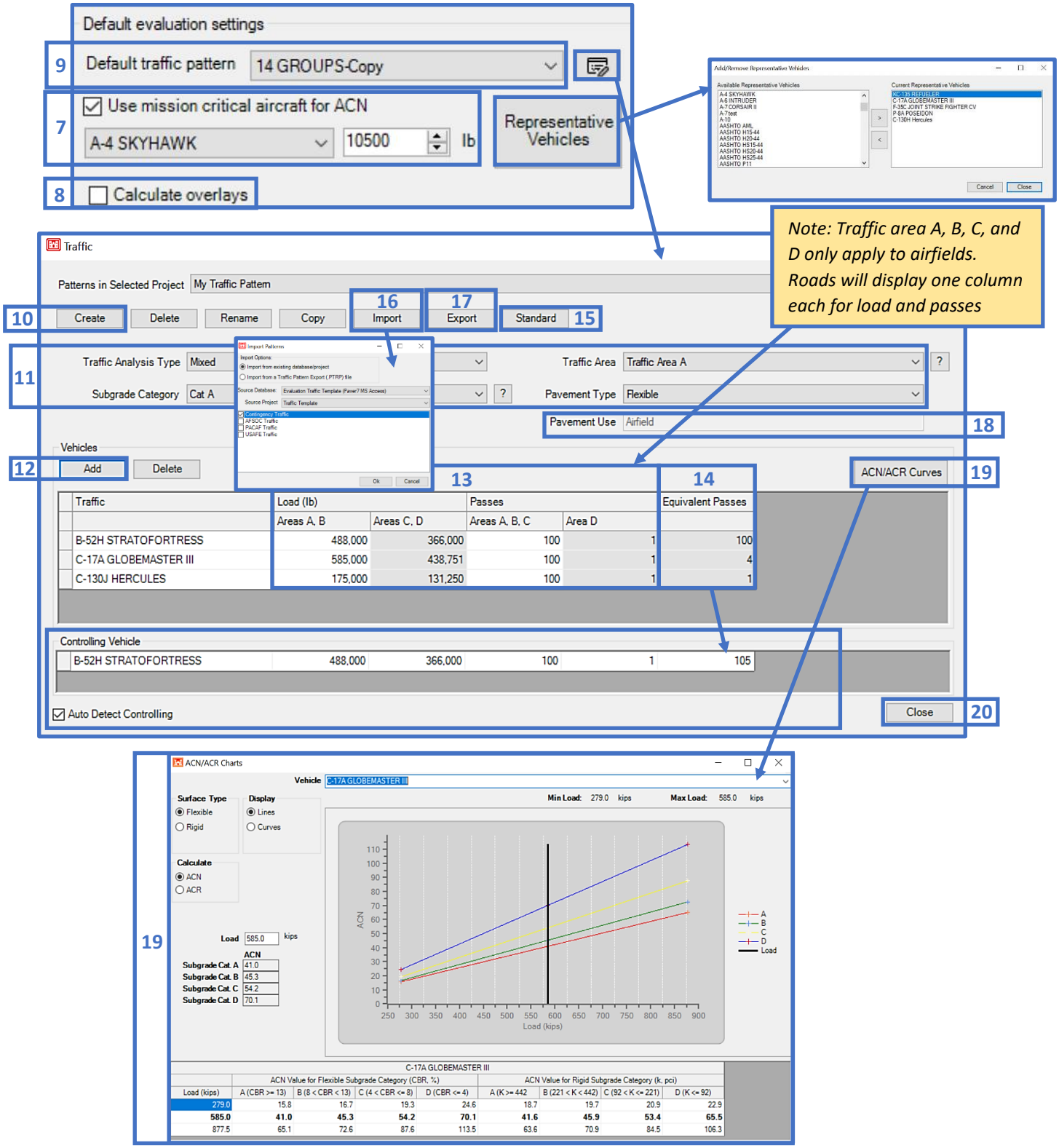
6. Choose the State or country and Weather station you would like to pull climate data from for the Evaluation. Select Map to search for nearby weather stations, choose from the Nearby Stations box, then OK. Once a Weather Station has been selected, you can roll over the icon or click on the Weather station info button to view the frost details. Select Month Readings to display the Climate Data Summary: Mean Daily Maximums, Mean, and Mean Daily Minimums for each month (the data populates automatically and should only be edited if you have more detailed information on the location). The Design Air Temperature for the selected Weather station is displayed; if no Weather station has been selected the field is enabled so that you can input a temperature. Set 5 day mean launches a form where you can input daily temperature values to determine the five-day mean (highlighted in blue). Select the Consider Frost checkbox, if applicable. The Freezing Season drop-lists will enable and display the calculated freezing season from the Climate Data Summary. If you choose to edit the default Freezing Season months, the Reset button will enable and allow you to reset changed values back to the original defaults. The Percent Damage occurring in thaw period setting propogates from evaluation defaults and can be overridden on Evaluation Manager.



12.3.3 Default evaluation settings

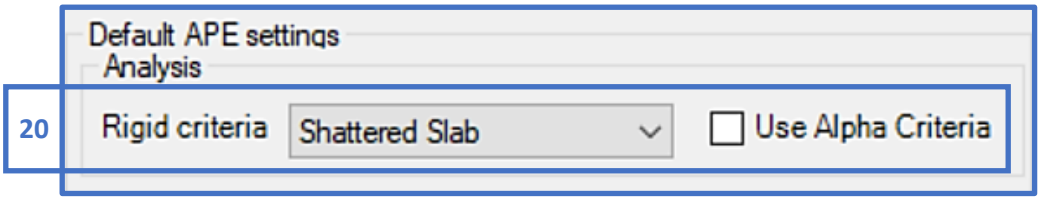
7. Select Use mission critical aircraft for ACN to set a mission critical vehicle to use in analyses at the Evaluation level. You can also access this function from within the Traffic tab on the APE and LEEP forms, so that you have the option to override what was set in Evaluation Manager on a section-by-section basis.
8. Select Calculate overlays to enable calculation of overlay thicknesses (applicable for both flexible and rigid pavements) when executing APE or LEEP evaluation analyses.
9. If a database has been imported, the existing traffic patterns for the Evaluation will be available in the Default traffic pattern drop-list. To define or select a Default traffic pattern, select the  icon. *Note: Newly created Evaluations will inherit the Default traffic pattern that is set in PCASE Defaults > Evaluation Defaults.*
10. To define a new traffic pattern with specific vehicles, select Create. Enter a unique Pattern Name, select a Pavement Use, then click OK.
11. Choose the appropriate Traffic Analysis Type (Individual to analyze each vehicle in the pattern, Mixed to determine the Controlling Vehicle, or Hybrid to produce an additional hybrid model result based on a specific subset of vehicles). If you selected Mixed; drop-list fields for Subgrade Category, Traffic Area, and Pavement Type will populate for you to define. If Hybrid is selected a Representative Vehicles button populates within the Evaluation Manager, which allows you to modify selection of the default representative vehicles used for the hybrid analysis. The vehicles in the Current Representative Vehicles box will be used in the hybrid analysis, use the arrows to move selected vehicles.
12. Click Add to select vehicles for a newly created pattern from the Choose Vehicles form. An Air, Ground, or Both vehicle filter is available to help you narrow selections. Click on a box to the left of a vehicle name, or on the vehicle name to select it. Click OK to assign the selected vehicles to the pattern.
13. The default values for Load and Passes can be edited within the grid cells, unless cells are colored gray (which signifies the pattern is set to read-only).
14. If Traffic Analysis Type Mixed is selected; the Equivalent Passes for each vehicle and the Controlling Vehicle will be displayed in the grids. The Equivalent Passes are sensitive to the defined Traffic Area, Subgrade Category, and Pavement Type. If you'd like to set a different vehicle as controlling, uncheck Auto Detect Controlling and choose the vehicle from the drop-list to set as controlling.
15. Choose Standard to select from Tri-Service, pre-defined traffic patterns. Click on a box to the left of a standard pattern name or on the name to select it. Choose to save the pattern as Traffic Read-only (default) or Make a Read/Write Copy (editable). Click OK to assign the selected pattern.
16. Choose Import to select an existing traffic pattern or a .ptrp file to import into the selected evaluation.
17. Select Export to save a file of the selected traffic pattern. Choose a location using file explorer to save the .ptrp file. The file can be shared or imported into another database/evaluation.
18. The Pavement Use, related to the pattern is displayed.

19. Select ACN/ACR Curves to view the Aircraft Classification Number (ACN) and Aircraft Classification Rating (ACR) curves. See an example of the chart on the following page.
20. Click Close to exit the Traffic form and return to the Evaluation Manager.



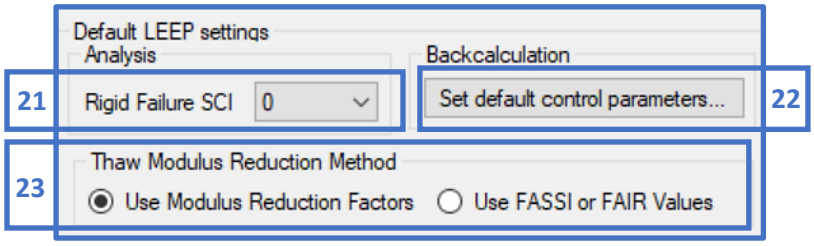
12.3.4 Default APE settings

21. Set the default Rigid criteria for a APE Evaluation of a rigid pavement. The APE Rigid criteria options are: First Crack, Shattered Slab, or Complete Failure. The default criteria for each Service will populate when the Service is changed. Select the checkbox for Use Alpha Criteria to use PCASE 2.09.02 analysis criteria for flexible pavement analyses.



12.3.5 Default LEEP settings

22. Select the default Rigid Failure SCI for a LEEP Evaluation of a rigid pavement. The LEEP Rigid Failure SCI options are: 0, 50, and 80. The Rigid Failure SCI value will update with the appropriate default value when the Service is changed within the form.
23. Set default control parameters form is applicable to the LEEP Modulus Backcalculation procedure.
24. Define the Thaw Modulus Reduction Method you would like to use for LEEP Evaluations. This setting can be overridden for specific sections in the Evaluation within the Analysis tab on the LEEP form.



12.4 Evaluation checklist

To navigate the Evaluation checklist:

25. Ensure the correct Evaluation is selected in the drop-list field. Section data displays in the grid if PCASE data was imported (reference Chapter 2 File Menu) or an inventory has been pre-defined (reference Chapter 7.1 Define Inventory) in the current database.
26. The Export Evaluation Data and Import Evaluation Data functions provide a simplified method for sharing updated Evaluation data when working with multiple teams. Selecting either option launches File Explorer so you can choose the evaluation file to import or export into the current database. Guidance for using the evaluation import/export feature is as follows.

PCASE Data and E70s:

1. To build an e70 after PCASE data has been created or edited with PCASE, you ***must*** export the e70 from PCASE.
2. Once this is done, PCASE data will "round trip" through PAVER™. That is, you can import the e70 created via the PCASE file using PAVER™, edit the PAVER™ data, and export it in PAVER™ and the new e70 will have the original PCASE data.
3. But once a database has been opened in PCASE, you must use PCASE to export it in order for **updated** PCASE data to go along. The reason for this is that PCASE data has to be "packed" into a special table for PAVER™ to include it e70 file. This packed data will still be there if you extract the e70 with PAVER™, and it will still be there if you create a new e70 with PAVER™. However, once you open a database with PCASE (or import it using PCASE) the data is "unpacked" out of the special table and only PCASE knows how to pack it back up again.

PCASE Evaluation Data Export / Import:

The PCASE Evaluation Data Export / Import on the Checklist form were created to aggregate data from multiple team members into the master database without the need to create/manage e70s.

PCASE is used to create the master database e70 as outlined in the previous explanation.

The master database can be maintained by the person doing the PAVER™ inspection or could be maintained by one of the teams doing the PCASE evaluation work.

Case 1: Master database maintained by team member doing PAVER™ work:

- Provide a copy of the master database e70 to each team involved in the evaluation.
- Teams perform structural evaluation field work; HWD, DCP, and APE or LEEP modeling etc.
- Export the data from the field work to a .pex file using **Export Evaluation Data** tool on the Evaluation Checklist form.
- Import each team's .pex files into the master database to aggregate the PCASE data.

Case 2: Master database maintained by team member doing PCASE work:

- Provide a copy of the master database e70 to each team involved in the evaluation.
- Teams performing PCI inspection use the Export PCI Inspection data tools on the inspection dropdown in PAVER™.
- Person maintaining the master database uses the Import PCI Inspection data tools on the inspection dropdown in PAVER™.
- Teams doing structural evaluation field work export the data from the field work to a .pex file using **Export Evaluation Data** tool on the Evaluation Checklist form.
- Import each team's .pex files into the master database to aggregate the PCASE data.

Note: that any PCI family modeling or work planning will still need to be done in PAVER™ but all of the PCI inspection and structural evaluation data will be in the database

Master database inventory Changes:

LEEP and APE make copies of the inventory data when the evaluation is created. If there are inventory changes in the master database, the master owner, after importing the PEX, has to Refresh section properties in the Evaluation Checklist. This will pull the PAVER™ section changes into the evaluation copy. The layer models won't be affected except that their "needs to be recalculated" flag may be set and the user must recalculate results.

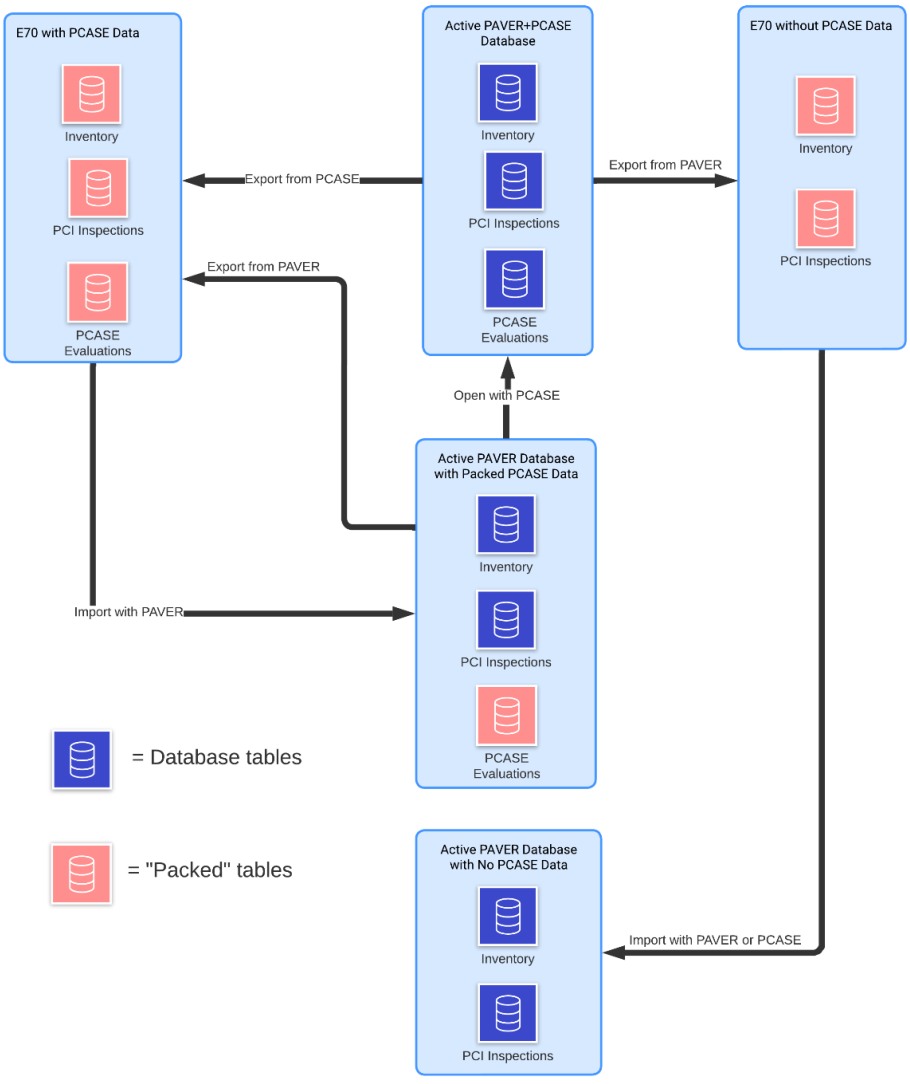


Figure 1: E70 Import/Export with PAVER and PCASE data

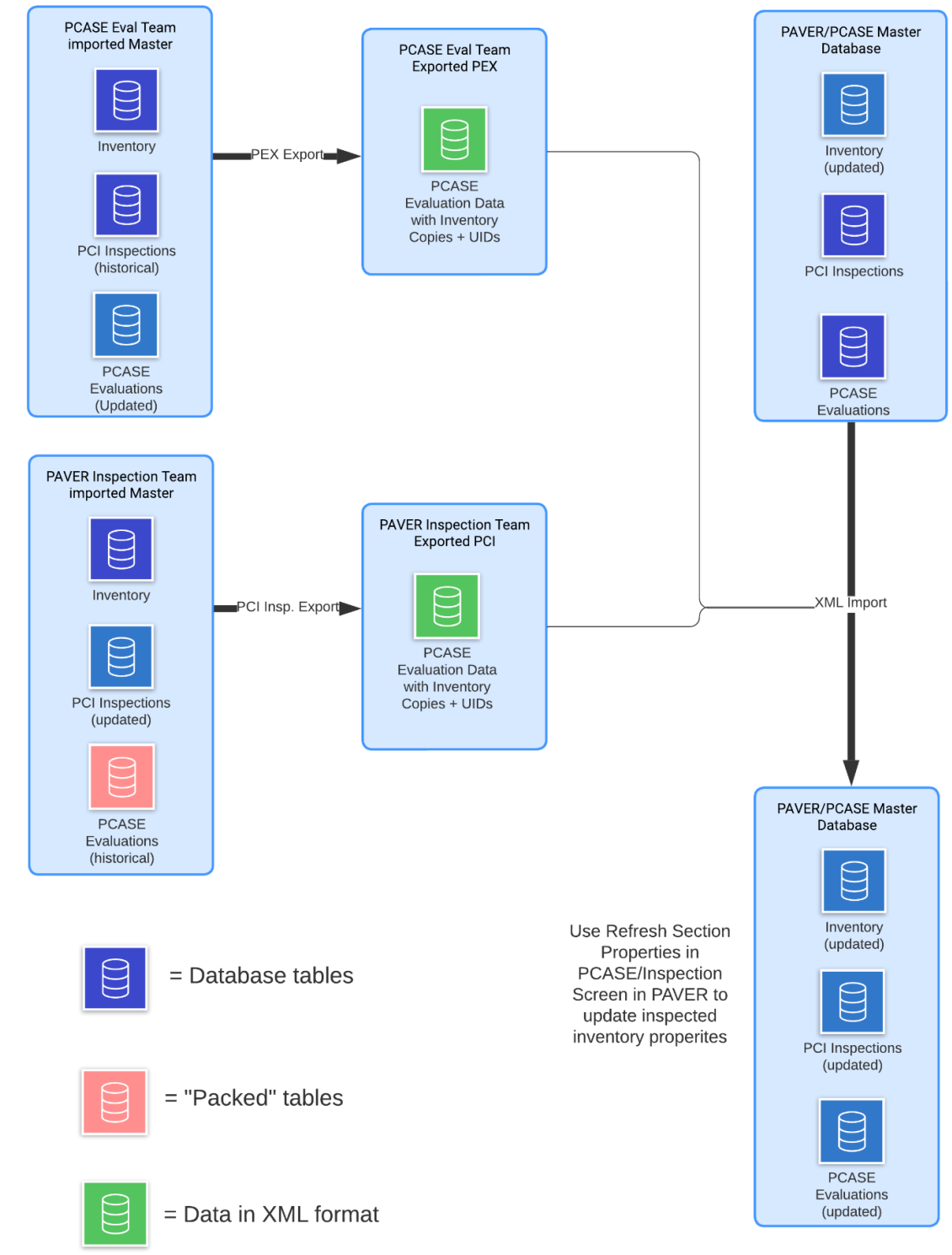
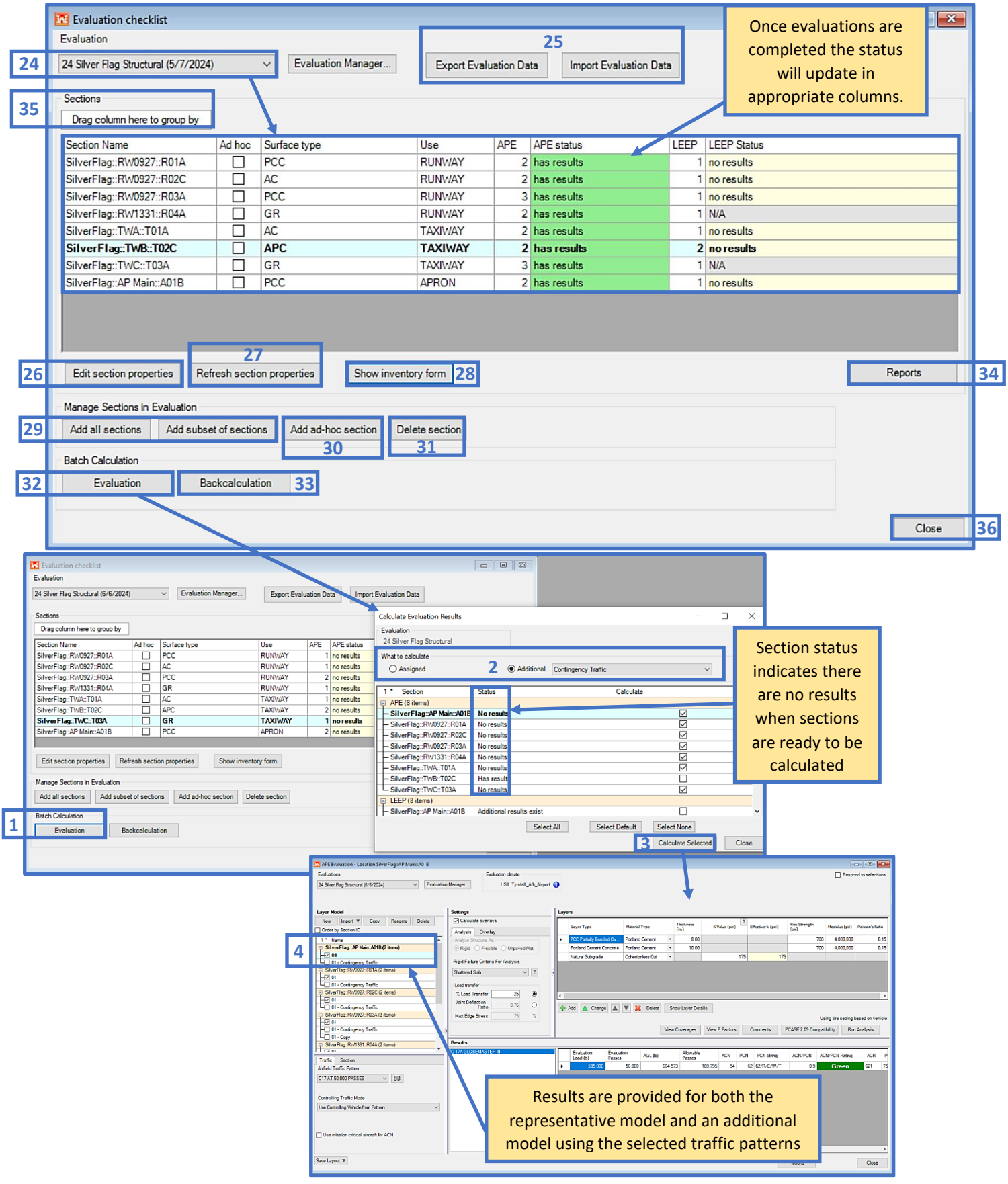


Figure 2: PAVER™/PCASE inspection team export/import to master

27. Select Edit section properties to:
    a. Input the PCI and % Load-related Distress values for calculating the condition factors (C_b, C_r) for rigid overlays
    b. Change the Traffic area and/or Load frequency values.
    c. Select Evidence of Frost Damage if applicable.
28. Select Refresh section properties to update the section properties from the pavement inventory.
29. Select Show inventory form to open the inventory form.
30. To manage which Sections are included in the selected Evaluation, select Add all sections or Add subset of sections. Add subset of sections opens a query tool for selecting the Sections to add; this is recommended if there are multiple Evaluations within a database.
31. Select Add ad-hoc section to create an "ad-hoc" Section (a Section created on the fly that is not included in the defined inventory).
32. To delete a Section, highlight the Section and click Delete section.
33. Select Evaluate to run a batch analysis. *Note: The APE and/or LEEP forms must be closed in order to properly refresh with the batch calculation results.* All necessary properties must be defined for each selected section, in order for the button to become enabled. Status messages are provided to notify you of each sections current state, if there is missing information open the APE or LEEP form to provide the missing data. Select the Assigned option to run batch calculation for all selected sections. The Additional calculation option allows you to select another traffic pattern that is applied to each selected section for an additional model analysis, the additional model results are set to read-only. The Hybrid option is displayed when sections in the evaluation use a traffic pattern with the Hybrid traffic analysis type. An additional model with hybrid results (using the default representative vehicles) is produced and displayed as read-only.
34. Select Backcalculation to run a batch backcalculation analysis. After backcalculation results have populated, select the Evaluate button if you wish to run a batch analysis.
35. Select Reports to access the predefined Evaluation reports window. See Chapter 17 Reports for more information. *Note: PCASE reports use Excel templates without any classification markings based on the assumption that all data is unclassified and publicly releasable. If the information in the individual database is Controlled Unclassified Information (CUI), properly mark any reports generated by PCASE at the appropriate classification level. Add a header and footer with the appropriate classification markings.*
36. Click on a column header and drag it to the Drag column here to group by box to sort grid data by the selected header.
37. Click Close to exit the Evaluation checklist.


Evaluation checklist
Evaluation
24
24 Silver Flag Structural (5/7/2024)
Evaluation Manager...
25
Export Evaluation Data
Import Evaluation Data
Once evaluations are completed the status will update in appropriate columns.
35
Sections
Drag column here to group by
Section Name | Ad hoc | Surface type | Use | APE | APE status | LEEP | LEEP Status
SilverFlag::RW0927::R01A | PCC | RUNWAY | 2 | has results | 1 | no results
SilverFlag::RW0927::R02C | AC | RUNWAY | 2 | has results | 1 | no results
SilverFlag::RW0927::R03A | PCC | RUNWAY | 3 | has results | 1 | no results
SilverFlag::RW1331::R04A | GR | RUNWAY | 2 | has results | 1 | N/A
SilverFlag::TWA::T01A | AC | TAXIWAY | 2 | has results | 1 | no results
SilverFlag::TWB::T02C | APC | TAXIWAY | 2 | has results | 2 | no results
SilverFlag::TWC::T03A | GR | TAXIWAY | 3 | has results | 1 | N/A
SilverFlag::AP Main::A01B | PCC | APRON | 2 | has results | 1 | no results
26
Edit section properties
27
Refresh section properties
Show inventory form
28
Reports
34
Manage Sections in Evaluation
29
Add all sections
Add subset of sections
Add ad-hoc section
30
Delete section
31
Batch Calculation
32
Evaluation
Backcalculation
33
Close
36
Calculate Evaluation Results
What to calculate
Assigned
2
Additional
Contingency Traffic
Section
Status
Calculate
Section status indicates there are no results when sections are ready to be calculated
Select All
Select Default
Select None
3
Calculate Selected
1
Batch Calculation
Evaluation
Backcalculation
4
Results are provided for both the representative model and an additional model using the selected traffic patterns

13 LEEP Evaluation

LEEP evaluation is capable of analyzing pavements using the layered elastic method producing resultant allowable loads, passes, Pavement Classification Numbers (PCN), and overlay requirements.

Prior to beginning a new evaluation, ensure that you have opened or created a database to store the evaluation within (database name is displayed on the bottom-left of the main window). For instructions on how to import or create a database; reference Chapter 2 File Menu.

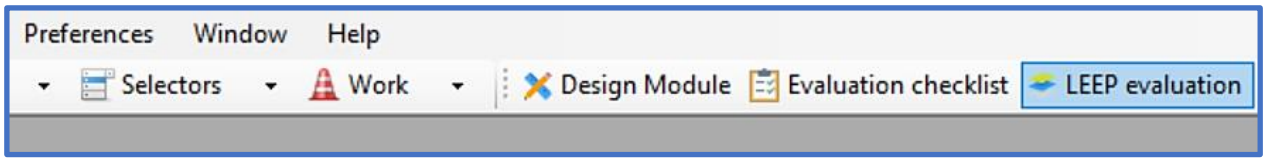
Prior to using LEEP evaluation form, ensure you have defined your inventory (unless you will be creating sections Ad Hoc); reference Chapter 7 Inventory.

The asset inventory should be initialized prior to using the LEEP evaluation form; reference Chapter 12 Evaluation checklist.

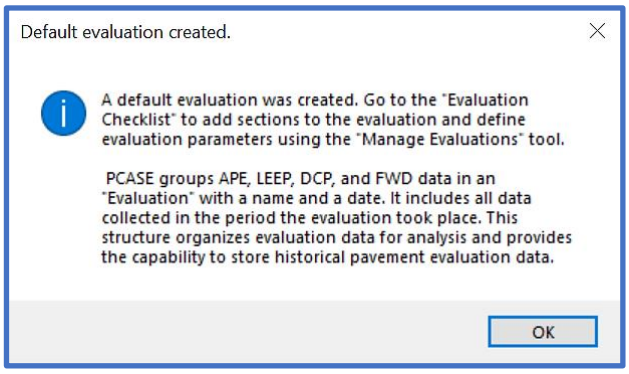
The modulus Backcalculation function within LEEP Evaluation requires uploading FWD/HWD files, data processing, inventory sectioning and subsequent station assignment. For instructions on how to import FWD/HWD data and assign to sections and stations; reference Chapter 15 FWD data.

13.1 Getting Started

To get started, select LEEP evaluation on the PCASE 7 tool bar to open the evaluation tool.

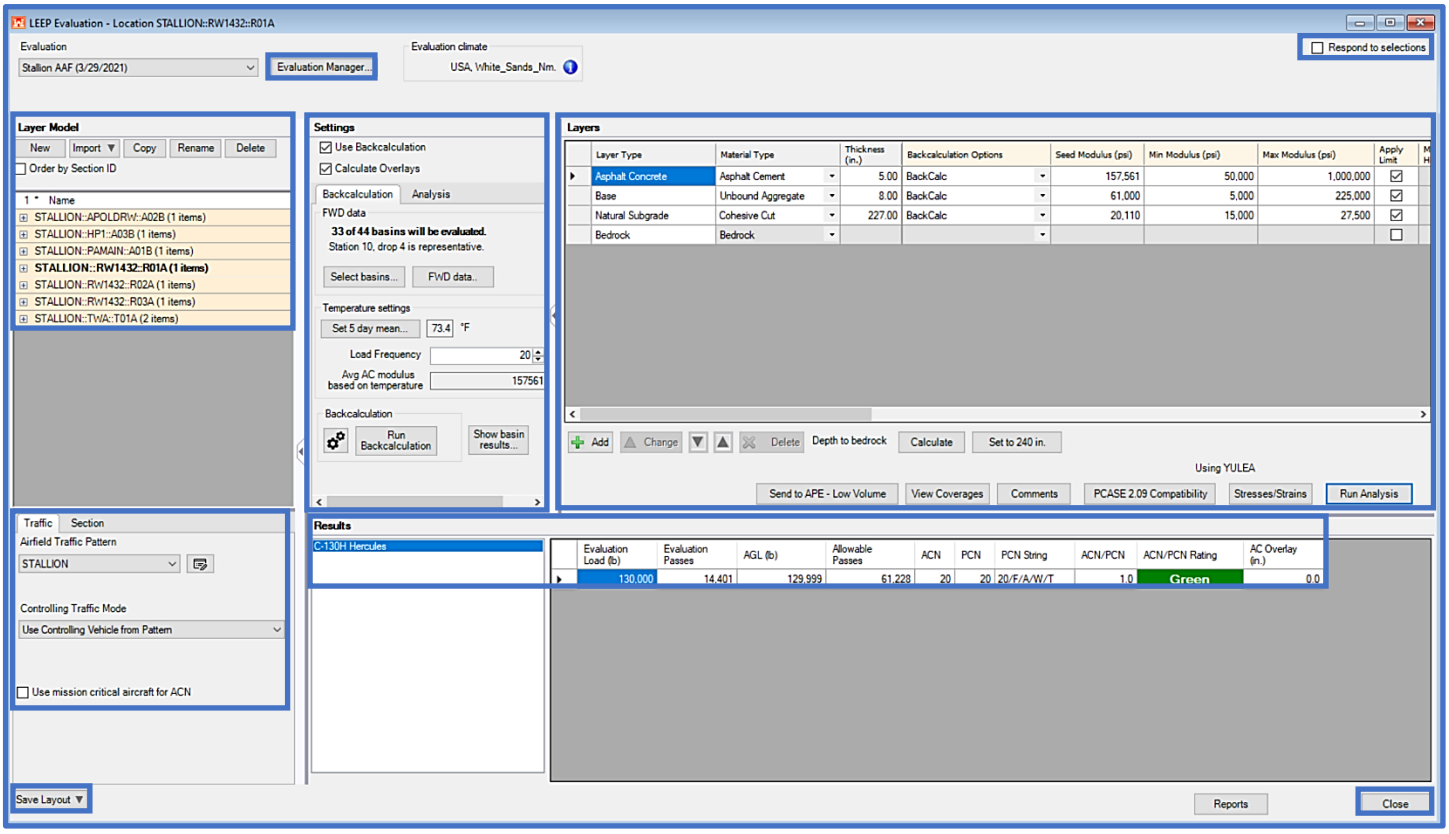


If you have not imported or created an evaluation in the current database, the message below pops up indicating a default evaluation was created. Click OK to continue and open the LEEP evaluation form.



13.2 LEEP Evaluation Form

The LEEP evaluation form (displayed below) serves to perform complete evaluation of airfield and road pavements employing layered elastic procedures. To run a LEEP evaluation, you will go through various sub-sections of the form to modify the default analysis conditions, if desired. The sub-sections are Evaluation Manager, Layer Model, Traffic and Section tabs, Settings, and Layers. The analysis output results are displayed within the Results sections. Respond to selections allows you to use the Evaluation Checklist or any Selectors to change the focus of a section in an evaluation. The Reports button displays when analysis results are present. The panels in the LEEP form are adjustable and you can save a form configuration using the Save Layout function. Select Close to exit LEEP evaluation.

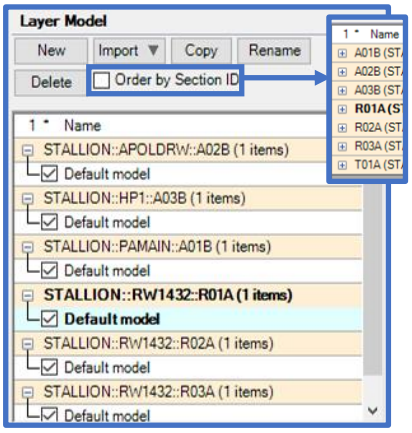


13.2.1 Evaluation Manager

Evaluation Manager serves to establish global analysis parameters. To navigate Evaluation Manager; reference Chapter 12 Evaluation Checklist, Section 12.3 Evaluation Manager.

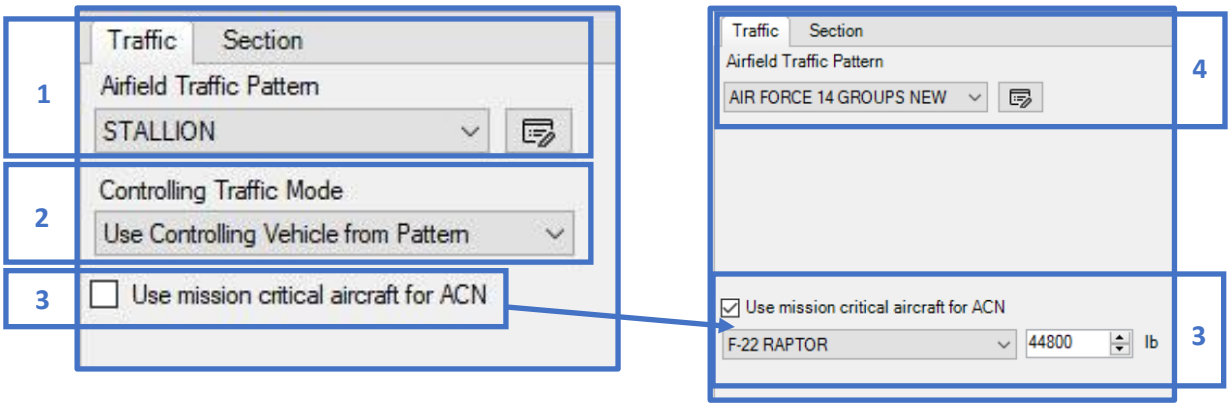
13.2.2 Layer Model

The Layer Model grid lists default pavement structures that may be modified in the Layers grid, to produce analysis results for a Section of a LEEP evaluation in the Results grid. Multiple layer models (each with distinct, user-specified analysis conditions and results) can exist for a given section of an Evaluation. To create a new Layer Model, select New. To import a model from another evaluation, a design, DCP, or APE (from the same evaluation) select Import. The model must be within the currently open database. To copy an existing model and all the associated analysis conditions and results, select a model then select Copy. Select Rename to edit the default Layer Model name. To delete a model replicate, select the model then Delete.



13.2.3 Traffic tab

1. Traffic patterns defined within Evaluation Manager are available for selection in all evaluations. An existing traffic pattern can be selected from the drop-list within the Traffic tab, or a new traffic pattern can be created by selecting the  icon, then Create (user-defined traffic) or select a Standard (pre-defined traffic patterns) pattern.
2. If Traffic Analysis Type Mixed is selected, the options for Controlling Traffic Mode are: Use Controlling Vehicle from Pattern, Calculate Controlling Vehicle and Choose Controlling Vehicle. Use Controlling Vehicle from Pattern will utilize the loading and equivalent passes of the Controlling Vehicle defined within the Traffic form. This is based on the Traffic Area, Subgrade Category, and Pavement Type. Calculate Controlling Vehicle will recalculate the loading and equivalent passes of the Controlling Vehicle based on the Traffic Area selected in the Section Properties sub-section, and the Subgrade Category associated with the CBR value of the subgrade within the Layers sub-section. Choose Controlling Vehicle allows you to select which vehicle in the mix controls.
3. In addition to calculating the ACN and PCN for the traffic in the selected pattern, Use mission critical aircraft for ACN allows you to select an additional aircraft for analysis.
4. If an Individual traffic pattern is selected, the options for Controlling Traffic Mode are not displayed.

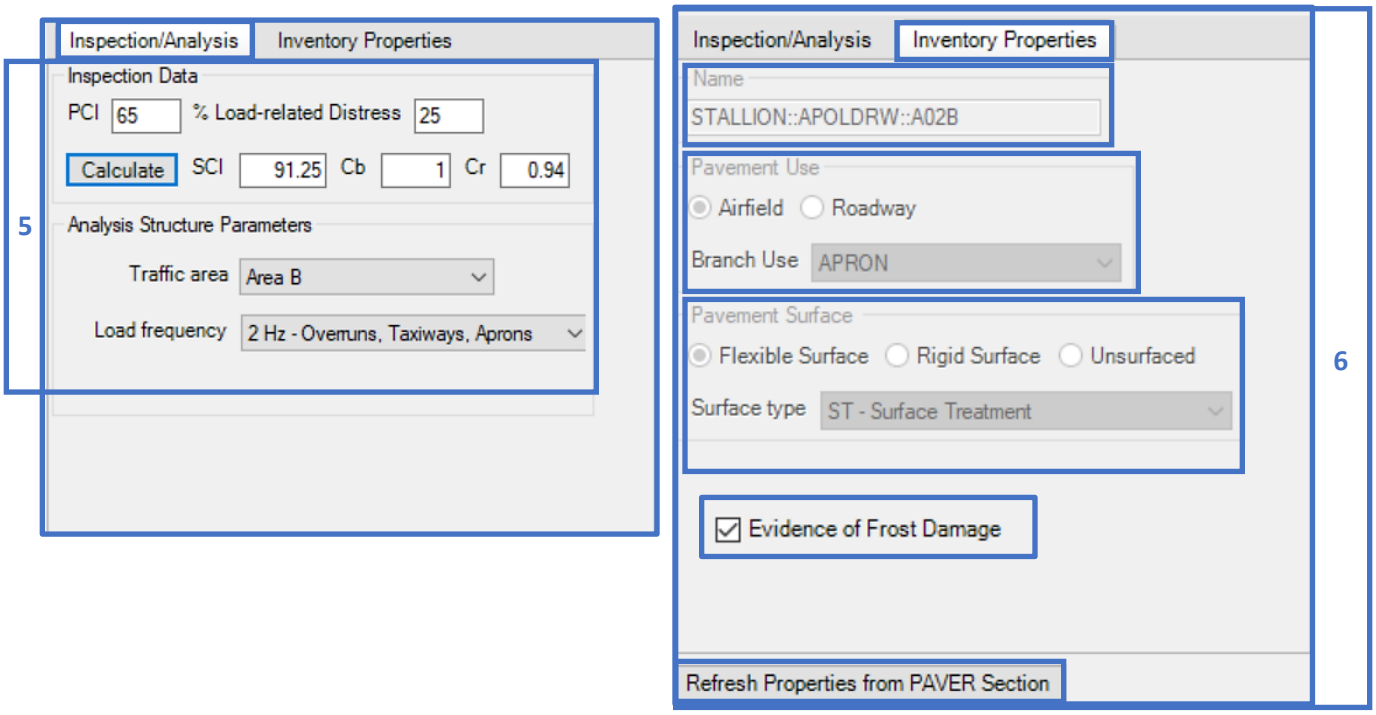


13.2.4 Section tab

5. The Inspection/Analysis tab is comprised of section properties used in an analysis
   - In the Inspection Data section; enter the PCI and % Load-related Distress resulting in the calculated SCI, Cb and Cr. A condition PCI ≤ 40 will activate a load reduction in the Allowable Gross Load (AGL) and an increase in gross weight. The calculated SCI will yield condition factors C_b and C_r that impact the recommended overlay thicknesses for rigid pavements.
   - In the Analysis Structure Parameters tab; the Traffic area and Load Frequency fields can be edited using the drop-lists for flexible structures. For rigid structures, the Traffic area field is available.
     - Use the Traffic area drop-list to select the appropriate Traffic Area (Area A, B, C, or D). If applicable to the analysis (i.e., flexible pavement structure), then select the Load frequency associated with the Analysis-Temp option. Check the box for Evidence of Frost Damage to enable Frost Code, Moisture Content, and Dry Unit Weight columns in the Layers grid. These inputs directly impact the Results by including results for frost conditions

6. The Inventory Properties tab displays characteristics of the section, as defined in the Network inventory. This tab is set to read-only for inventory sections and editable for ad hoc sections
   - The characteristics of the Inventory Properties tab include:
     - Name
     - Pavement Use
       - Airfield or Roadway
       - Branch Use (Runway, Taxiway, Apron, Roadway, Parking area, etc.)
     - Pavement Surface
       - Flexible Surface, Rigid Surface, or Unsurfaced
       - Surface Type
     - Refresh Properties from PAVER Section becomes available once an inventory section's properties have been edited.

- If Consider Frost is checked in Evaluation Manager, the box for Evidence of Frost Damage will be checked by default and enables Frost Code, Moisture Content, and Dry Unit Weight columns in the Layers grid. These inputs directly impact the Results by including results for frost conditions.



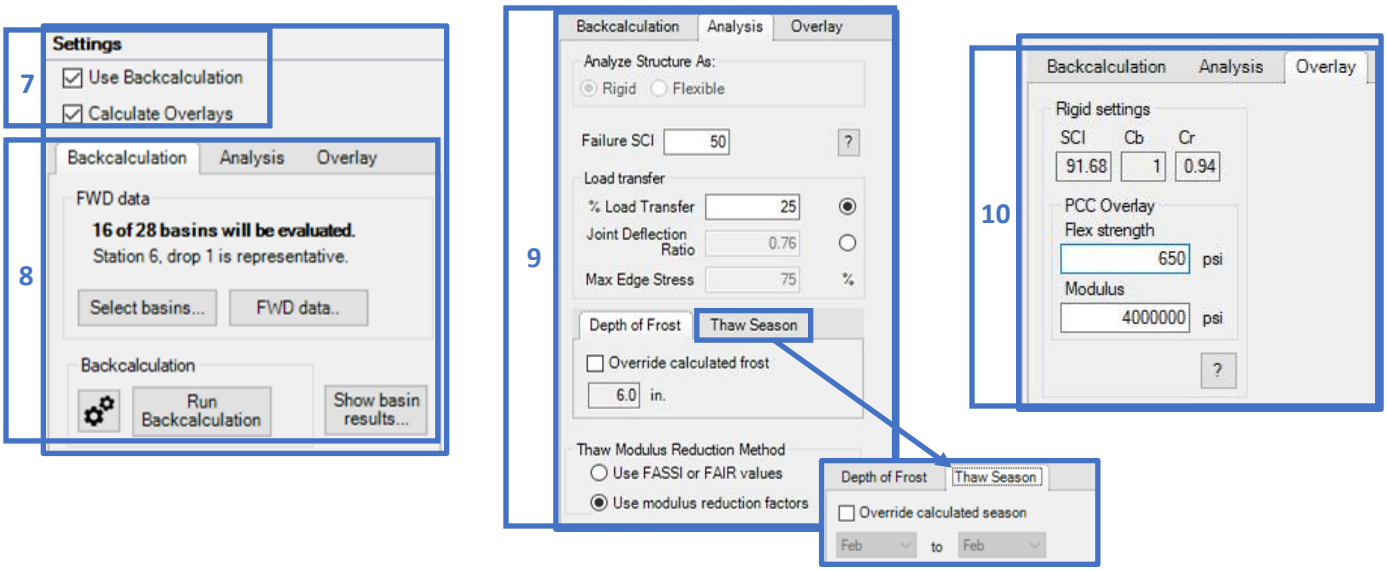
13.2.5 Settings

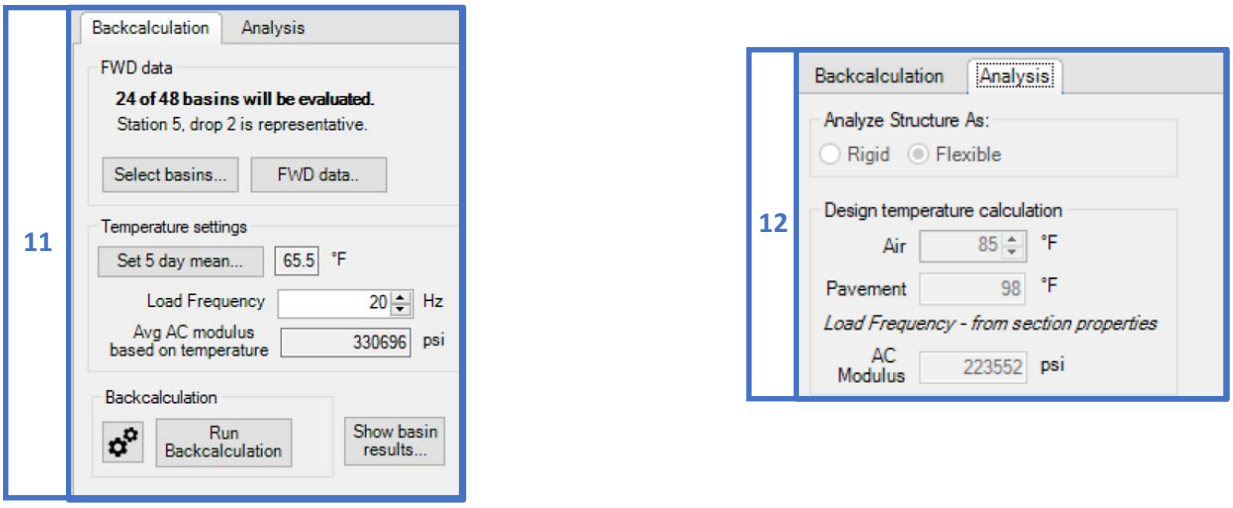
7. Settings comprises of Use Backcalculation, Calculate Overlays and the Backcalculation (displayed when Use Backcalculation is turned on), Analysis, and Overlay (rigid pavements only) tabs.
   - Check the Use Backcalculation box to enable the Backcalculation tab options.
   - Check the Calculate Overlays box to display overlays in Results for pavements that cannot support the assigned traffic.
8. Backcalculation tab for a rigid pavement
   - FWD data
     - Select FWD data to open the FWD Data Manager which allows you to Import new files and Assign FWD files to sections.
     - Once the FWD data is added, choose Select Basins to select the basins to be used for Backcalculation. Specific basins can be selected by clicking on a point, or by selecting a range of points by dragging the cursor across the graph. See Chapter 15 FWD data for more information.

- Backcalculation
  - Select  to open the Backcalculation Parameters form where you can:
    - Set Backcalculation to use RMSE or Percent Error
    - Set Backcalculation thresholds
    - Identify when iterations will terminate
      - Select Run Backcalculation to calculate and display the Detailed Basin Results.
      - The Show basin results… button is enabled after Backcalculation is performed.

9. Analysis tab for a rigid pavement
   - Analyze Structure As displays the pavement surface; Rigid or Flexible, extracted from the Section's inventory data.
   - Failure SCI allows you to set the failure criteria. Click on  icon for definitions of the failure criteria.
   - Use the Load transfer options; % Load Transfer or Joint Deflection Ratio to change the Max Edge Stress. The defaults are set for a rigid pavement with good load transfer. Increasing the Max Edge Stress results in lower Allowable Gross Loads (AGL) and allowable passes.
   - If Evidence of Frost Damage is checked; the Depth of Frost tab, Thaw Season tab and the Thaw Modulus Reduction Method option will populate at the bottom of the Analysis tab. Use these options to override values/settings derived from the selected Weather station and Evaluation Manager.
10. Overlay tab for a rigid pavement
    - Rigid settings displays the SCI, Cb, and Cr values calculated from the Edit Section Properties form.
    - The default PCC Overlay Flex strength and Modulus values are displayed and are editable. Click on  to view overlay calculation information.
11. Backcalculation tab for a flexible pavement
    - FWD data
      - Select FWD data to open the FWD Data Manager which allows you to Import new files and Assign FWD files to sections.
      - Once the FWD data is added, choose Select Basins to select the basins to be used for Backcalculation. Specific basins can be selected by clicking on a point, or by selecting a range of points by dragging the cursor across the graph. See Chapter 15 FWD data for more information.
    - Temperature settings
      - If Temperature in Backcalculation Options will be used, select Set 5 day mean and enter the daily high and low temperatures for the 5 days that precede the test date; resulting in the 5 day mean. Alternatively, a single Mean Temperature value and Daily Range can be inputted using the Enter a mean value and range to generate temperatures button on the form, which will automatically populate the temperature values for you.
      - Set the appropriate Load Frequency value.
      - Avg AC modulus based on temperature displays based on the 5 day mean, Load Frequency, and Asphalt Concrete pavement thickness.

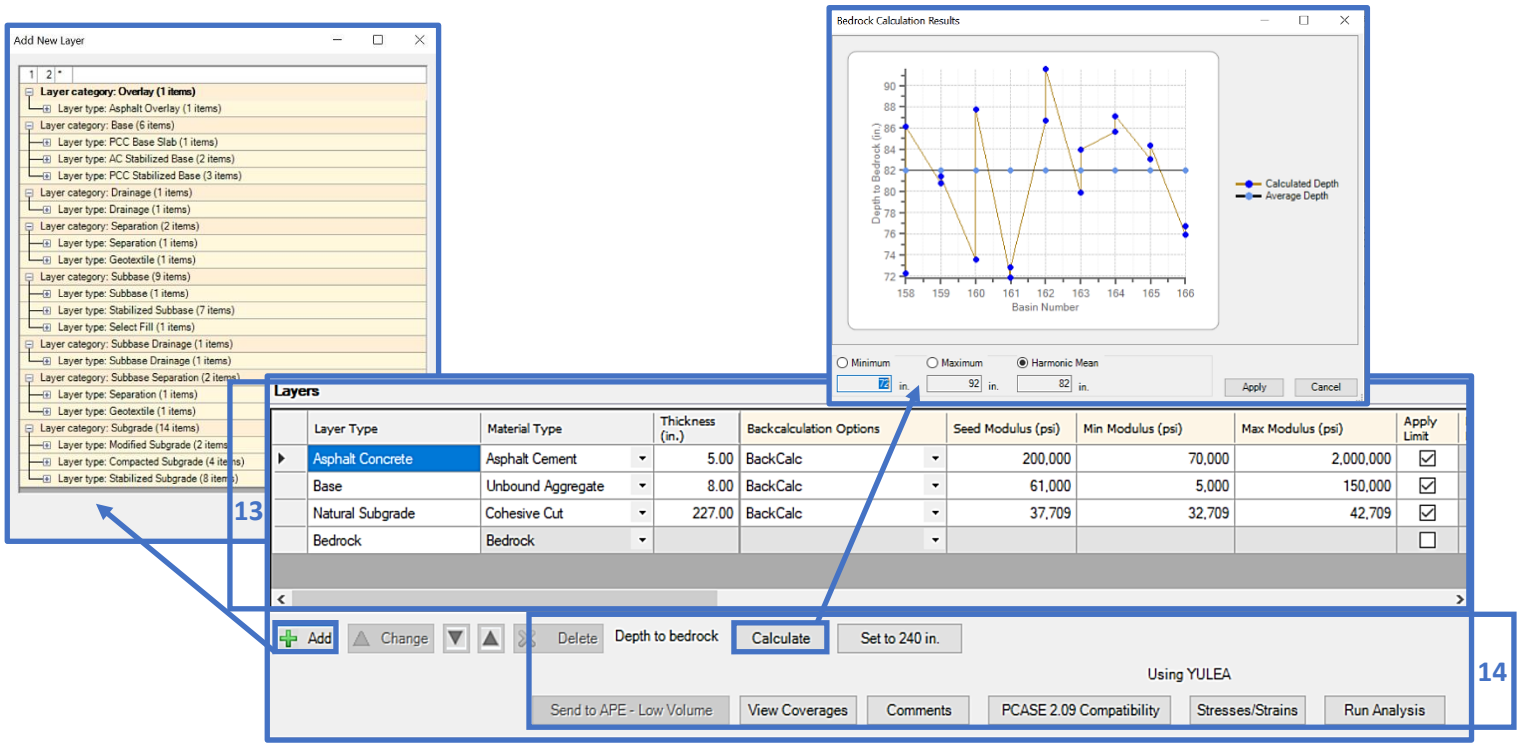
12. Analysis tab for a flexible pavement
    - Analyze Structure As displays the pavement surface; Rigid or Flexible, which is derived from the Section's inventory data.
    - Design temperature calculation (flexible pavement only) displays the Air, Pavement, and AC Modulus values (based on the Load frequency set in Edit section properties).
    - If Evidence of Frost Damage is checked; the Depth of Frost tab, Thaw Season tab and the Thaw Modulus Reduction Method option will populate at the bottom of the Analysis tab. Use these options to override values/settings derived from the selected Weather station and Evaluation Manager.

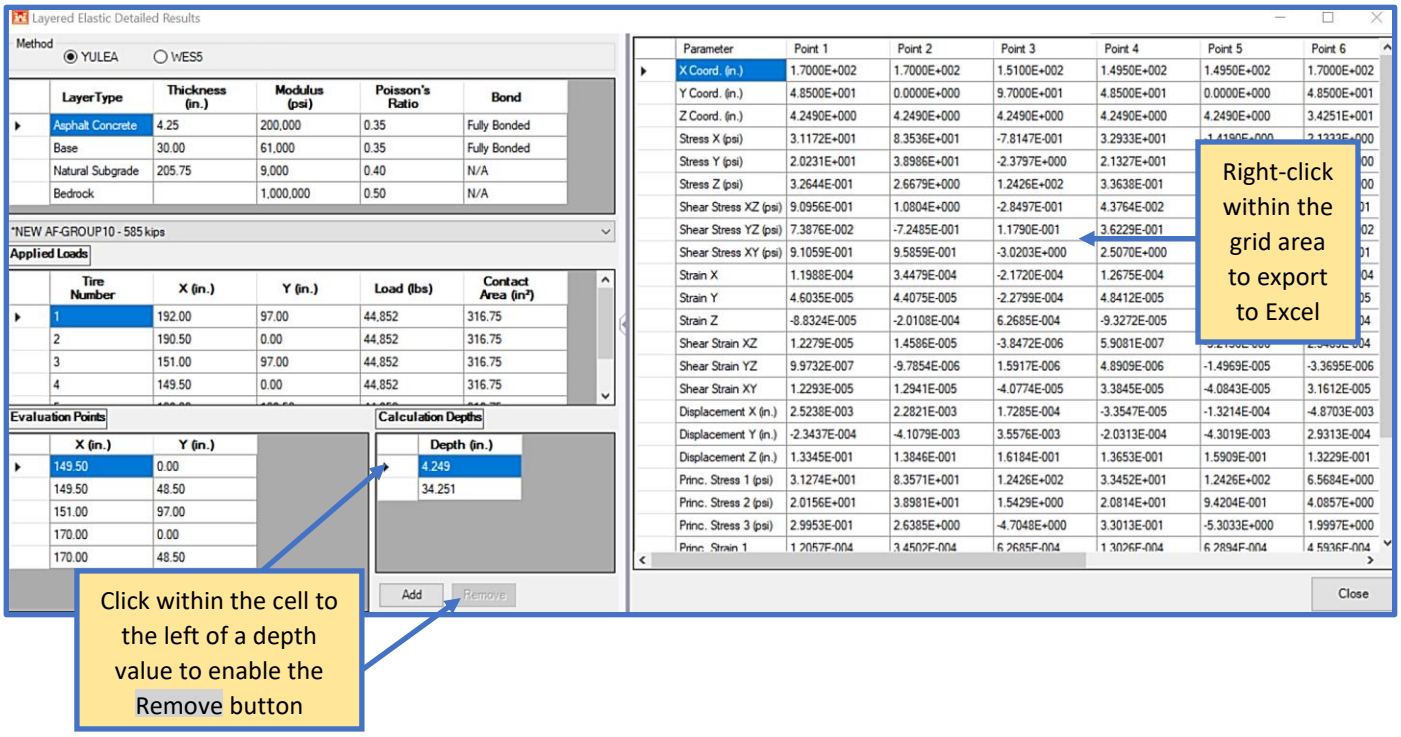




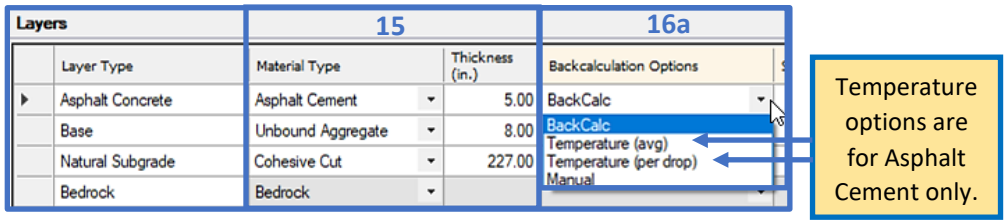
13.2.6 Layers

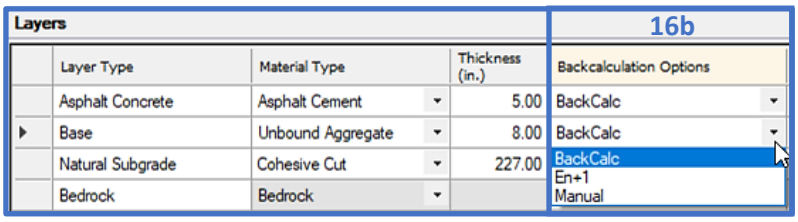
13. The Layers grid populates a default structure for the specified pavement type. The layer model columns include: Layer Type, Material Type, Thickness, Backcalculation Options, Seed Modulus, Min Modulus, Max Modulus, Apply Limit, Modulus Hit Limit?, Backcalculated Modulus, Analysis Options, Modulus (used for analysis), Poisson's Ratio, Bond, failure criteria flags, and Effective k (rigid only).
14. Layer types and their coinciding material types can be added or edited using the Add or Change buttons beneath the Layers grid. To Add a layer, select the Layer category and the respective material type. The Change layer button becomes enabled when the selected layer can be modified. The up and down arrows enable when the selected layer can be moved. Select Calculate to determine the Depth to bedrock after running backcalculation. *Note: The Calculate Depth to Bedrock option is only enabled when FWD data is assigned to the selected section and at least one basin is selected.* Select Set to 240 in. to reestablish the subgrade depth based on the layer thicknesses above. Select Send to APE – Low Volume (option is displayed for flexible structures when FWD data is associated with the layer model) to send the current model to APE and use the Low Volume method to calculate CBRs. View Coverages opens a form that displays vehicle pass-to-coverage ratios. Select the Comments button to add notes on the analysis. Select PCASE 2.09 Compatibility to change the LEEP Criteria to WESDEF/WESPAVE and /or the Tire Contact Option to Assume Constant Tire Contact Area (click the ? button for details of the options). The Stresses/Strains button launches a window (shown on next page) that displays a table of the layer structure's stresses and strains data and allows editing of depths in which to perform analyses. Select Run Analysis to initialize the calculation process once all evaluation parameters are established.

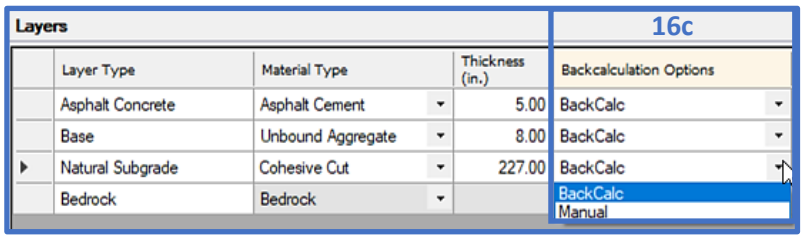




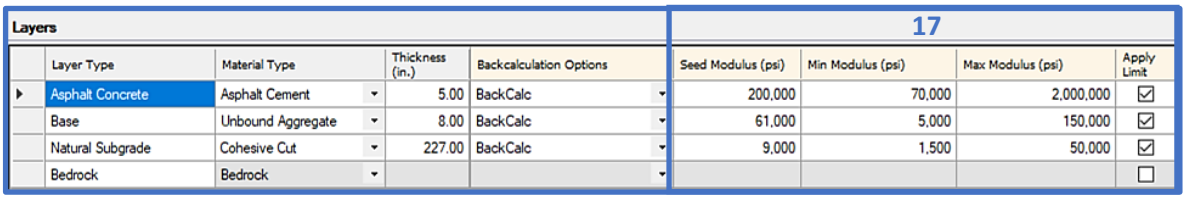
15. Select the appropriate Material Type and input the Thickness for each layer.
16. Select an option from Backcalculation Options for each layer (for instructions on running backcalculation see Chapter 15 FWD Data):
    a. Asphalt Cement surface layer: BackCalc, Temperature (avg), Temperature (per drop), or Manual.
    b. Portland Cement Concrete surface layer and all sublayers (except subgrade): BackCalc, En+1, or Manual.
    c. Subgrade layer: BackCalc or Manual.



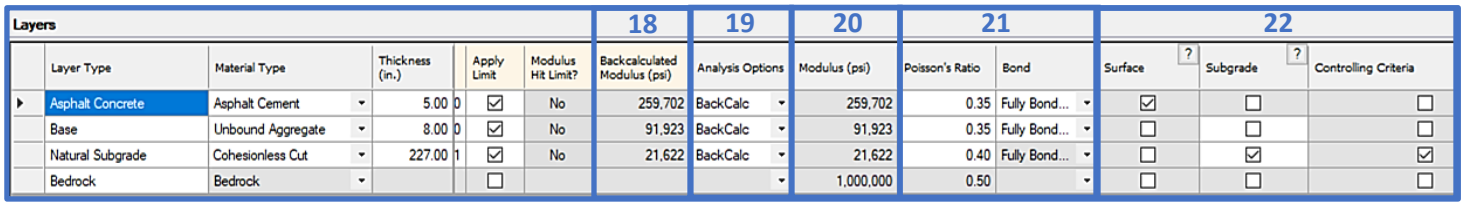




17. Default Seed Modulus, Min Modulus, Max Modulus and Apply Limit settings are provided. To change a value, click on a cell to input a new value.

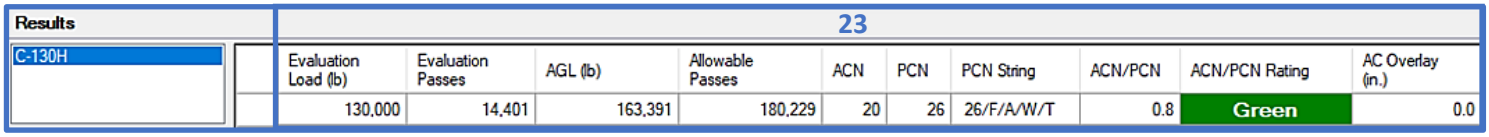


18. Once the Backcalculation operation is complete, the backcalculated moduli values for each layer will transpose to the Backcalculated Modulus column cells.
19. Select the appropriate options from Analysis Options for each layer:
    a. Asphalt Cement surface layer: BackCalc, Temperature, or Manual.
    b. Portland Cement Concrete surface layer and all sublayers (except subgrade): BackCalc, En+1 or Manual.
    c. Subgrade layer: BackCalc or Manual.
20. The established moduli that will be used for analysis are displayed in the Modulus column.
21. Default values for Poisson's Ratio and Bond are provided. These fields are editable.
22. Surface and Subgrade failure criteria-flags employed by the LEEP analysis procedure are provided, as well as a Controlling Criteria flag.



13.2.7 Results

23. Results from the pavement analysis are displayed in the Results section. Results provided are pavement allowable gross load (AGL), allowable passes, ACN, PCN calculations and designations. Overlay requirements and associated Mission and freeze/thaw ACNs and PCNs are also provided (if applicable).



13.3 LEEP Examples

13.3.1 Evaluate pavements by manually inputting modulus values

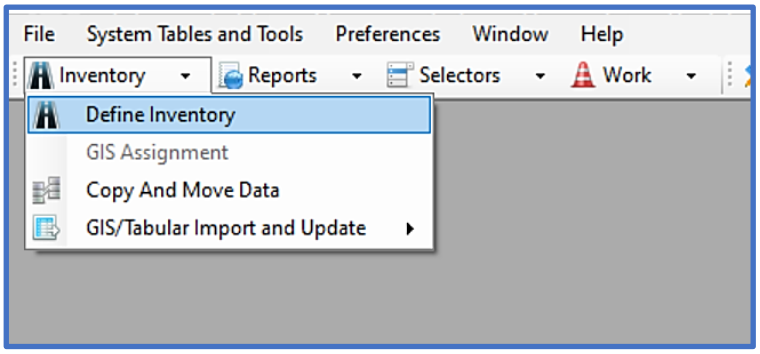
Evaluate the pavements described in Tables 1 and 2.

Table 1.					
Allen Army Airfield, Fort Greely, AK (Service – Army)					
Runway 01-19, Section R03C Surface – fair condition (PCI=60; load distress=20%) Evaluate for Army Class IV > 5,000 ft and < 9,000 ft Use the default values for Poisson's Ratio and Bond					
Material Properties					
Layer Type / Classification	**Thickness in. (mm)**	**Modulus psi (MPa)***	**Frost Code**	**% Moisture**	**Dry Unit Weight pcf (kg/m³)**
Asphalt Concrete	4.5 (114)	493,194 (3,400)	NFS	0	145 (2,323)
Unbound Aggregate Base	8.0 (203)	83,966 (579)	NFS	5	135 (3,429)
Gravely Sand & Silt (cohesionless cut)	--	14,179 (98)	F3	10	110 (2,794)
*Backcalculated values from FWD results performed the previous summer					

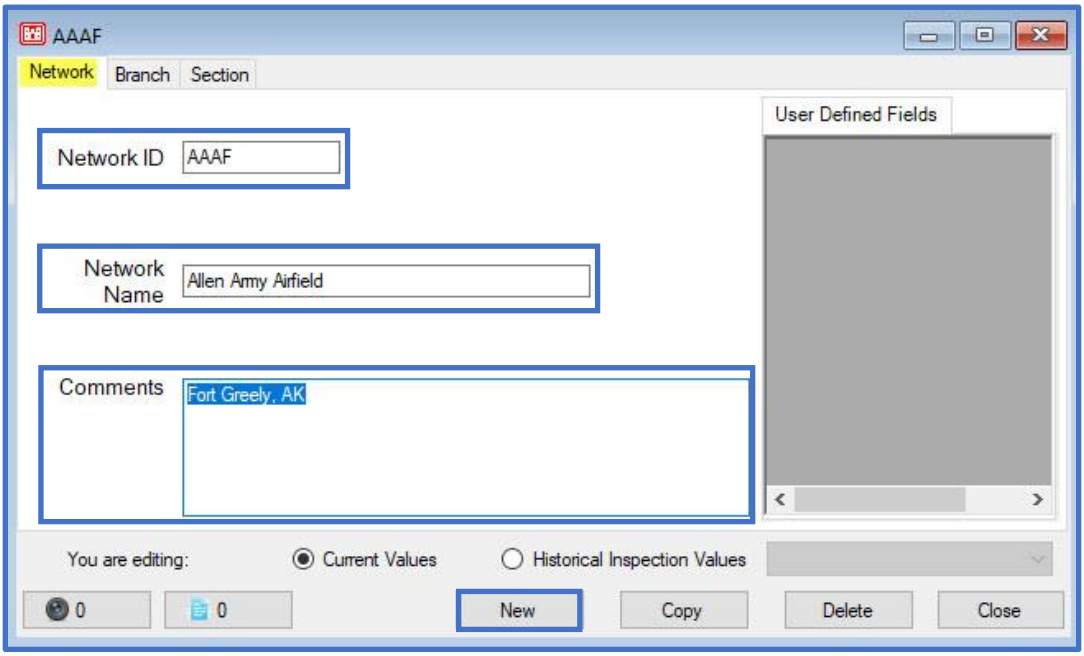
Allen Army Airfield, Fort Greely, AK; Runway 01-19, Section R03C

Step 1. Define the Inventory

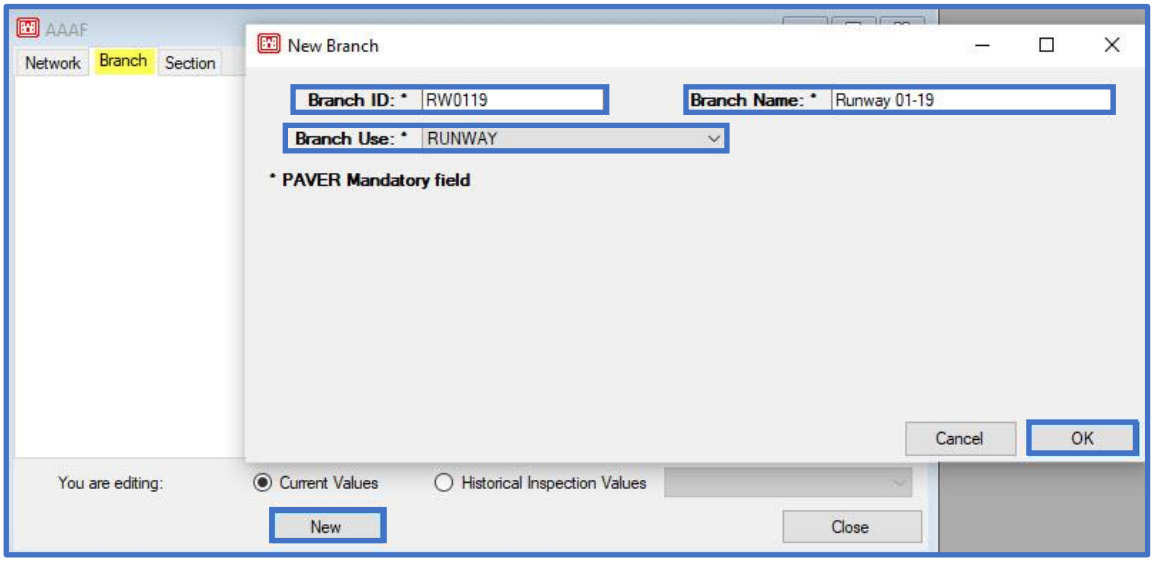
- Use the Inventory pulldown and select Define Inventory



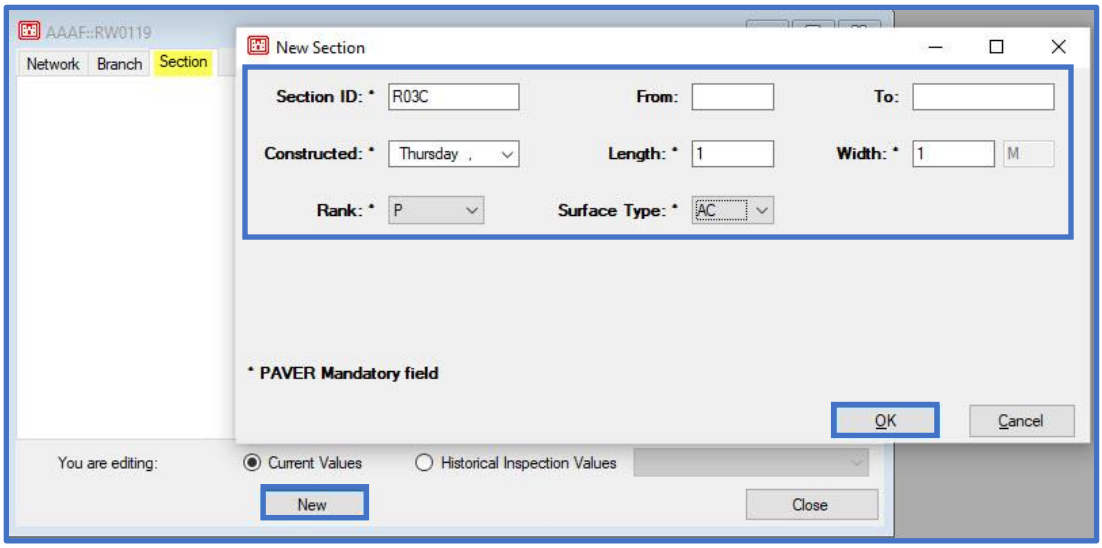
- On the Inventory form, select the Network tab
- Select New
- Type in the Network ID, Network Name, and Comments (optional)



- On the Inventory form, select the Branch tab
- Select New
- Type in the Branch ID, Branch Name, and use the pulldown to select the Branch Use
- Select OK

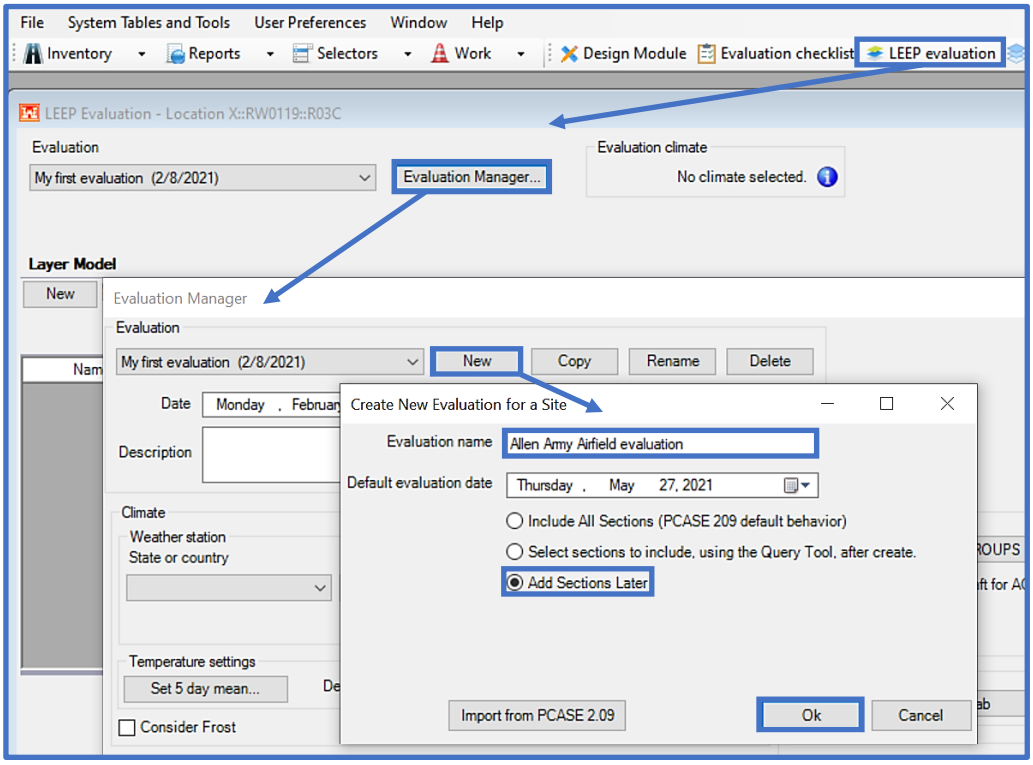


- On the Inventory form, select the Section tab
- Select New
- Type in the Section ID, Length, and Width (required)
- Type in From and To (optional)
- Use the pulldown to select the Constructed date, Rank, and Surface Type (required)
- Select OK

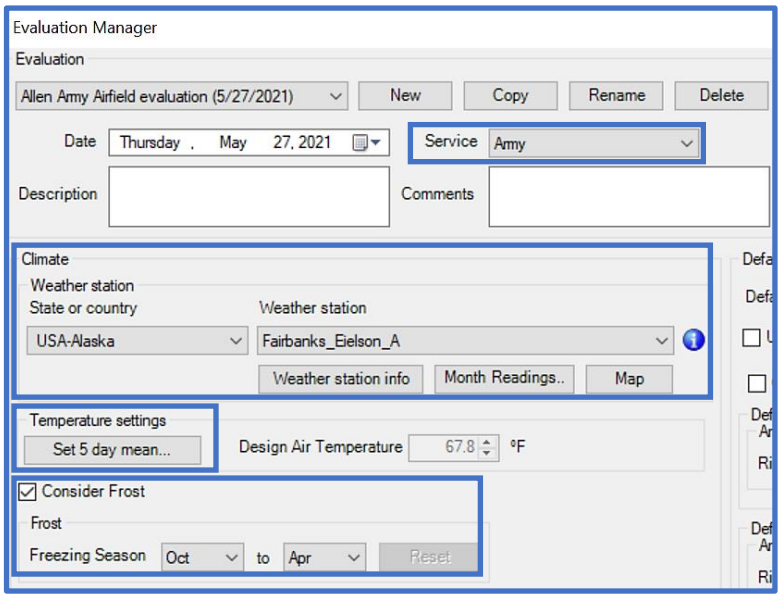


Step 2. Set up the Evaluation

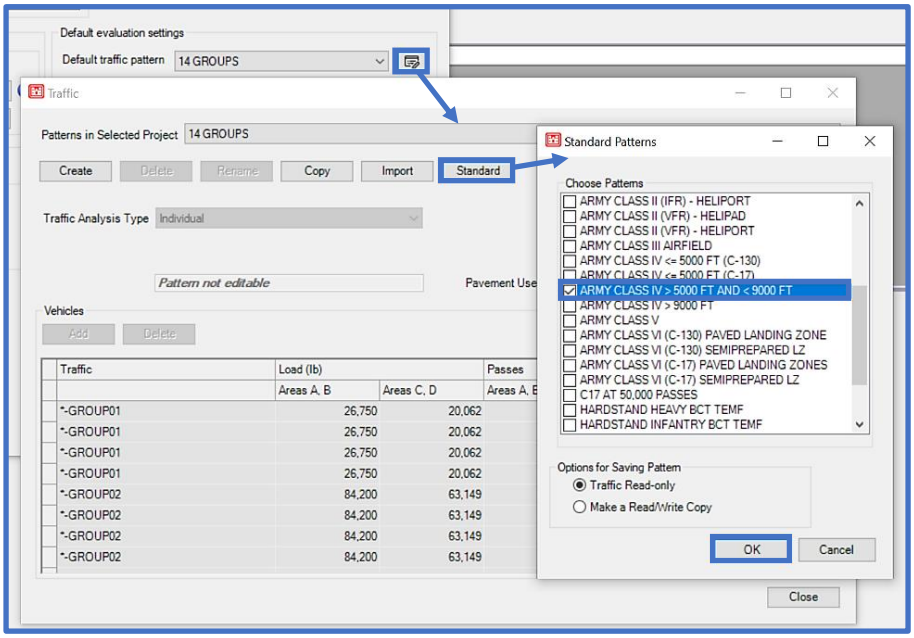
- Select LEEP evaluation
- On the LEEP evaluation form; select Evaluation Manager
- On the Evaluation Manager form; select New
- On the Create New Evaluation for the Site form:
    - Type in the Evaluation name
    - Use the pulldown to select the Default evaluation date
    - Select the Add Sections Later radio button
    - Select Ok



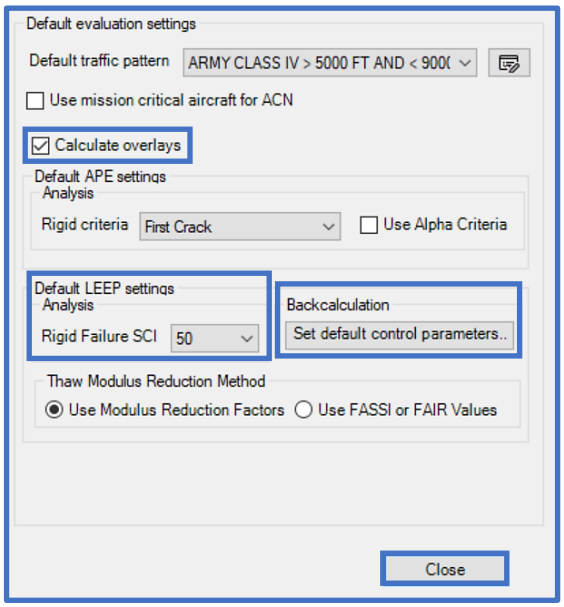
- On the Evaluation Manager form:
  - Select Army from the Service drop-list field
  - Select the appropriate Weather station from the Climate section
  - Check the box for Consider Frost; the Freezing season will populate based on the selected Weather station information
  - Input temperatures to set the 5 Day Mean (if applicable) in the Temperature settings section



- In the Default evaluation settings section; click on the Default traffic pattern icon 
- On the Traffic form; select Standard
- On the Standard Patterns form; select Army Class IV > 5,000 ft and < 9,000 ft
- Select OK

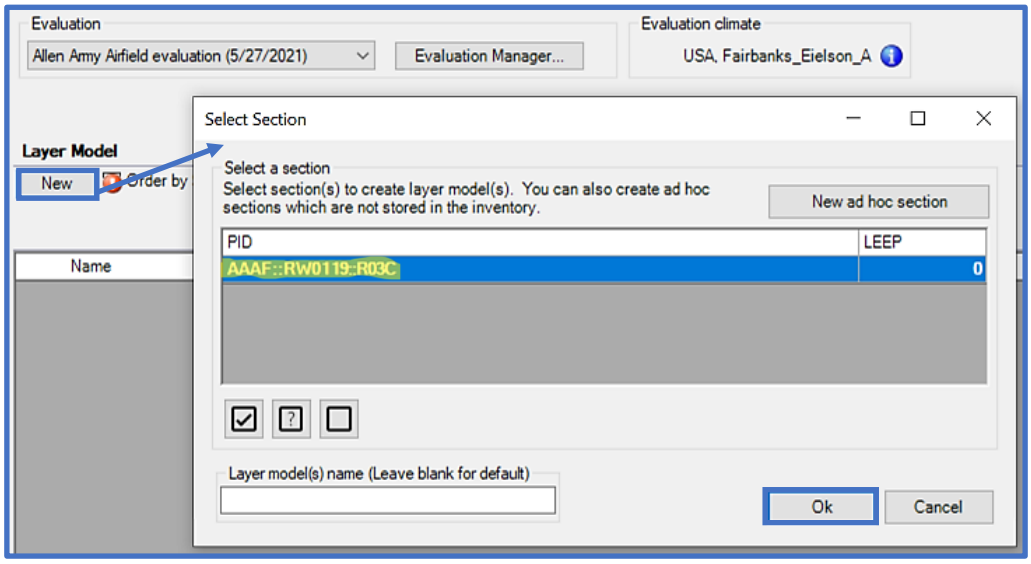


- In the Evaluation Manager form:
  - In Default evaluation settings; check the box for Calculate Overlays
  - Under Default LEEP settings; ensure the Rigid failure SCI is set to 50
  - Backcalculation parameters can be set now, or applied at the section-level from within the LEEP evaluation form
  - Select Close to exit the Evaluation Manager and return to LEEP evaluation

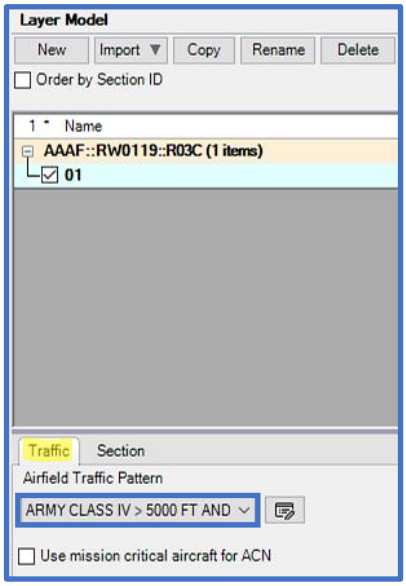


Step 3. Analyze the pavement using LEEP evaluation

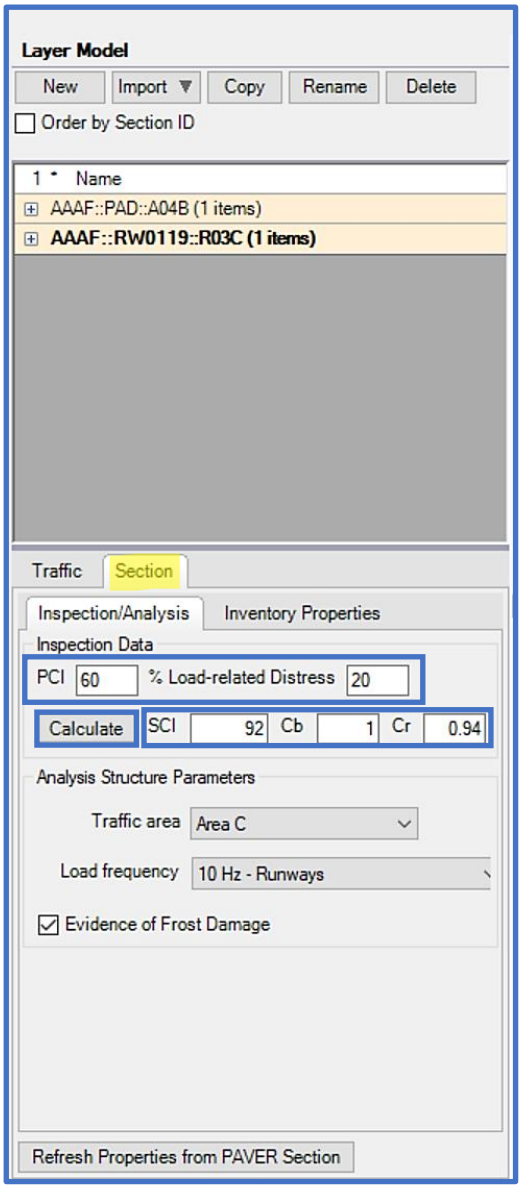
- On the LEEP evaluation form; select New
- On the Select Section form; select the appropriate section PID
- Select Ok



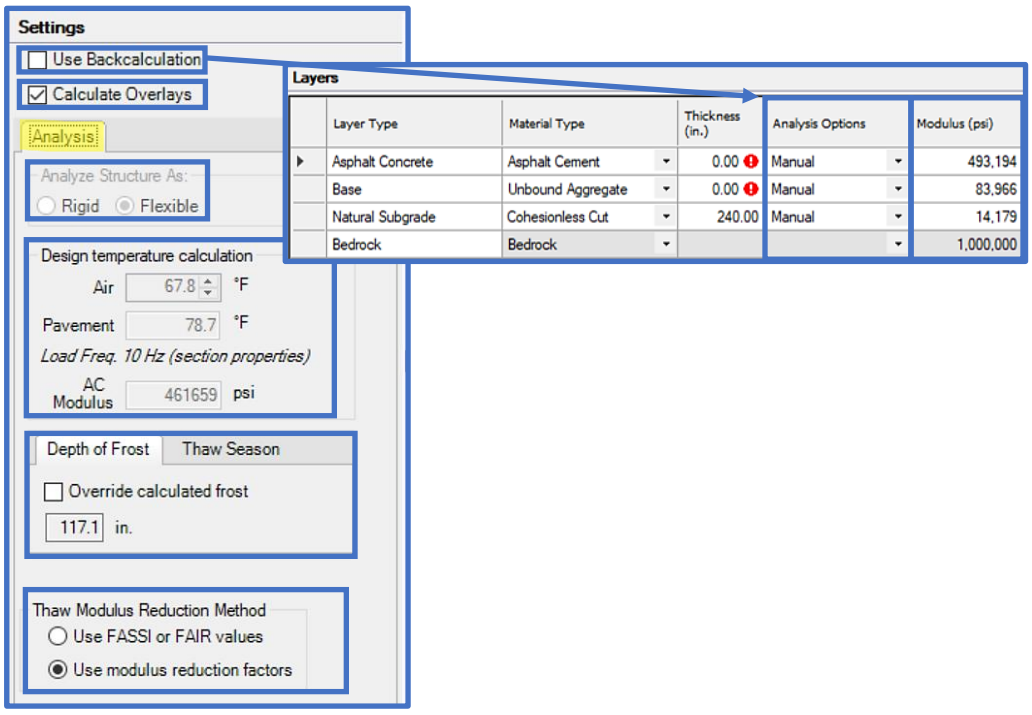
- On the LEEP evaluation form, under Layer Model, the selected section PID populates
- Select the Traffic tab
- Use the Airfield Traffic Pattern drop-list to select the appropriate traffic pattern or click on the  icon to select a standard pattern



- Select the Section tab:
  - Input the appropriate PCI and % Load distress values
  - Select Calculate to display the resultant SCI, Cb, and Cr
  - All other default properties shown are correct, no need for further edits

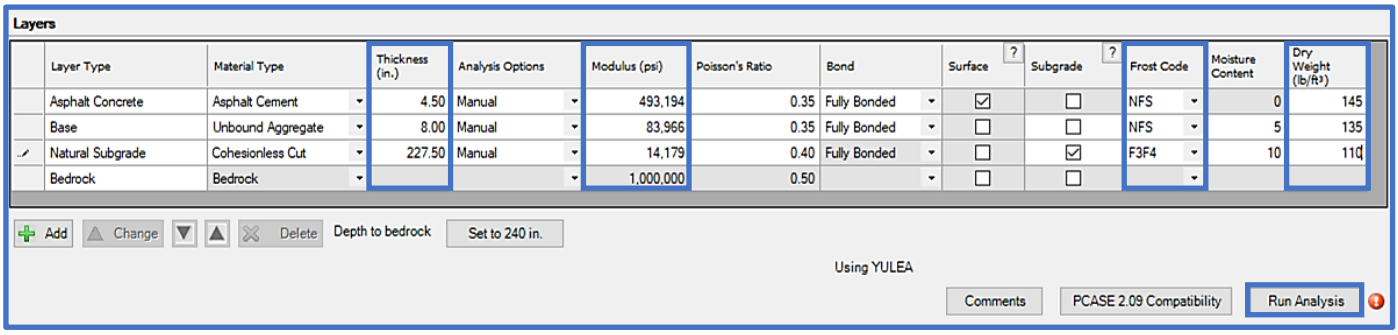


- Under Settings
    - Uncheck Use Backcalculation, since modulus values will be entered manually. The Analysis Options in the layer model grid should be set to Manual. Input Modulus values for each layer (see below or Table 1).
    - Calculate overlays is checked as indicated in Evaluation Manager
    - Under the Analysis tab
        - Flexible is selected, as indicated in Define Inventory
        - The Design temperature calculation results display, but will not be used for manual entry of moduli.
        - The Depth of frost displays
        - Select Use modulus reduction factors for the Thaw Modulus Reduction Method



- On the LEEP evaluation form, in the Layers grid, a default pavement section displays
- Input the Thickness, Frost Code, Moisture Content, and Dry Unit Weight values for each layer (see below or Table 1).
- Keep the defaults for Poisson's Ratio and Bond

- Select Run Analysis



- Results display

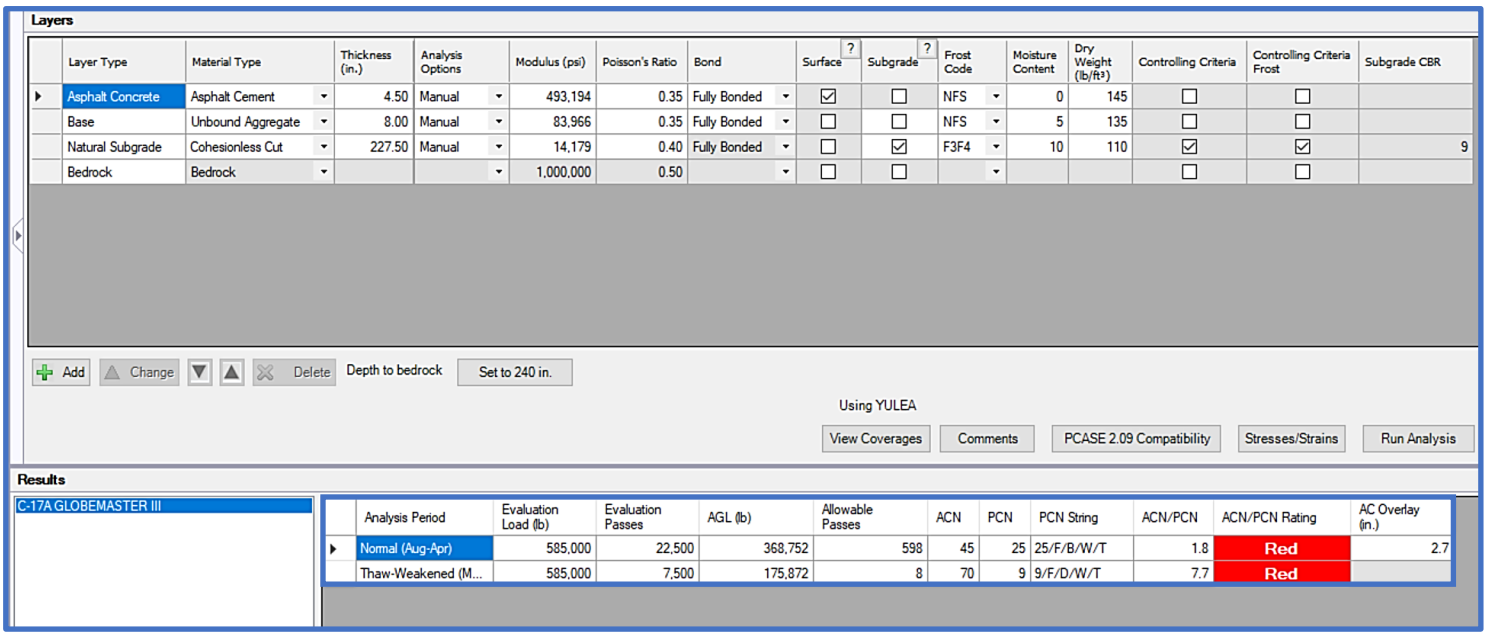
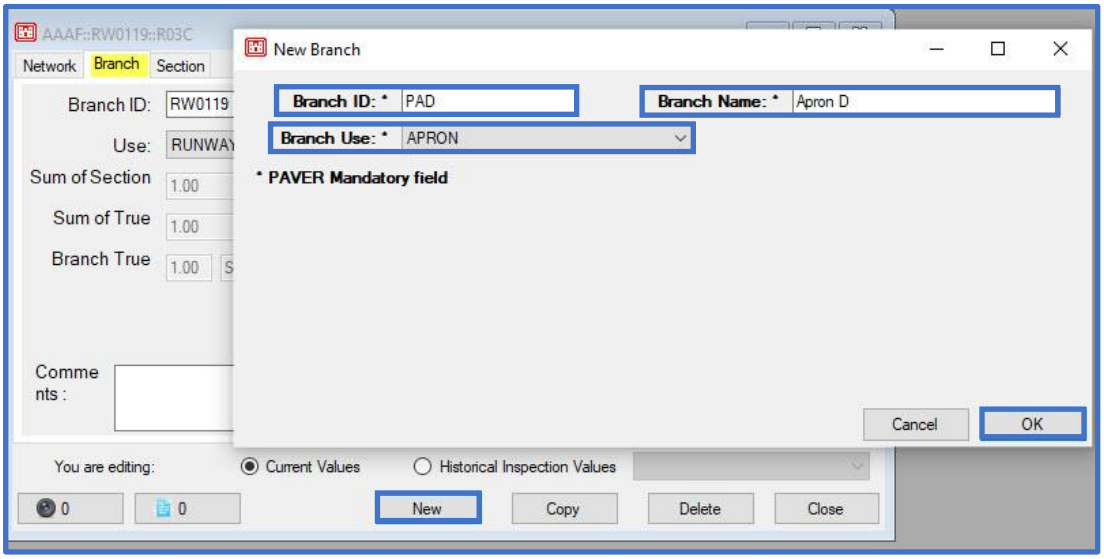


Table 2.					
Allen Army Airfield, Fort Greely, AK (Service – Army)					
Apron D, Section A04B Surface – good condition (PCI=80; load distress=10%) Evaluate for Army Class IV > 5,000 ft and < 9,000 ft Use the default values for Poisson's Ratio and Bond					
Layer Type / Classification	**Thickness in. (mm)**	**Modulus psi (MPa)***	**Frost Code**	**% Moisture**	**Dry Unit Weight pcf (kg/m³)**
Portland Cement Concrete Flex strength = 650 psi (4.48 MPa)	12 (305)	7,530,519 (51,921)	NFS	0	145 (2,323)
Base Sandy Gravel (GW)	8 (203)	286,487 (1,975)	NFS	5	135 (3,429)
Gravely Sand & Silt (cohesionless cut)	--	26,658 (184)	F3	10	110 (2,794)
*Backcalculated values from FWD results performed the previous summer					

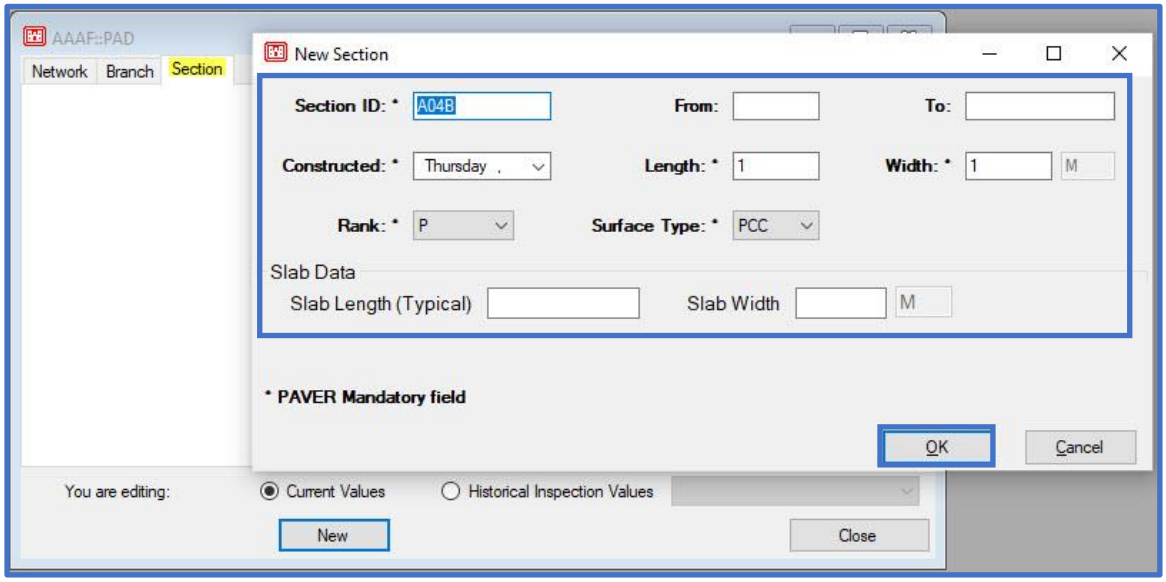
Allen Army Airfield, Fort Greely, AK; Apron D, Section A04B

Step 1. Define the Inventory

- Select Define Inventory from the Inventory toolbar drop-list
  - Once the inventory form opens select the Network tab
  - If the Network ID displayed in the List Selector is not AAAF, select the appropriate Network ID.
- On the Inventory form, in the same Network, select the Branch tab again
  - Select New
  - Type in the Branch ID, Branch Name, then select the Branch Use from the drop-list
  - Select OK



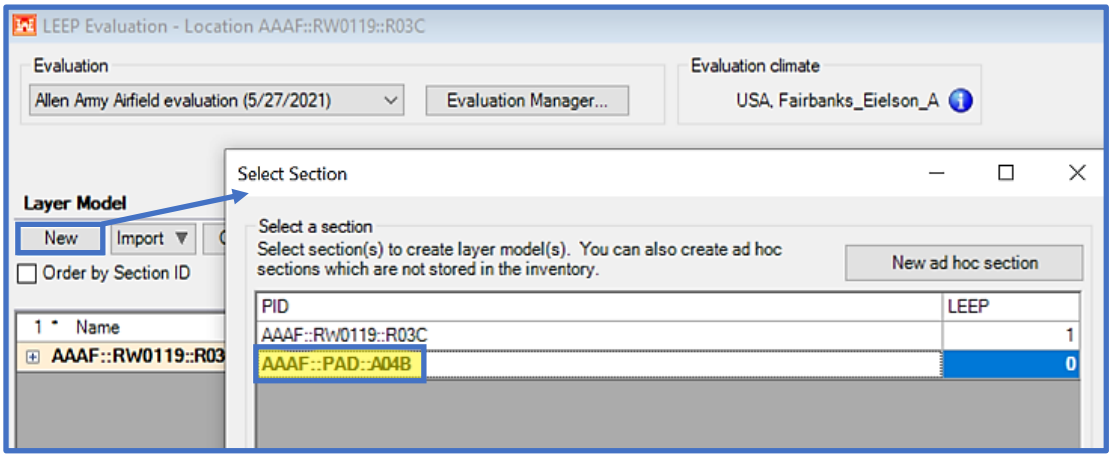
- On the inventory form, select the Section tab
  - Select New
  - Type in the Section ID, Length, and Width (required)
  - Type in From, To and Slab Data (optional)
  - Use the drop-lists to select the Constructed date, Rank, and Surface Type (required)
  - Select OK

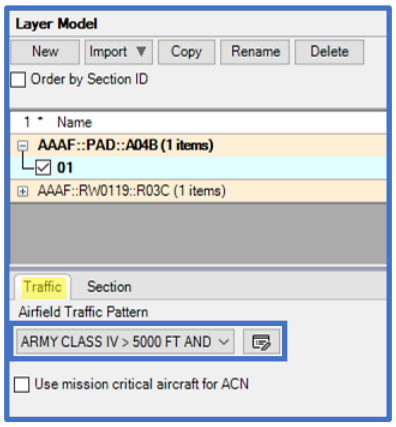


Evaluation Manager (Step 2) was accomplished in the previous example (Runway 01-19, Section R03C); proceed to Step 3.

Step 3. Analyze the pavement using LEEP evaluation

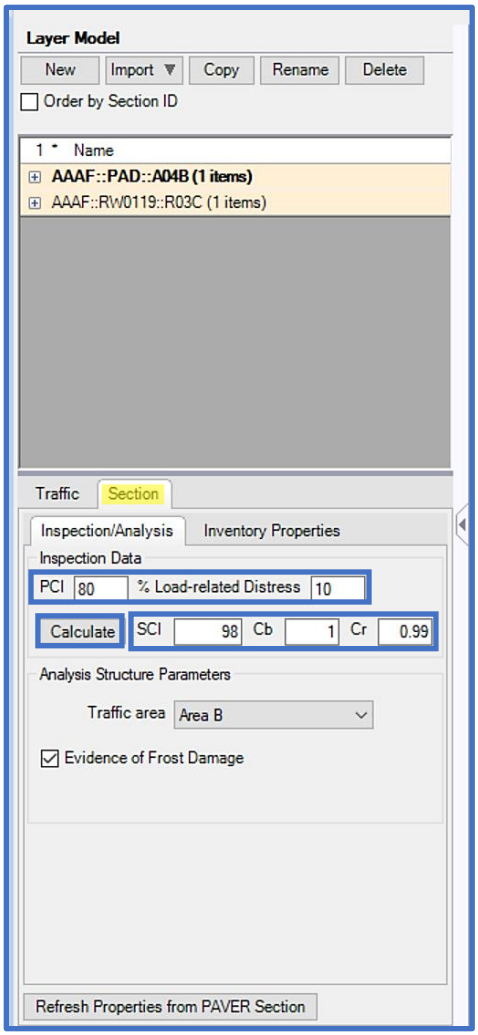
- On the LEEP evaluation form; select New
- On the Select Section form; select the appropriate section PID
- Select Ok



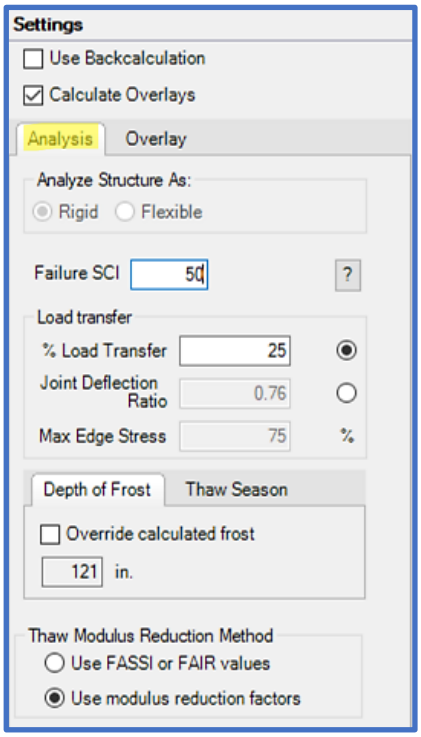


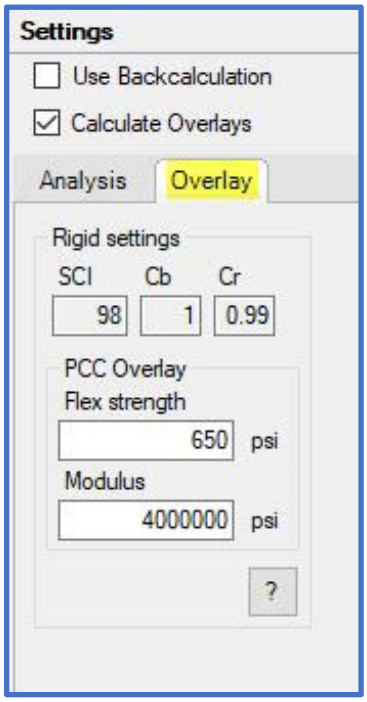
- On the LEEP evaluation form, under Layer Model, the selected section PID populates
- Select the Traffic tab
- Use the Airfield Traffic Pattern drop-list to select the appropriate Traffic Pattern or click on the  icon to select a standard pattern

- Select the Section tab:
  - Input the appropriate PCI and % Load-related Distress values
  - Select Calculate to display the resultant SCI, C_b, and C_r
  - All other properties shown are correct, no need for further edits

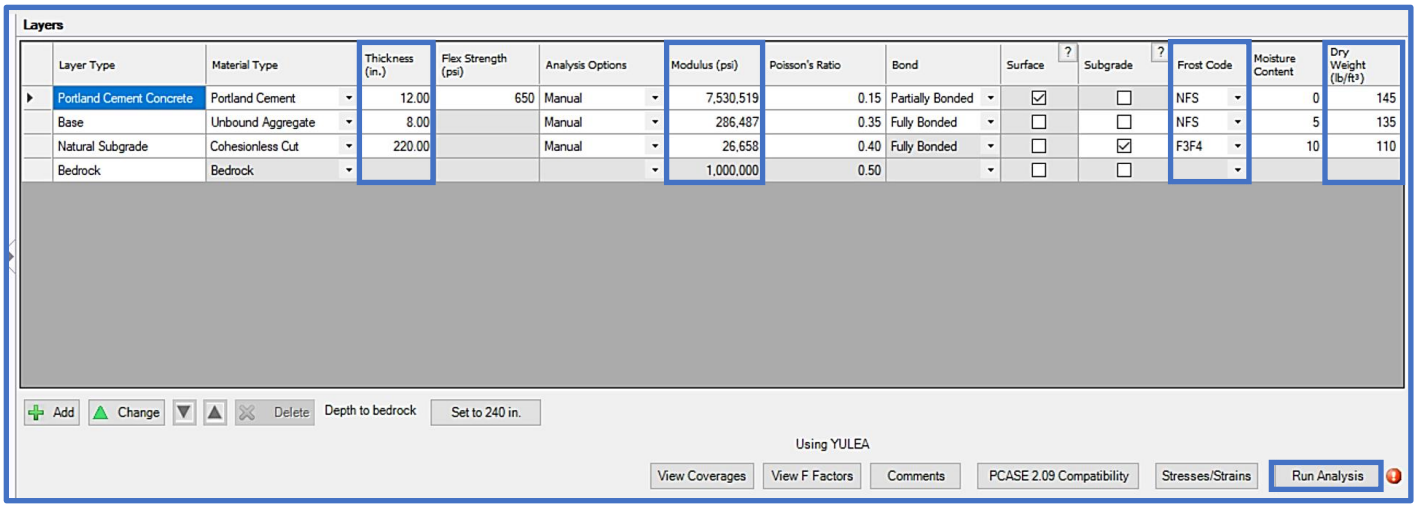


- Under Settings
  - Use Backcalculation is unchecked since modulus values will be entered manually
  - Calculate overlays is checked as indicated in Evaluation Manager
  - Under the Analysis tab
    - Rigid is selected, as indicated in Define Inventory
    - Use the defaults for Load transfer
    - Set the Failure SCI to 50 (for Army analysis)
    - The Depth of Frost displays
    - Select Use modulus reduction factors for the Thaw Modulus Reduction Method
  - Under the Overlay tab
    - The Rigid settings section displays the SCI, Cb, and Cr calculated in the Edit Section form
    - Use the default PCC Overlay Flex strength and Modulus values

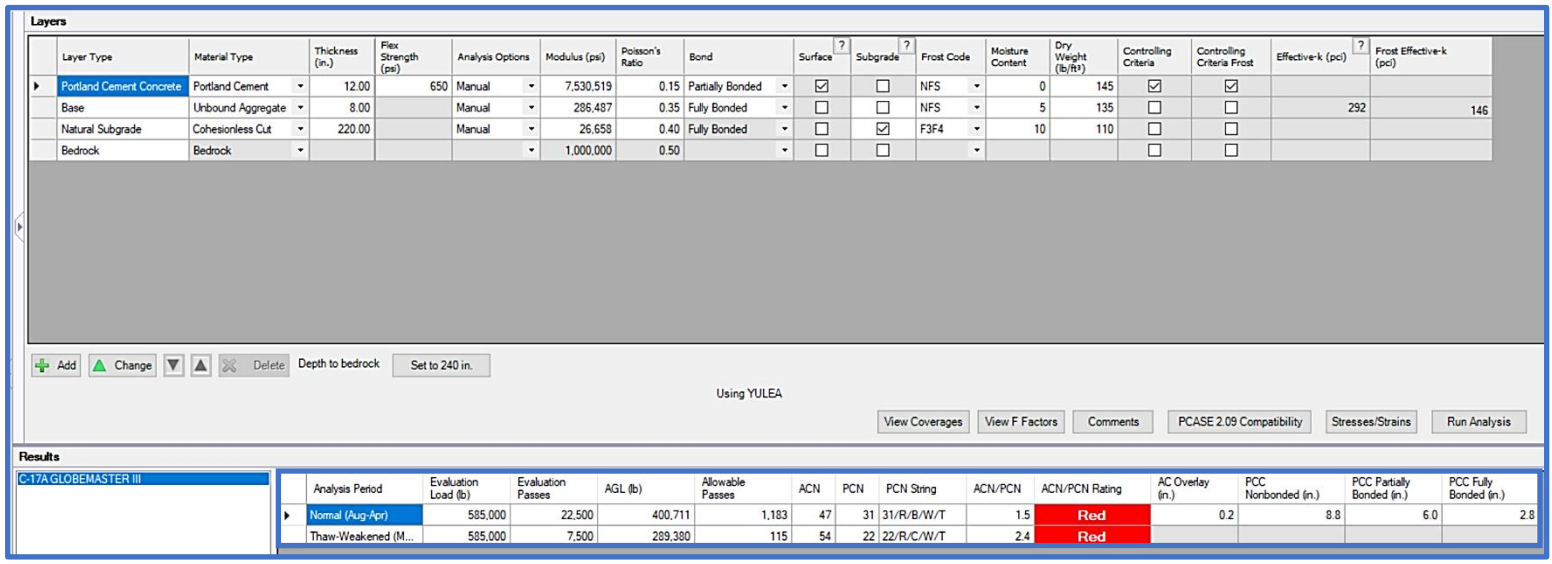




- On the LEEP evaluation form, in the Layers grid, a default pavement section displays
- Input values for Thickness, Modulus, Frost Code, Moisture Content, and Dry Unit Weight for each layer (see below or reference Table 2)
- Use the defaults for Poisson's Ratio and Bond
- Select Run Analysis



- Results display
- Select Close to exit LEEP



13.3.2 Evaluate pavements using DCP results

Evaluate the pavement Section A01B, Branch PAMAIN, at Stallion AAF, using the DCP results from example 16.3.2 Manual Data Entry of DCP Data and Performing Analysis and parameters provided in Table 3.

Table 3.		
Stallion AAF, White Sands, NM (Service – Army)		
PAMAIN, Section A01B Surface pavement – Flexible Pavement structure from DCP results; reference Example 16.3.2 Frost is not a consideration Calculate overlays		
Traffic		
Aircraft	**Weight – A, B [lb (kg)]**	**Passes – A, B, C**
C-130H	130,000 (58,967)	14,400
UH-60	16,600 (7,530)	4,800

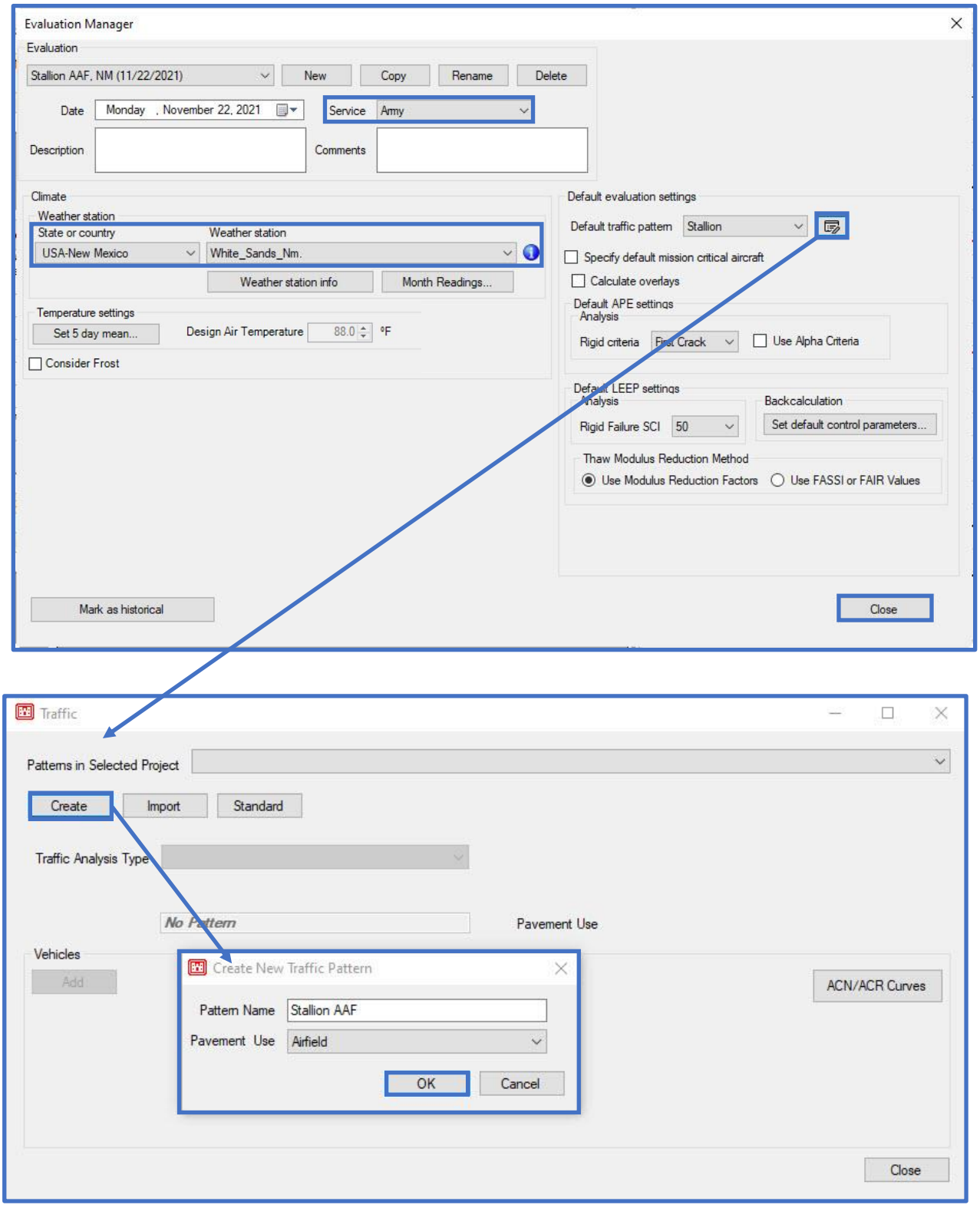
Step 1. Open the database containing the DCP data and analysis

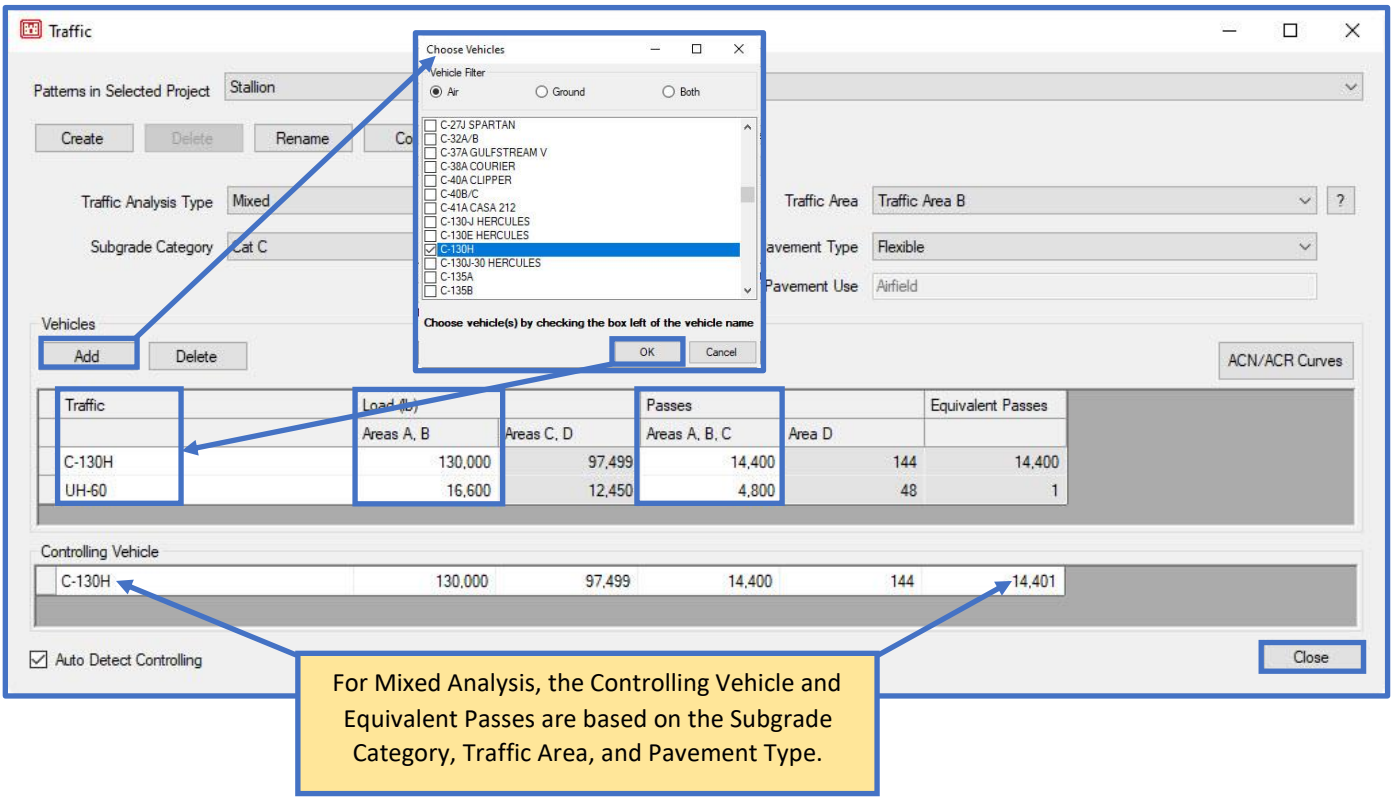
Step 2. Open LEEP evaluation

Step 3. Define traffic and settings

- Select Evaluation Manager
  - Use the pulldown for Service and select Army
  - Use the pulldown under Climate and select the appropriate Weather Station *(optional since Frost is not a consideration and FWD data is not being used)*
  - On the Evaluation Manager form, under Default evaluation settings; click on the Default traffic pattern icon 
    - On the Traffic form; select Create
      - Enter a Pattern name
      - Use the pulldown to select the Pavement use
      - Select Ok
    - Under Vehicles select Add
      - Select the appropriate vehicles; then OK upon completion
      - Enter the Load and Passes indicated in Table 3

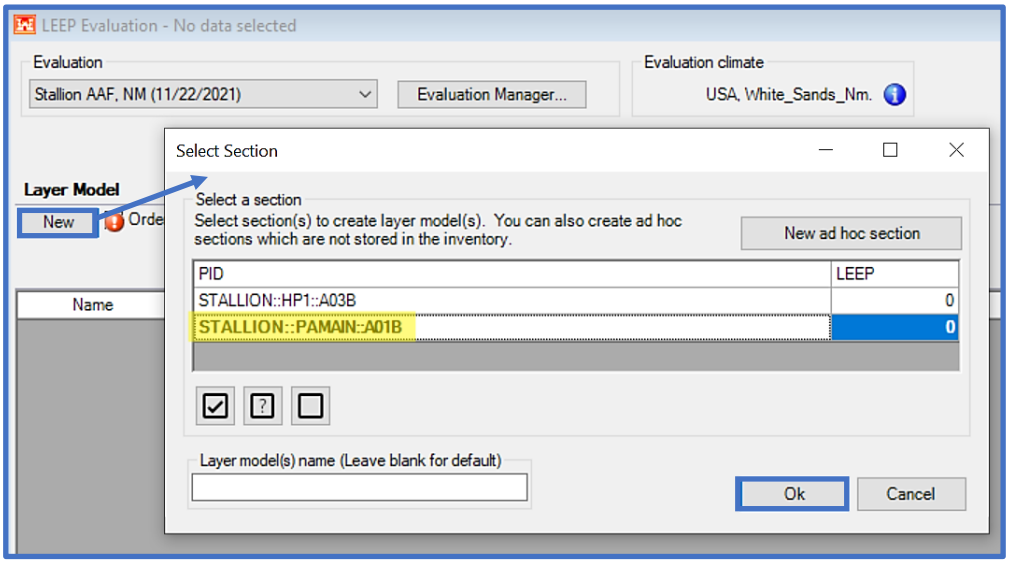
      Note: On the Traffic form, for a mixed analysis; select the subgrade category (from the DCP analysis), traffic area, and pavement type to display the controlling vehicle and equivalent passes. This is optional, since this process may also be performed in the APE form/analysis.
    - To exit the traffic form; select Close
    - To exit the Evaluation Manager; select Close


Evaluation Manager
Evaluation
Stallion AAF, NM (11/22/2021)
New
Copy
Rename
Delete
Date
Monday , November 22, 2021
Service
Army
Description
Comments
Climate
Weather station
State or country
USA-New Mexico
Weather station
White_Sands_Nm.
Weather station info
Month Readings...
Temperature settings
Set 5 day mean...
Design Air Temperature
88.0
°F
Consider Frost
Default evaluation settings
Default traffic pattern
Stallion
Specify default mission critical aircraft
Calculate overlays
Default APE settings
Analysis
Rigid criteria
Use Alpha Criteria
Default LEEP settings
Analysis
Rigid Failure SCI
50
Backcalculation
Set default control parameters...
Thaw Modulus Reduction Method
Use Modulus Reduction Factors
Use FASSI or FAIR Values
Mark as historical
Close
Traffic
Patterns in Selected Project
Create
Import
Standard
Traffic Analysis Type
No Pattern
Pavement Use
Vehicles
Add
Create New Traffic Pattern
Pattern Name
Stallion AAF
Pavement Use
Airfield
OK
Cancel
ACN/ACR Curves
Close

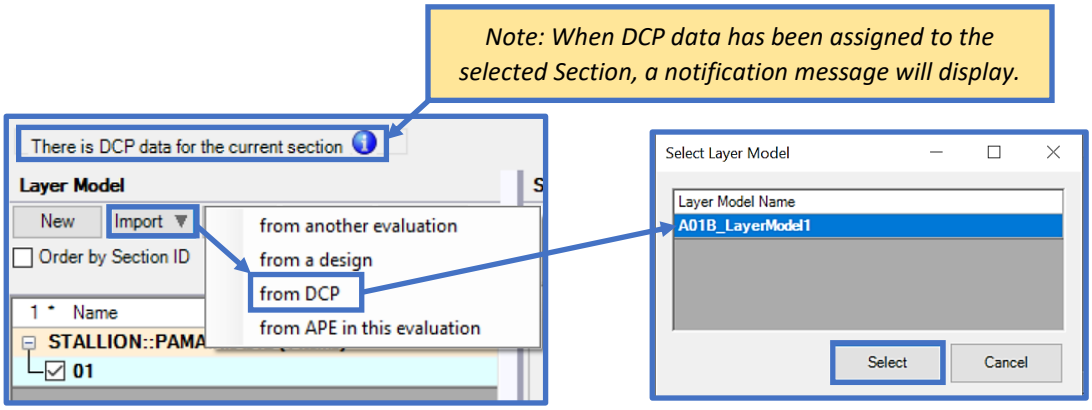


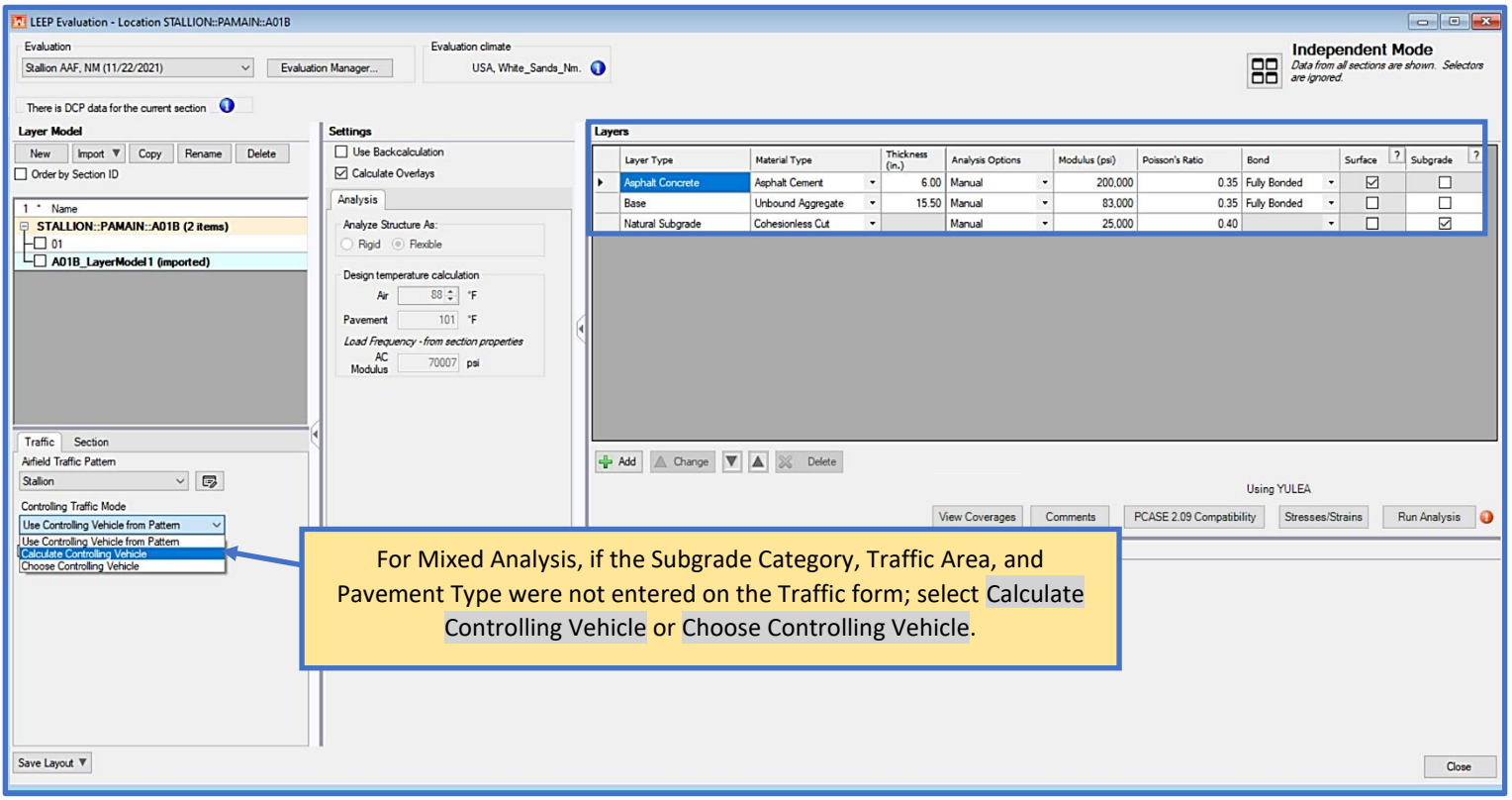
Step 4. Import DCP data

- On the LEEP evaluation form, under Layer Model; select New
  - On the Select Section form; select STALLION::PAMAIN::A01B
  - Select Ok to exit the Select Section form



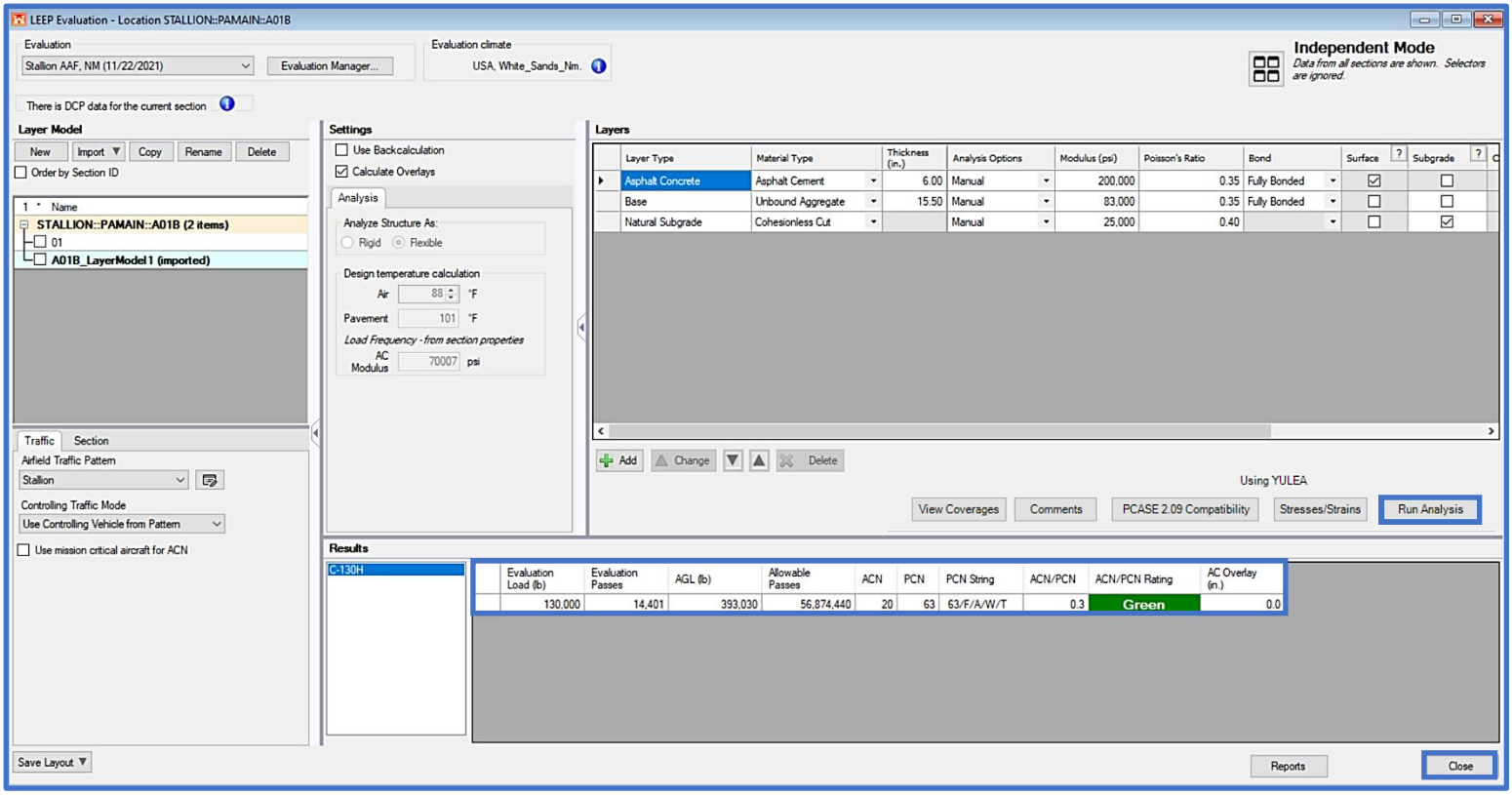
- On the LEEP evaluation form, under Layer Model
  - Use the Import pulldown to select from DCP
- On the Select Layer Model form
  - Select A01B_LayerModel1
  - Click on Select to exit the form
- The DCP layer model is imported and displayed in Layers





Step 5. Run Analysis

- To complete the analysis; select Run Analysis
- Results are displayed in the Results grid
- To exit LEEP; select Close



13.3.3 Evaluate pavements using backcalculated modulus values

Evaluate the pavement Section R01A, Branch RW1432, at Stallion AAF, using the FWD results from example 15.3.1 Perform Analysis of Pavement Using Deflection Basin Data and the parameters provided in Table 4.

Table 4.

Stallion AAF, White Sands, NM (Service – Army)

RW1432, Section R01A
Evaluation date – 06/26/2019
Surface pavement – Satisfactory condition (PCI=82; load distress=32%)
Evaluate for Stallion traffic pattern (see Example 13.3.2) and Air Force 14 Groups New
Frost is not a consideration
Calculate overlays

Layer Type	Material Type	Thickness In. (mm)	Modulus psi (MPa)
AC Overlay	Asphalt Cement	3 (76.2)	
Asphalt Cement	Asphalt Cement	2 (50.8)	*
Base	Unbound Aggregate	8 (203.2)	*
Natural Subgrade	Cohesive cut	227 (5,765.8)	*
Bedrock	Bedrock	--	--

* Modulus values backcalculated from FWD data explained in Example 15.3.1

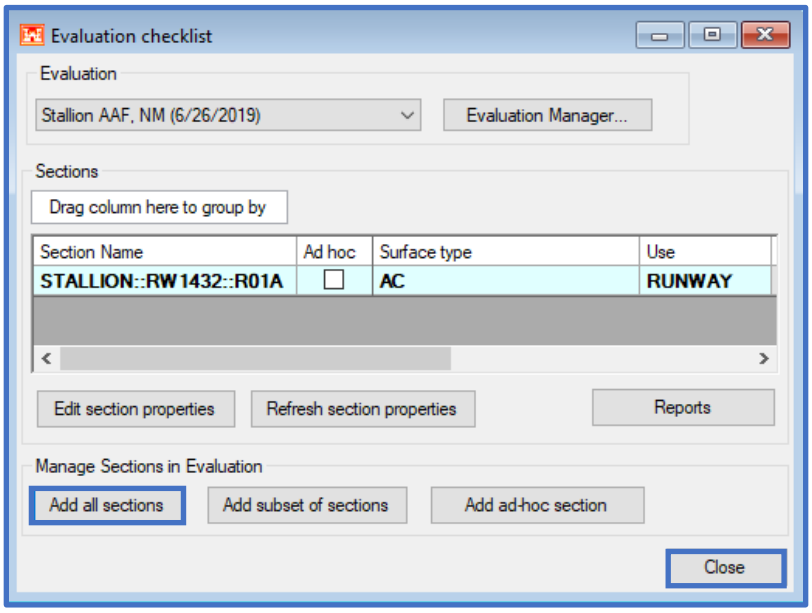
In Example 15.3.1 Step 11, all of the .FWD deflections (for all stations) of Drop 3 were assigned to Section R01A. Perform the following steps to complete the evaluation analysis.

Step 1. Use a previously imported data or create a new database – reference Chapter 2 File Menu, Section 2.1.1 New/import pavement database.

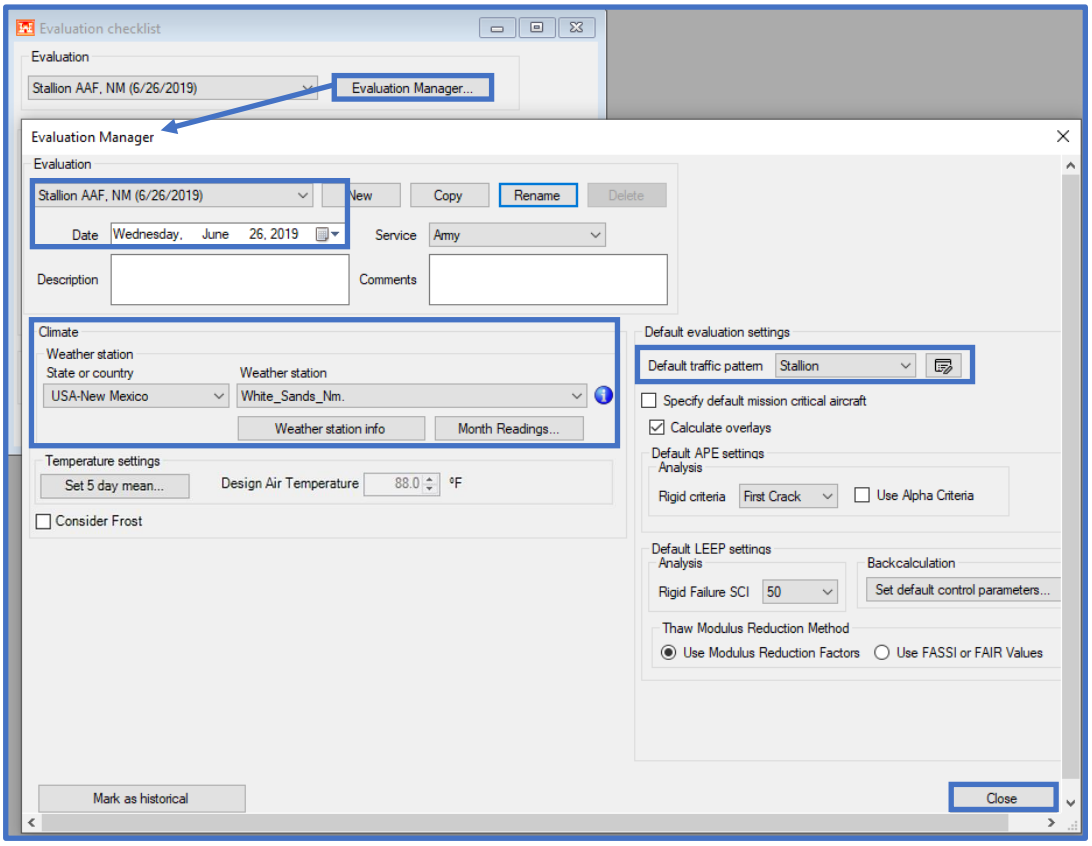
Step 2. Verify existing or create a new pavement section Inventory (Network: Stallion; Branch: RW1432; Section: R01A) – reference Chapter 2 File Menu, Section 2.14 PCASE Data Assignment.

Step 3. Evaluation Checklist

- Open Evaluation Checklist
- In Evaluation checklist; select Add all sections to add R01A.
- Select Close to exit.

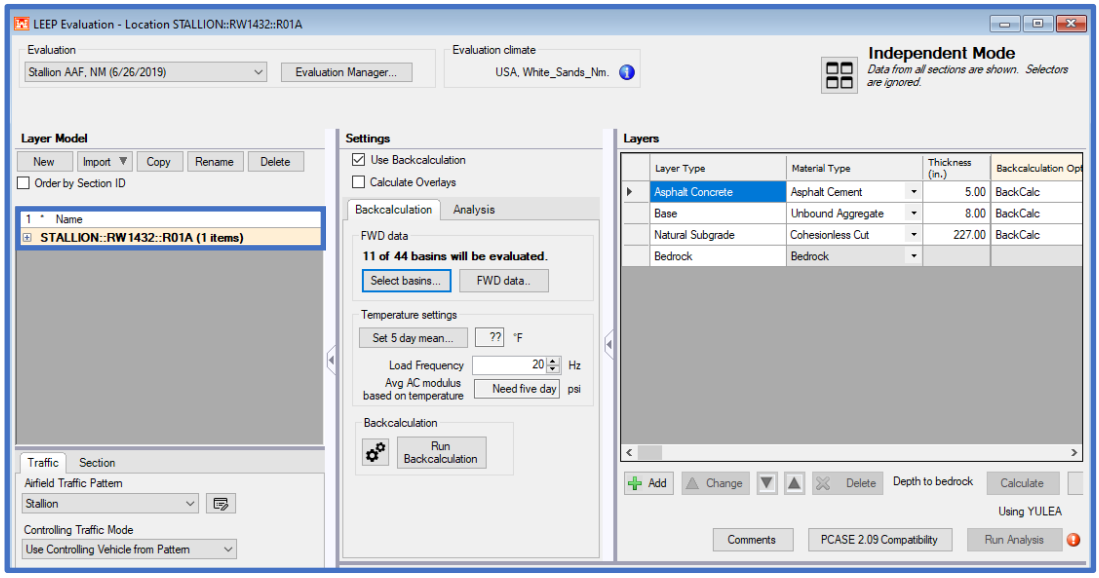


- Select Evaluation Manager
- Verify the evaluation parameters (i.e., Evaluation Name, Date, Traffic, Calculate Overlays, Climate data, Backcalculation Control Parameters). Change where needed; reference Chapter 12 Evaluation Checklist, Section 12.3 Evaluation Manager.
- Select Close to exit.

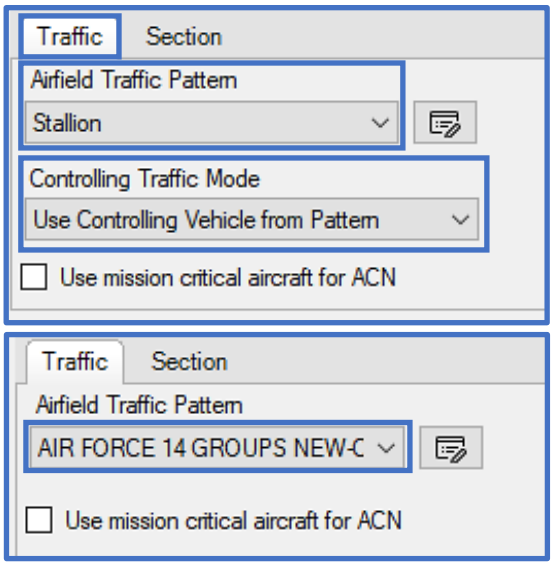


Step 4. LEEP evaluation

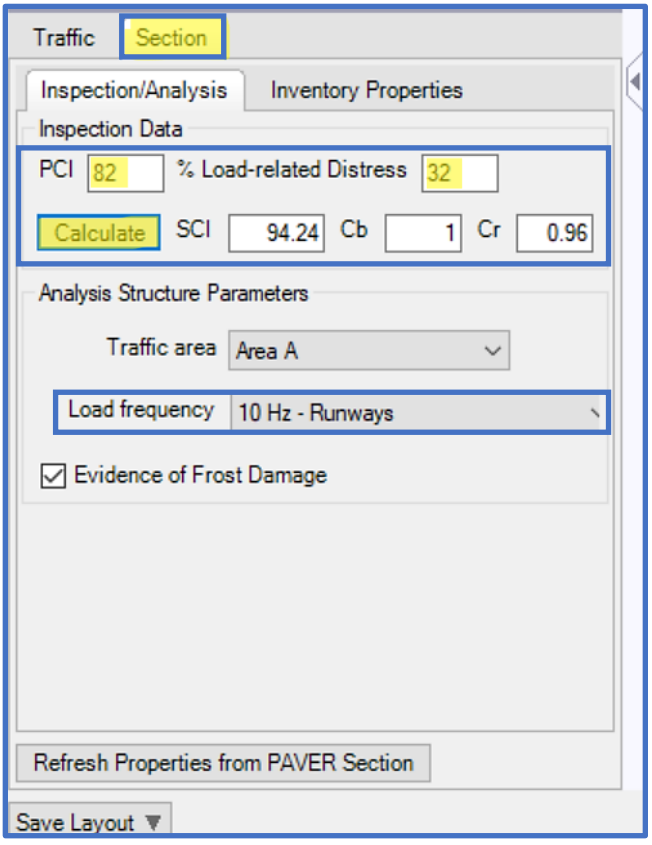
- Open LEEP and verify that R01A was added to the evaluation.



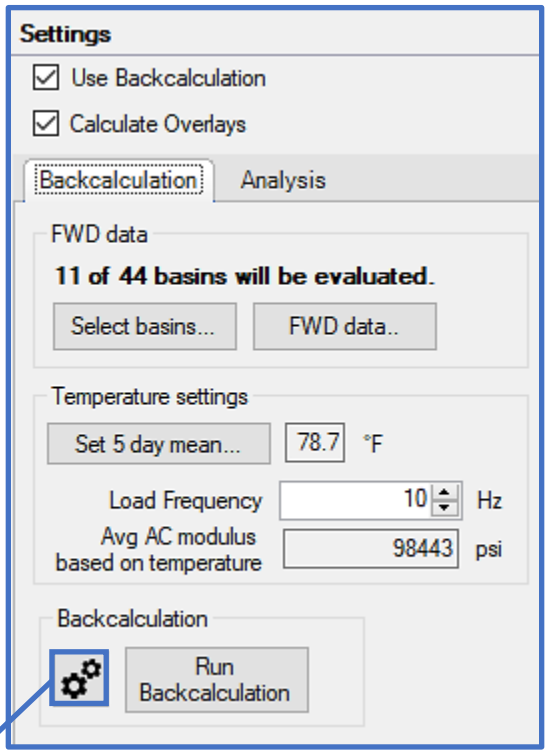
- Verify Traffic by selecting the Traffic tab. There should be 2 patterns available in the Airfield Traffic Pattern pulldown.
  - Stallion mixed traffic pattern should be available. For the Controlling Traffic Mode, select Calculate Controlling Vehicle.
  - Verify that Air Force 14 Groups New is also available. Since this is an individual pattern, the controlling vehicle and equivalent passes are not calculated.

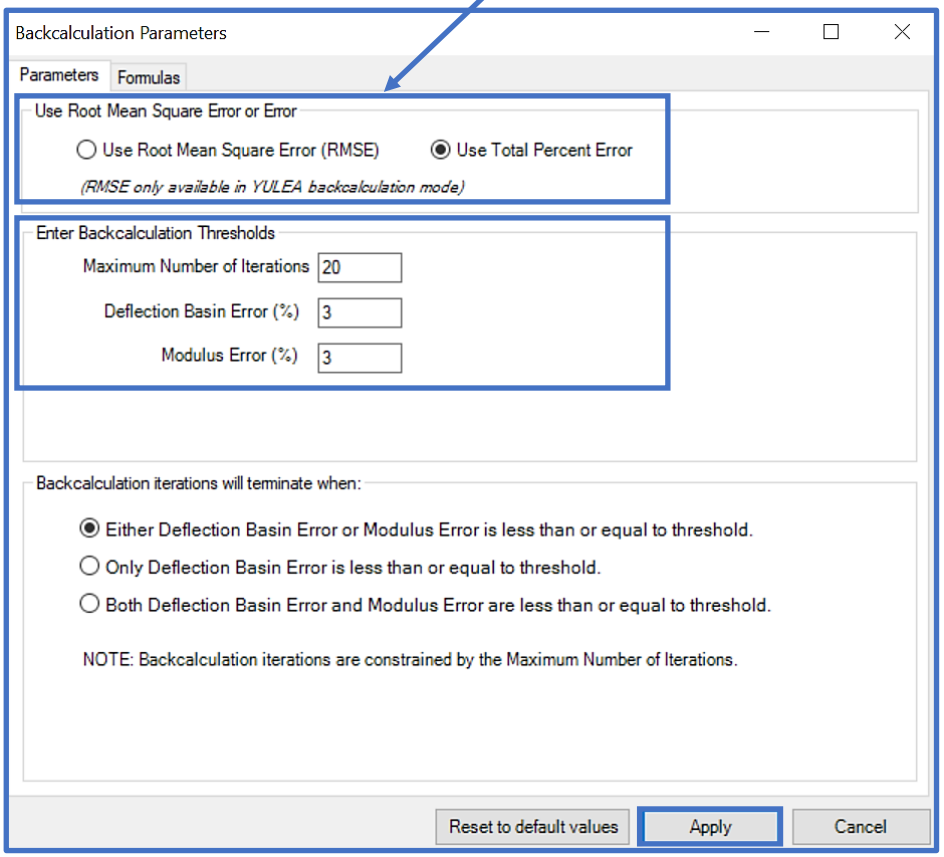


- Check Section information by selecting the Section tab
  - Edit the PCI, % Load-related Distress for overlay coefficient calculation
  - Select the applicable Load Frequency in the case that Analysis Option: Temperature will be selected during evaluation. This section is part of a runway, so Load Frequency: 10- Runways will be selected.

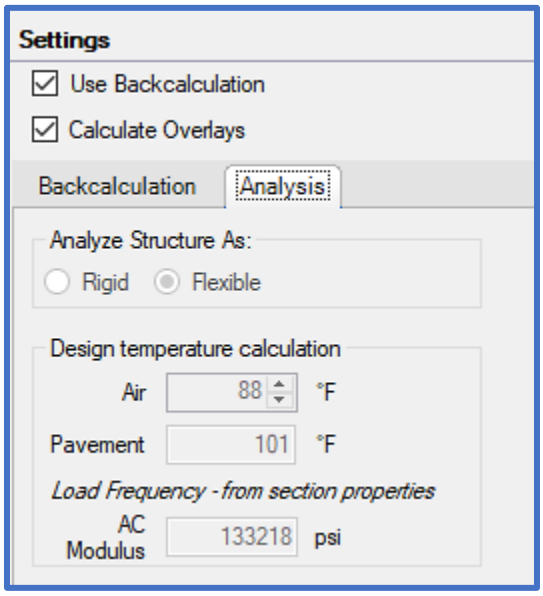


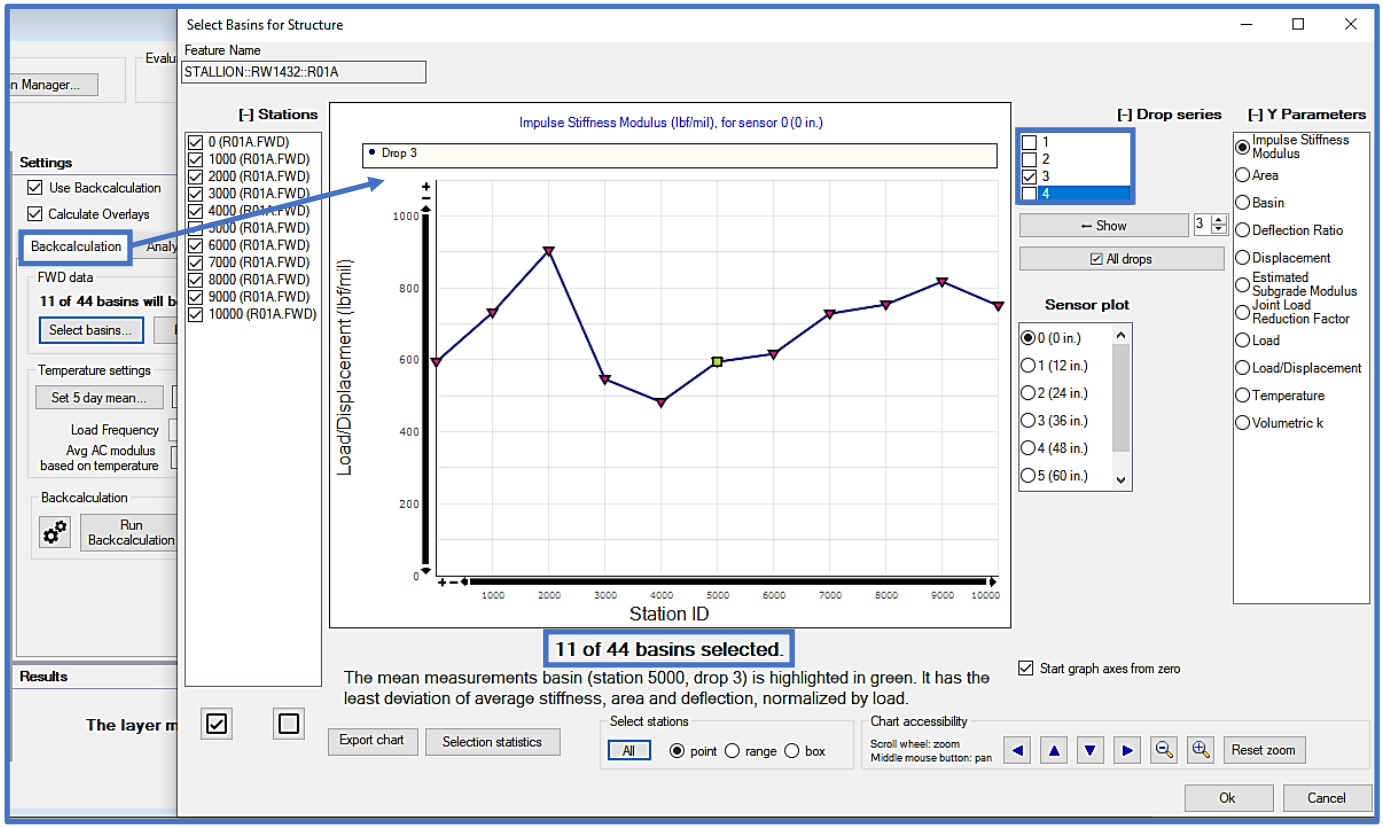
- In Settings
  - Check the box for Use Backcalculation
  - Check the box for Calculate Overlays
  - In the case that the Backcalculation Option: Temperature (avg) or Temperature (per drop) may be used during backcalculation, then enter the temperature data under Set 5 day mean…This section is part of the runway, so Load Frequency 10 Hz will be selected.
  - Open the Backcalculation Settings form. Select the default values for all Parameter thresholds. Select Apply and close the form.



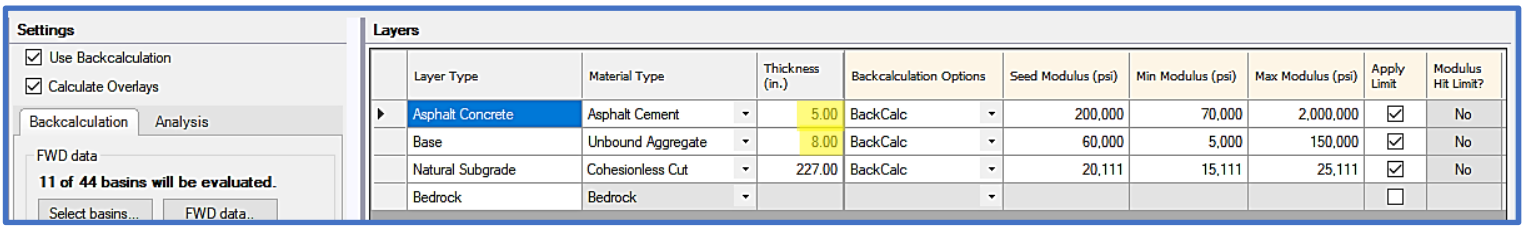


- Proceed to the Analysis tab and review the calculated AC Modulus in the case that Analysis Option: Temperature is selected for evaluation.
- Return to the Backcalculation tab
  - Select Select basins…
    - On the Select Basins for Structure form, turn off (deselect) Drop series 1, 2, and 4. Next, select All under Select stations.
    - The form now displays "11 of 44 basins selected."
    - Select Ok

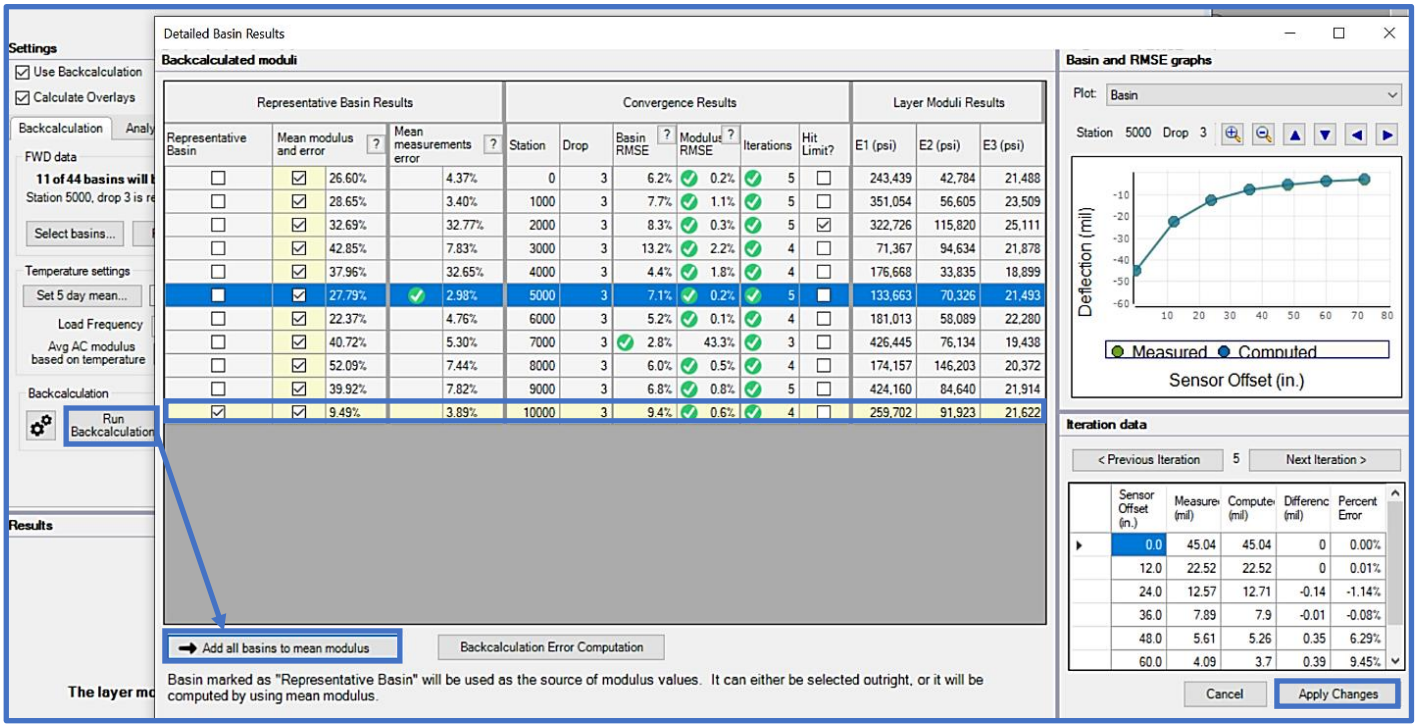




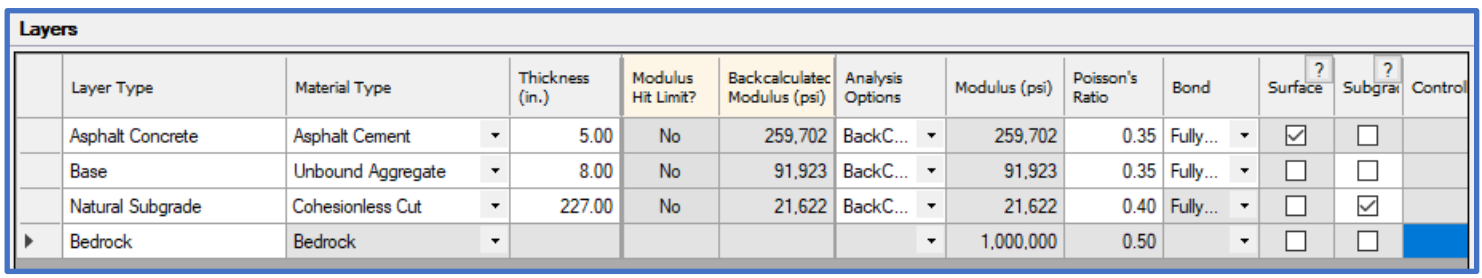
- Within the Layers section of the form, verify the Layer Type and Material Type and enter the Thickness for each layer.
- Under Backcalculation Options, verify Back Calc is selected for each layer in the structure. This signifies that the backcalculation computational routine will be used for all layers.
- Review and modify Seed Modulus, Min Modulus, and Max Modulus for all layers, per engineering judgement. For this example, the default values will be employed.
- Make selection for Apply Limit criteria. For this example, the default selection for all layers will be used.
- Modulus Hit Limit? and Backcalculated Modulus are output fields. These will be reviewed after the backcalculation is completed.
- For Analysis Options, ensure BackCalc is selected for all layers. The backcalculated values obtained from the computation routine will be transposed to the Modulus field for use during analysis to obtain the final results (e.g., AGL, Allowable Passes, etc.).
- Review the Poisson's Ratio values. For this example, the default values will be used.
- Select the Bond condition. This is flexible pavement, so the default Fully Bonded option will be used for all layers.
- Review and verify the Surface and Subgrade analysis criteria. For this example, the default selections will be used. Controlling Criteria is an output field and will be reviewed after the analysis is completed.



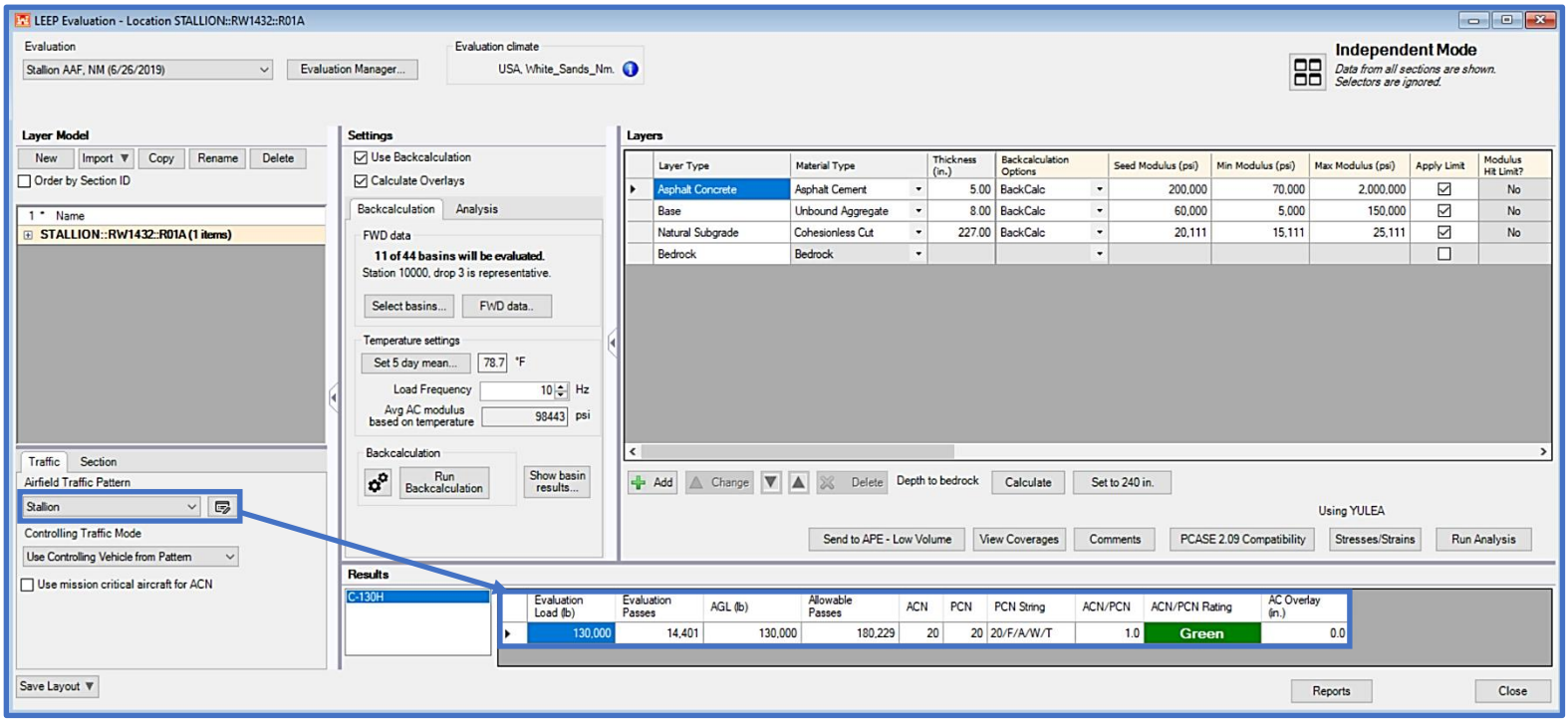
- At this point, all applicable and necessary information required of a backcalculation is complete. On the Backcalculation tab select Run Backcalculation.
- Select Add all basins to mean modulus. The backcalculation routine identified the last station as the Representative Basin. For this example, the engineer will use these backcalculated results for the analysis. The backcalculated results identified are E1: 259,702 psi, E2: 91,923 psi, E3: 21,622 psi. Select Apply Changes.



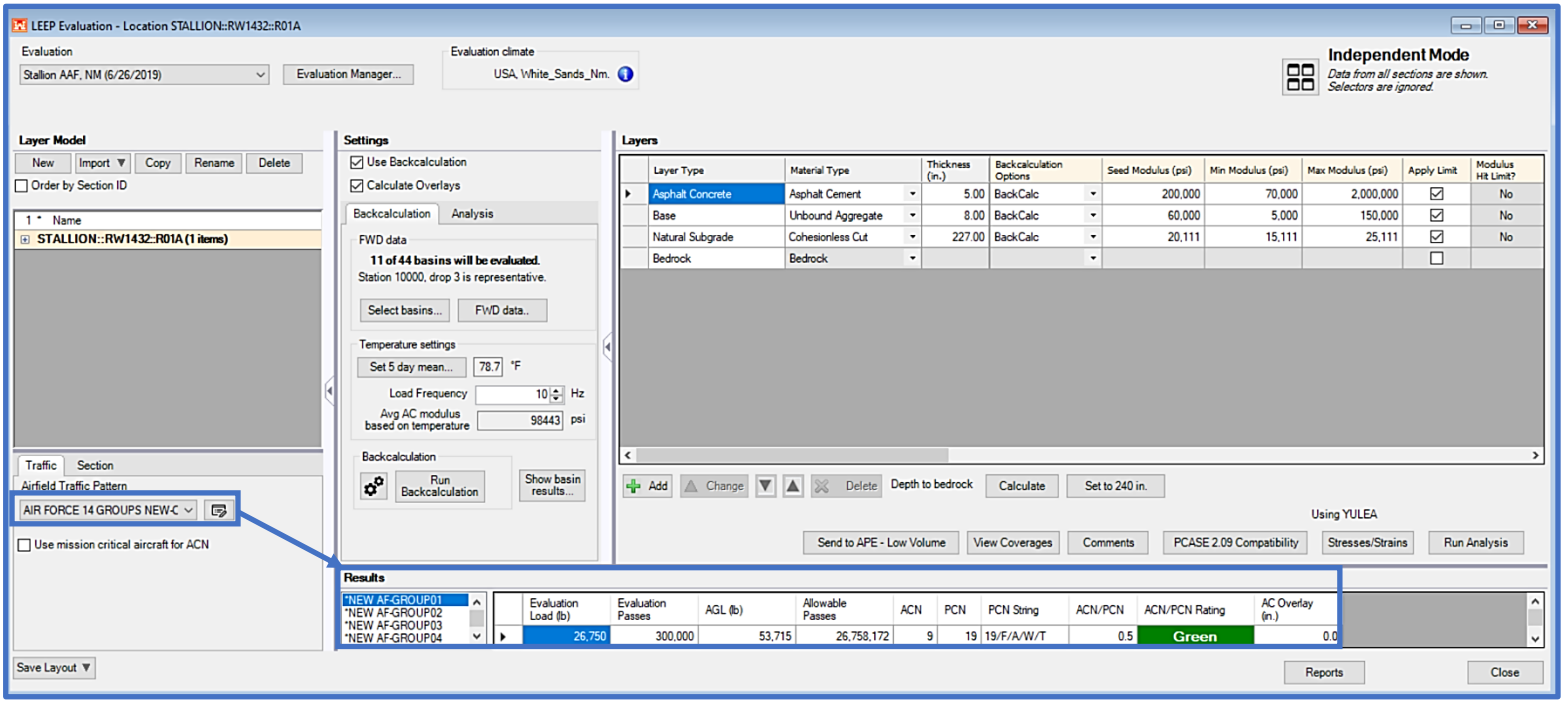
- Under the Layers sub-form, the backcalculation output fields are now populated. The Backcalculated Modulus and Modulus fields reflect the moduli values selected (in this case, from the Representative Basin) after the backcalculation routine. The Modulus Hit Limit? field shows that no limits were met or exceeded during backcalculation of this specific basin.



- At this point, all necessary and applicable parameters are populated for a complete analysis. Select Run Analysis to obtain output for the Airfield Traffic Pattern: Stallion. Results are displayed in the Results sub-form. The subgrade is shown to be the Controlling Criteria layer.



- Finally, change the Airfield Traffic Pattern to Air Force 14 Groups New. Select Run Analysis. Results are displayed in the Results sub-form. The subgrade is shown to be the Controlling Criteria layer.



14 APE Evaluation

APE Evaluation is capable of analyzing pavements using the empirical method producing resultant allowable loads, passes, Pavement Classification Numbers (PCN), and overlay requirements.

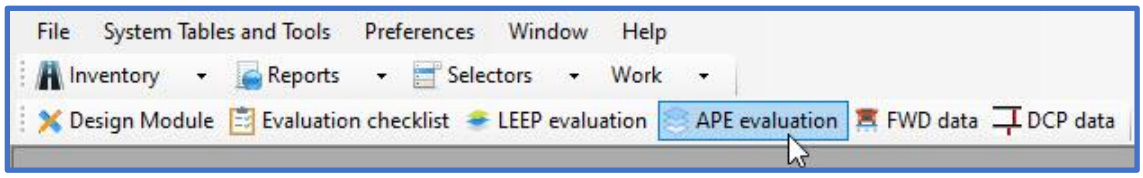
Prior to beginning a new evaluation, ensure that you have opened or created a database to store the evaluation within (database name is displayed on the bottom-left of the main window). For instructions on how to import or create a database; reference Chapter 2 File Menu.

Prior to using APE evaluation, ensure you have defined your inventory (unless you will be creating sections Ad Hoc); reference Chapter 7 Inventory.

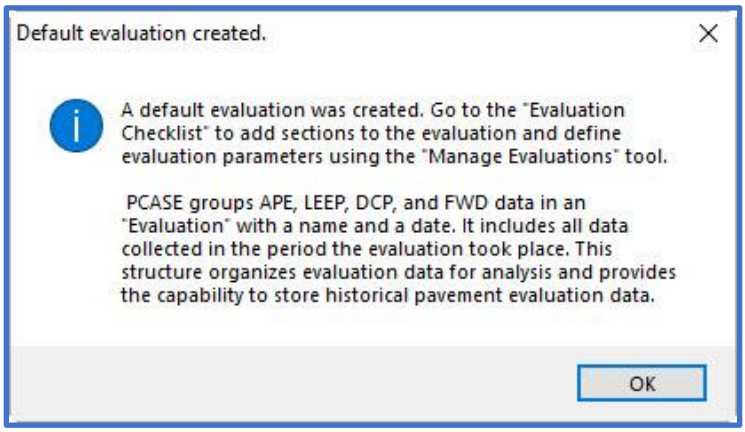
The asset inventory should be initialized prior to using the APE evaluation form; reference Chapter 12 Evaluation checklist.

14.1 Getting Started

Select APE evaluation on the PCASE 7 tool bar to open the Airfield Pavement Evaluation (APE) tool.

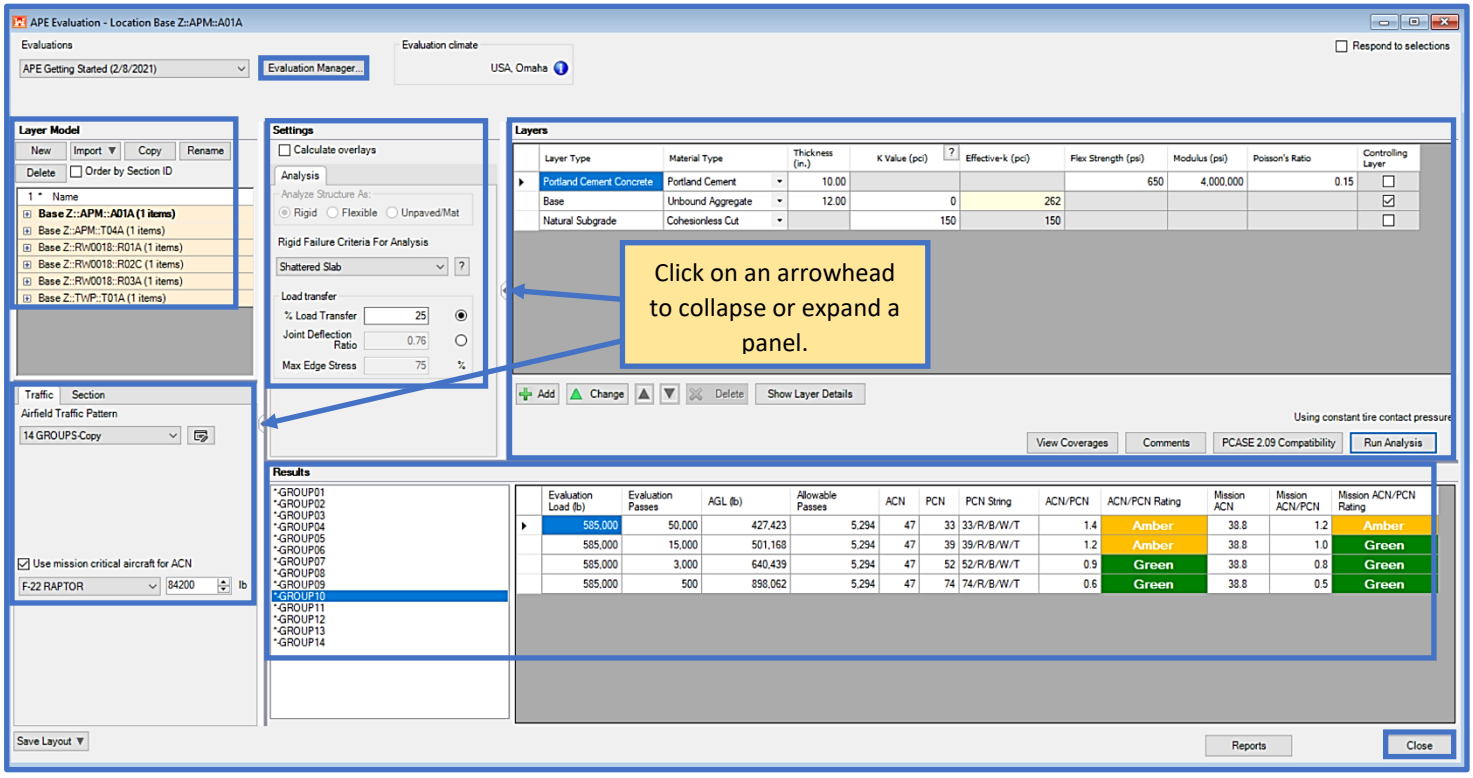


If you have not imported or created an evaluation in the current database, the message below pops up indicating a default evaluation was created. Click OK to continue and open the APE evaluation.



14.2 APE Evaluation form

The APE evaluation form is displayed below. To run an APE evaluation, you will go through various sub-sections of the form to modify the default analysis conditions, if desired. The sub-sections are Evaluation Manager, Layer Model, Traffic and Sections, Settings, and Layers. The analysis output results are displayed within Results. Select Close to exit APE evaluation.

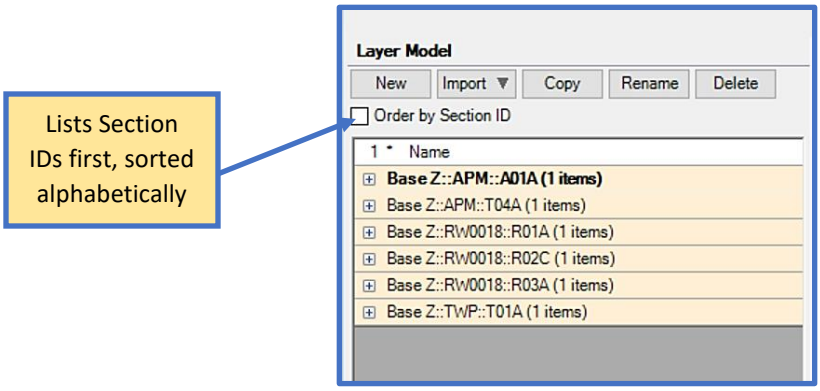


14.2.1 Evaluation Manager

Evaluation Manager serves to establish global analysis parameters. To navigate Evaluation Manager; reference Chapter 12 Evaluation Checklist, Section 12.3 Evaluation Manager.

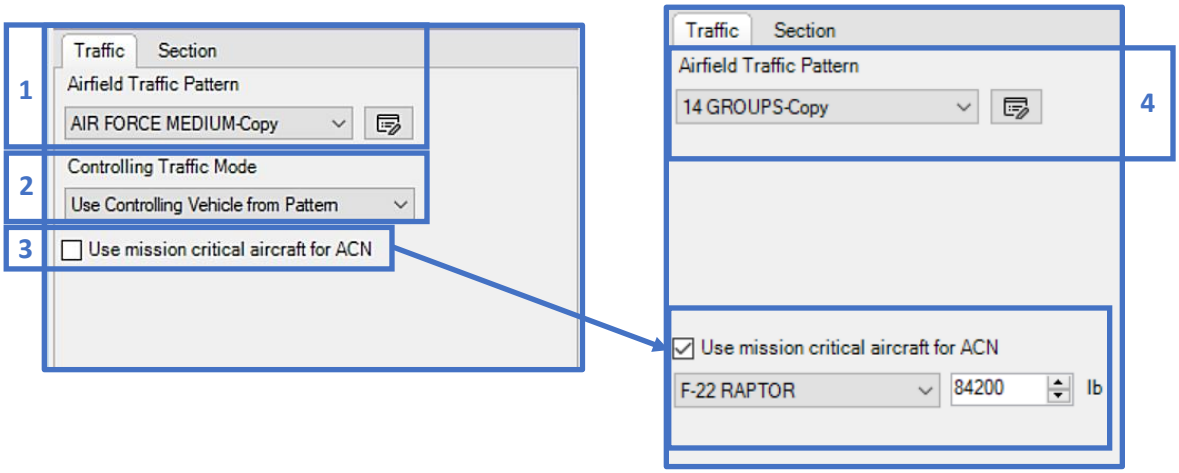
14.2.2 Layer Model

The Layer Model grid populates default pavement structures that may be modified and results for the selected Section of an APE evaluation in the lower grid. Multiple layer models, each with distinct, user-specified analysis conditions and results, can exist for a given Section of an Evaluation. To create a new model (ad hoc section), select New. To Import a model from another evaluation, a design, or DCP, select Import. The layer model must be within the current database. To copy an existing model and all the associated analysis conditions and results, select a model then select Copy. Select Rename to edit the default name. To delete a model replicate, select the model, then select Delete.



14.2.3 Traffic tab

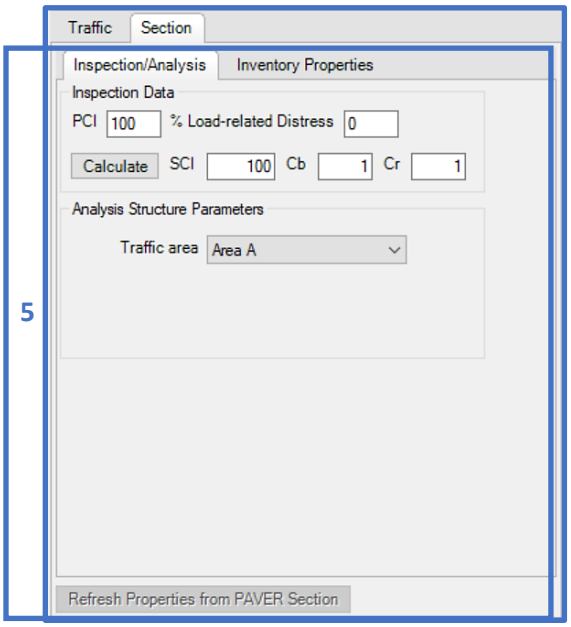
1. Traffic patterns defined within Evaluation Manager are available for selection in all evaluations. An existing traffic pattern can be selected from the dropdown or a new traffic pattern can be created by selecting the  icon.
2. If a Mixed Traffic Analysis Type is selected, the options for Controlling Traffic Mode are: Use Controlling Vehicle from Pattern, Calculate Controlling Vehicle and Choose Controlling Vehicle. Use Controlling Vehicle from Pattern will utilize the loading and equivalent passes of the Controlling Vehicle defined within the Traffic Pattern form. This is based on the Traffic Area, Subgrade Category, and Pavement Type. Calculate Controlling Vehicle will recalculate the loading and equivalent passes of the Controlling Vehicle based on the Traffic Area selected in the Section Properties sub-section, and the Subgrade Category associated with the CBR value of the subgrade within the Layers sub-section. Choose Controlling Vehicle allows you to choose which vehicle in the mix controls.
3. In addition to calculating the ACN and PCN for the traffic in the selected pattern, Use mission critical aircraft for ACN allows you to select an additional aircraft for analysis.
4. If an Individual traffic pattern is selected, the options for Controlling Traffic Mode are not displayed.

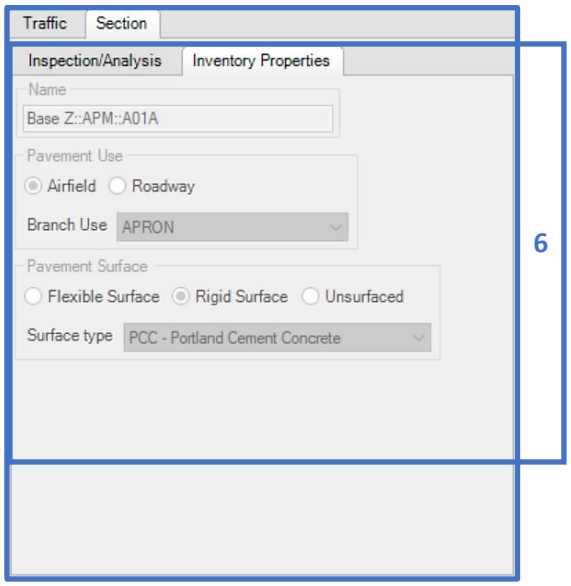


14.2.4 Section tab

5. The Inspection/Analysis tab displays the Pavement Condition Index (PCI), % Load-related Distress, SCI and C_b and C_r , and Evidence of Frost Damage (if applicable) extracted from Define Inventory and Evaluation Manager.
   - In Inspection Data, enter the PCI and % Load-related Distress resulting in the SCI, Cb and Cr. A Condition PCI ≤ 40 will activate a load reduction in the Allowable Gross Load (AGL) and an increase in gross weight. The calculated SCI will yield condition factors Cb and Cr that impact the recommended overlay thickness results for rigid pavements.
   - Analysis Structure Parameters displays options for Traffic area, and Evidence of Frost Damage. Use the drop-list to select the appropriate Traffic area (Area A, B, C, or D). Check the box for Evidence of Frost Damage to enable Depth of Frost, FASSI or FAIR values, Frost Code, Moisture Content, and Dry Unit Weight. These inputs directly impact the Results by including results for Frost conditions.

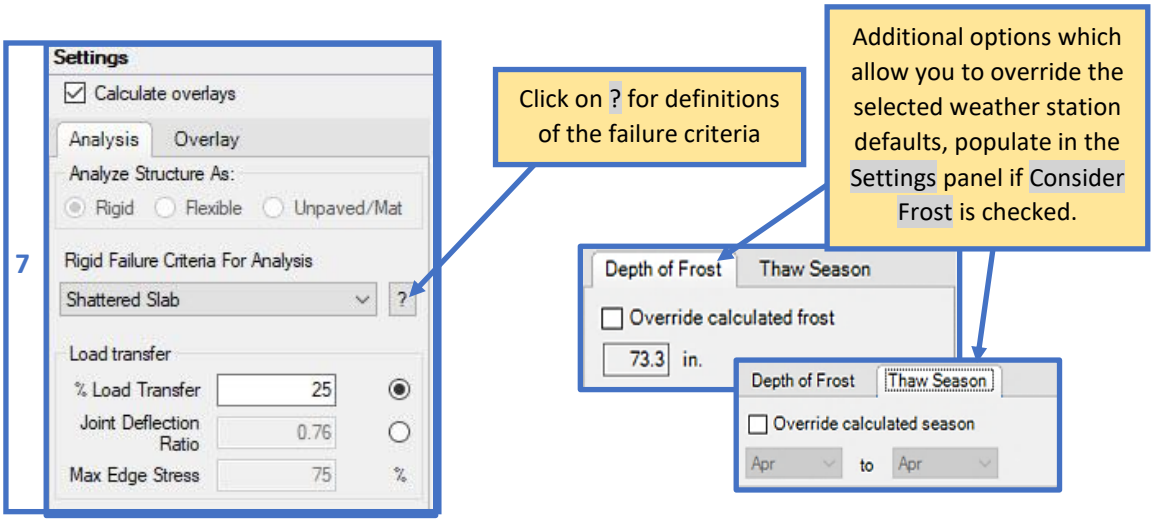
6. The Inventory Properties tab displays characteristics of the section, as defined in the Network Inventory. *Note: The fields in this tab are only editable for ad hoc sections.* These characteristics consist of:
   - Name
   - Pavement Use
     - Airfield or Roadway
     - Branch Use (Runway, Taxiway, Roadway, Parking area, etc.)
   - Pavement Surface
     - Flexible Surface, Rigid Surface, or Unsurfaced
     - Surface Type
   - Refresh properties from PAVER section becomes enabled once inventory section properties have changed.





14.2.5 Settings

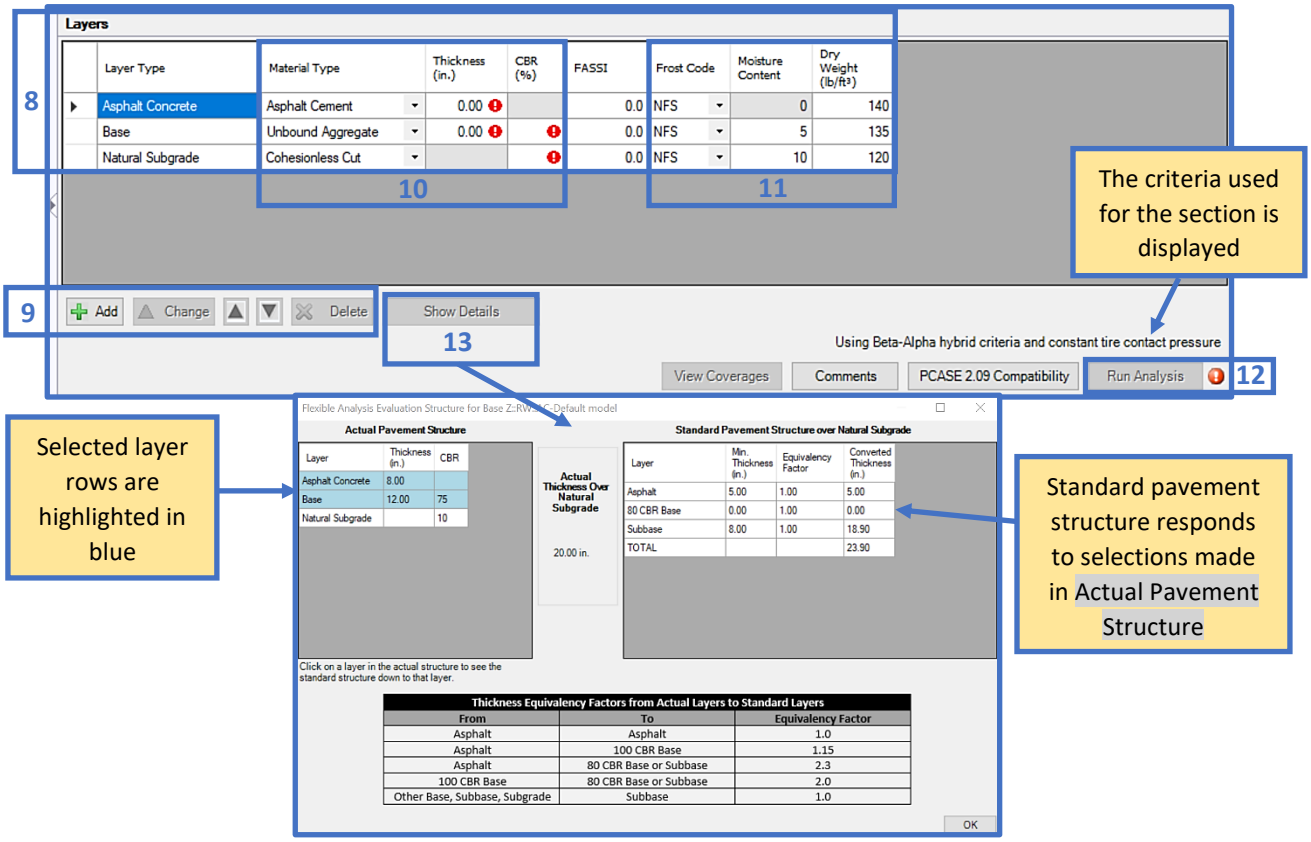
7. Settings comprises of Calculate overlays, Analyze Structure as, Rigid Failure Criteria For Analysis and Load transfer (rigid pavement only).
   - Check the Calculate overlays box to display overlays in Results for pavements that cannot support the assigned traffic. Select the Overlay tab (PCC pavements only) to display the SCI, Cb, and Cr calculated on the Inspection/Analysis tab. The PCC Overlay Flex strength and Modulus values may be edited in this section.
   - Analyze Structure as displays the pavement surface (Rigid, Flexible, Unpaved/Mat) extracted from Define Inventory.
   - Rigid Failure Criteria For Analysis allows you to set the failure criteria (First Crack, Shattered Slab, Complete Failure).
   - Use the Load transfer (rigid pavement only) options; Percent Load Transfer or Joint Deflection Ratio to change the Max Edge Stress. The defaults are set for a rigid pavement with good load transfer. Increasing the Max Edge Stress results in lower Allowable Gross Loads (AGL) and allowable passes.



14.2.6 Layers

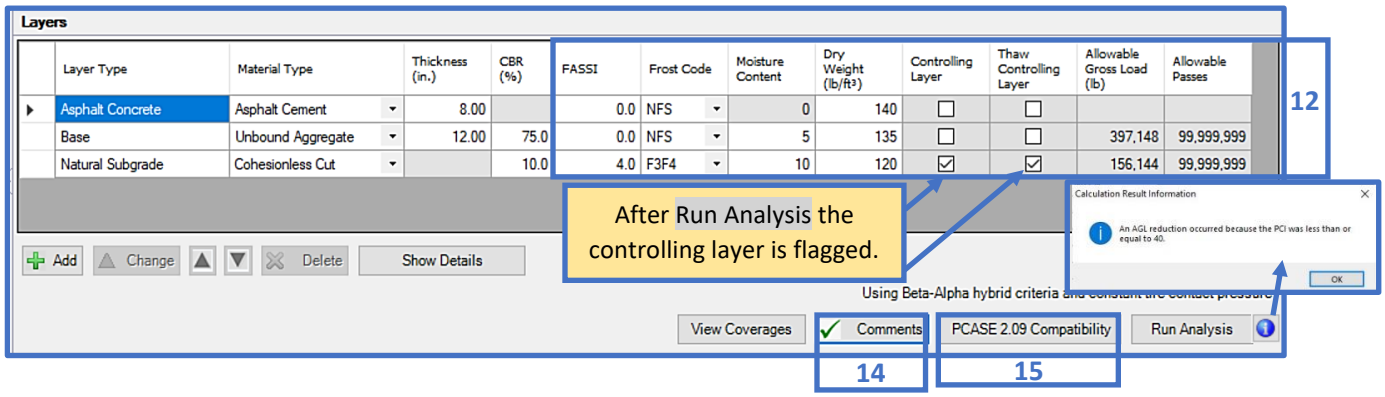
8. The Layers grid populates a default structure for the pavement type. Pavement types available in APE are Rigid, Flexible and Unpaved/Mat.
9. Layers and their coinciding material types can be added or edited using the Add or Change buttons beneath the layer grid. To Add a layer, select the Layer Category and the respective Material Type. The Change layer button becomes enabled when the selected layer can be modified. The Up and Down arrows enable when the selected layer can be moved. The Delete button becomes enabled when a removable layer is selected.
10. For the Flexible Pavement displayed below, select the appropriate Material Type and enter the Thickness and CBR where required.

11. For frost analysis, select the appropriate Frost Code and edit the Moisture Content and Dry Weight as needed.
12. After Run Analysis, the FASSI (frost analysis only), Allowable Gross Load, Allowable Passes are displayed for each layer and the Controlling Layer gets flagged.
13. Select Show Details to view the standard pavement structure, which includes minimum thicknesses, equivalency factors, and converted thicknesses. Select a layer in the Actual Pavement Structure grid to view the standard pavement structure above the selected layer(s). This option is only available for flexible structures.

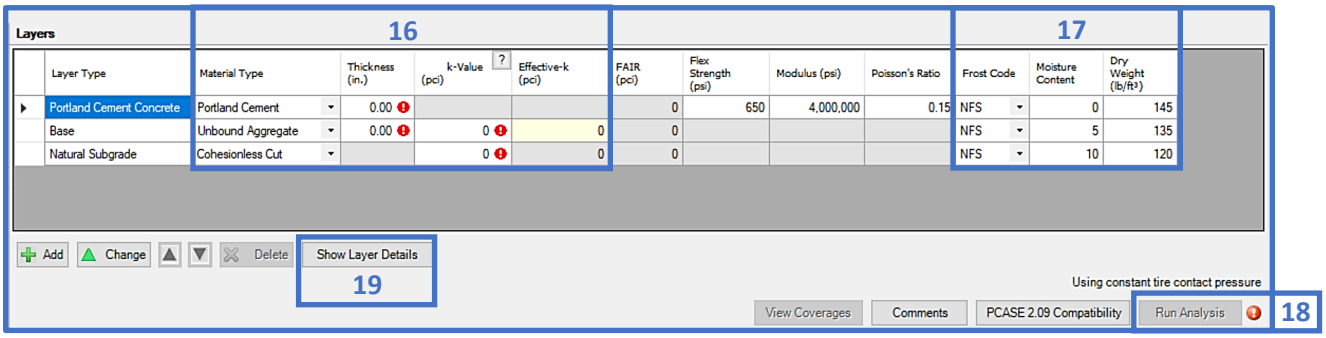


14. Select the Comments button to add notes on the analysis. A green checkmark is displayed if a comment has been previously added.

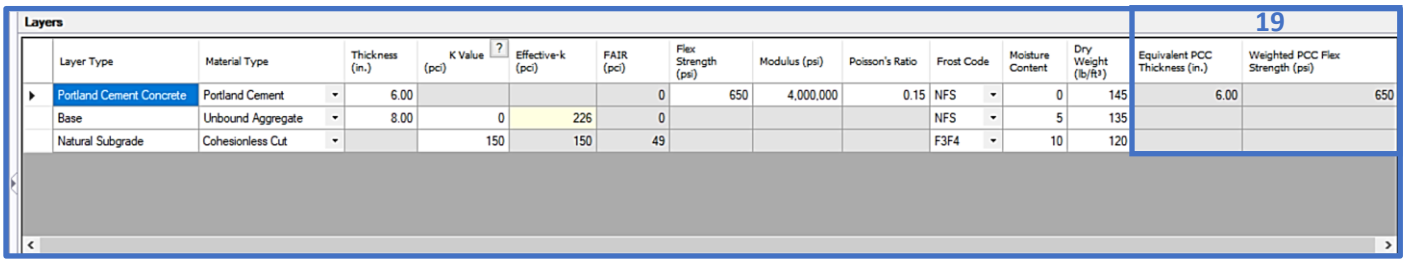
15. Select PCASE 2.09 Compatibility to change the CBR Criteria (flexible pavement only) to Alpha and /or the Tire Contact Option to Assume Constant Tire Contact Area. Click the ? button for details of the options.



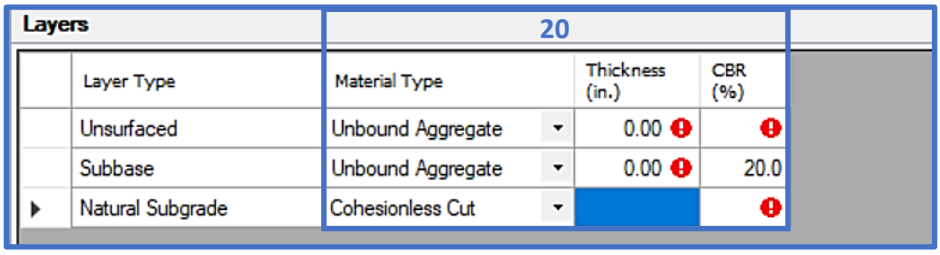
16. For a Rigid Pavement select the appropriate Material Type and enter the layer Thickness and K-Value, where required. The Effective K is calculated or can also be entered if known. Edit the Flexural Strength (concrete), Modulus (concrete and stabilized base/stabilized subbase), and Poisson's Ratio as needed.
17. For frost analysis, select the appropriate Frost Code and edit the Moisture Content and Dry Weight as needed.
18. After Run Analysis, the FAIR (frost analysis only), Allowable Gross Load, Allowable Passes are displayed for each layer.



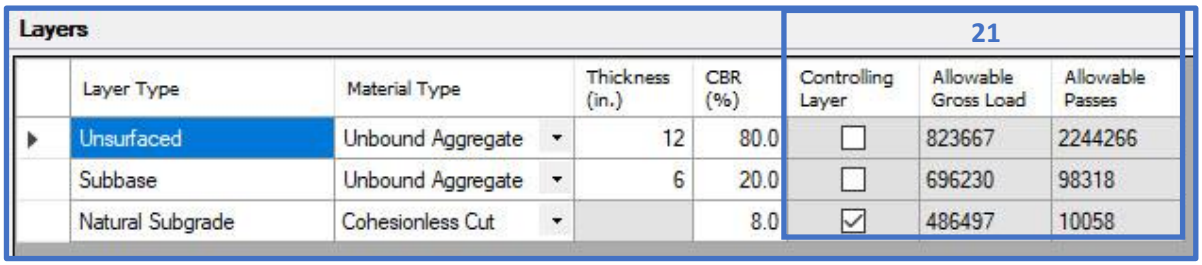
19. Select Show Layer Details to display the Equivalent PCC Thickness and Weighted PCC Flex Strength for rigid structures.



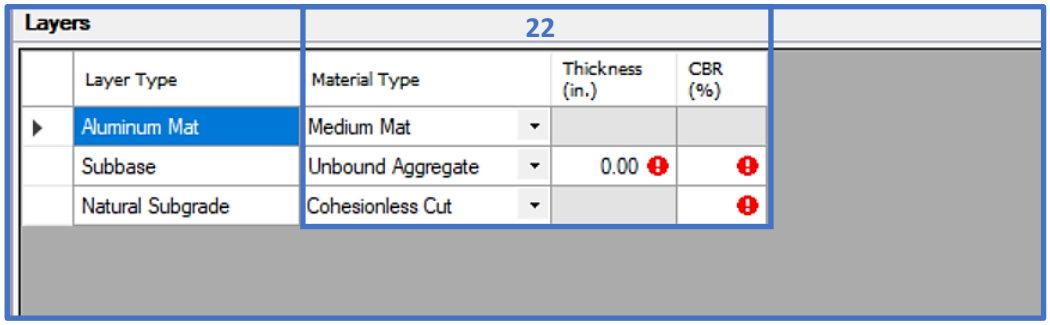
20. For Unsurfaced Pavements select the appropriate Material Type and enter the Thickness and CBR where required.



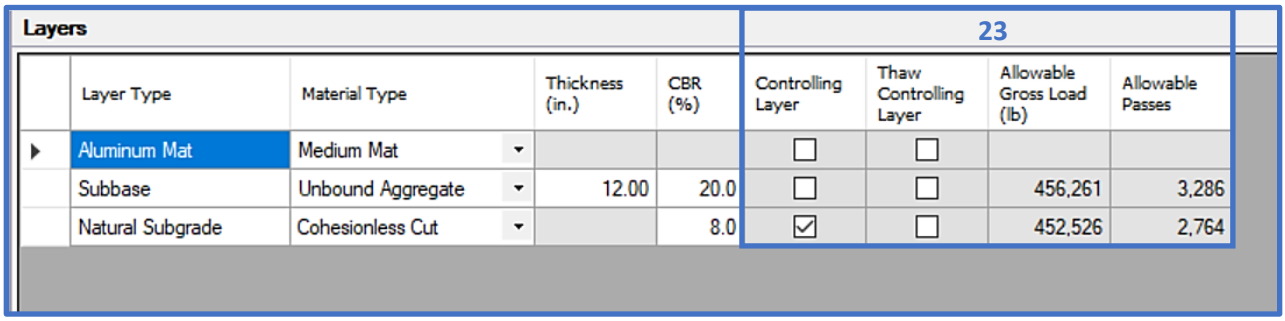
21. After Run Analysis, the Allowable Gross Load and Allowable Passes are displayed for each layer and the Controlling Layer is flagged.



22. For Mat Pavements select the appropriate Material Type and enter the Thickness and CBR where required.

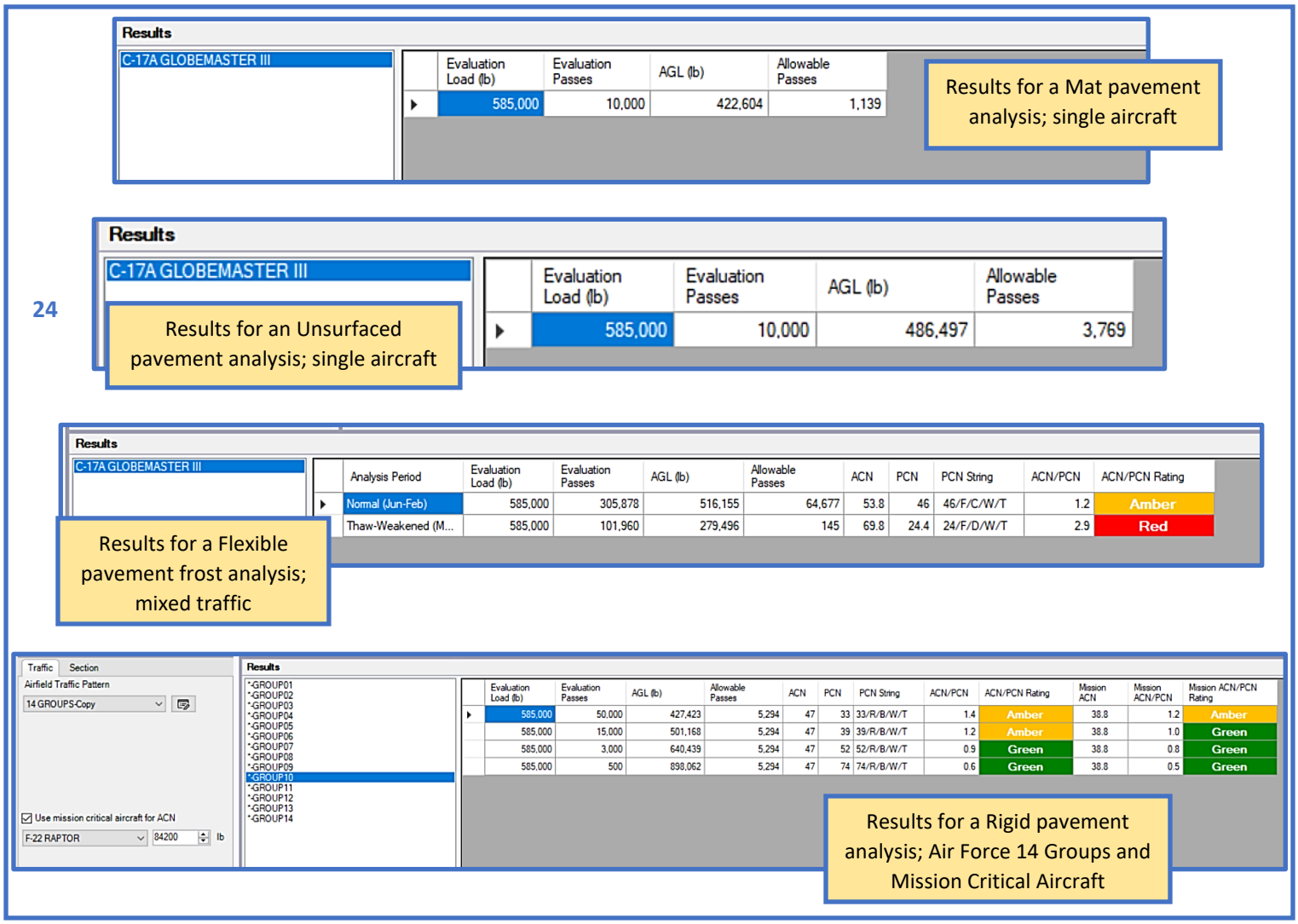


23. After Run Analysis, the Allowable Gross Load and Allowable Passes are displayed for each layer and the Controlling Layer gets flagged.

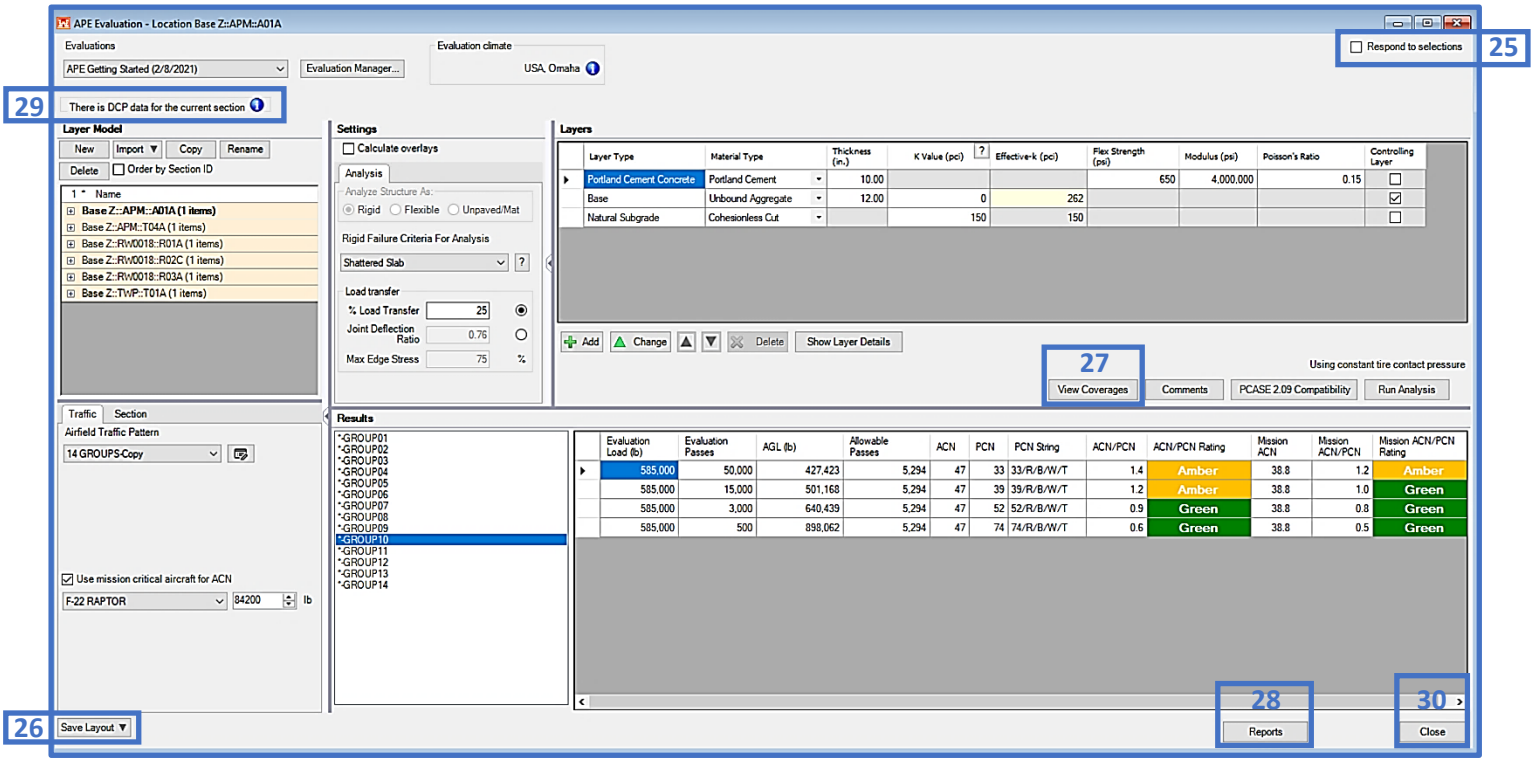


14.2.7 Results

24. Once all evaluation parameters are defined, select Run Analysis to execute the evaluation analysis. View the analysis results in the Results grid.



25. When Respond to selections is turned on, a variety of selectors can be used to change focus of the section in an evaluation. The Evaluation checklist and each of the Selectors can be used to switch sections within the APE form. If the option is also turned on in LEEP, both forms will simultaneously respond to the section selection made with a selector.
26. Select Save Layout to save panel adjustments made to the form.
27. View Coverages launches a form which displays vehicle pass-to-coverage ratios.
28. Select Reports to access the predefined Evaluation reports. *Note: PCASE reports use Excel templates without any classification markings based on the assumption that all data is unclassified and publicly releasable. If the information in the individual database is Controlled Unclassified Information (CUI), properly mark any reports generated by PCASE at the appropriate classification level. Add a header and footer with the appropriate classification markings.*
29. If there is DCP data associated with the selected section, a label will populate within the APE form to inform you. Select Import > from DCP to transport the layer model into APE.
30. Select the Close button to exit APE.



14.3 APE Examples

14.3.1 Evaluate pavements by manually inputting layer strength values

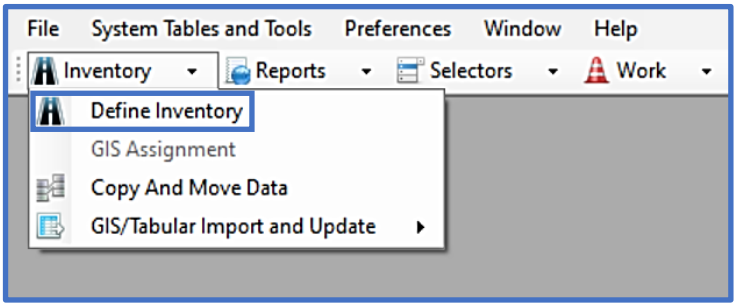
Evaluate the pavements described in Table 1 and 2.

Table 1.					
Grand Forks AFB, ND (Service – Air Force)					
Taxiway A, Section T01A Surface – excellent condition (PCI=100) Traffic - 14-Group Standard Pattern					
Material Properties					
Layer Type / Classification	**Thickness in. (mm)**	**CBR**	**Frost Code**	**% Moisture**	**Dry Unit Weight pcf (kg/m³)**
Asphalt Concrete	5 (127)	--	NFS	0	145 (2,323)
Unbound Crushed Stone Base	9 (229)	100	NFS	5	135 (3,429)
Unbound Aggregate Subbase	12 (305)	30	NFS	5	135 (3,429)
Clay loam (cohesive cut)	--	13	F4	20	110 (2,794)

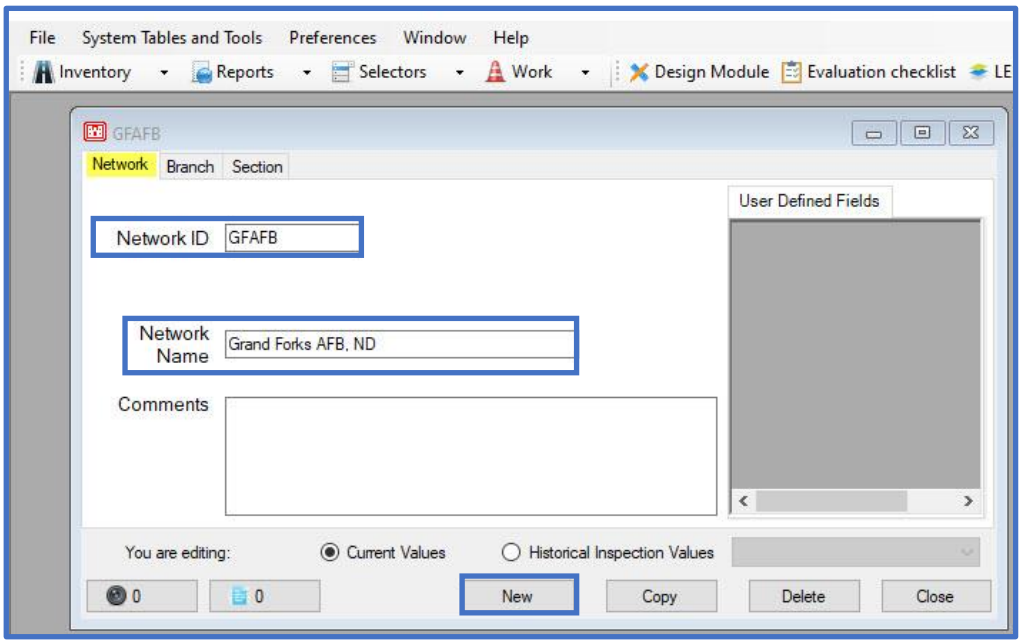
Grand Forks AFB, ND; Taxiway A, Section T01A

Step 1. Define the Inventory

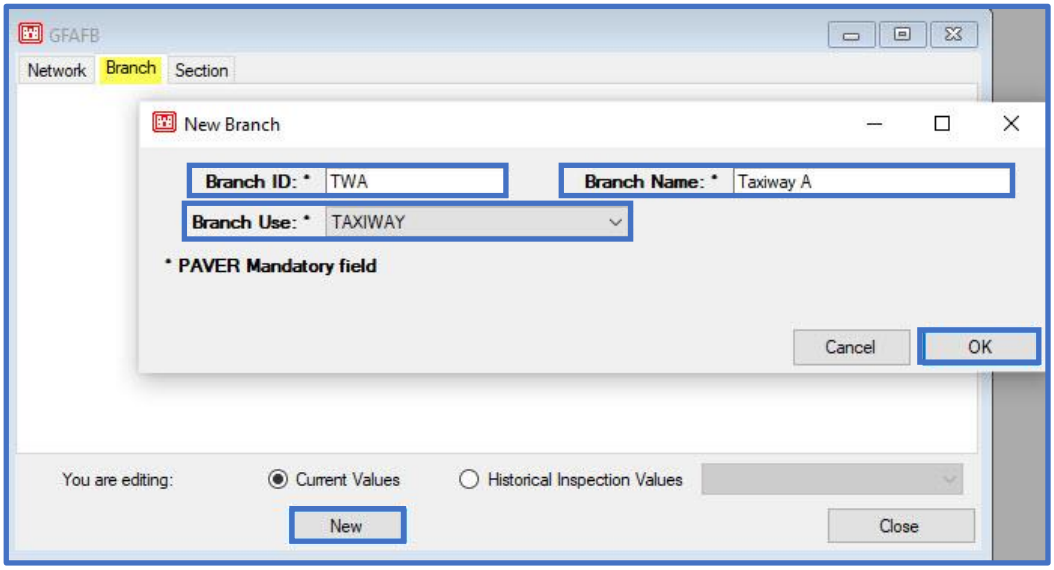
- Use the Inventory pulldown and select Define Inventory



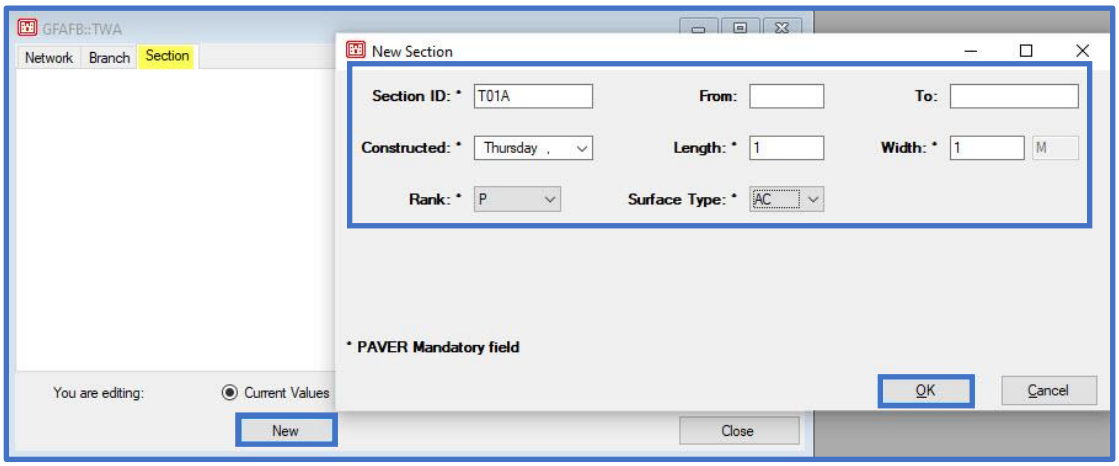
- On the Inventory form, select the Network tab
- Select New
- Type in the Network ID, Network Name, and Comments (optional)



- On the Inventory form, select the Branch tab
- Select New
- Type in the Branch ID, Branch Name, and use the pulldown to select the Branch Use
- Select OK



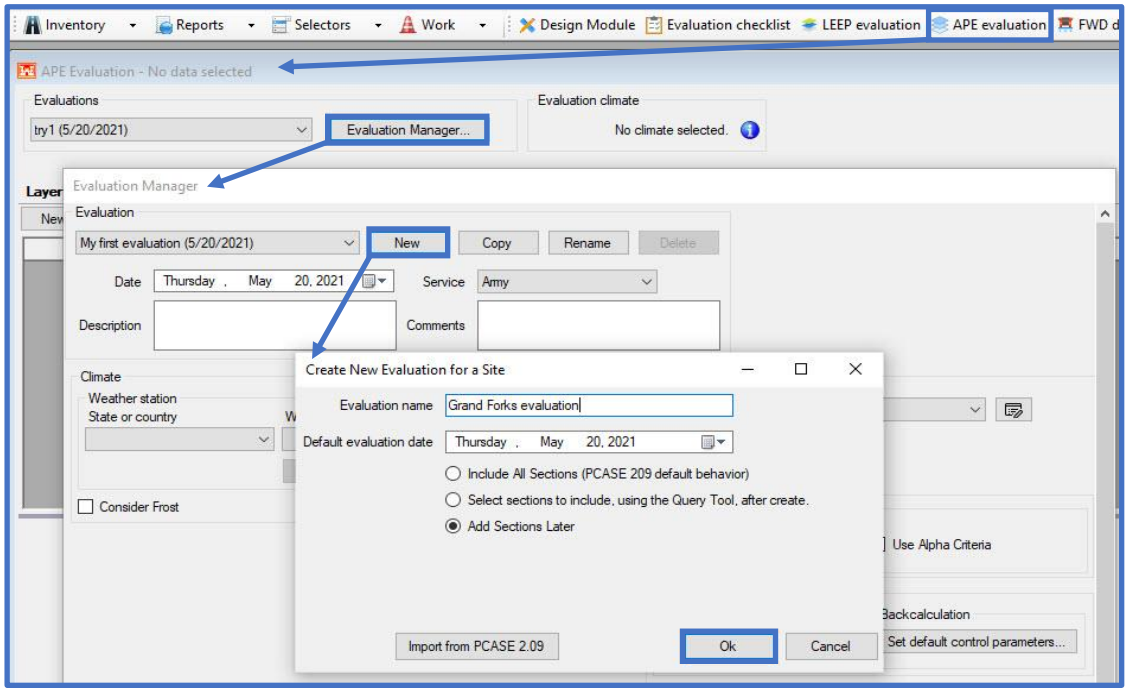
- On the Inventory form, select the Section tab
- Select New
- Type in the Section ID, Length, and Width (required)
- Type in From and To (optional)
- Use the pulldown to select the Constructed date, Rank, and Surface Type (required)
- Select OK



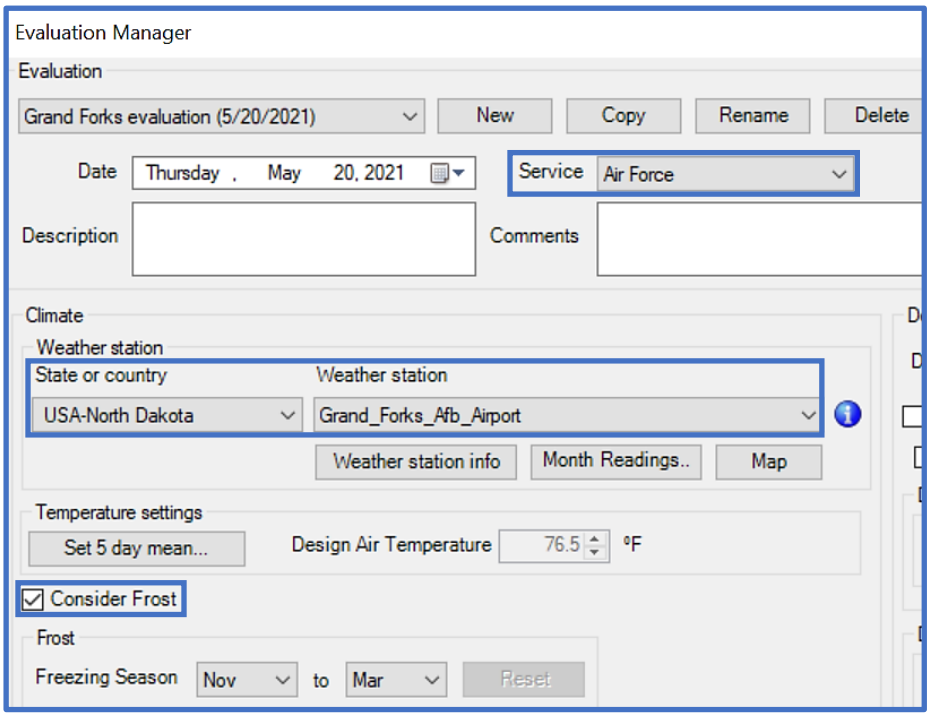
Step 2. Set up the Evaluation

Note: in Table 1, the strength properties are CBR and K values; therefore, use the APE evaluation module to analyze the pavements.

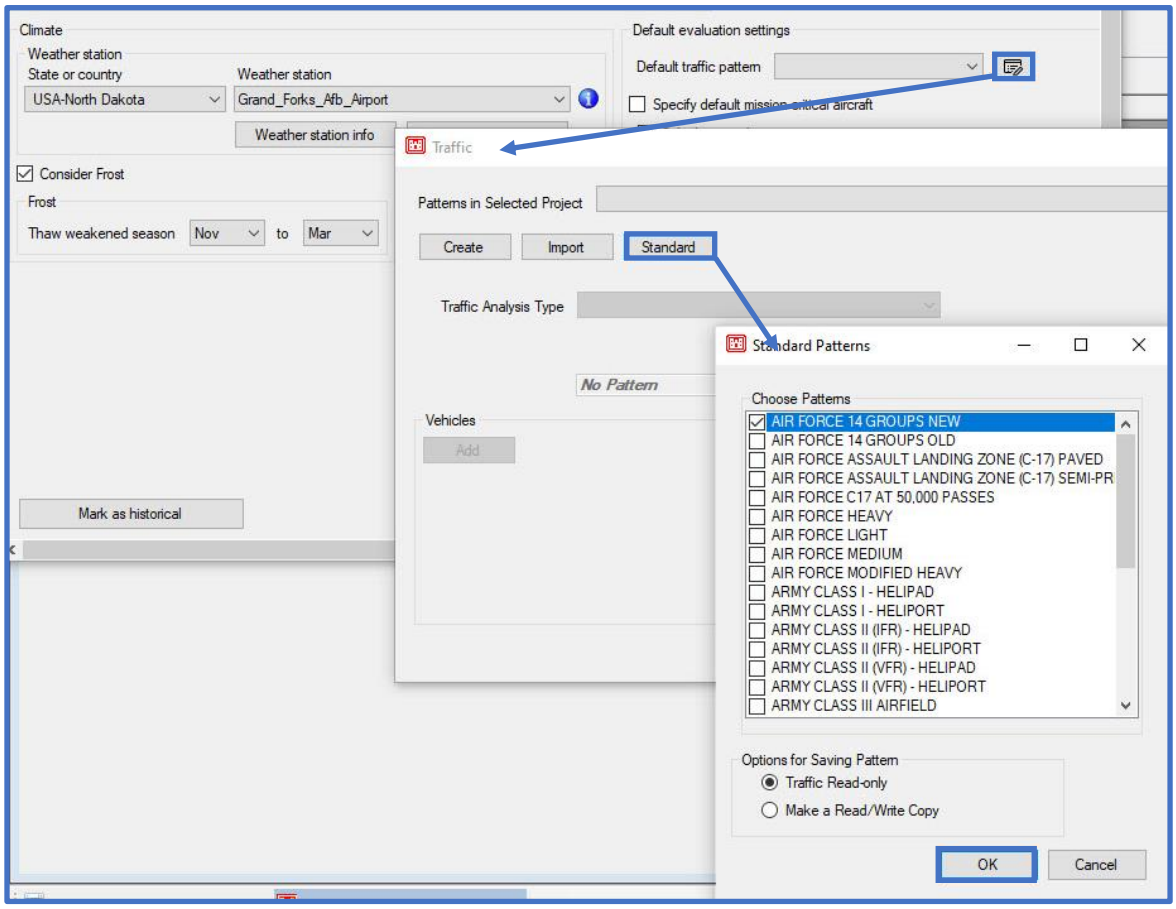
- Select APE evaluation
- On the APE evaluation form; select Evaluation Manager
- On the Evaluation Manager form; select New
- On the Create New Evaluation for the Site form:
  - Type in the Evaluation name
  - Use the pulldown to select the Default evaluation date
  - Select the Add Sections Later radio button
  - Select Ok



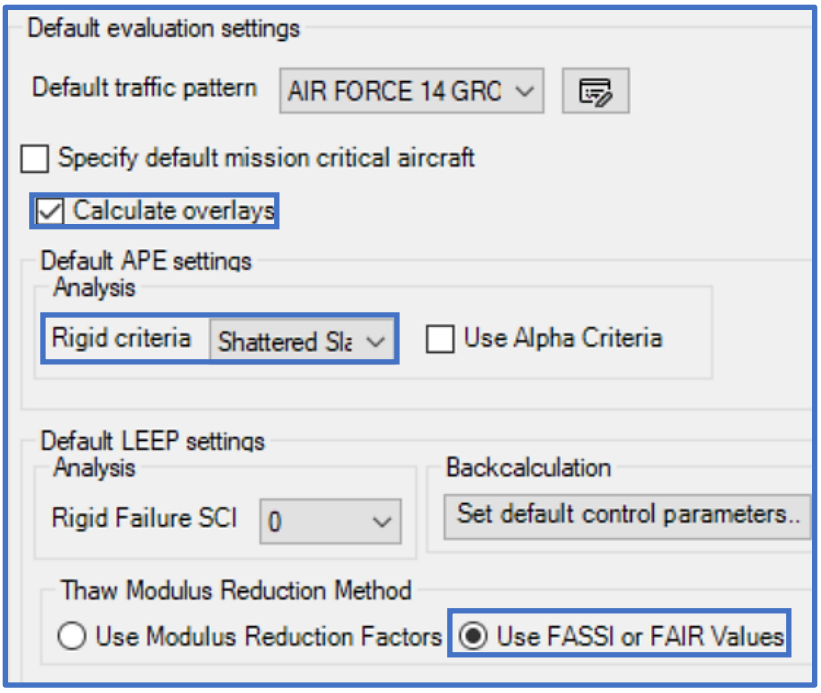
- On the Evaluation Manager form:
  - Use the pulldown for Service and select Air Force
  - Use the pulldown under Climate and select the appropriate Weather Station
  - Check the box for Consider Frost; the Freezing Season will populate based on the Weather Station information in the selected Weather station



- On the Evaluation Manager form, under Default evaluation settings; click on the Default traffic pattern icon 
- On the Traffic form; select Standard
- On the Standard Patterns form; select Air Force 14 Groups New
- Select OK

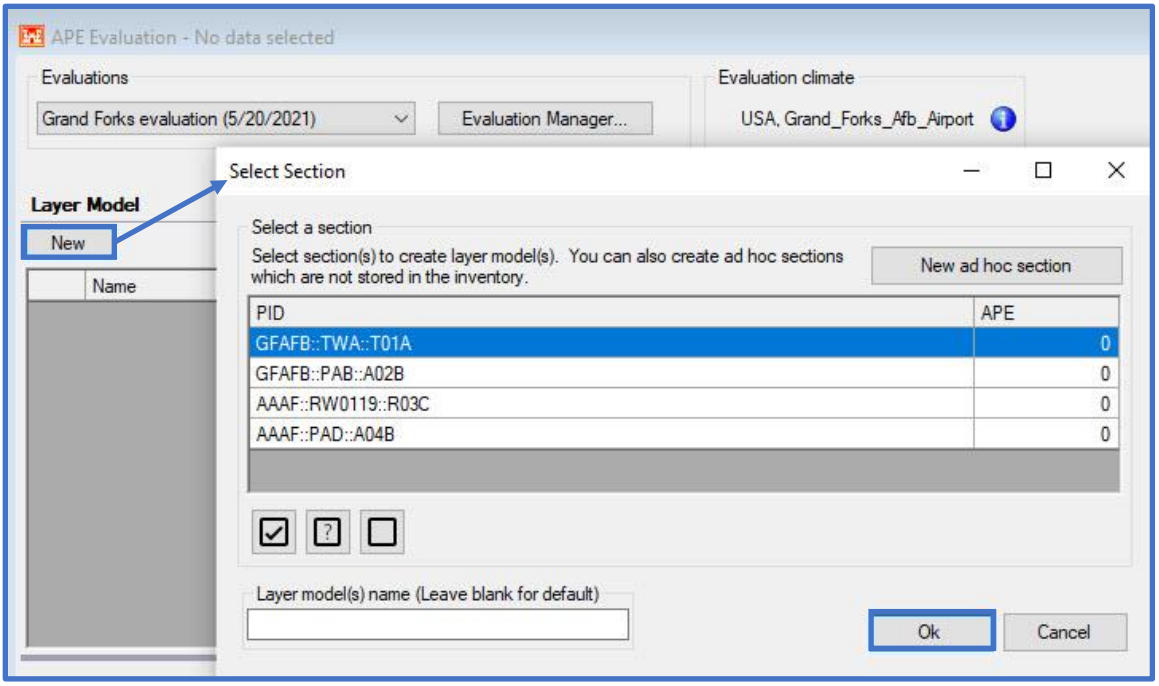


- On the Evaluation Manager form:
  - Under Default evaluation settings; check the box for Calculate overlays
  - Under Default APE settings; ensure the Rigid criteria is set to Shattered Slab
  - LEEP evaluation will not be used for this evaluation; default settings can be left as-is.
  - Under Thaw Modulus Reduction Method select Use FASSI or FAIR Values
  - Select Close to exit the Evaluation Manager and return to APE evaluation

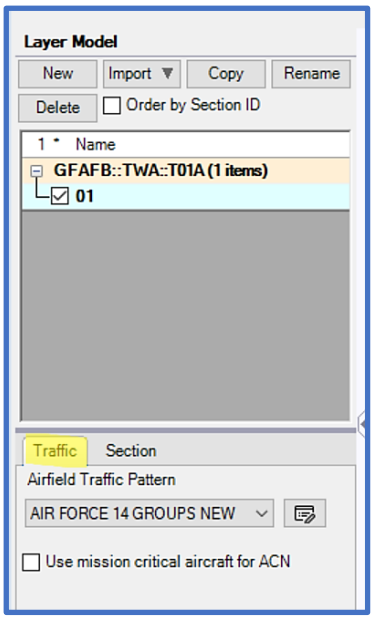


Step 3. Analyze the pavement using APE evaluation

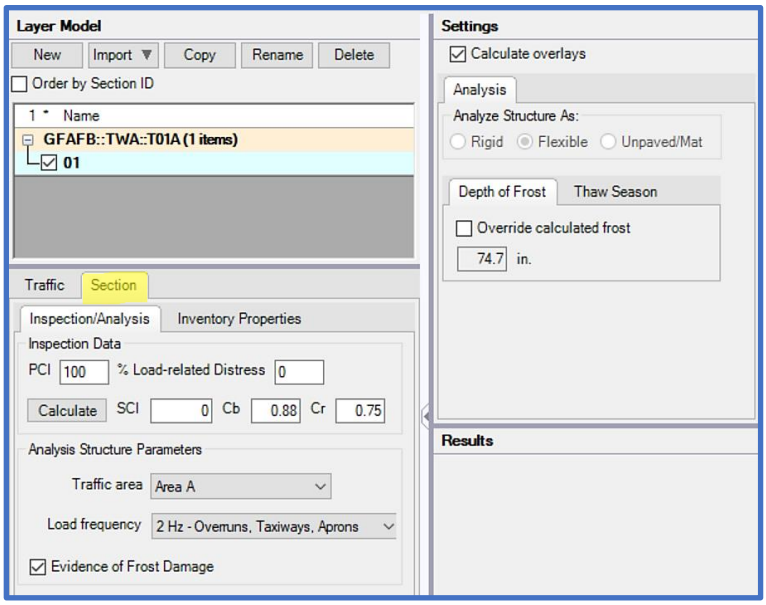
- On the APE Evaluation form; select New
- On the Select Section form; select the appropriate PID
- Select Ok



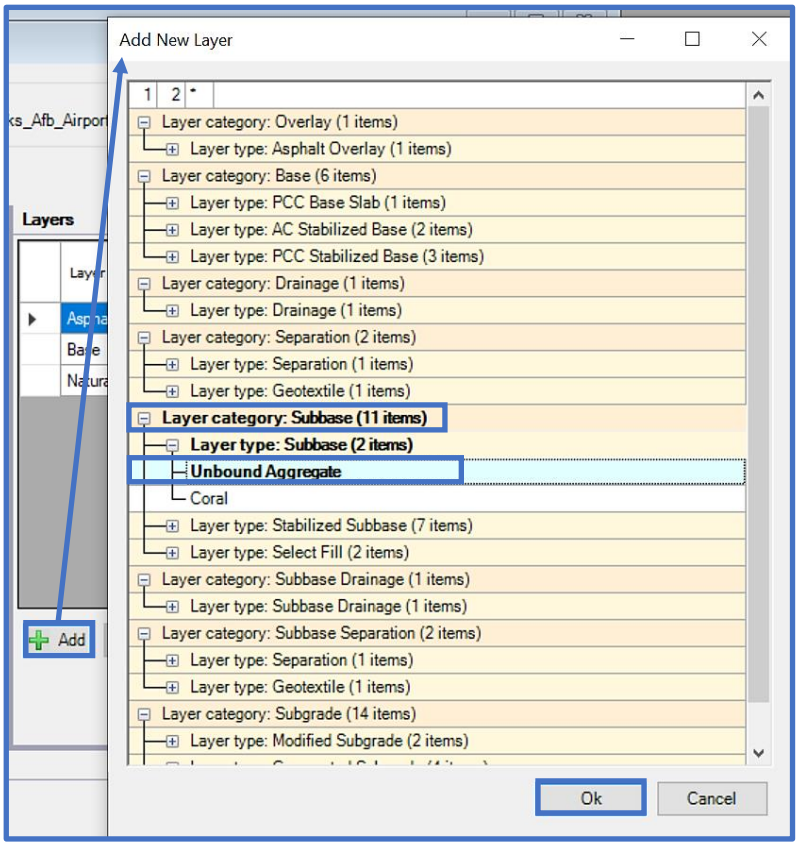
- On the APE evaluation form, under Layer Model, the selected PID populates
- Select the Traffic tab to ensure that the appropriate traffic pattern is selected, if not select the Air Force 14 Groups pattern from the drop-list



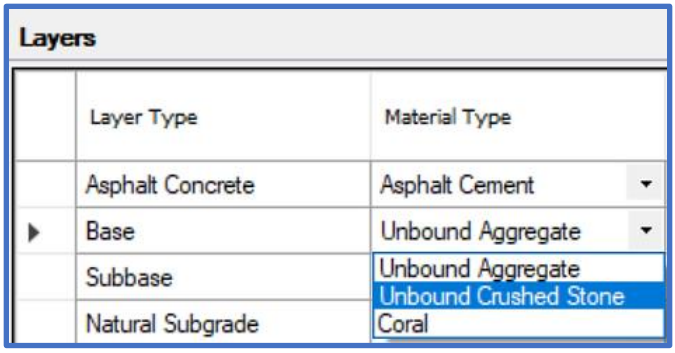
- Select the Section tab; all properties shown are correct, no need to edit section properties
- Under Settings it defaults to Calculate overlays as indicated in Evaluation Manager
- Under the Analysis tab
  - Flexible is selected, as indicated in Define Inventory
  - The Depth of Frost displays based on the selected Weather Station



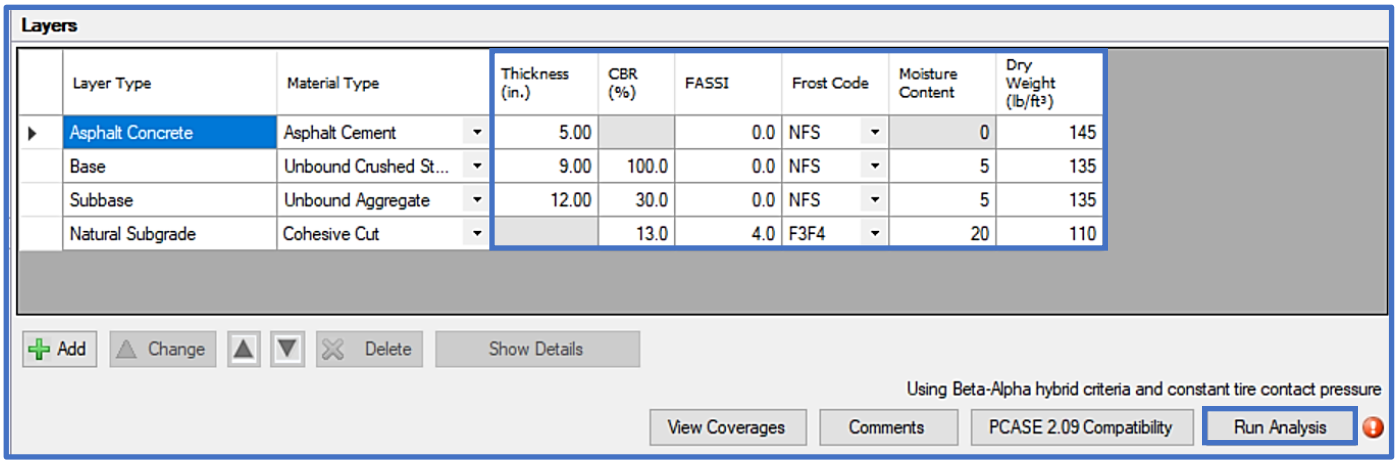
- On the APE evaluation form, in the Layers grid a default pavement section displays; select Add, + Subbase, Unbound Aggregate
- Select Ok



- Change the Base layer's Material Type to Unbound Crushed Stone and the Natural Subgrade Material Type to Cohesive Cut



- Input the Thickness, CBR, Frost Code, Moisture Content, and Dry Unit Weight values for each layer (see Table 1 or reference image below).
- Select Run Analysis



- Under Results; select New AF Group 10

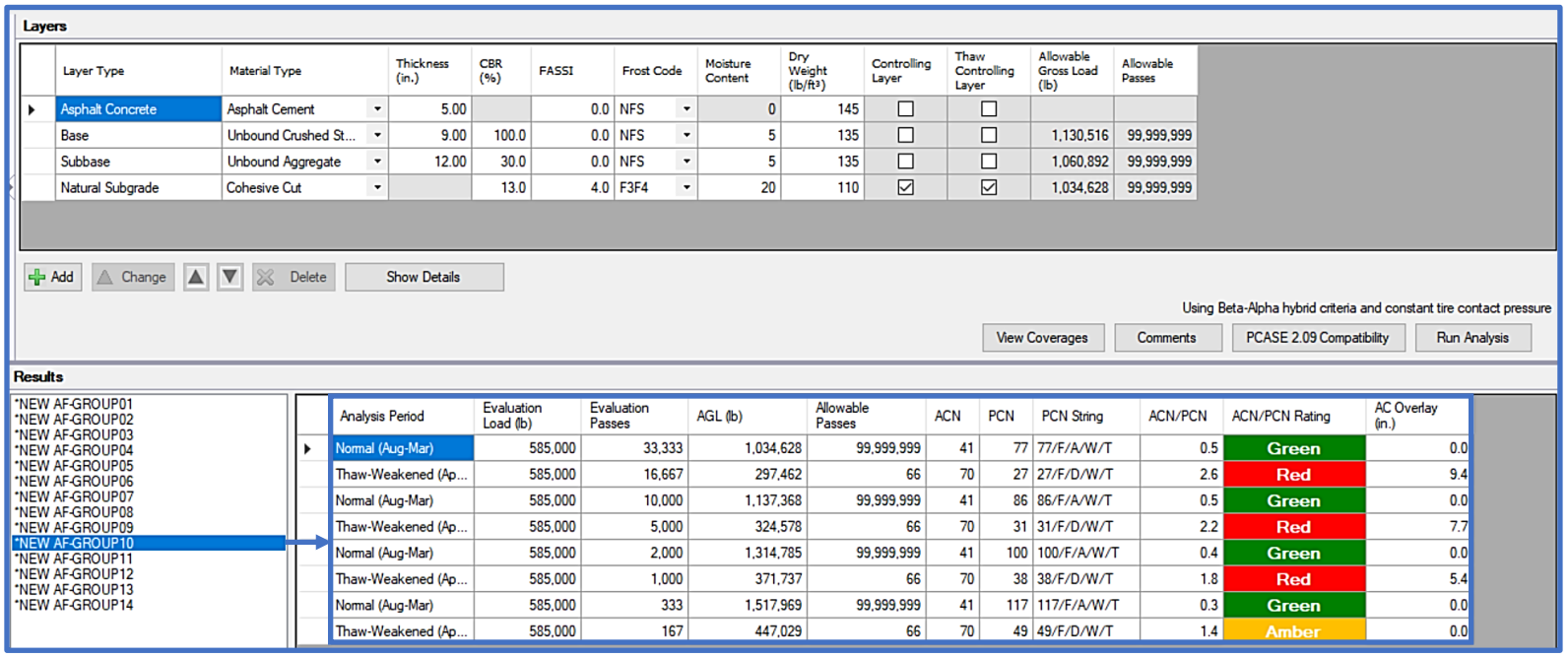
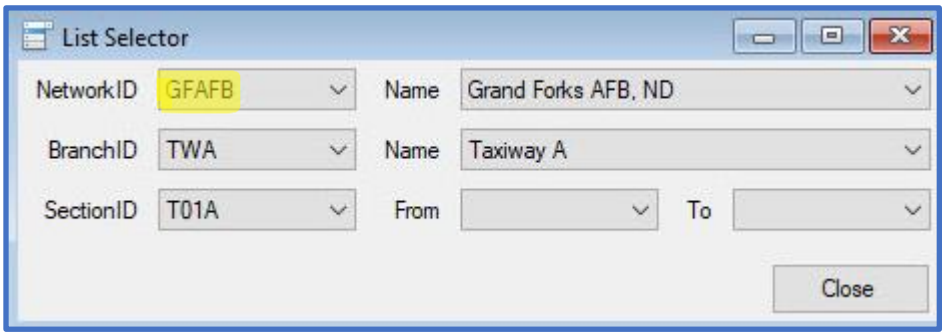


Table 2.					
Grand Forks AFB, ND (Service – Air Force)					
Apron B, Section A02B Surface – poor condition (PCI=40; load distress=75%) Traffic – 14-Group Standard Pattern					
Layer Type / Classification	**Thickness in. (mm)**	**K Pci (kPa/mm)**	**Frost Code**	**% Moisture**	**Dry Unit Weight pcf (kg/m³)**
Portland Cement Concrete Flex strength = 650 psi (4.48 MPa)	20 (508)	--	NFS	0	145 (2,323)
Sandy Gravel (GW) Base	4 (102)	--	NFS	5	135 (3,429)
Clay loam (cohesive cut)	--	125	F4	20	110 (2,794)

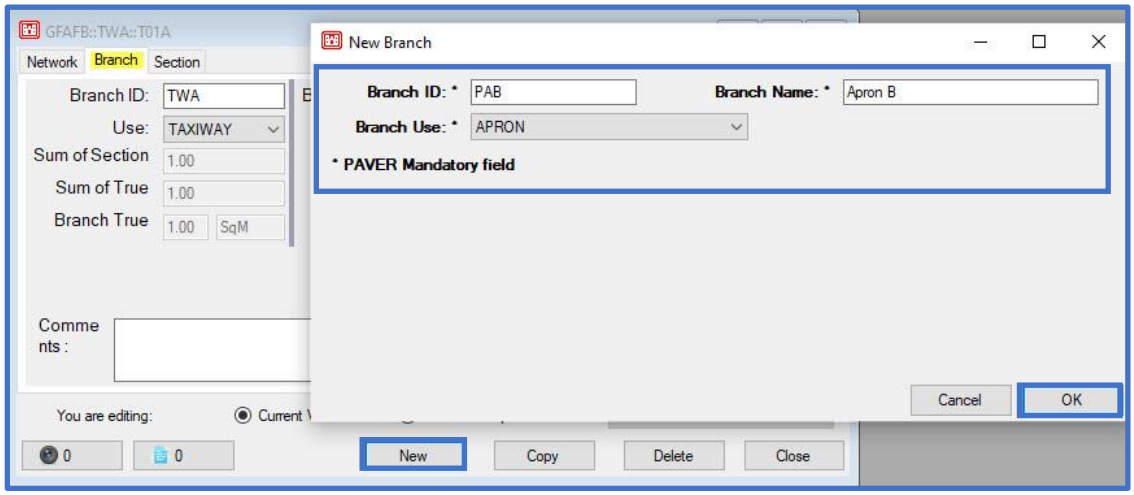
Grand Forks AFB, Apron B, Section A02B

Step 1. Define the Inventory

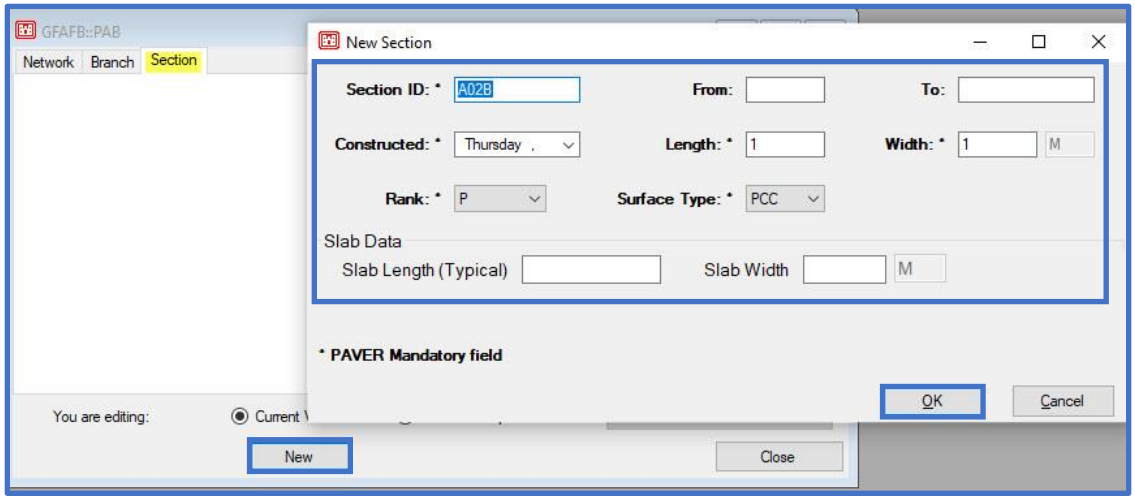
- Use the Inventory pulldown and select Define Inventory
- On the Inventory form, select the Network tab
- If the Network ID is not GFAFB; use the List Selector to select the appropriate Network ID.



- On the Inventory form, in the GFAFB Network, select the Branch tab
- Select New
- Type in the Branch ID, Branch Name, and use the pulldown to select the Branch Use
- Select OK



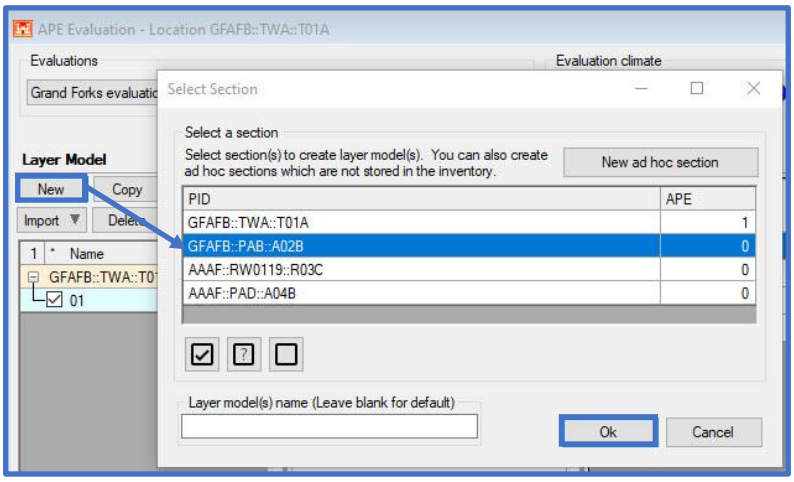
- On the Inventory form, select the Section tab
- Select New
- Type in the Section ID, Length, and Width (required)
- Type in From, To, and Slab Data (optional)
- Use the pulldown to select the Constructed date, Rank, and Surface Type (required)
- Select OK



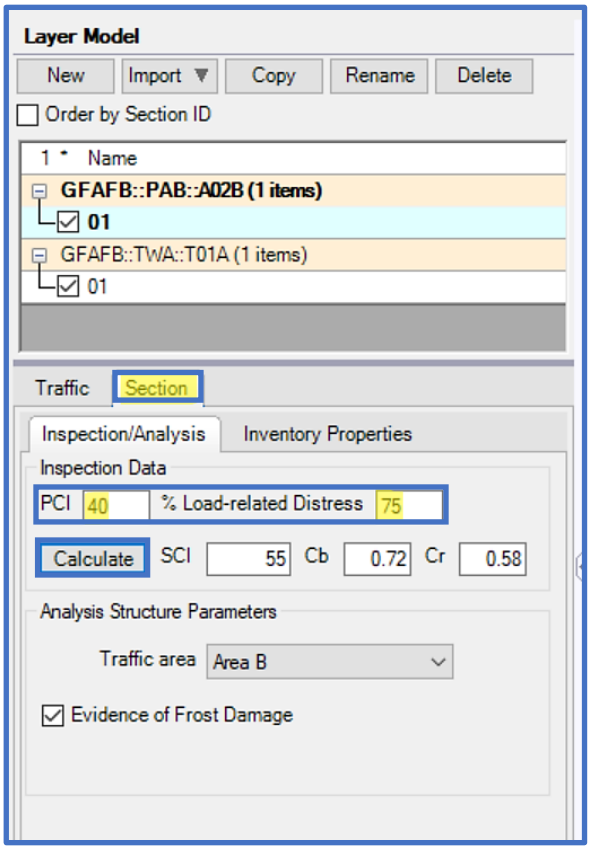
Evaluation Manager (Step 2) was accomplished in the previous example (Taxiway A, Section T01A); proceed to Step 3.

Step 3. Analyze the pavement using APE evaluation

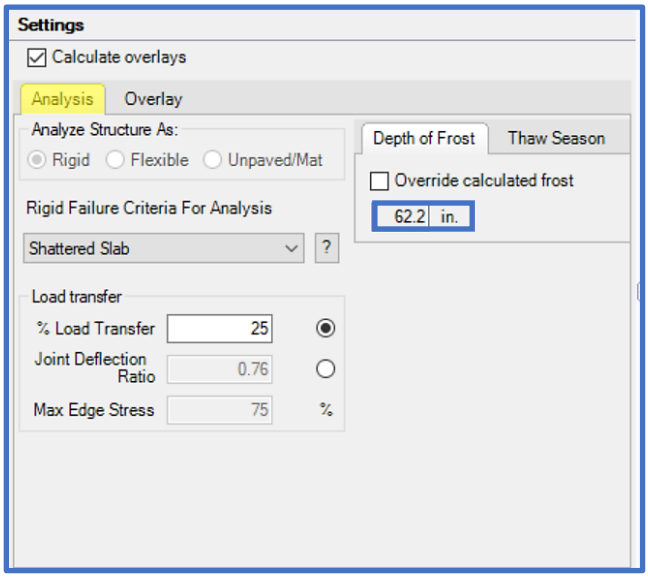
- On the APE evaluation form; select New
- On the Select Section form; select the appropriate PID
- Select Ok



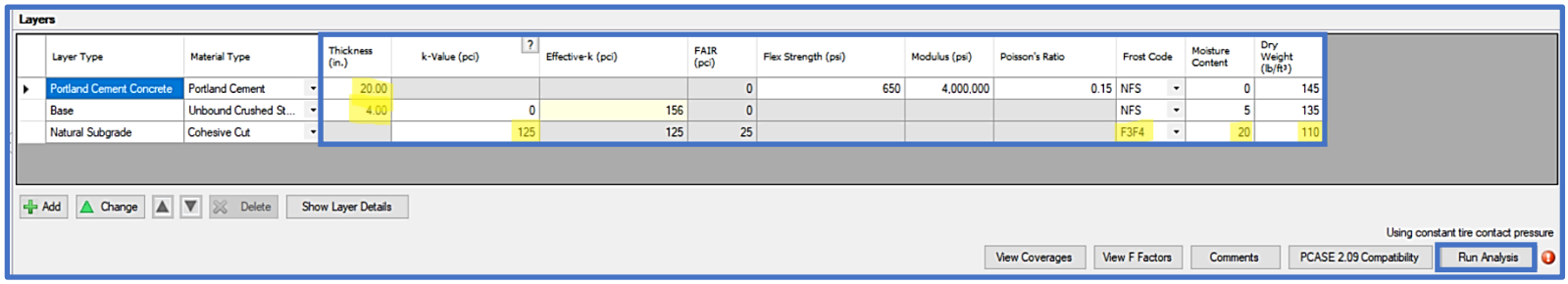
- On the APE evaluation form, under Layer Model; the selected PID populates
- Select the Traffic tab; use the Airfield Traffic Pattern pulldown to select and use the Traffic Pattern Air Force 14 Groups New
- Select the Section tab
  - Input the appropriate PCI and % Load-related Distress (see Table 2)
  - Select Calculate to display the resultant SCI, C_b, and C_r
  - All other properties shown are correct, no need for further edits



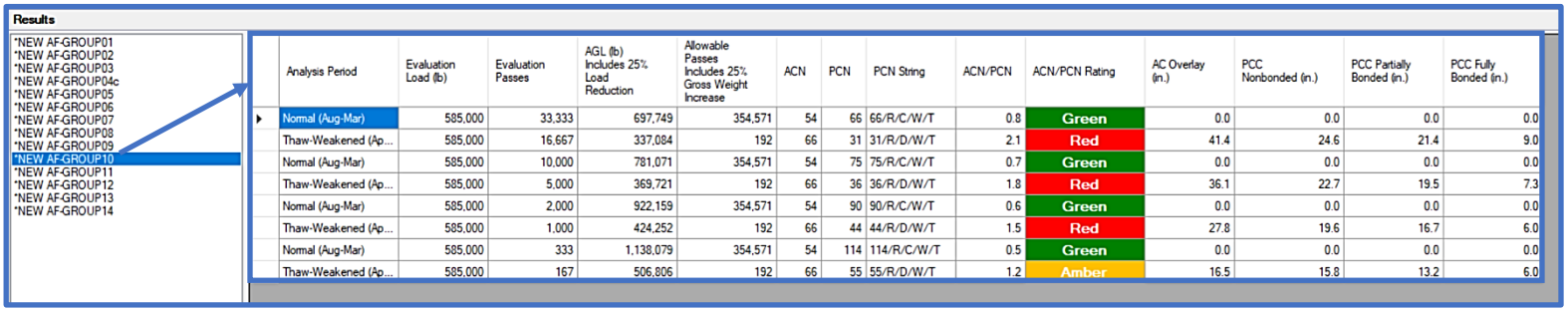
- Under Settings, Calculate overlays is turned on by default as indicated in Evaluation Manager
- Under the Analysis tab
  - Rigid is selected for structure analysis, as indicated in Define Inventory
  - The Depth of Frost displays
  - Click on the Thaw Season tab to view or override the calculated thaw season



- On the APE evaluation form, in the Layers grid, a default pavement section displays
- Input the Thickness, K, Flexural Strength, Frost Code Moisture Content, and Dry Unit Weight values for each layer (as shown below or in Table 2)
- Keep the default values for Modulus and Poisson's Ratio
- Select Run Analysis



- Under Results; select New AF Group 10



14.3.2 Evaluate pavements using DCP results

Evaluate the pavement Section A03B, Branch HP1, at Stallion AAF, using the DCP results from example 16.3.1 Importing a DCP File and Performing Analysis and parameters provided in Table 3.

Table 3.		
Stallion AAF, White Sands, NM (Service – Army)		
HP1, Section A03B Surface pavement – Flexible Pavement structure from DCP results; reference Example 16.3.1 Frost is not a consideration Calculate overlays		
Traffic		
Aircraft	**Load – A, B [lb (kg)]**	**Passes – A, B, C**
C-130H	130,000 (58,967)	14,400
UH-60	16,600 (7,530)	4,800

Step 1. Open the database containing the DCP data and analysis

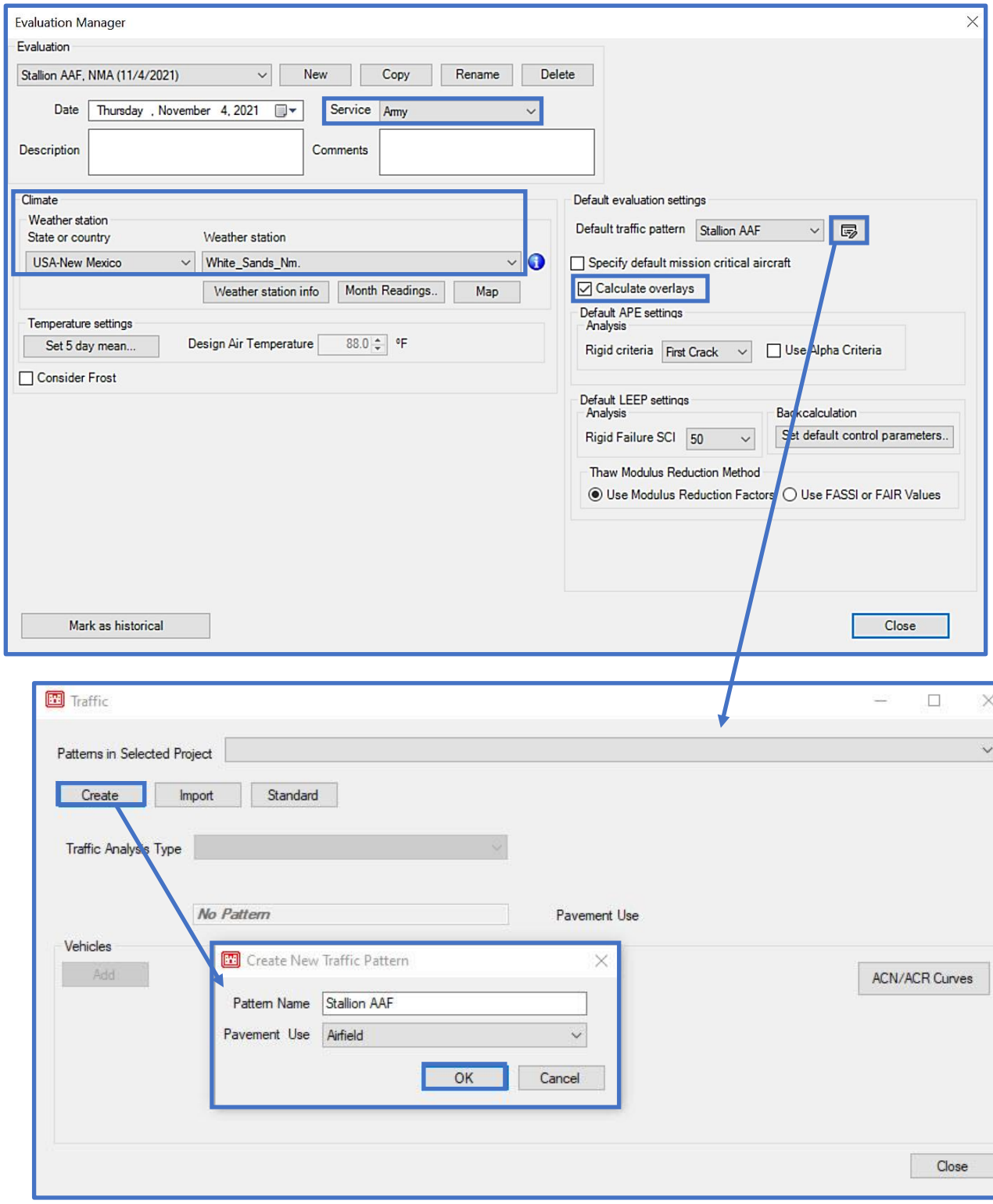
Step 2. Open APE evaluation

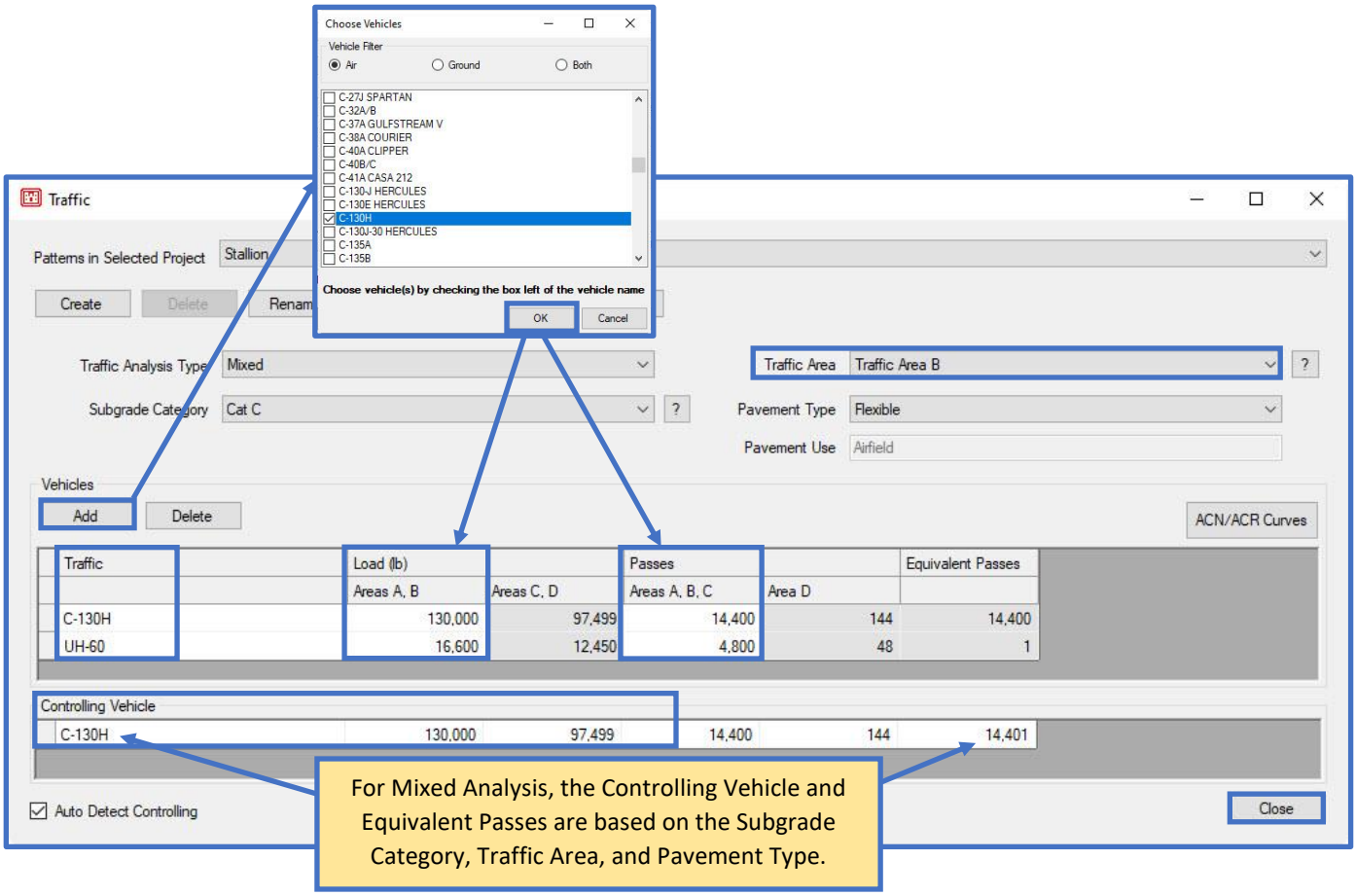
Step 3. Define traffic and settings

- Select Evaluation Manager
  - Use the drop-list for Service and select Army
  - Use the drop-list under Climate and select the appropriate Weather Station *(optional since Frost is not a consideration and FWD data is not being used in this example)*
  - On the Evaluation Manager form, under Default evaluation settings; click on the Default traffic pattern icon 
    - On the Traffic form; select Create
      - Enter a Pattern name
      - Use the drop-list to select the Pavement use
      - Select Ok
    - Under Vehicles select Add
      - Select the appropriate vehicles; then OK upon completion
      - Enter the Load and Passes indicated in Table 3

Note: On the Traffic form, for a mixed analysis; select the subgrade category (from the DCP analysis), traffic area, and pavement type to display the controlling vehicle and equivalent passes. This is optional, since this process may be also performed in the APE form/analysis.

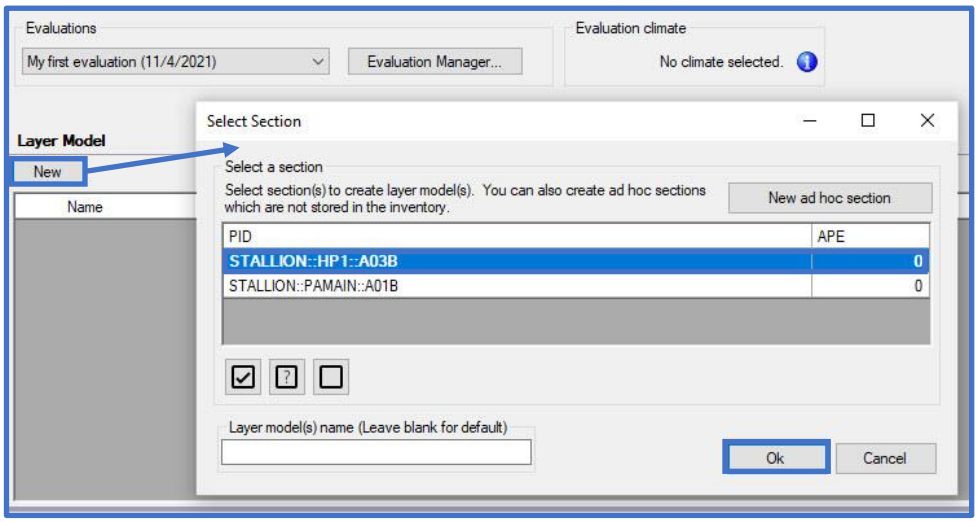
    - To exit the Traffic form; select Close
    - To exit the Evaluation Manager; select Close


Evaluation Manager
Evaluation
Stallion AAF, NMA (11/4/2021)
New
Copy
Rename
Delete
Date
Thursday , November 4, 2021
Service
Army
Description
Comments
Climate
Weather station
State or country
Weather station
USA-New Mexico
White_Sands_Nm.
Weather station info
Month Readings..
Map
Temperature settings
Set 5 day mean...
Design Air Temperature
88.0
°F
Consider Frost
Default evaluation settings
Default traffic pattern
Stallion AAF
Specify default mission critical aircraft
Calculate overlays
Default APE settings
Analysis
Rigid criteria
First Crack
Use Alpha Criteria
Default LEEP settings
Analysis
Rigid Failure SCI
50
Backcalculation
Set default control parameters..
Thaw Modulus Reduction Method
Use Modulus Reduction Factors
Use FASSI or FAIR Values
Mark as historical
Close
Traffic
Patterns in Selected Project
Create
Import
Standard
Traffic Analysis Type
No Pattern
Pavement Use
Vehicles
Add
Create New Traffic Pattern
Pattern Name
Stallion AAF
Pavement Use
Airfield
OK
Cancel
ACN/ACR Curves
Close

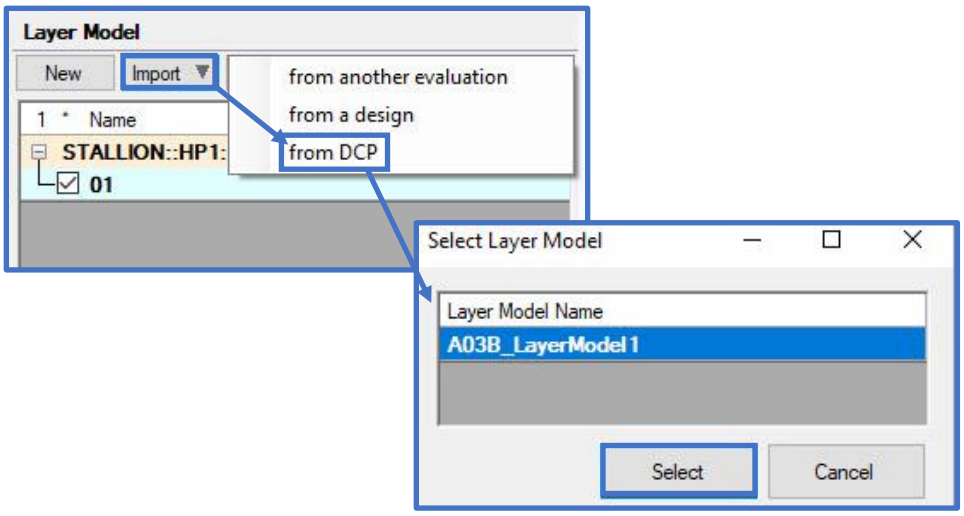


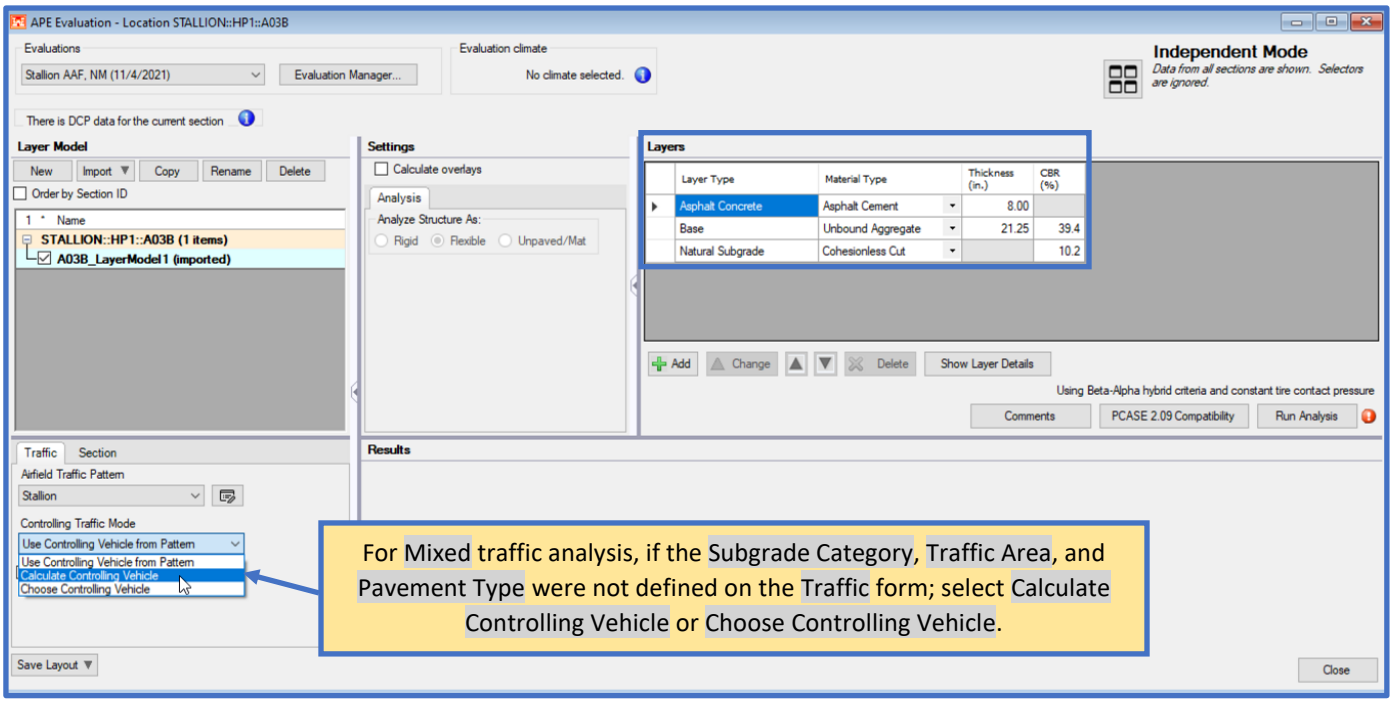
Step 4. Import DCP data

- On the APE evaluation form, under Layer Model; select New
  - On the Select Section form; select STALLION::HP1::A03B
  - Select Ok to exit the form



- On the APE evaluation form, under Layer Model
  - Use the Import pulldown to select from DCP
- On the Select Layer Model form
  - Select A03B_LayerModel1
  - Click on Select to exit the form
- The DCP layer model is imported and displayed in the Layers grid

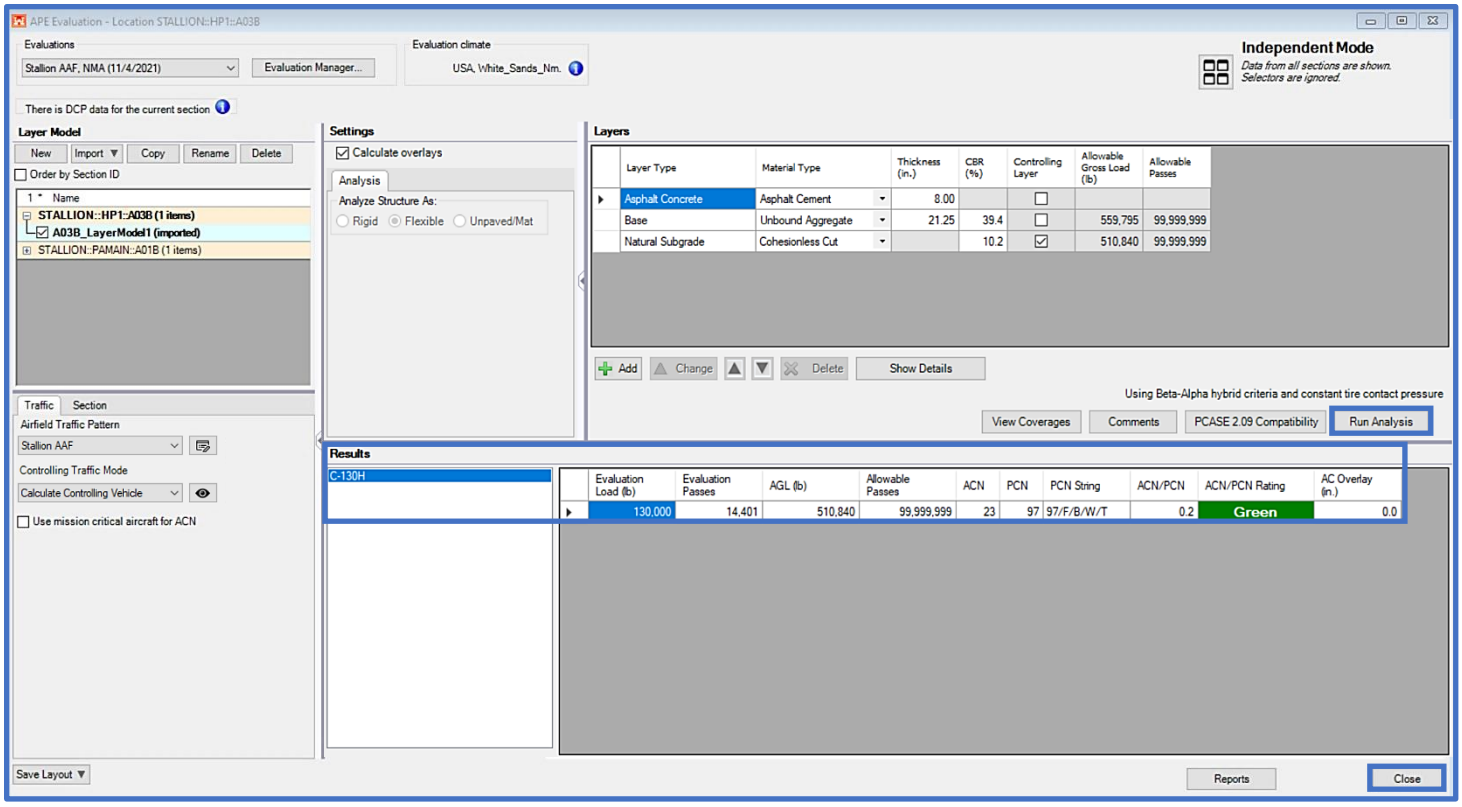




Step 5. Run Analysis

- To complete the analysis; select Run Analysis
- Results are displayed in the Results grid

- To exit APE evaluation; select Close.



15 FWD data

FWD data provides a dashboard to upload, view, and analyze FWD/HWD data. This interface provides data visualization tools of deflection basin information and parameters which allow you to perform quality control of structural data, and to select basins for backcalculation and subsequent analyses in LEEP evaluation.

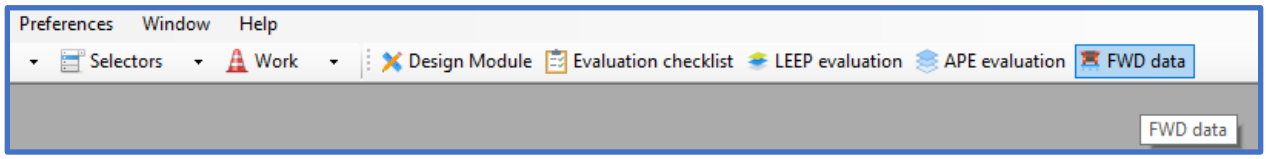
Prior to beginning a new evaluation, ensure that you have opened or created a database to store the evaluation within (database name is displayed on the bottom-left of the main window). For instructions on how to import or create a database; reference Chapter 2 File Menu.

Prior to using the FWD data form, ensure you have defined an inventory (unless you will be creating sections Ad Hoc); reference Chapter 7 Inventory.

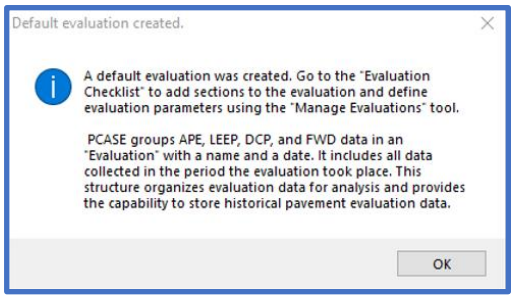
The asset inventory should be initialized prior to using the FWD data form; reference Chapter 12 Evaluation checklist.

15.1 Getting Started

Select FWD data on the PCASE 7 tool bar to open the FWD data tool.



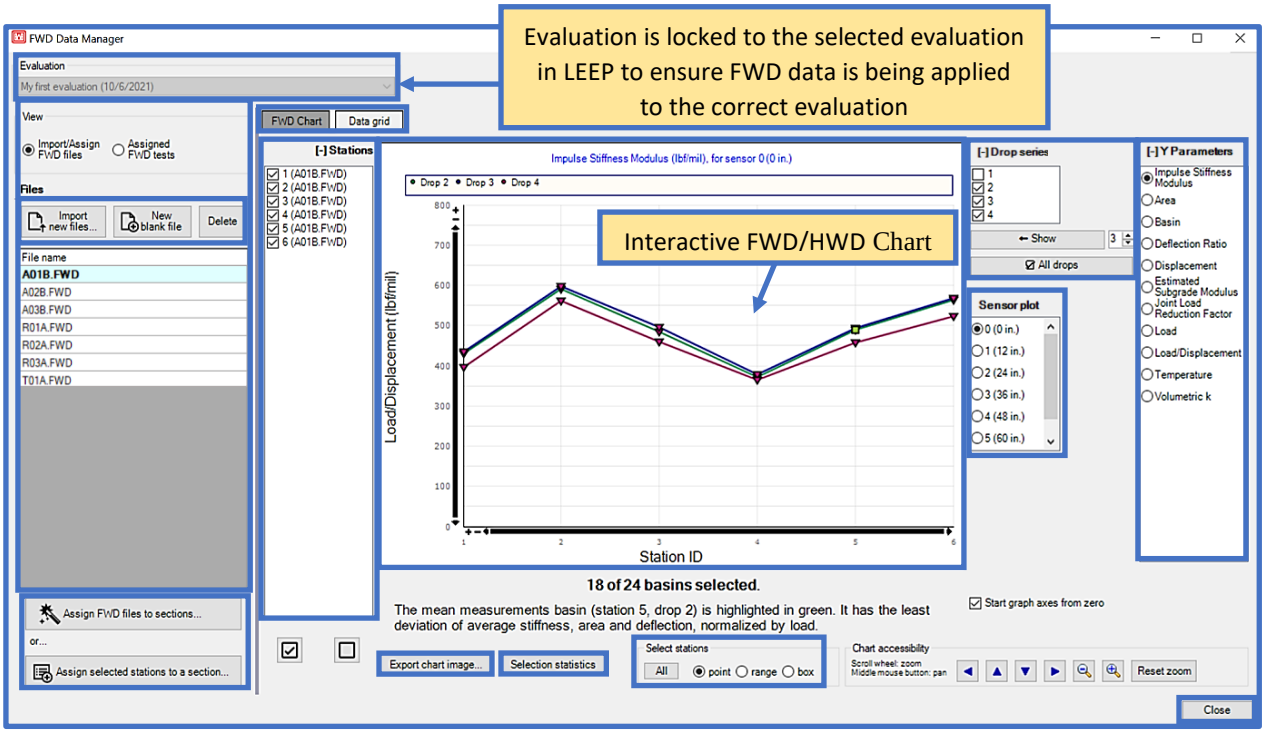
If you have not imported or created an evaluation in the current database, the message below pops up indicating a default evaluation was created. Click OK to continue and open the FWD data form.



15.2 FWD data form

The FWD data manager serves as the interface to import/enter deflection basin data, pre-process, and assign FWD/HWD deflection data to inventory sections. Additionally, data visualization features are integrated into the form for viewing the deflection basin parameters (e.g., ISM, etc.), associated section trends, and descriptive statistics. This form is also accessible from within the LEEP evaluation form. The assigned FWD/HWD data assigned to inventory sections are then utilized as part of subsequent pavement analysis within the LEEP evaluation form. To learn how to perform a LEEP analysis, reference Chapter 13 LEEP evaluation.

The FWD data form is displayed below. As part of data processing and performing QC/QA of deflection data, you will perform different operations through the selection of applicable functions provided under the different sub-sections within the form. The primary functions consist of: Import/Assign FWD files, Assign FWD tests, Assign selected stations to a section, FWD Chart, Data grid, Select stations, Drop series selection, Sensor plot, Y-axis Parameters (i.e., Deflection Basin Parameters), Selection statistics, and Export chart image. Select Close to exit the form.



15.2.1 Evaluation Manager

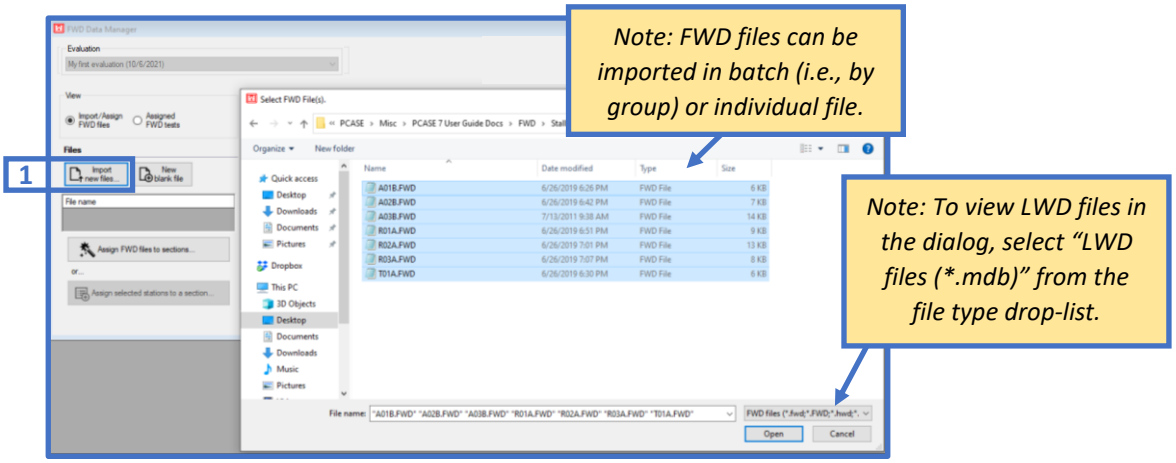
Evaluation Manager serves to establish global analysis parameters. To navigate Evaluation Manager; reference Chapter 12 Evaluation Checklist, Section 12.3 Evaluation Manager.

15.2.2 Import, Enter and Assign FWD/HWD Files to Section Inventory

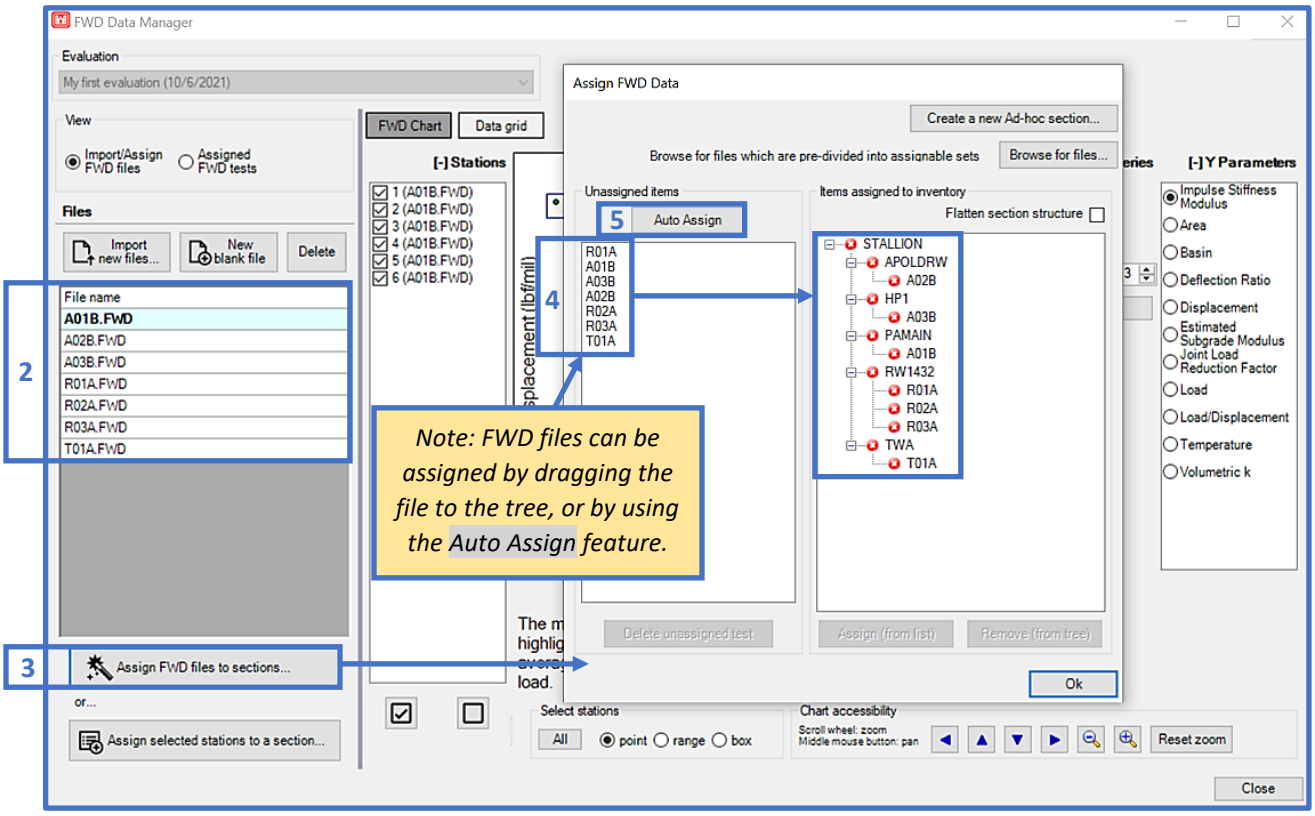
The FWD data form provides different modes for uploading deflection basin data. Deflection basin data can be uploaded through .FWD or .HWD files. Parameters in these data files can also be edited or modified using the FWD Data grid. FWD and HWD data can also be entered manually in the FWD data form itself. Once deflection basin data is uploaded or entered, then you can employ functions within the FWD data form to assign the data to inventory sections. The following demonstrates modes on how to upload and assign FWD and HWD data:

- To import FWD, HWD/KUAB, DAT, JILS, or LWD raw data files in their raw data format, select Import new files…. If PCASE 7 does not currently support your .FWD or .HWD data file, then contact: USACE-TSC, George.W.VanSteenburg@usace.army.mil for further technical support.
- To manually enter deflection data and associated parameters, select New blank file.
- View imported FWD/HWD or manually entered deflection information in graphical format through the FWD Chart feature, or in tabular format through the Data grid feature.

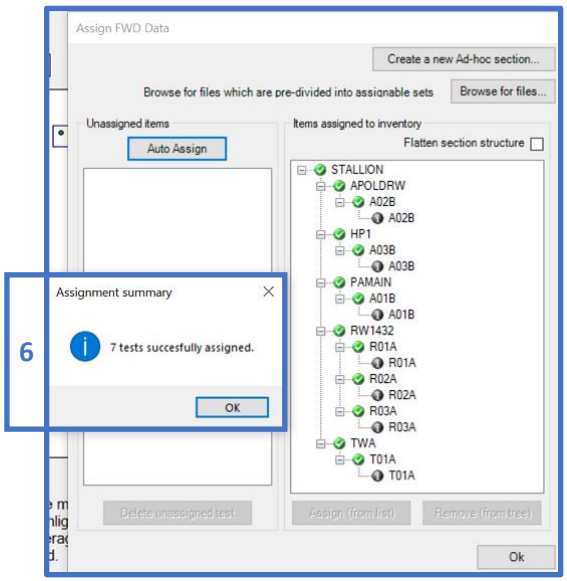
1. Select Import new files… to choose the FWD/HWD files to import. The FWD/HWD files can be imported in a batch (by selecting multiple files) or individually. Select Open to initialize the import.



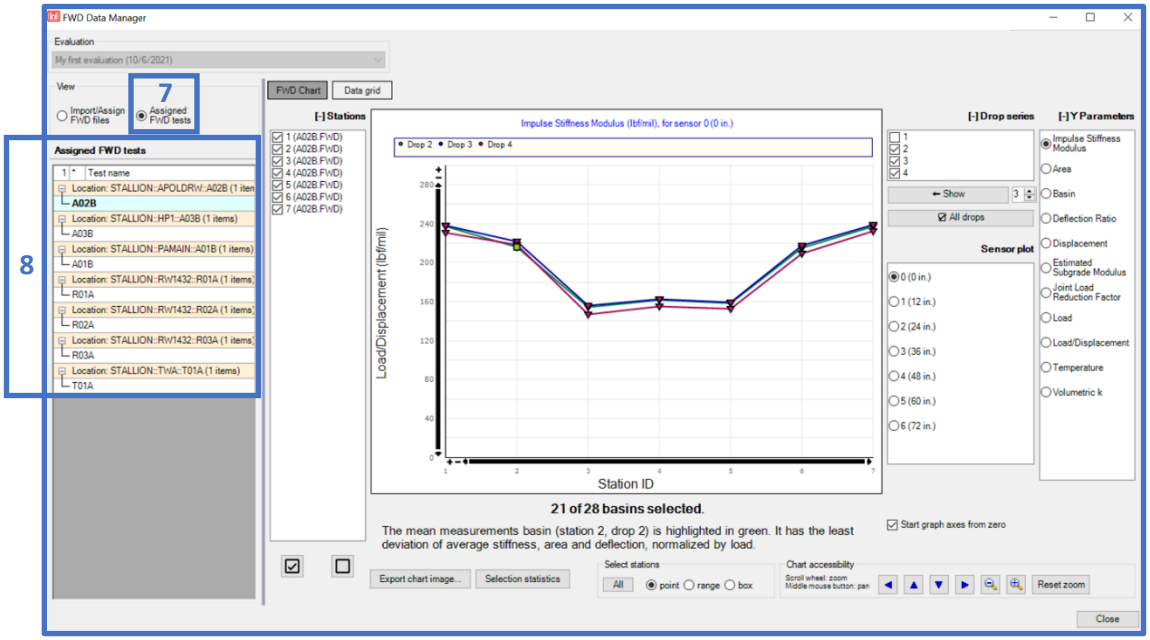
2. The successfully imported FWD/HWD files will be listed by File name.
3. Select Assign FWD files to sections to assign each imported file to the respective inventory section within the Assign FWD Data form.
4. To assign an FWD file to a section, select each individual file then drag it to the associated section in the Items assigned to inventory tree.
5. To automate this process, select Auto Assign. *Note: The individual FWD/HWD file must have the same file name as the associated inventory section name.*



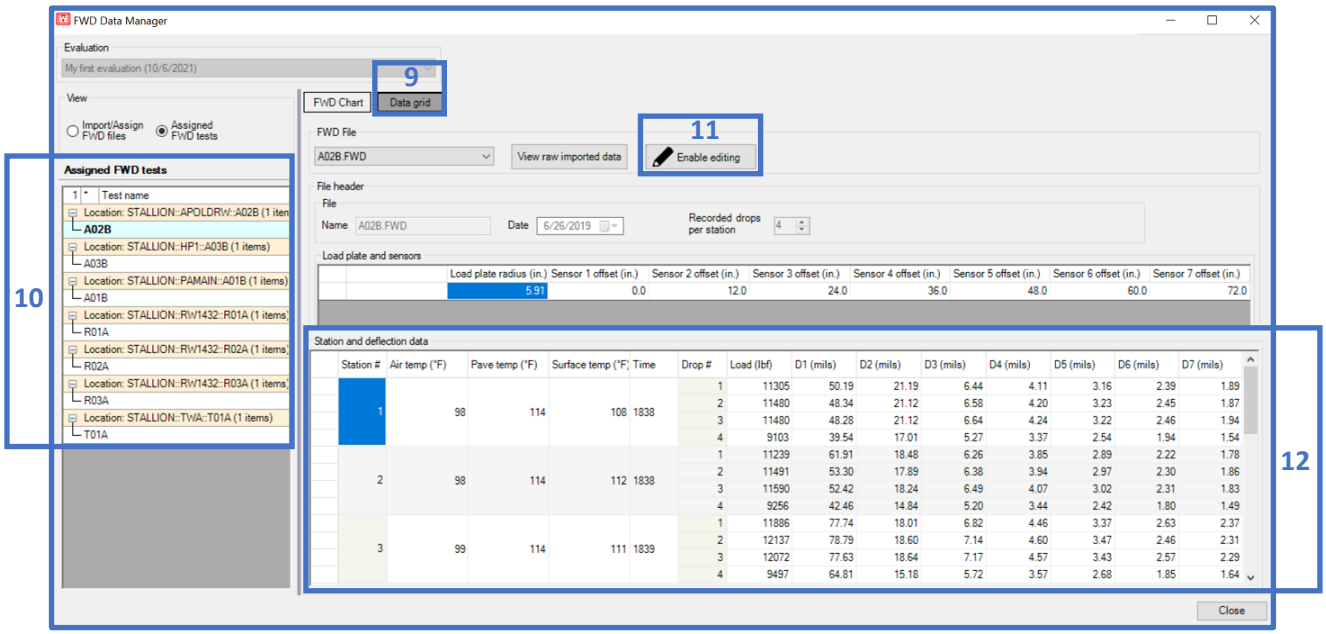
6. When Auto Assign is performed; a confirmation summary will display indicating the quantity of tests successfully assigned. This summary will also provide an indication of errors (if encountered).



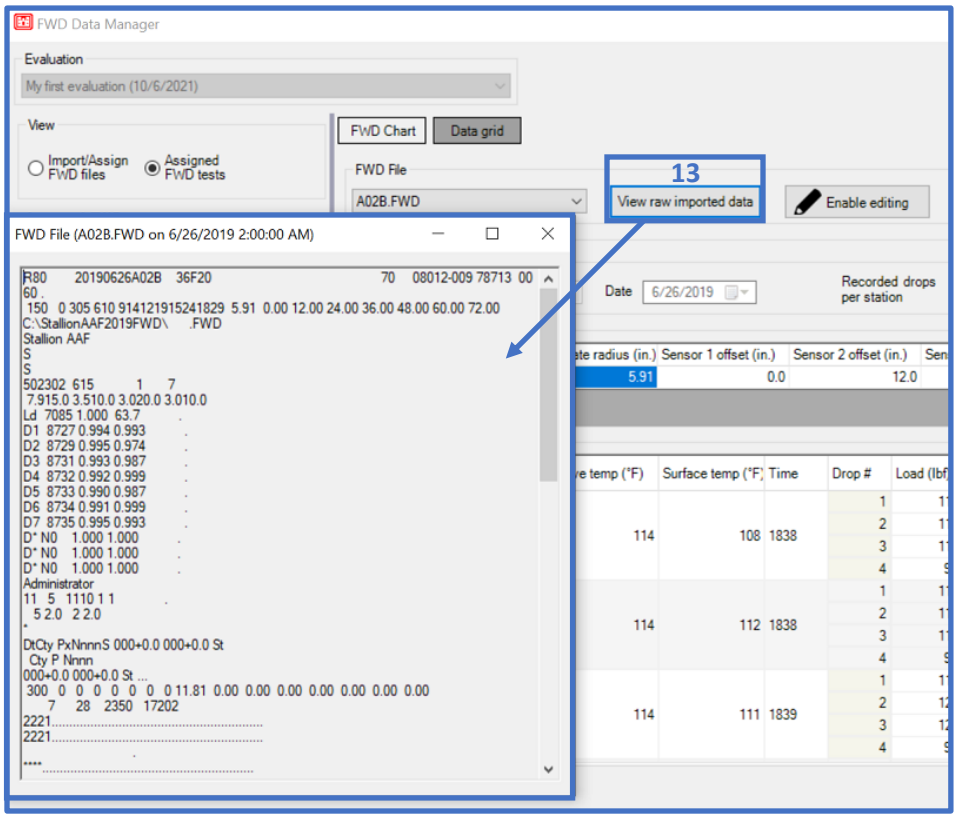
7. Select Assigned FWD tests to view the FWD/HWD tests assigned to their respective sections.
8. Assigned FWD/HWD items are displayed in the grid. The selected test name is in bold. To select another test, click on an item in the grid and the form will populate with the appropriate test data.



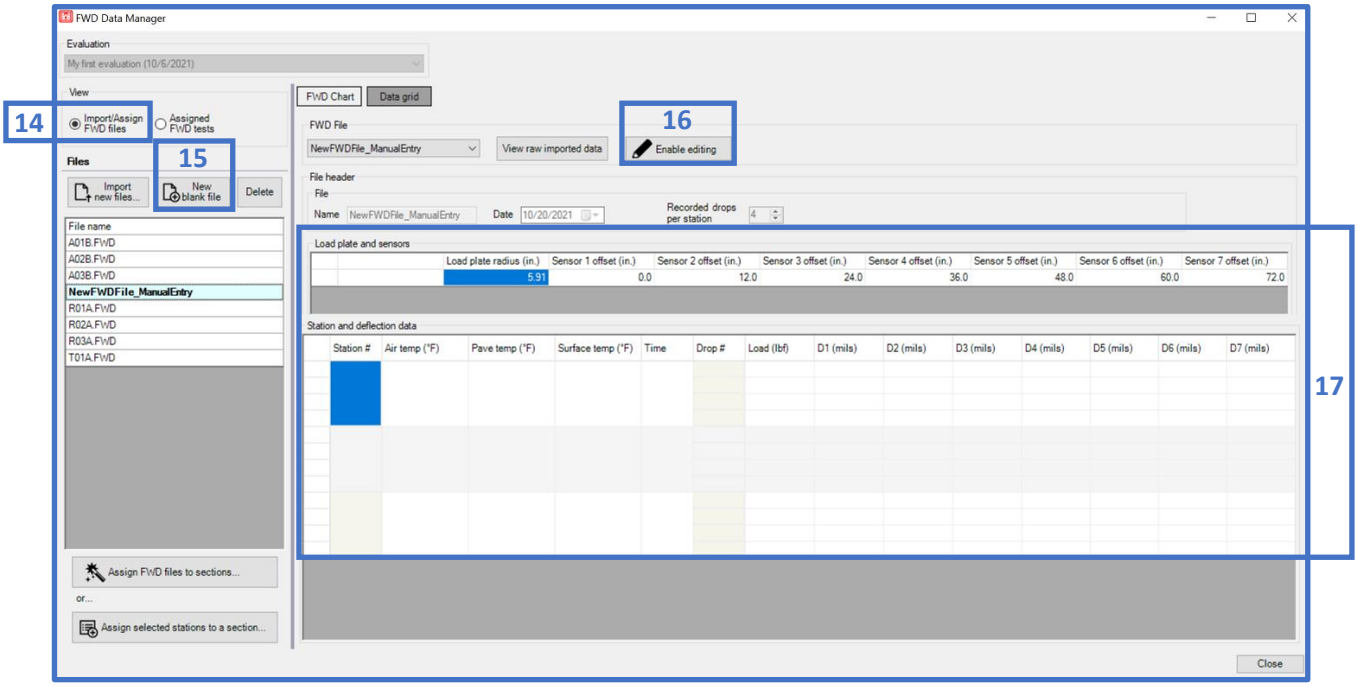
9. Select Data grid to switch to the dashboard for viewing/editing FWD/HWD data in tabular format.
10. Select the Test name to display the associated FWD/HWD data.
11. Select Enable editing to edit test parameters and data.
12. Deflection basin and logged temperature data can also be viewed/edited directly.



13. Select View raw imported data to display the raw FWD/HWD data.



14. To manually enter FWD/HWD data, select the radio button Import/Assign FWD files.
15. Select New blank file, then input the item/file Name and the total # of sensors.
16. Select Enable Editing to enable the data grid fields for parameter/data entry.
17. Input data for Load plate and sensors and Station and deflection data values.



15.2.3 Interacting with the FWD/HWD Chart

The FWD data form provides an interactive dashboard to view and process individual FWD/HWD station data points. The form functions allow you to practice engineering judgement – coupled with provided descriptive statistical analysis tools and deflection basin parameter data visualization charts – to process FWD/HWD data points and perform QC/QA of collected data.

18. Select FWD Chart to view the FWD/HWD data assigned to each inventory section. The data visualization chart is interactive; pan the cursor over each data point to display the data label. The FWD Chart can be refreshed by toggling through each File name.
19. Click on the Y Parameters radio button of choice to display: Impulse Stiffness Modulus (ISM), Area, Basin, Deflection Ratio, Displacement, Estimated Subgrade Modulus, Joint Load Reduction Factor, Load, Load/Displacement, Temperature, or Volumetric K.

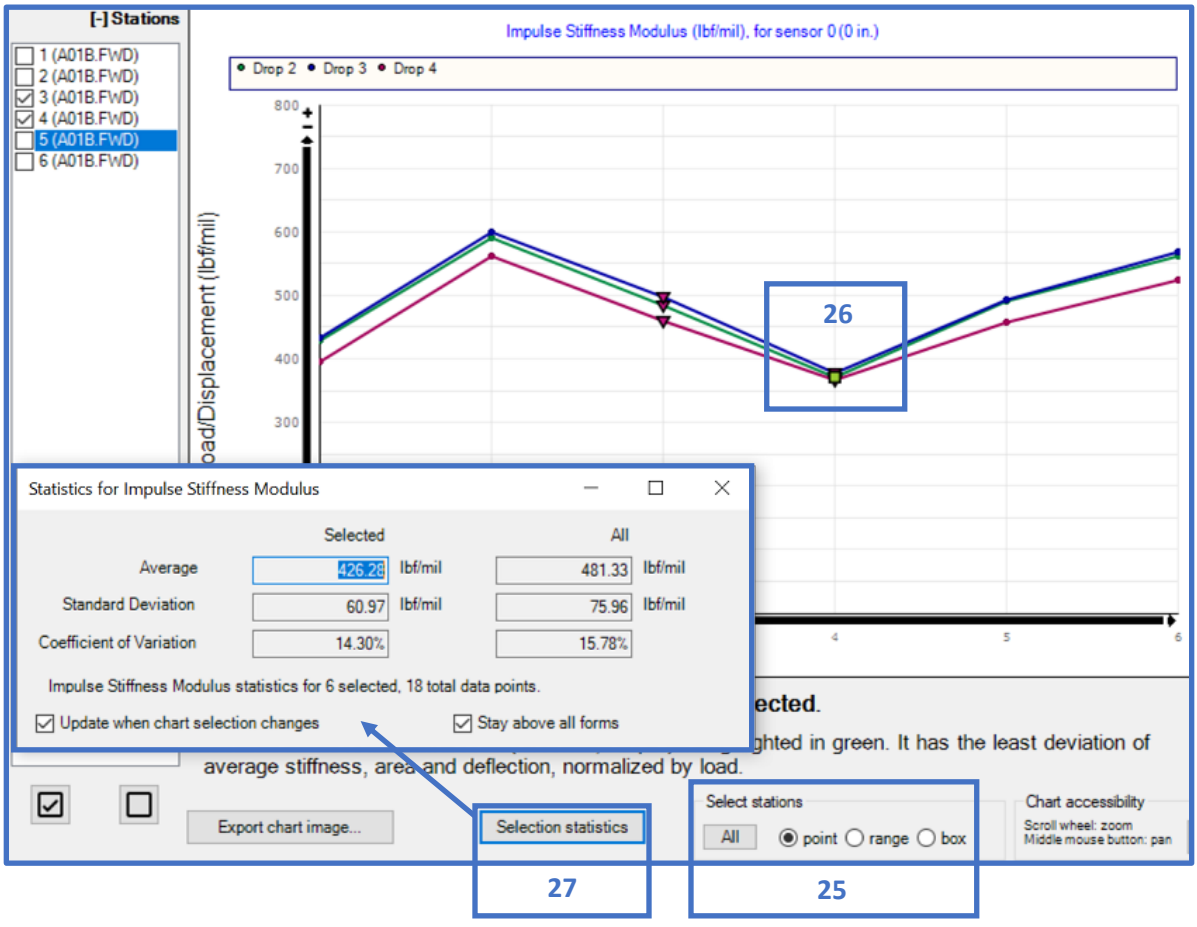
20. The chart can be filtered by selected Drop series. Select each check box to view/disable the drop series for data visualization and subsequent data selection for section assignment and/or statistics. *Note: Drop 1 is unchecked by default.*
21. The Sensor plot selection is enabled for: Impulse Stiffness Modulus, Deflection Ratio, Displacement, Joint Load Reduction Factor, Load/Displacement, and Temperature.
22. The chart can be filtered by selected Stations. Select each check box to view/disable Stations for data visualization and subsequent data selection for section assignment and/or statistics.
23. The data visualization y-axis chart will resize and apply a y-axis minimum value when Start graph axes from zero is disabled.
24. Select Export chart image to save the FWD chart to a .png file.


FWD Data Manager
Evaluation
My first evaluation (10/6/2021)
View
Import/Assign FWD files
Assigned FWD tests
Files
Import new files...
New blank file
Delete
File name
A01B.FWD
A02B.FWD
A03B.FWD
NewFWDFile_ManualEntry
R01A.FWD
R02A.FWD
R03A.FWD
T01A.FWD
Assign FWD files to sections...
or...
Assign selected stations to a section...
18
FWD Chart
Data grid
[-] Stations
1 (A01B.FWD)
2 (A01B.FWD)
3 (A01B.FWD)
4 (A01B.FWD)
5 (A01B.FWD)
6 (A01B.FWD)
22
Impulse Stiffness Modulus (lbf/mil), for sensor 0 (0 in.)
Drop 2
Drop 3
Drop 4
Load/Displacement (lbf/mil)
Station ID
20
[-] Drop series
Show
All drops
21
Sensor plot
0 (0 in.)
1 (12 in.)
2 (24 in.)
3 (36 in.)
4 (48 in.)
5 (60 in.)
6 (72 in.)
19
[-] Y Parameters
Impulse Stiffness Modulus
Area
Basin
Deflection Ratio
Displacement
Estimated Subgrade Modulus
Joint Load Reduction Factor
Load
Load/Displacement
Temperature
Volumetric k
18 of 24 basins selected.
The mean measurements basin (station 5, drop 2) is highlighted in green. It has the least deviation of average stiffness, area and deflection, normalized by load.
Start graph axes from zero
23
Export chart image...
24
Selection statistics
Select stations
All
point
range
box
Chart accessibility
Scroll wheel: zoom
Middle mouse button: pan
Reset zoom
Close

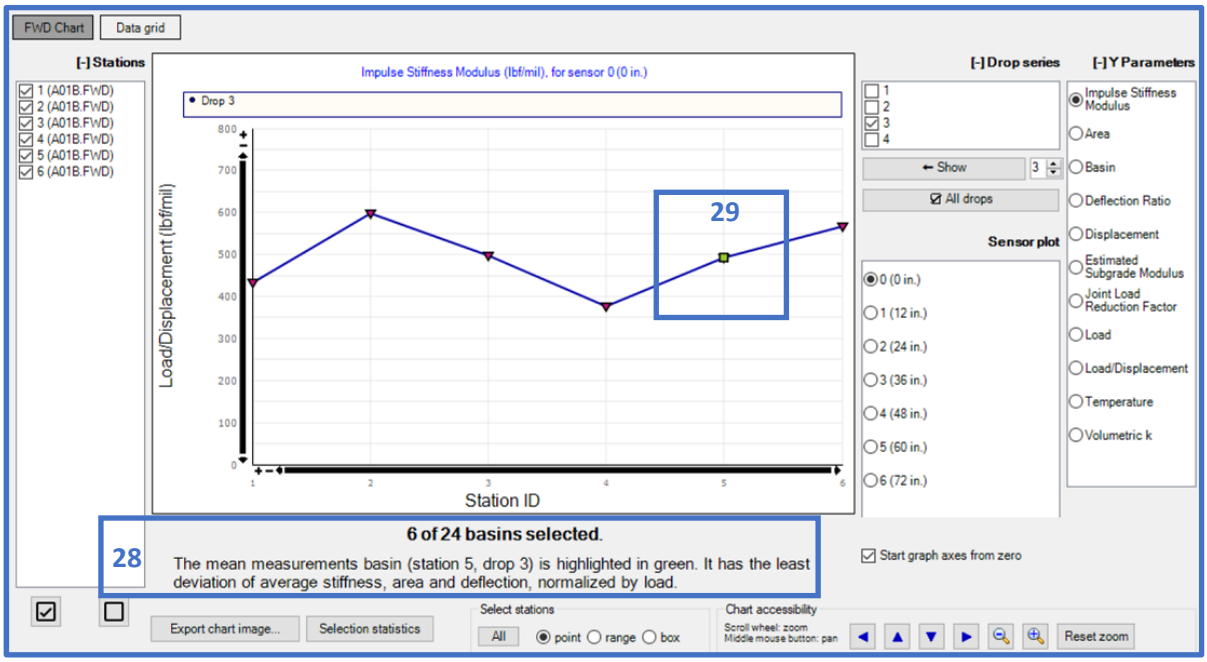
15.2.4 Selecting FWD/HWD Data Points and Viewing Representative Basin

The FWD Chart is interactive; enabling users to view the Representative Basin, and descriptive statistics based on user-defined FWD/HWD drop series, and individual station datapoints.

25. Use the Select stations options to select: All data points, point for individual selection, a range of points within established bounds, or box for points within the user-established "box" for inclusion within subsequent descriptive statistics calculations of the parameter of interest.
26. The chart selection method is initialized by using the mouse to select/exclude individual points and/or establish the range bounds (range or box).
27. Select Selection Statistics to display the descriptive statistics for the selected data points. The calculated statistics are also dependent on the selected Stations, Drop series, and Sensor plot.



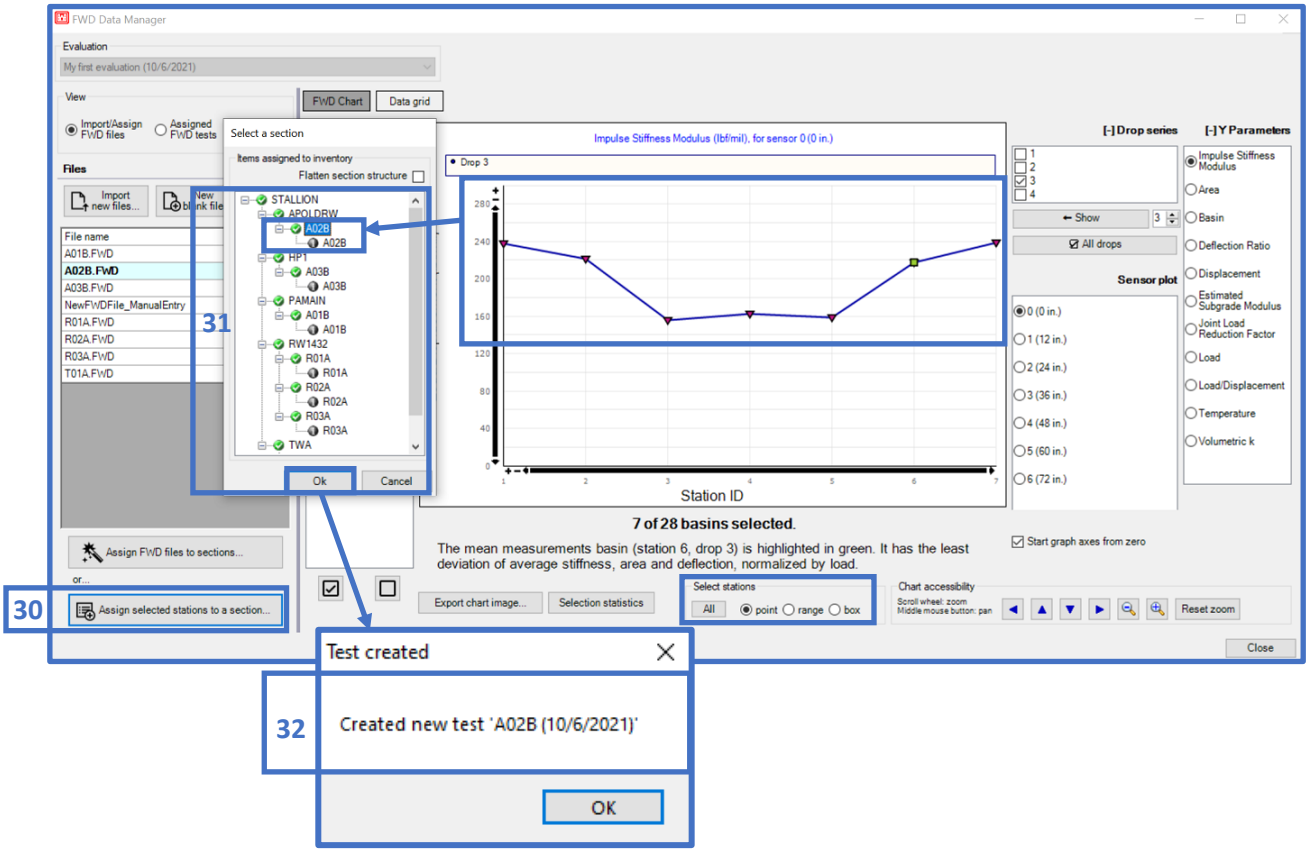
28. Based on the selected points and Y Parameters, the calculated Representative Basin will be visualized. The calculations associated with the Representative Basin are also dependent on the selected Stations and Drop series. The Representative Basin calculation is summarized as “the least deviation of average stiffness, area and deflection, normalized by load.”
29. The Y Parameters datapoint-data marker associated with the calculated representative basin is highlighted as a green square and is visible as the user toggles through the parameter options.



15.2.5 Assigning Selected FWD/HWD Data Points to Section Inventory

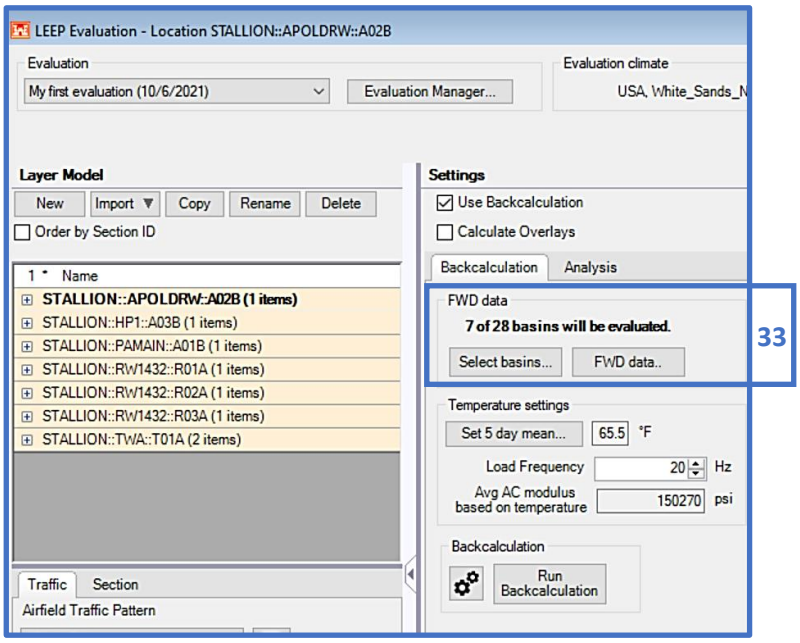
The individual FWD/HWD station data points selected using the Select Stations feature can then be assigned to inventory sections for subsequent use in LEEP backcalculation and analyses. The Representative Basin that is obtained based on the selected FWD/HWD station data points is also carried over for LEEP evaluation backcalculation and analyses.

30. Based on the selected points, Stations, and Drop series, the associated deflection basins can be assigned to an inventory section. Select Assign selected stations to section.
31. Click on a section within the Select a section form to assign the deflection basins. Select Ok to complete this process.
32. The message shown stating “Test created” indicates successful assignment.



15.2.6 Viewing Assigned FWD/HWD Data Points in LEEP

33. Navigate to the LEEP evaluation form; the assigned basins that to be evaluated during LEEP backcalculation will be displayed in the FWD data section (this is indicated by the message stating “X of XX basins will be evaluated.”).



15.3 FWD Data Example

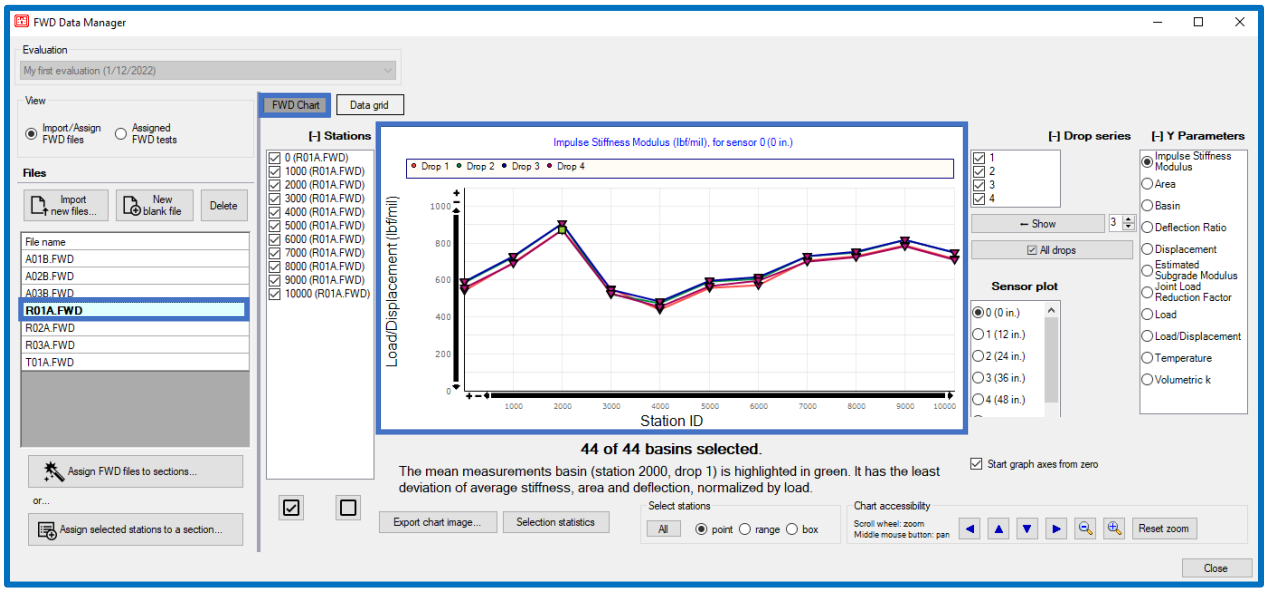
15.3.1 Perform Analysis of Pavement Using Deflection Basin Data

Pavement Engineer, Jane, at Stallion Army Airfield, observed increased pavement surface deterioration throughout Section R01A. These distresses have progressed more rapidly in the last 5-months. Jane will perform a structural evaluation with a Heavy Weight Deflectometer to gauge how these distresses may affect the service life and structural performance of the pavement section. She will use the HWD data (R01A) to perform data processing and assessment prior to LEEP Backcalculation and analysis.

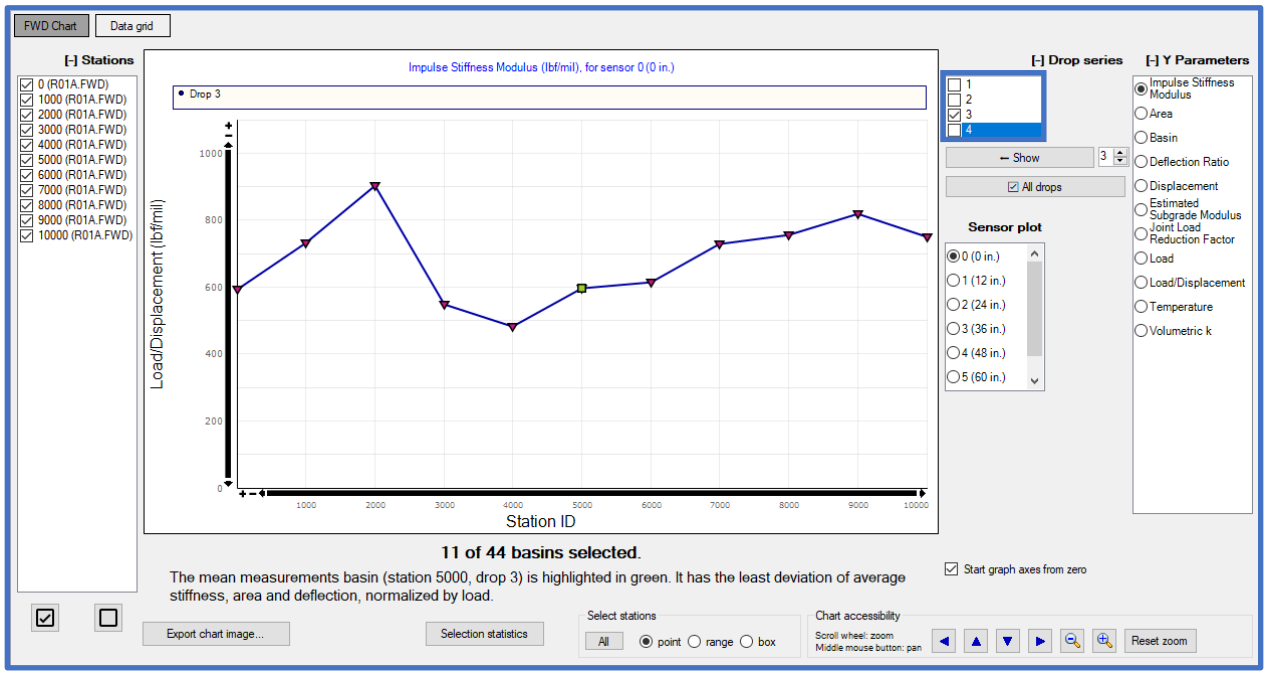
Step 1. Jane defines the pavement inventory, uploads the HWD data, and assigns data to inventory section: Stallion R01A. Instructions to perform this step-by-step process are outlined in sections 15.1 and 15.2.

Step 2. Jane toggles to the FWD data form to view the FWD Chart for section R01A.

Step 3. Given that Drop series 1 and 2 are considered as *seating drops*, they will not be considered for subsequent analysis.



Step 4. Jane uses the Drop series option to remove Drop series 1 (seating drop), 2 (seating drop), and 4 from the analysis. Drop series 4 is removed from analysis because she uses her engineering judgement to assume that the 4th drop series could possibly impose a minimal level of damage on the pavement; sufficient enough that she wants to remove any skew potential to the structural analysis results. As shown in the figure below, accepting the 3rd Drop series will serve as the analysis deflection data set for this case.

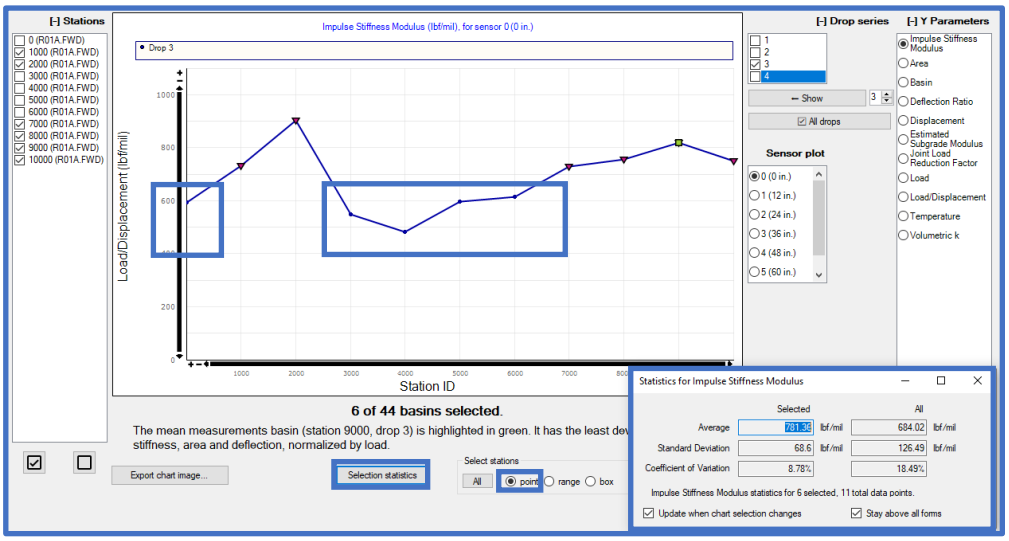


Step 5. Observing the deflection basin parameter trends by selecting Y Parameters on the FWD Data form, Jane immediately identifies that the ISM series is reflecting lower ISM values at five different stations of the section. Comparing to a distress survey, these stations spatially coincide with locations of the pavement that exhibit significantly higher levels of deterioration. ISM is the force required to displace the pavement by one mil, as measured directly under the load. By this definition, Jane observes that the lower ISM values at these five stations are consistently reflecting a lower level of stiffness/structural integrity when compared to the other stations. Jane suspects that the ISM deflection basin parameter may be a good indicator of displaying lower stiffness in the pavement considering that it spatially coincides with higher levels of distress.

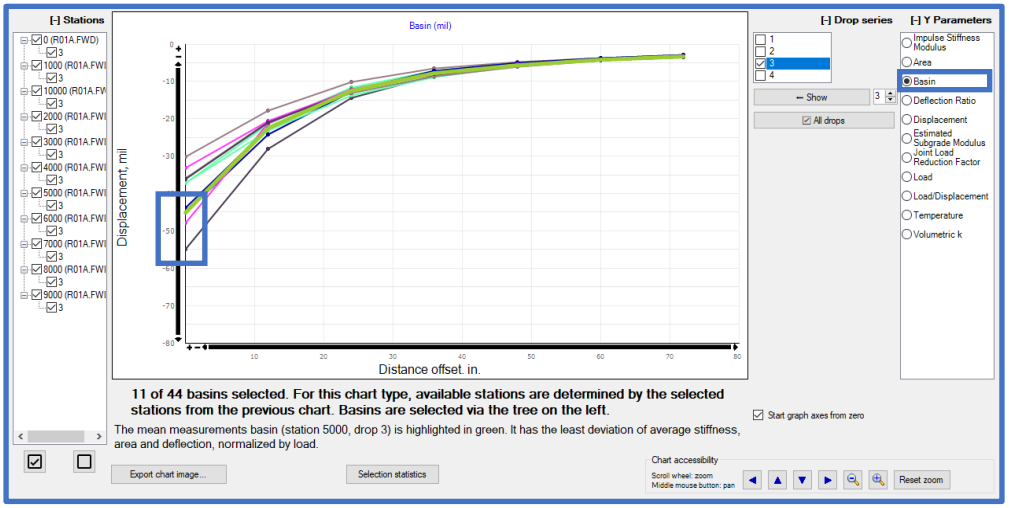
Step 6. Jane then uses the Select stations point function to select these five distinct stations (that are exhibiting low ISM values) on the FWD Chart with the Y Parameter set to Impulse Stiffness Modulus. See the figure below to view these selected stations.

Step 7. Jane selects Selection Statistics to view the descriptive statistics of this ISM data point selection in comparison to all the stations. There are comparative descriptive statistics shown for the Selected stations, and for All the stations.

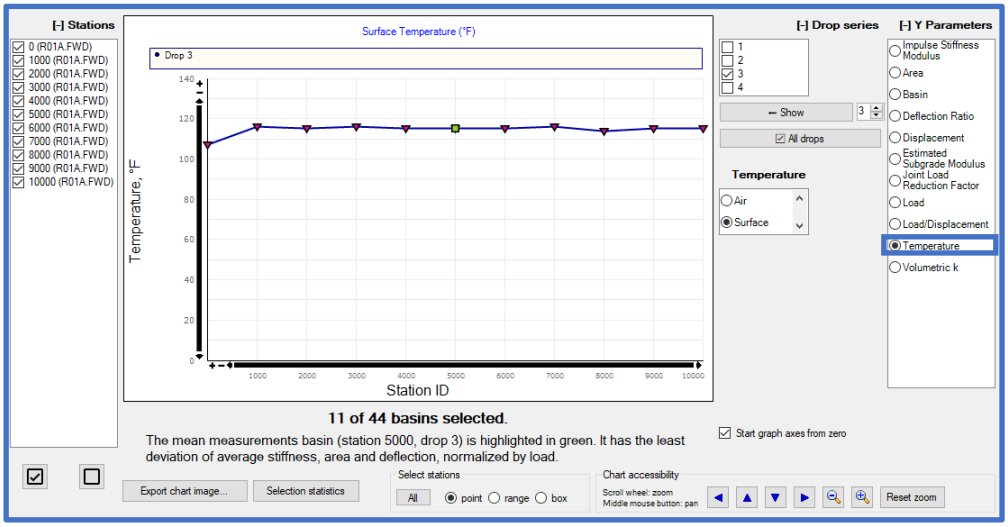
Step 8. Viewing and comparing the Coefficients of Variation (CV), it is clear that there is significant variability of the ISM trends when comparing $CV_{Selected}$ 8.78% to CV_{All} 18.49%. A preliminary conclusion could be drawn that the low ISM values (i.e., stiffness) coinciding with the highly distressed areas display relatively low variability with respect to one-another, while imposing significant variability when observed with the entire sample.



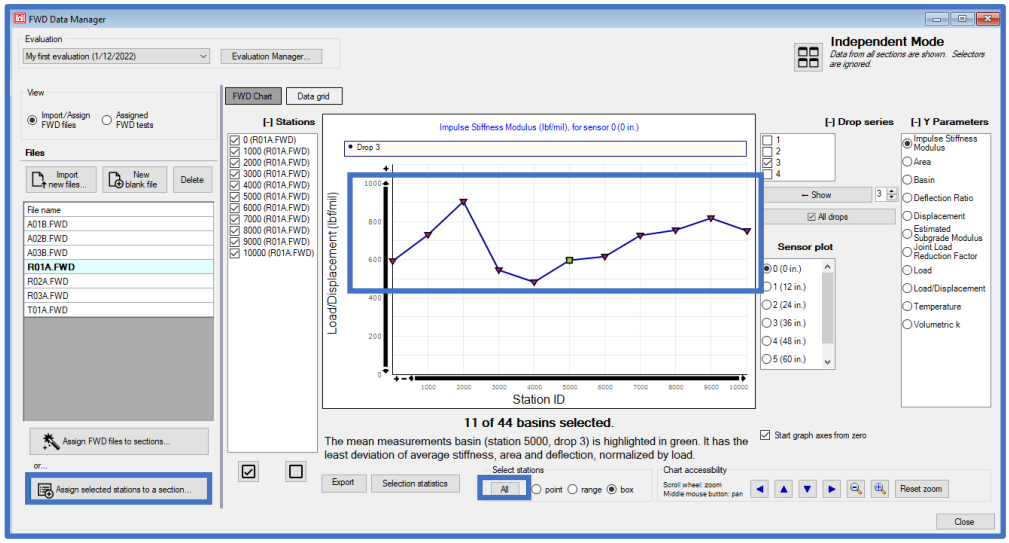
Step 9. Jane then toggles to the Basin Y Parameters to view the respective Deflection Basins. She observes that the deflection basins for these five stations with low ISM values exhibit higher displacement values for D1 when compared to the other stations. The displacement values for D2-D7 seem to be fairly consistent across all the stations.



Step 10. Jane checks the surface temperature trend (as recorded by the HWD system) to ensure that observations made on the deflection basin were not affected by significant temperature fluctuations. Observing the temperature trend, Jane confirms that the temperature on the pavement surface during data collection is mostly consistent, and not imposing any significant variability on the results. There may be some variability introduced to the surface modulus imposed by the temperature fluctuation from the first station.



Step 11. To perform subsequent modulus backcalculation and structural analysis in LEEP evaluation (to observe the backcalculated moduli, Allowable Gross Loads (AGL), and allowable passes) Jane selects All for Select Stations, followed with Assign selected stations to a section: R01A. She will perform a comparative analysis with these outputs in LEEP evaluation to observe how these highly distressed areas will affect pavement performance and structural integrity.



16 DCP Data

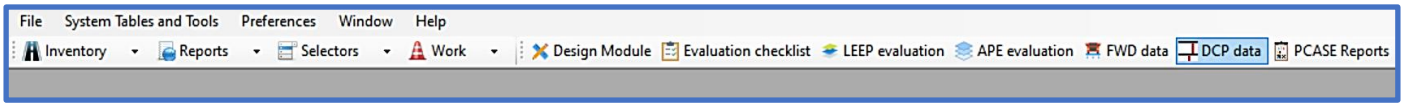
The DCP data form serves to process and analyze Dynamic Cone Penetrometer (DCP) readings. The readings from a single or multiple series of DCP data can be processed to calculate estimated California Bearing Ratio (CBR), Modulus of Subgrade Reaction (k), Modulus of Elasticity (E), and Bearing Capacity; with profile depth. The data can also be processed graphically in order to set layer boundaries along the profile depth. These layers can be imported for subsequent LEEP and APE analyses.

Prior to beginning a new evaluation, ensure that you have opened or created a database to store the evaluation within (database name is displayed on the bottom-left of the main window). For instructions on how to import or create a database; reference Chapter 2, Section 2.2 New/Import.

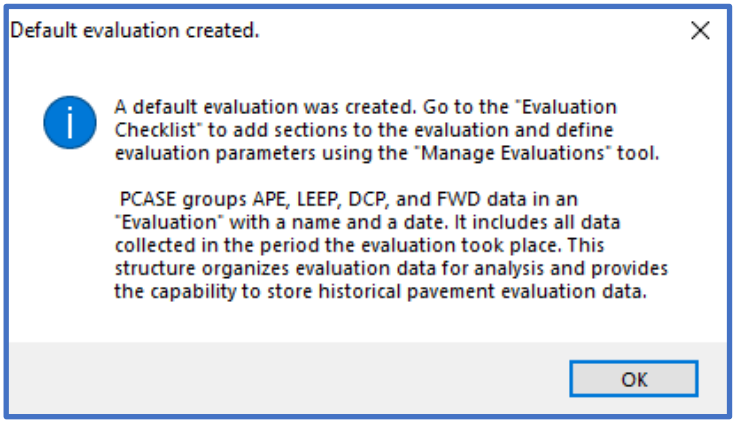
If you intend to import pavement structures; ensure you have defined your inventory (unless you will be creating sections Ad Hoc); reference Chapter 7, Section 7.1 Define Inventory.

16.1 Getting Started

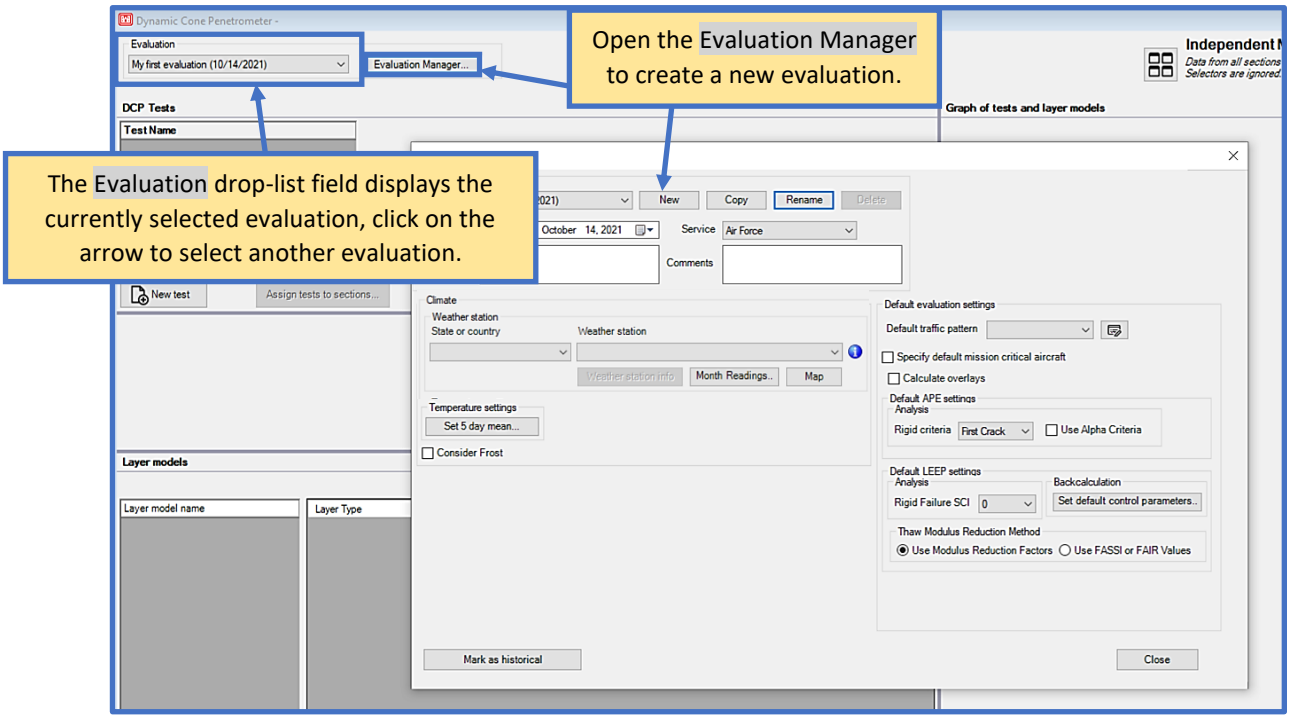
Select DCP data on the PCASE 7 toolbar to open the evaluation tool.



If you have not imported or created an evaluation in the current database, the message below will display to indicate a default evaluation was created. Click OK to continue.

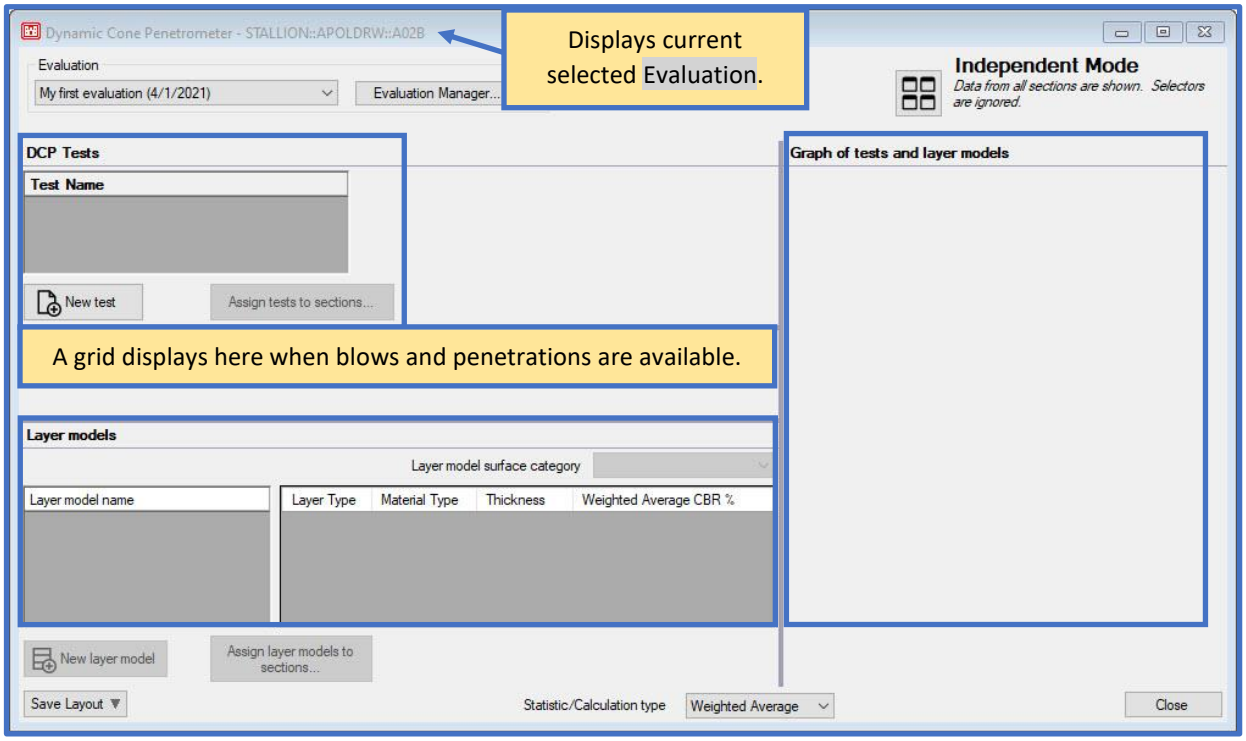


You can rename the default evaluation or create a new evaluation by selecting Evaluation Manager (accessible through the DCP data form). If you have historical data that you've imported from an earlier version of PCASE or created an evaluation in the Evaluation Checklist, use the drop-down list to select the evaluation.



16.2 DCP Data form

As shown in the blank form below, the DCP Data form is organized in three sections; DCP Tests, Layer Models, and Graph of tests and layer models. The Blows and Penetration grid displays when data is provided,



16.2.1 Evaluation Manager

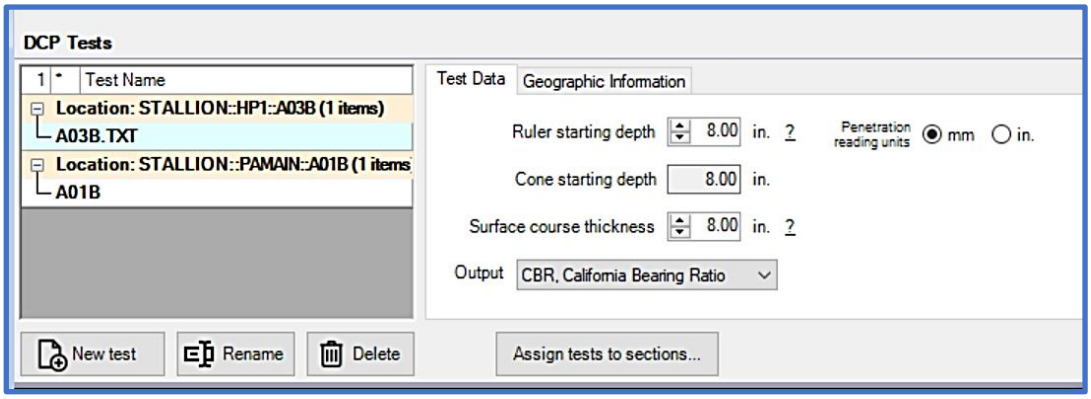
Evaluation Manager serves to establish global analysis parameters. To navigate Evaluation Manager; reference Chapter 12 Evaluation Checklist, Section 12.3 Evaluation Manager.

16.2.2 DCP Tests

The DCP Tests panel includes controls to manage test data. The grid on the left lists test names for the currently selected Evaluation. Below the grid are buttons which allow you to create a New test, Rename an existing test, or Delete a test. The Test Data tab consists of fields that allow you to input starting depth and surface course thickness values; you can also modify the Output option and Penetration reading units. *Note: Changing units using Penetration reading units, only converts units displayed in the Cumulative penetration reading column. Units displayed within the entire DCP Data form can be changed in Preferences.*

Tests can be assigned to inventory sections using the Assign tests to sections tool.

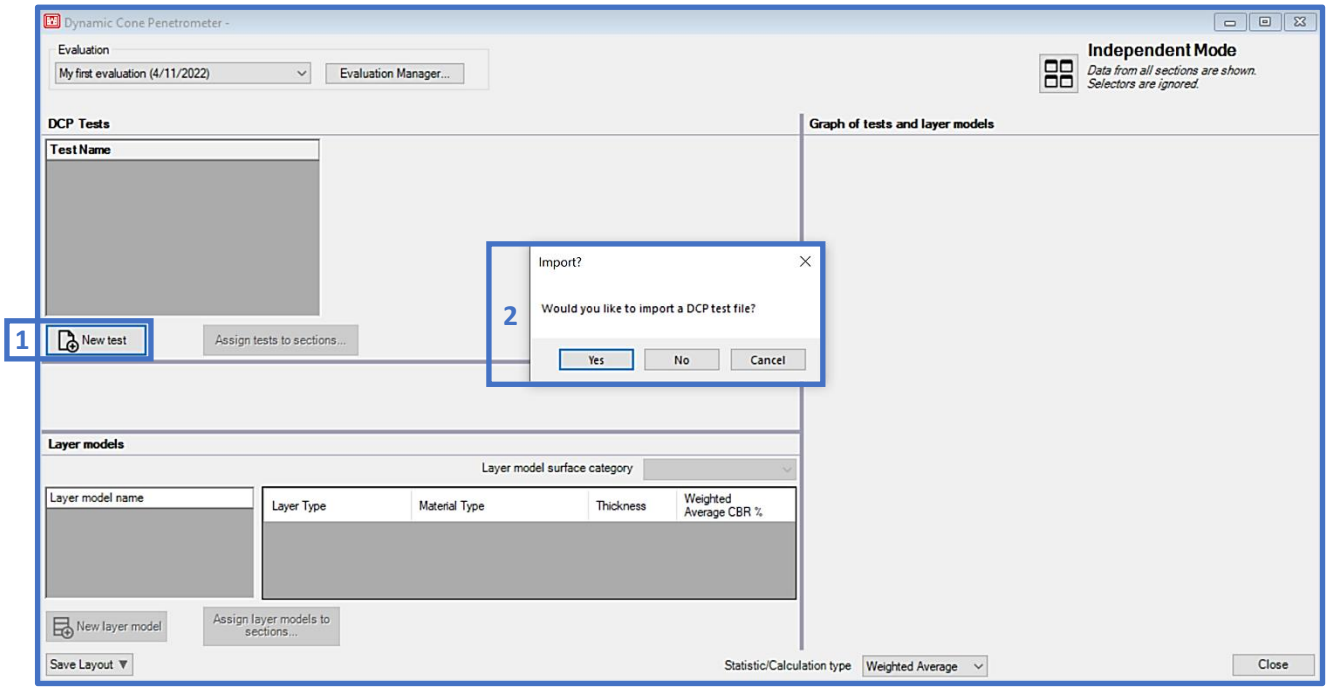
The Geographic Information tab contains fields for location information. This function has not been fully implemented. In a future version the fields will populate with data derived from imported tests.



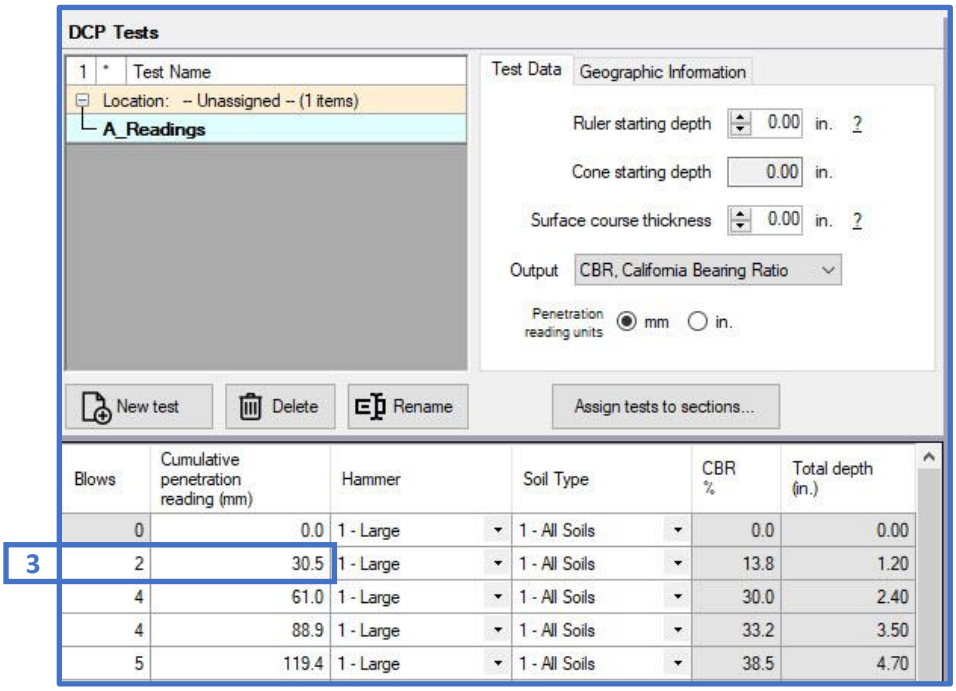
The Blows and Penetration grid displays Blows, penetration readings, Hammer size, Soil Type, output type, and Total depth for each selected test. Values can be edited directly in the grid, except read-only values (cells colored gray).

Blows	Cumulative penetration reading (mm)	Hammer	Soil Type	CBR %	Total depth (in.)
0	0.0	1 - Large	1 - All Soils	0.0	6.00
3	807.0	1 - Large	1 - All Soils	0.6	37.77
4	833.7	1 - Large	1 - All Soils	34.9	38.82
5	863.7	1 - Large	1 - All Soils	39.2	40.00
4	888.7	1 - Large	1 - All Soils	37.5	40.99

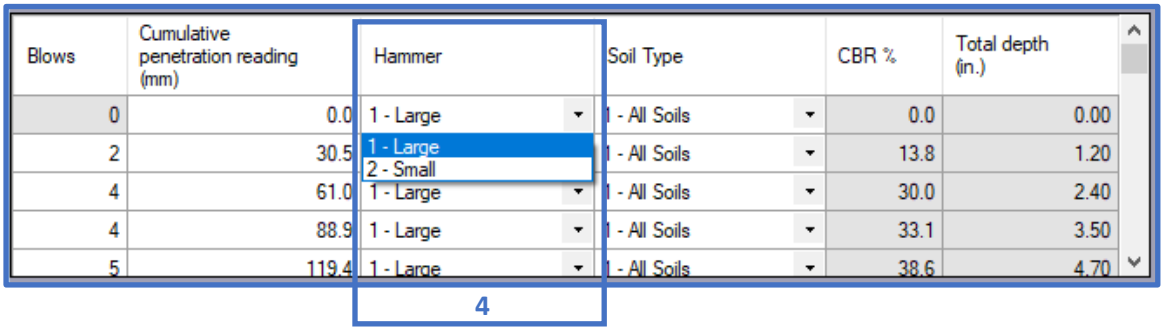
1. Select New Test to create a new test file.
2. Select Yes to import a DCP test file or No to manually enter penetration readings.
   a. If Yes; navigate to the location of files. You can select a single DCP test file for import or multiple files to batch import. Select Open to complete the import process.
   b. If No; enter a unique descriptive name within the Test Name form, then select OK.



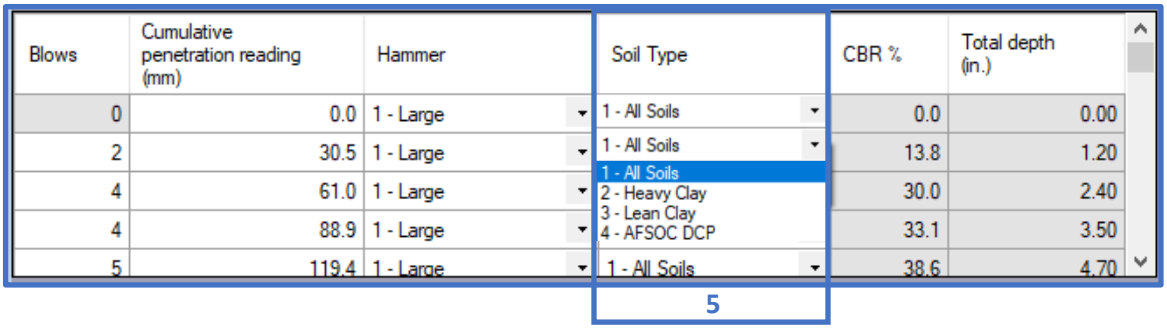
3. To manually input DCP readings, select the second cell in the Blows column and enter a value. To input the associated Cumulative penetration reading value, you can either select the cell field with your cursor or press Tab on the keyboard to toggle to the next field. Once the Blows and Cumulative penetration reading values are entered for a row press Enter or Tab on the keyboard to generate a new row.



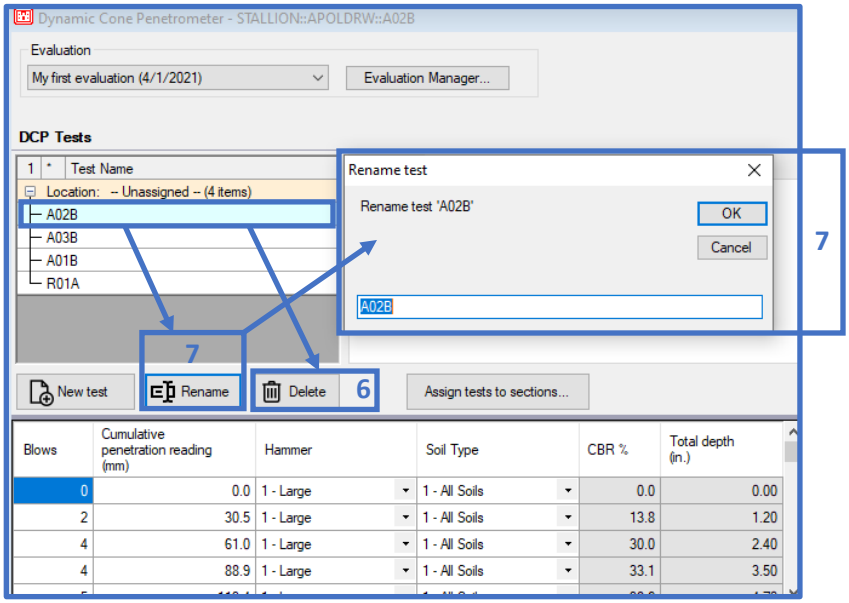
4. Select the Hammer size: 1- Large (17.6-lb) or 2-Small (10.1-lb).



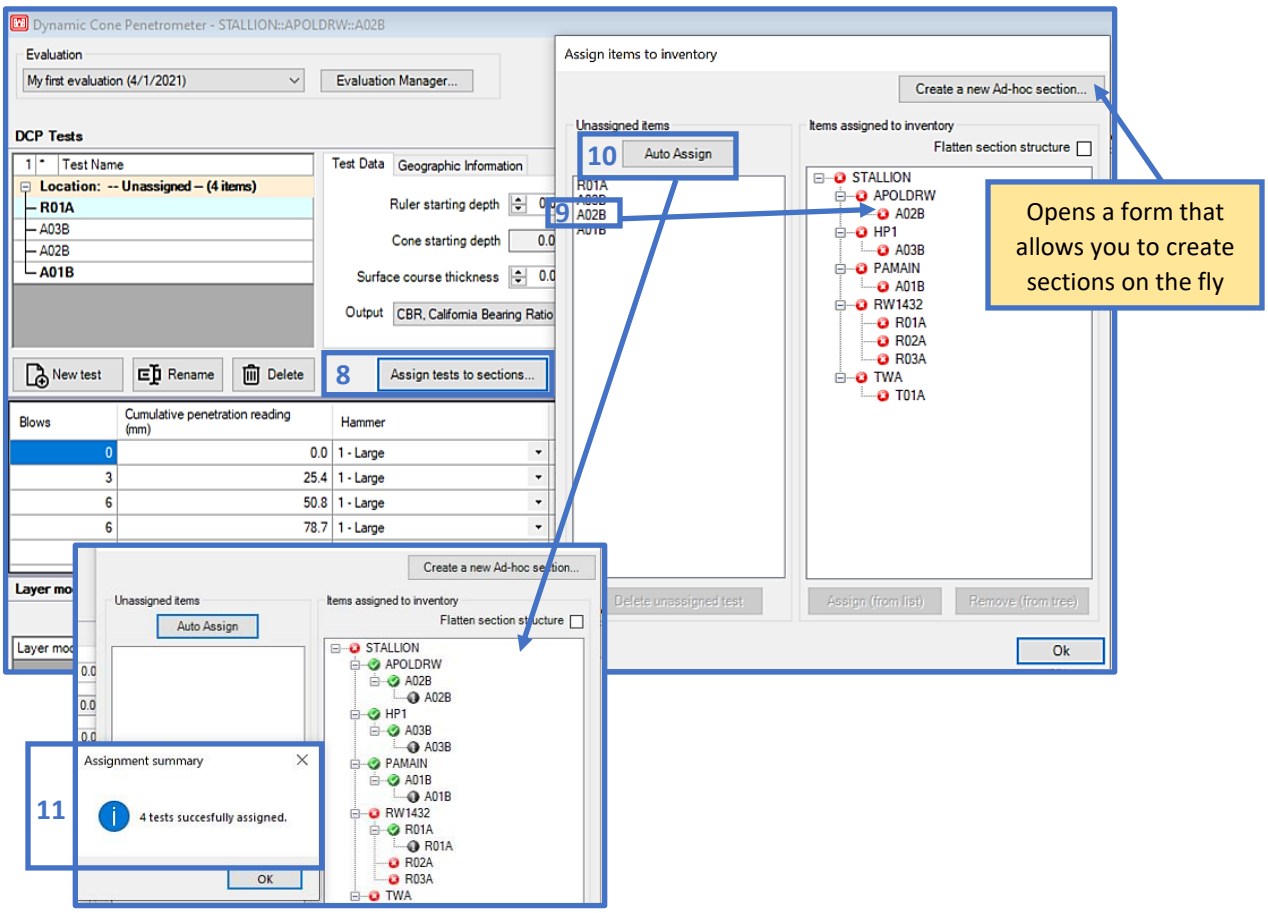
5. Select the Soil Type: 1-All Soils, 2-Heavy Clay, or 3-Lean Clay.



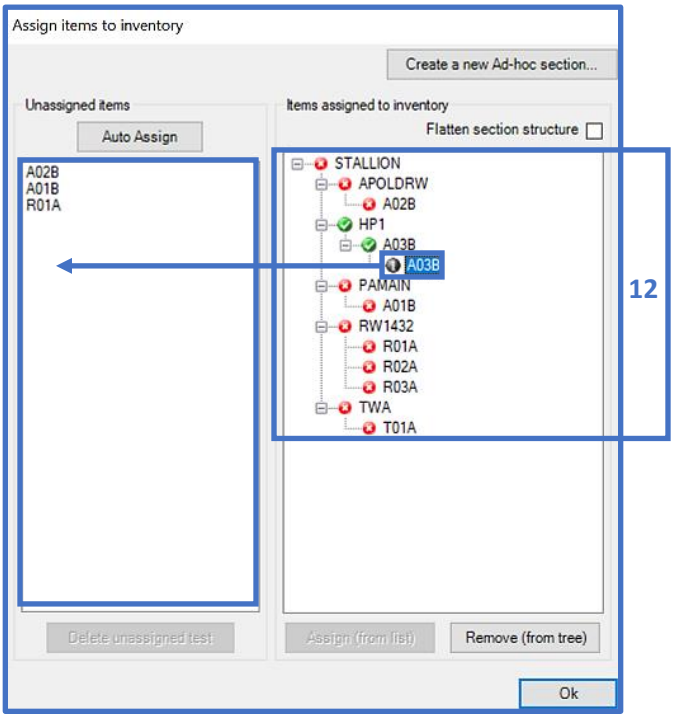
6. If you wish to remove a test; select an item from the DCP Tests grid, then click on the Delete button.
7. To rename a test from the DCP Tests inventory; select a Test Name, then click on the Rename button and follow the prompts to update the current name.



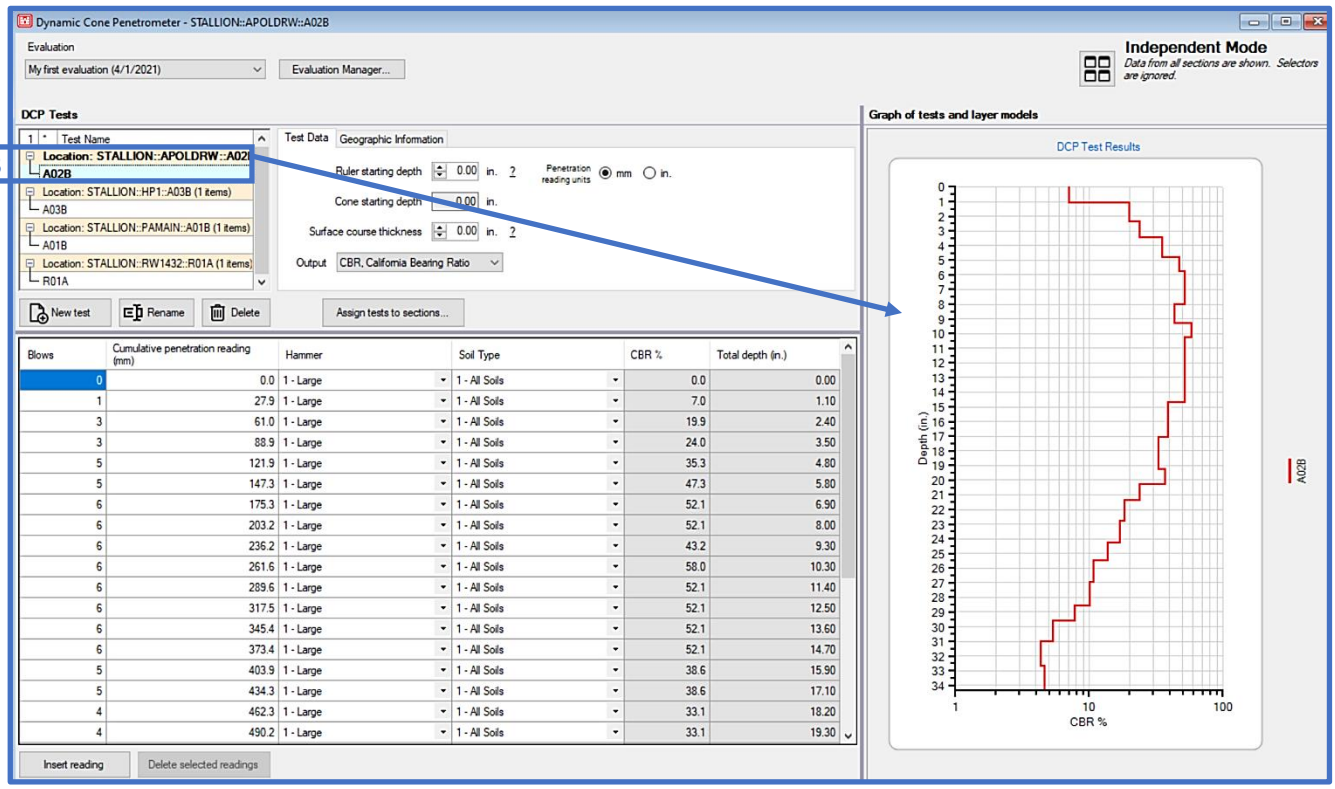
8. Select Assign tests to sections to assign individual DCP test files to sections.
9. Once the Assign items to inventory form opens, drag each individual DCP test file in the inventory to the associated network section.
10. Select Auto Assign to automatically assign multiple DCP tests files to the appropriate section. *Note: The DCP test file name must be consistent with the section name for Auto Assign to be successful.*
11. A completed Auto Assign will provide an assignment summary. Select OK to close the window.



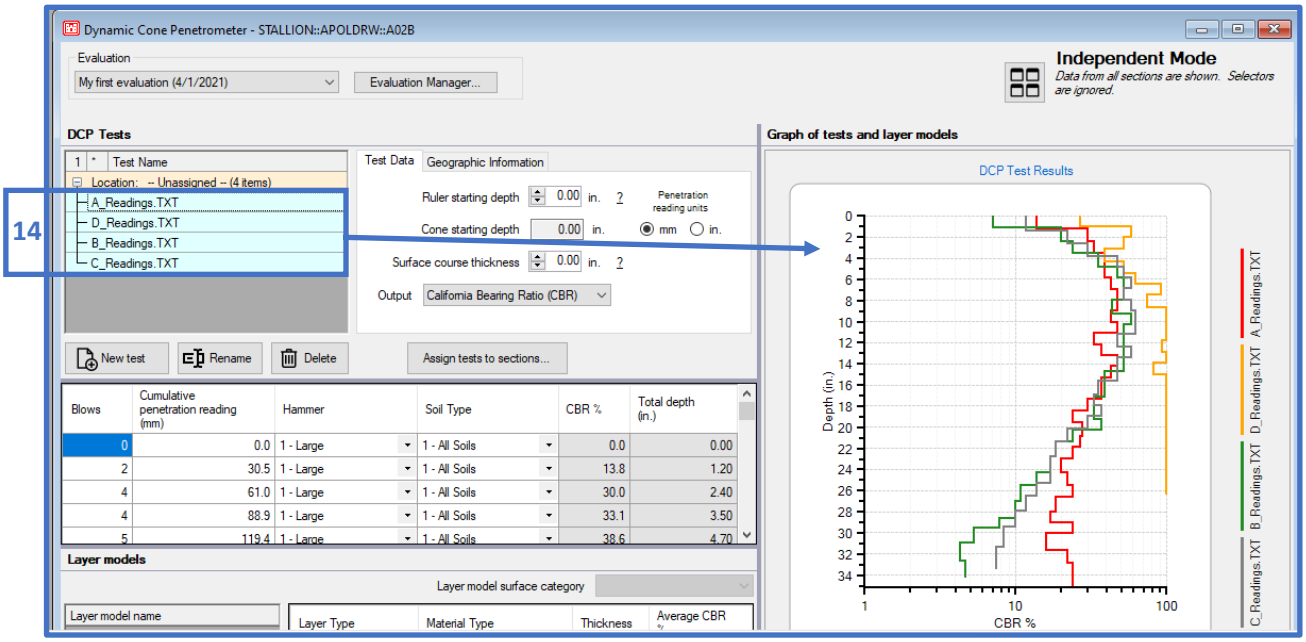
12. You can remove assigned DCP test files from sections by selecting a section from the Items assigned to inventory box and dragging it to the Unassigned items box.



13. To visualize an individual DCP profile, select a DCP Test Name; the plot will display on the DCP Test Results chart.

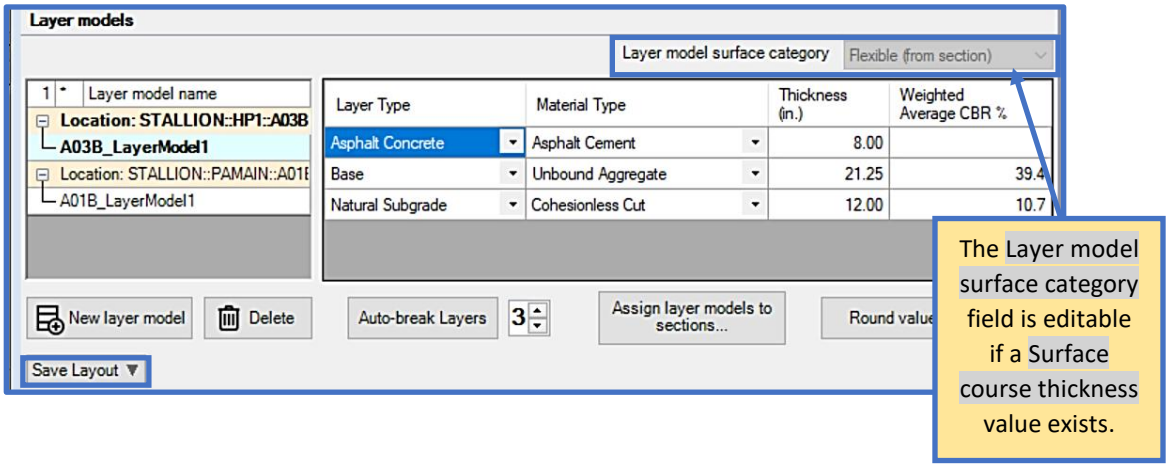


14. Multiple series of DCP test files can be visualized on the DCP Test Results chart by selecting a DCP test file from the Test Name list, then dragging your cursor downward until you're satisfied with the selection. *Note: Selected Test Name cells will become highlighted in blue and bold.* You can also select multiple files by maintaining Ctrl on a keyboard and selecting each individual file.

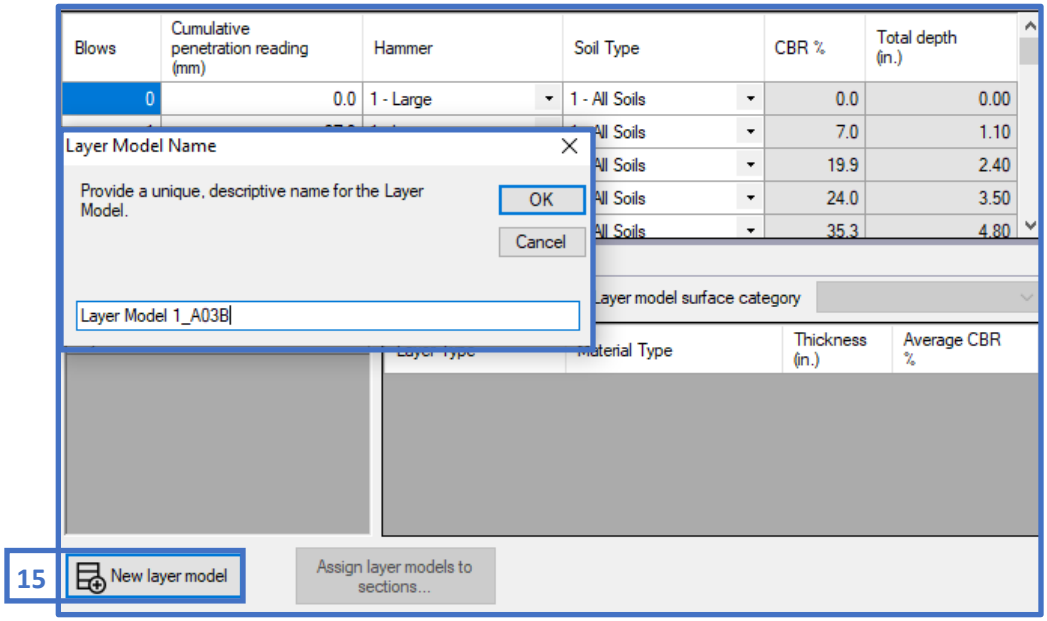


16.2.3 Layer models

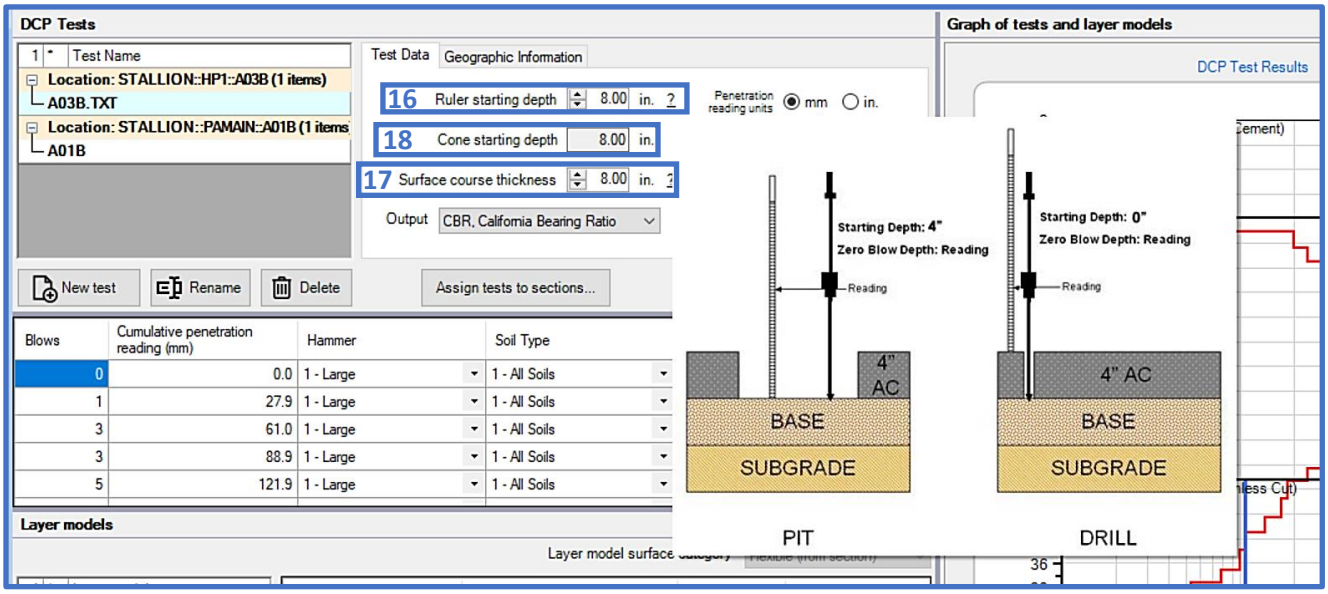
The Layer models panel consists of a grid on the left that lists each Layer model name, functions for creating and deleting layer models, and a layer model grid with associated grid functions beneath. The Save Layout function allows you to adjust the panels within the form and save a configuration. You may also delete a previously saved layout by clicking on the arrow to select the Delete saved layout option.



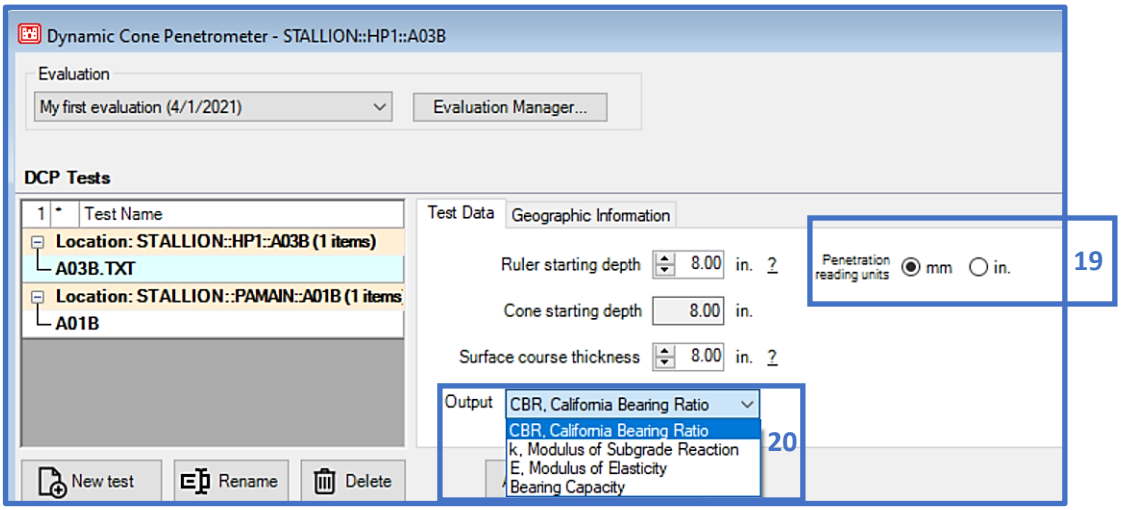
15. To create a layer model, select New layer model, then input a distinctive name within the Layer Model Name field. As discussed in steps 13 and 14; select the associated DCP Tests for the corresponding layer models. *Note: Multiple layer models can be created; each with unique DCP Tests selections.*



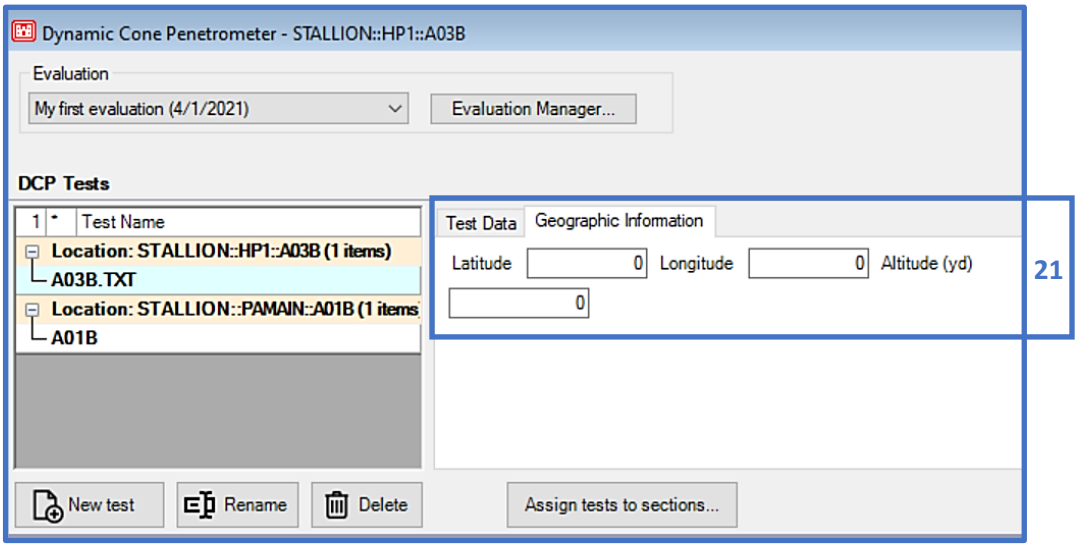
16. Prior to performing a DCP analysis, establish the utilized Ruler starting depth convention that was employed during data collection. Roll over the 2 icon to view a diagram of the accepted conventions within PCASE 7.
17. The Surface Course Thickness value auto populates based on the inputted Ruler starting depth value; the field is editable if you wish to enter another value. Refer to the tool-tip for a diagram of accepted conventions based on the pavement structure and ruler placement.
18. The Cone Starting Depth field is displayed, but cannot be edited.



19. Toggle between the radio buttons to select the appropriate measurement unit for Penetration reading units. The selected unit will only be reflected in the Cumulative penetrating reading column cells.
20. Select the output parameters for the DCP analysis: California Bearing Ratio (CBR), Modulus of Subgrade Reaction (k), Modulus of Elasticity (E), and Bearing Capacity.

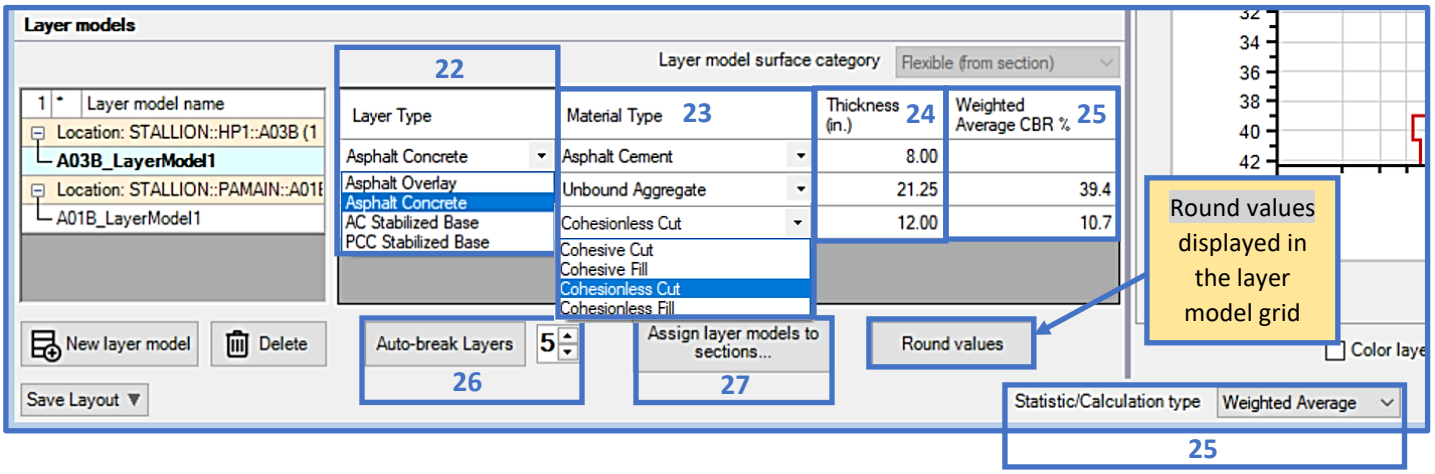


21. A form to assign GPS coordinates to each DCP test is available under Geographic Information. However, this function has not been fully implemented yet.



22. When a layer model is created, the Layer Type drop-lists in each grid cell can be used to select different layer types.
23. Select the Material Type for each layer using the corresponding drop-list cell.
24. The thickness for each layer is reflected in the Thickness column. This field is dynamic and will change when you move the boundary layers on the Graph of test and layer models chart. Likewise, a data entry change in the Thickness field will be reflected within the Graph of test and layer models chart.

25. Select the Statistic/Calculation type (calculated Average, Weighted Average, Minimum, or Eighty-fifth percentile) to display results in terms of the selected output parameter: CBR, k, E, Bearing Capacity).
26. An automation algorithm is available to identify separate layers based on deviation in the CBR, k, E, or Bearing Capacity with profile depth. Input (or scroll to) the total number of layers to use for the algorithm, then select Auto-break Layers to initiate the function. The output layer configuration displays in the layer model grid and on the Graph of tests and layer models chart.
27. Assign layer models to sections to assign layer structures to sections for subsequent pavement analysis. Ad-hoc sections can also be created from the Assign layer models to sections form.

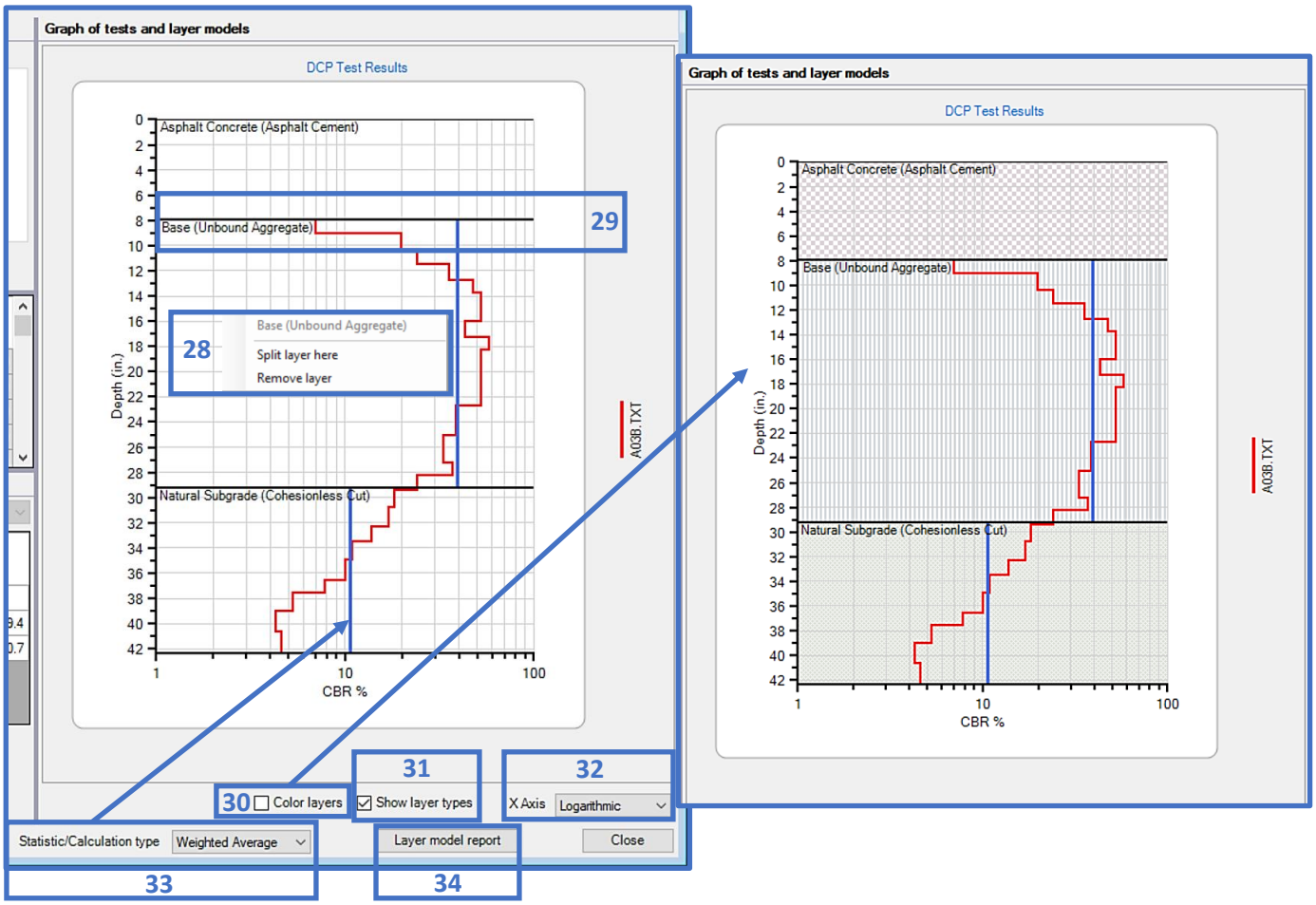


16.2.4 Graph of tests and layer models

As part of the DCP analysis; the Graph of tests and layer models chart can be used to graphically add and remove layer boundaries, or adjust the plotted Statistic/Calculation type values.

28. Right-click then select Split Layer here to add a layer boundary at that location of the plot. A layer boundary can also be removed; right-click, then select Remove Layer.
29. Each layer boundary can be adjusted within the chart by left-clicking on the layer boundary and dragging the cursor up or down to the desired value.
30. Turn on the Color layers feature to add a more distinct visual indication of layer separation.
31. Show layer types is turned on by default. Uncheck the checkbox to hide the layer type names.
32. Select between Linear or Logarithmic display options for the chart's X-Axis.

33. The selected Statistic/Calculation type values can also be adjusted within the chart by selecting and dragging a blue line in the chart to the desired value. Value changes made on the chart will automatically be reflected in the appropriate layer model grid column.
34. Layer model report outputs a layer model summary report. The DCP Data report (test data summary) is available for selection within the PCASE Reports window.



16.3 DCP Examples

16.3.1 Importing a DCP File and Performing Analysis

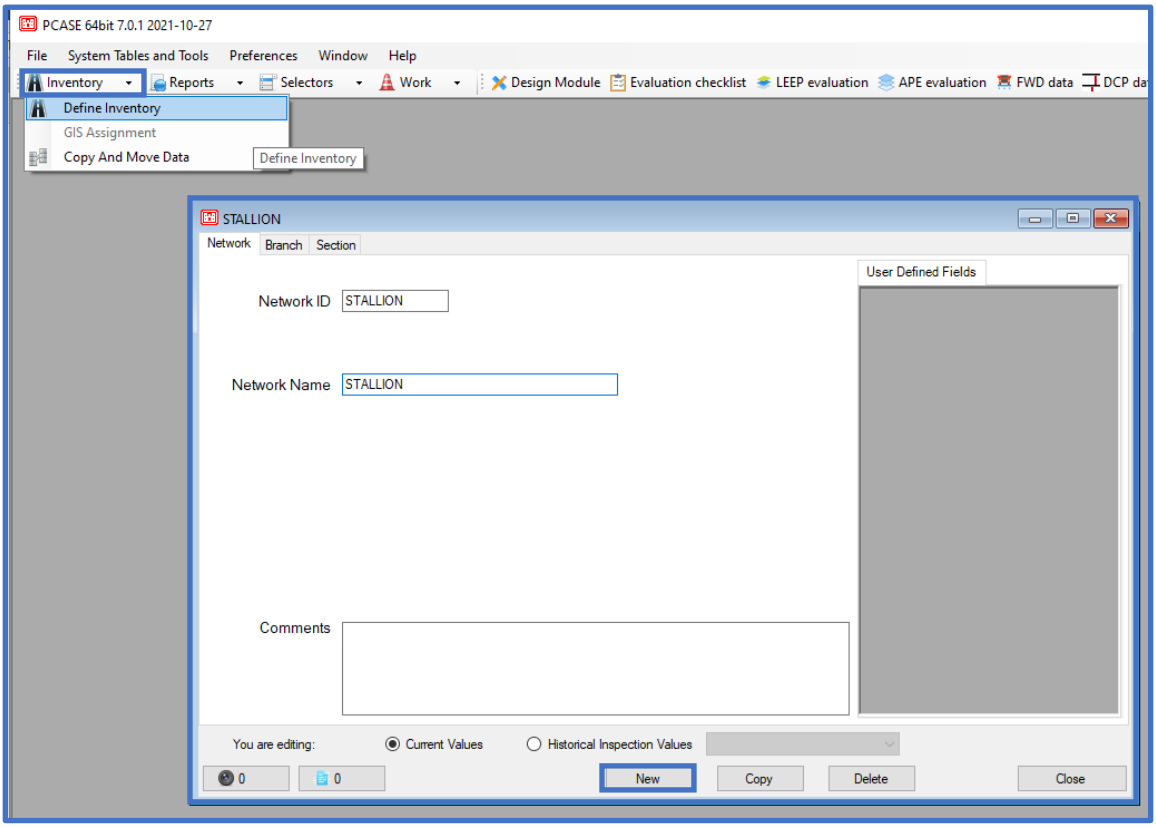
Process the DCP penetration data using the following analysis conditions:

- Network: Stallion, Branch: HP1, Section: A03B (Flexible)
- Import the DCP test file
- Evaluation Type: APE, CBR
- Hammer type: 17.6-lb hammer
- Soil type: mostly non-cohesive soil
- Ruler Starting Depth: 8-in.
- Surface Course Thickness: 8-in.
- Apply “Auto-break” layers function as the first step towards assigning layers
- Label and color the layers in the DCP Test Results plot

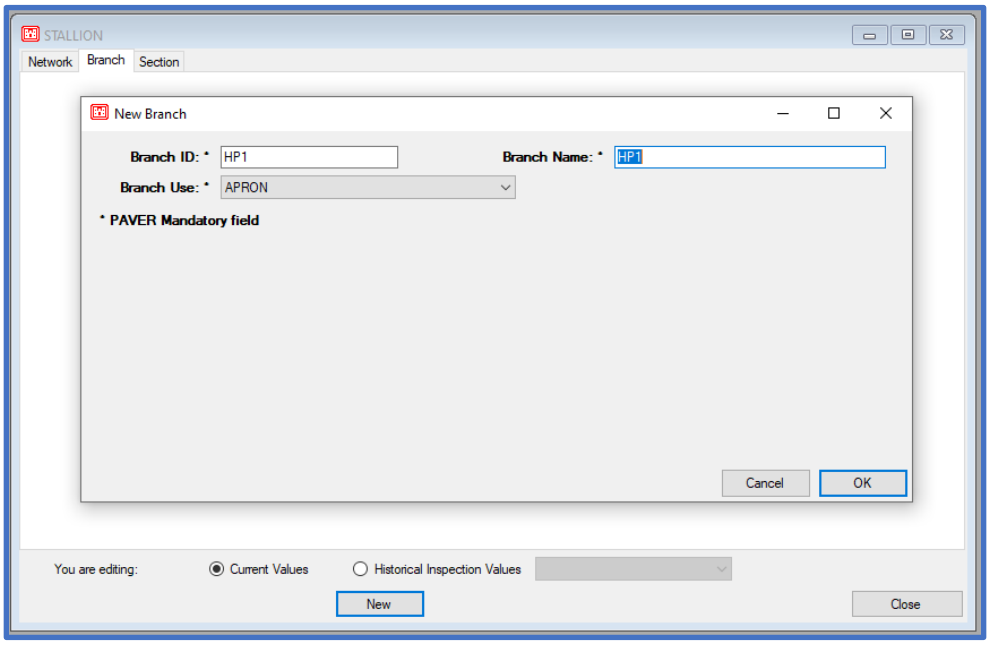
Stallion AAF, HP1, Section A03B

Step 1. Define the Inventory

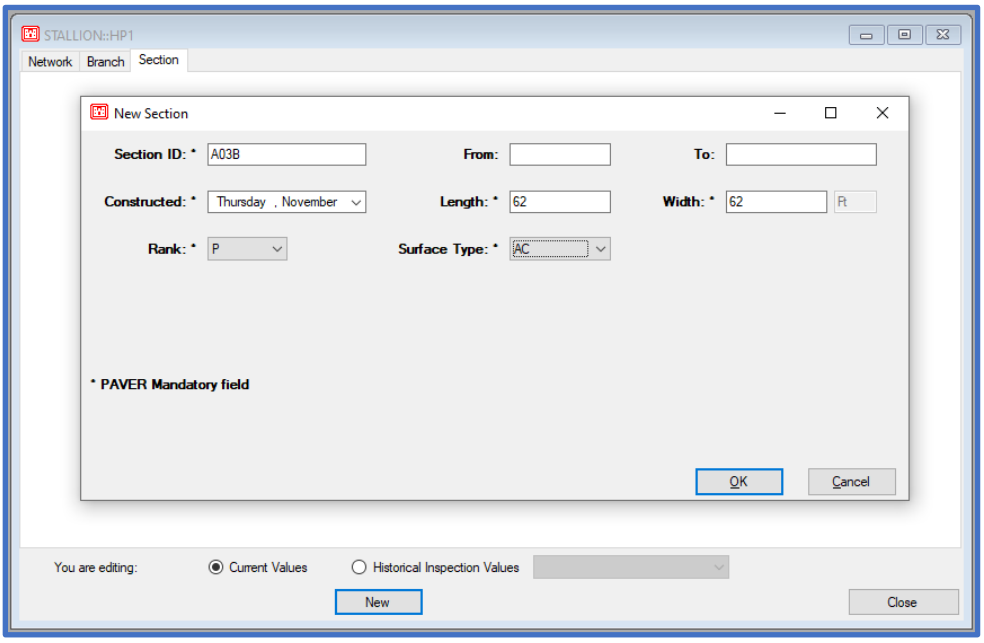
- Use the Inventory pulldown and select Define Inventory
- Select New on the Network tab, and define the Network



- Select the Branch tab, select New, and define the Branch

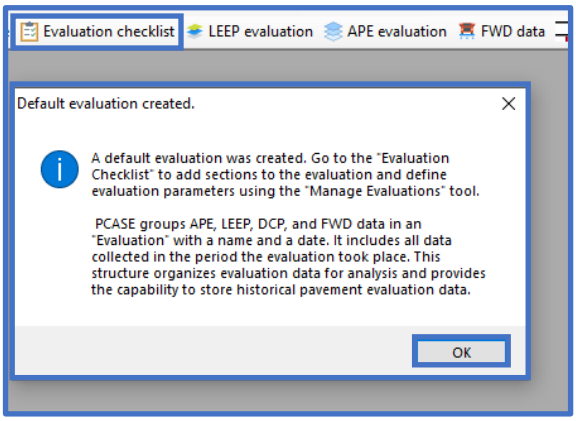


- Select the Section tab, select New, and define the Section

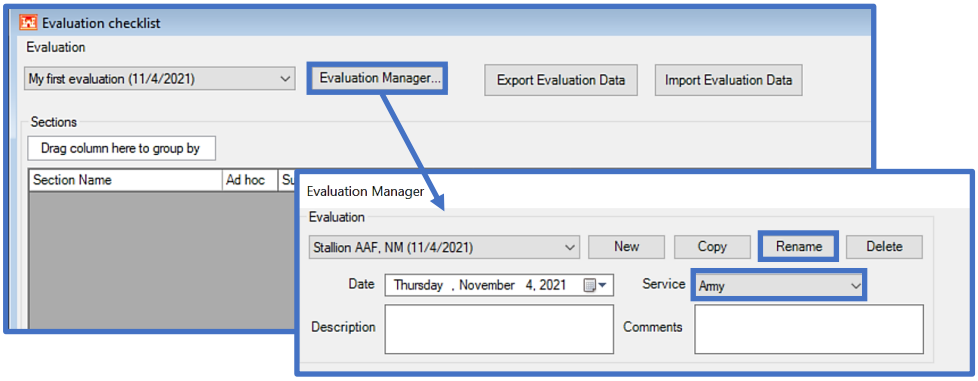


Step 2. Add the created section using the Evaluation Checklist form

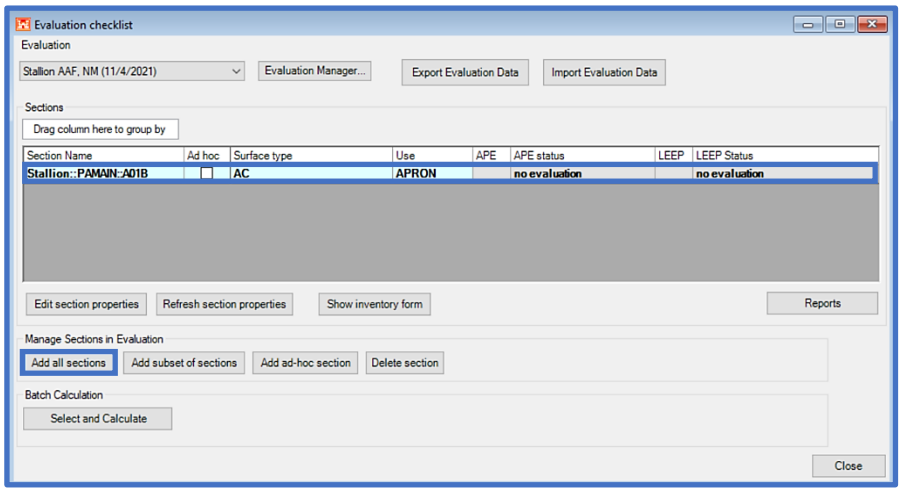
- After processing the DCP data, APE evaluation will be used to analyze the section; but first, set up the section in Evaluation Checklist. Select Evaluation Checklist. A prompt will be initiated indicating that a default evaluation was created. Select OK.



- Select Evaluation Manager, then Rename the evaluation to Stallion AAF, NM. Set the Service to Army. Close the Evaluation Manager.



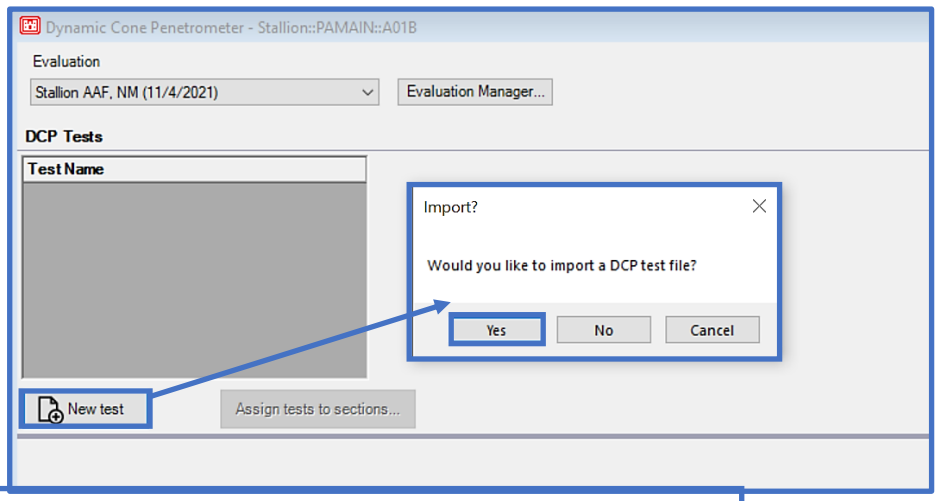
- Select Add all sections on the Evaluation Checklist. The section information populates on the form.



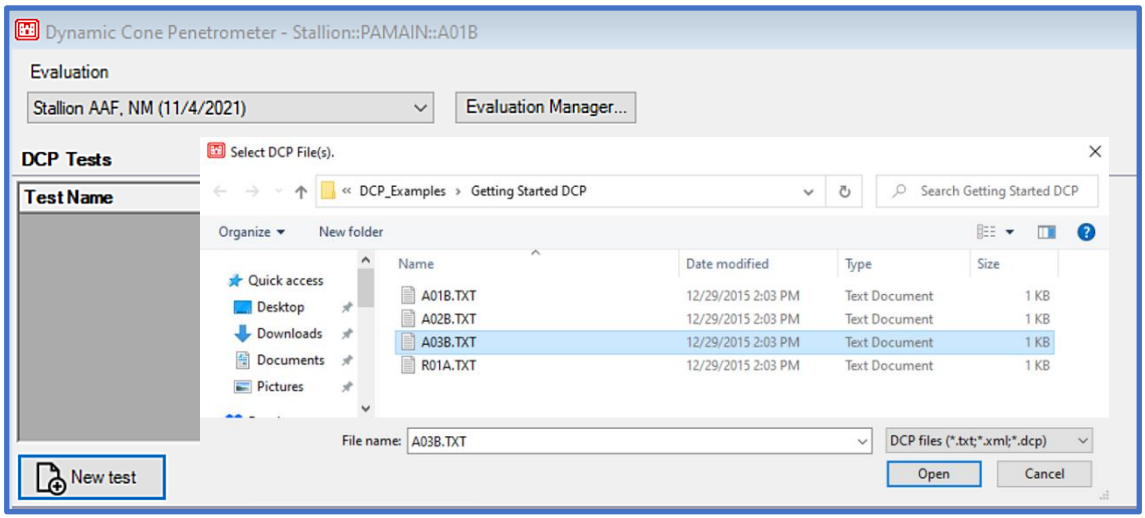
Step 3. Make selections within the DCP data form

- Select DCP data on the toolbar to open the DCP data form

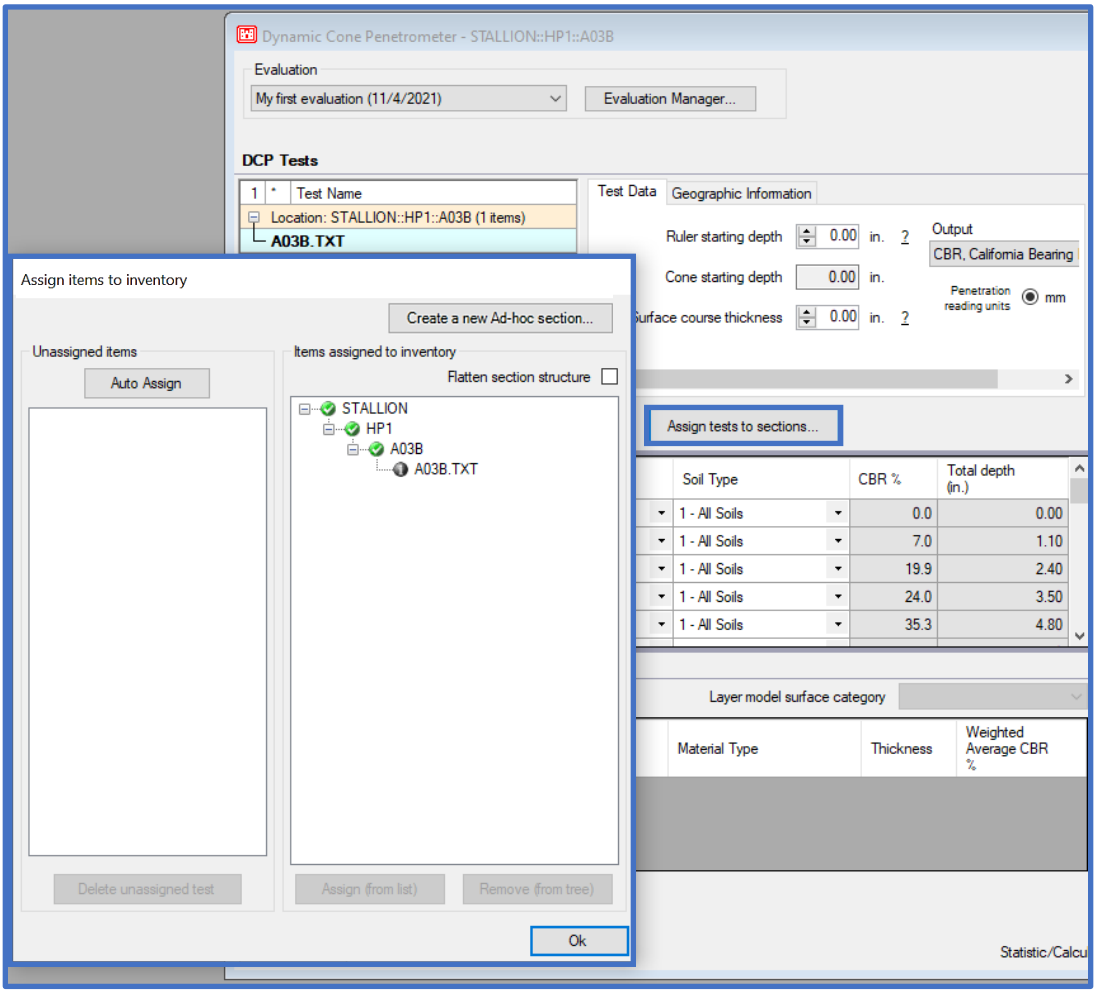
- Select New Test on the DCP data form
- The prompt will ask if a DCP test file is to be imported. For this example, select Yes to import a DCP test file.



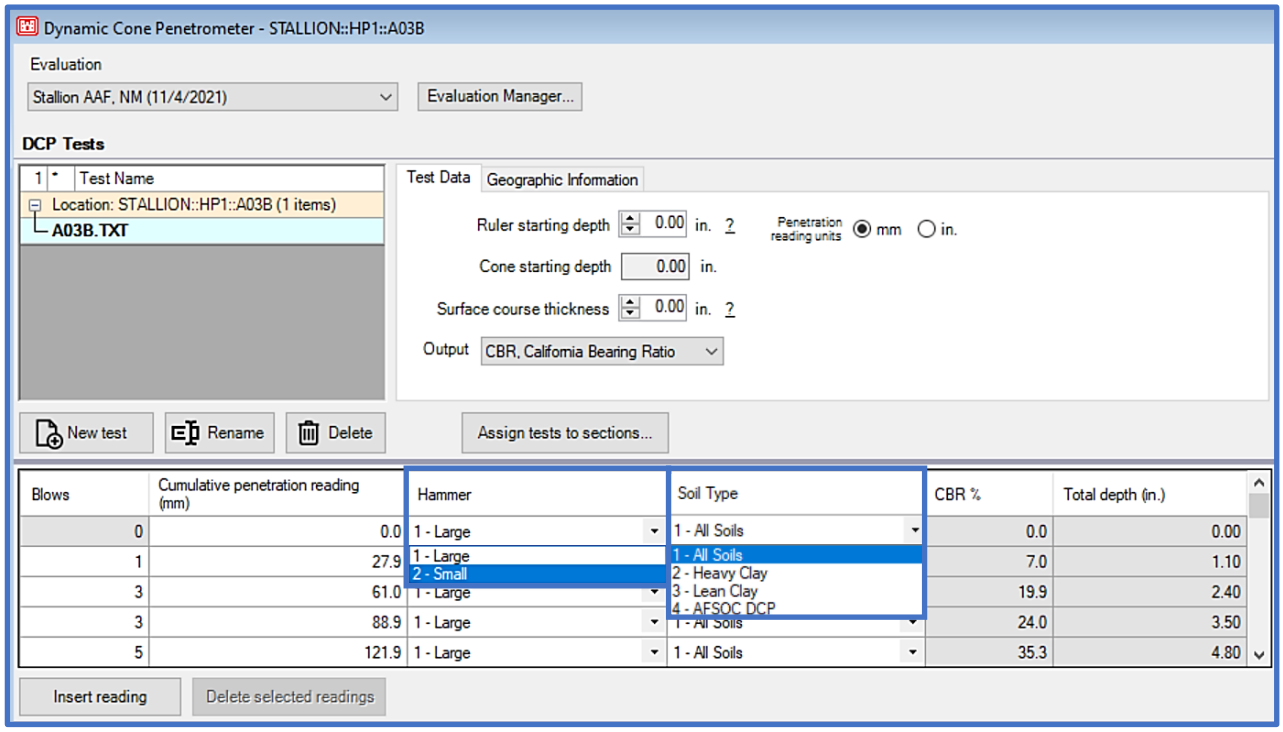
- Navigate to the applicable directory, select the A03B.TXT DCP data file, and select Open.

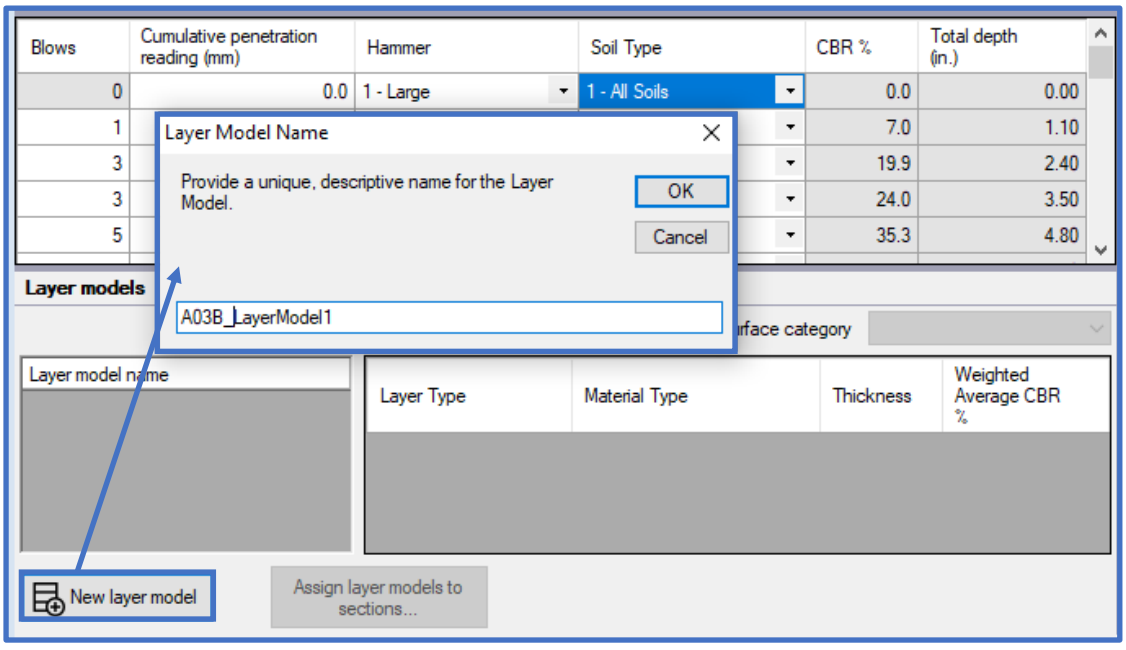


- The DCP data file will be automatically assigned to the inventory section of focus of the Selector tool. Select Assign tests to sections.... to display the assignment of the .TXT file to the associated inventory section in the Assign items to inventory form.

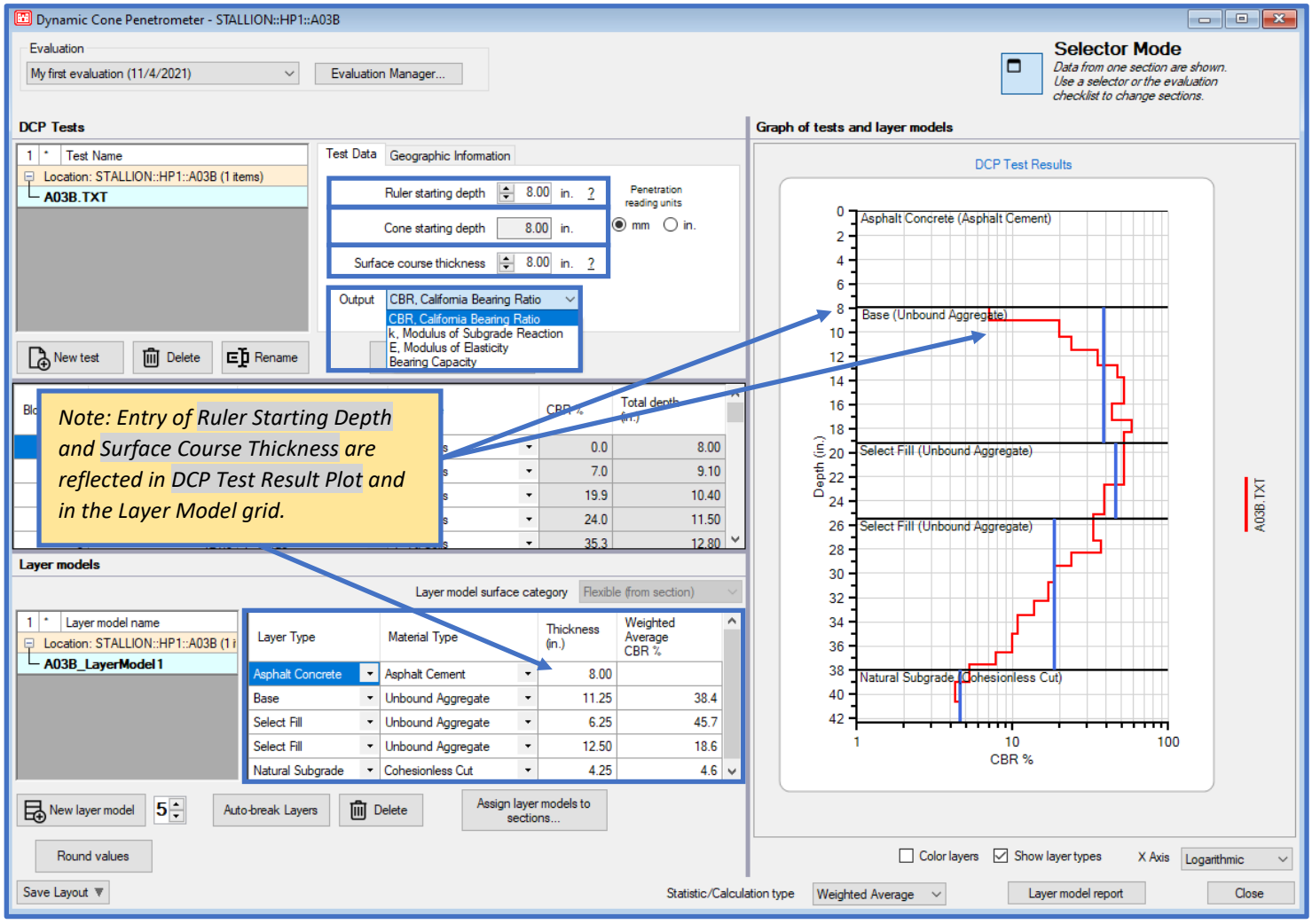


- For this example, select the following correlations to be applied for all the DCP penetration readings:
  - Hammer: 1-Large
  - Soil Type: 1-All Soils
- A Layer Model will be created (prior to identifying layers). Select New Layer Model on the DCP data form and enter a unique name.


Dynamic Cone Penetrometer - STALLION::HP1::A03B
Evaluation
Stallion AAF, NM (11/4/2021)
Evaluation Manager...
DCP Tests
1
Test Name
Location: STALLION::HP1::A03B (1 items)
A03B.TXT
Test Data
Geographic Information
Ruler starting depth
0.00
in.
Penetration reading units
mm
in.
Cone starting depth
0.00
in.
Surface course thickness
0.00
in.
Output
CBR, California Bearing Ratio
New test
Rename
Delete
Assign tests to sections...
Blows
Cumulative penetration reading (mm)
Hammer
Soil Type
CBR %
Total depth (in.)
0
0.0
1 - Large
1 - All Soils
0.0
0.00
1
27.9
1 - Large
2 - Small
1 - All Soils
2 - Heavy Clay
3 - Lean Clay
4 - AFSOC DCP
7.0
1.10
3
61.0
19.9
2.40
3
88.9
24.0
3.50
5
121.9
1 - Large
1 - All Soils
35.3
4.80
Insert reading
Delete selected readings

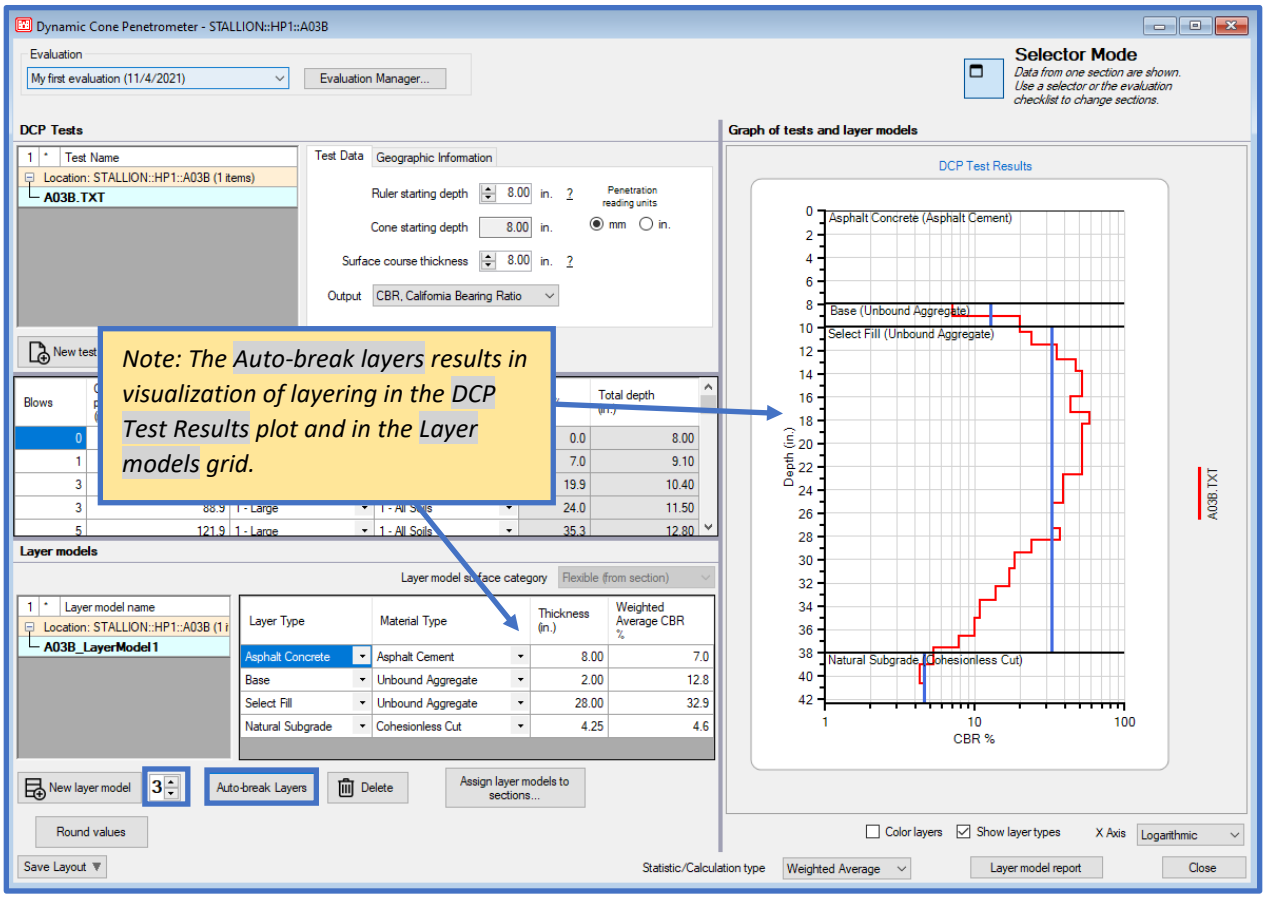

Blows
Cumulative penetration reading (mm)
Hammer
Soil Type
CBR %
Total depth (in.)
0
0.0
1 - Large
1 - All Soils
0.0
0.00
1
7.0
1.10
3
19.9
2.40
3
24.0
3.50
5
35.3
4.80
Layer Model Name
Provide a unique, descriptive name for the Layer Model.
OK
Cancel
A03B_LayerModel1
Layer models
Layer model name
Layer Type
Material Type
Thickness
Weighted Average CBR %
New layer model
Assign layer models to sections...

- On the Test Data tab enter:
  - Ruler starting depth: 8-in.
  - Surface course thickness: 8-in.
  - Output: CBR, California Bearing Ratio
- *Note: These selections are visualized in the DCP Test Results plot, as well as the Layer Model grid*

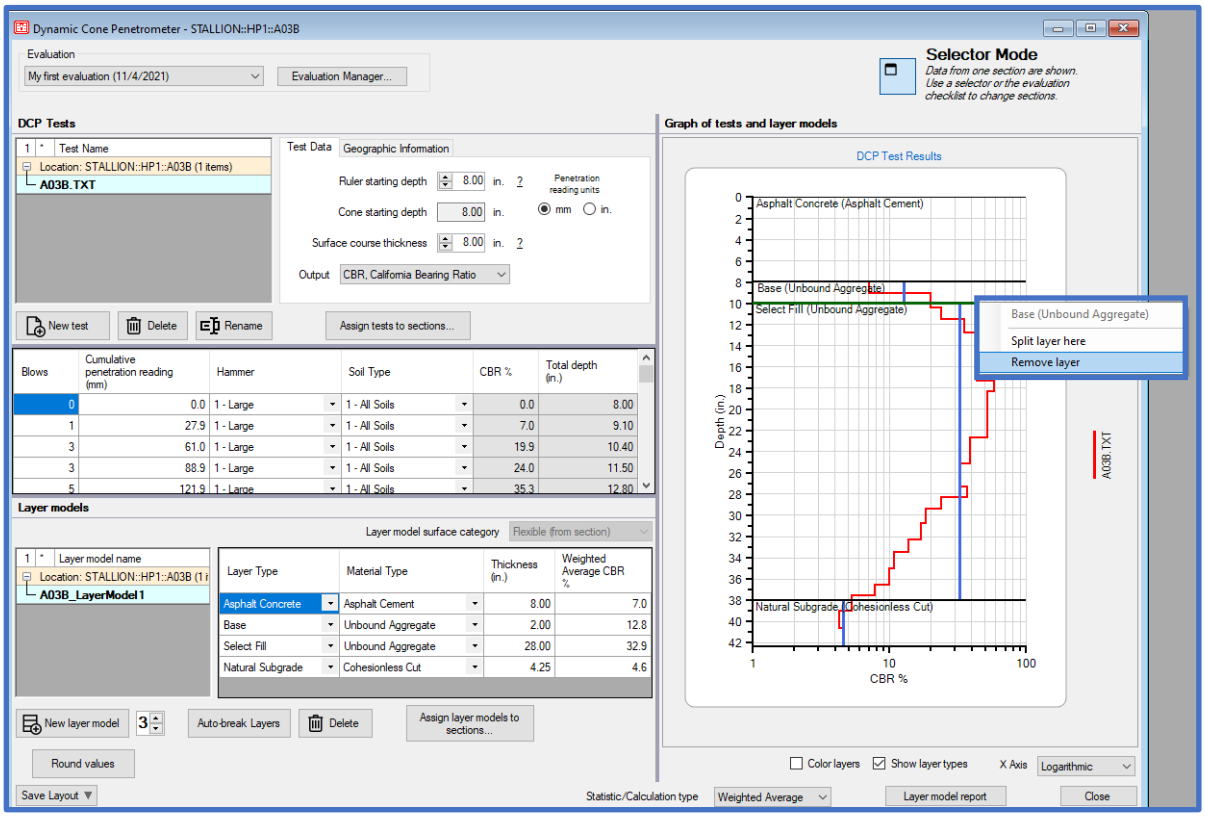


Step 4. Apply the Auto-break layer functionality as an initial mode of distinguishing the layers

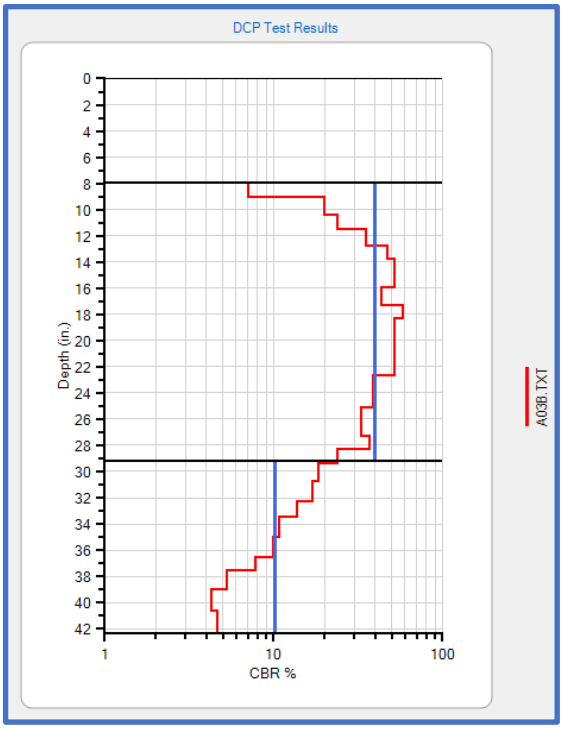
- Enter or scroll to the target layer count using the quantity field that is adjacent to the Auto-break Layers function
- Select Auto-break Layers to initialize the operation



- Next, remove the third layer interface by right-clicking on the layer interface and select Remove layer

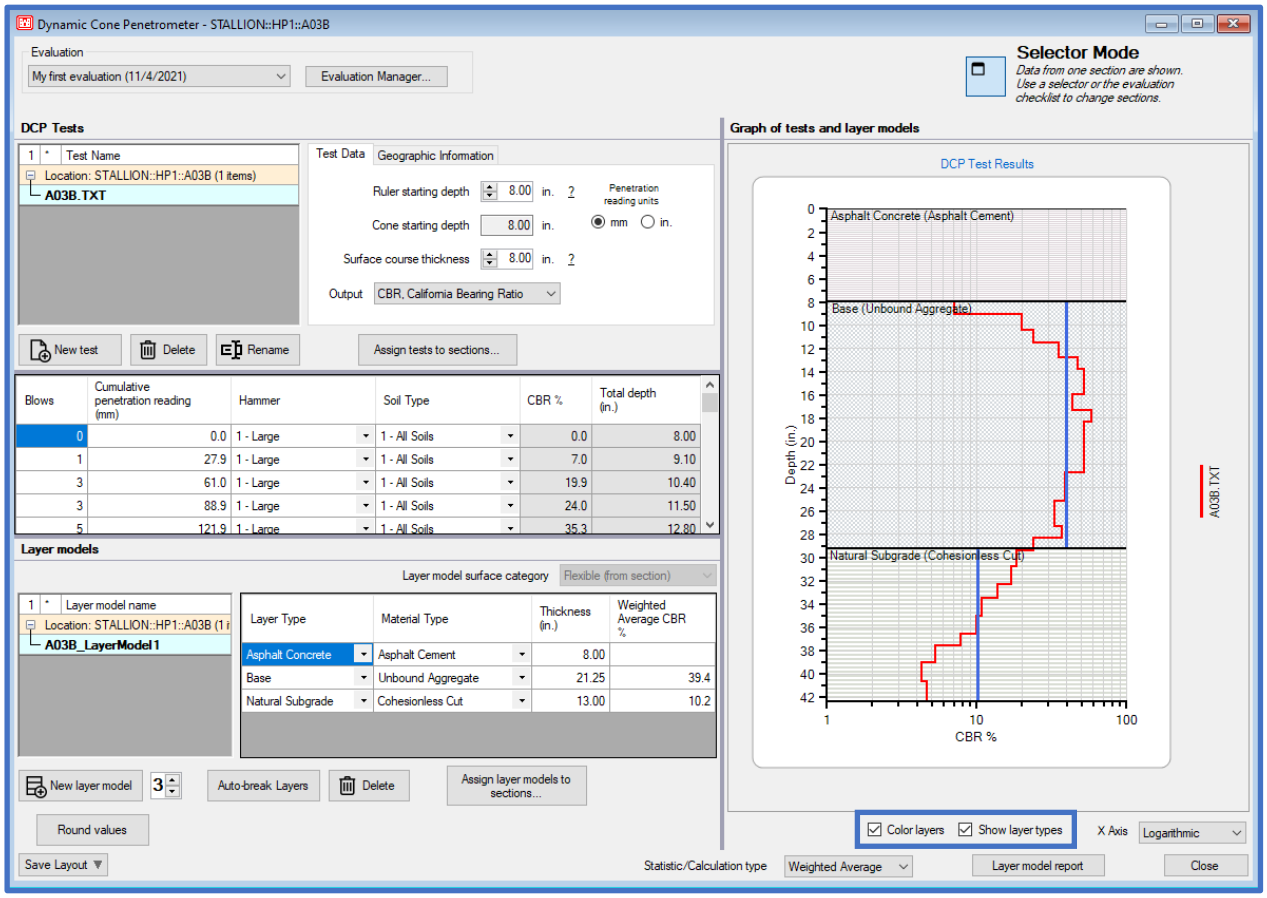


- The resultant layer structure:



Step 5. Label and color the layers in the DCP test result plot

- Select the Show layer types option
- Select the Color layers option to hatch fill or color the layers



16.3.2 Manual Data Entry of DCP Data and Performing Analysis

Process the DCP penetration data using the following analysis conditions:

- Network: Stallion, Branch: PAMAIN, Section: A01B (Flexible)
- Perform manual data entry of the DCP penetration readings shown in table 16.1
- Evaluation Type: LEEP
- Hammer type: 17.6-lb hammer
- Soil type: mostly non-cohesive soil
- Ruler Starting Depth: 6-in.
- Surface Course Thickness: 6-in.
- Apply Auto-break Layers function as the first step towards assigning layers
- X Axis: toggle between Linear and Logarithmic
- Compare Statistic/Calculation Type: Weighted Average and Average
- Manually adjust the Weighted Average Statistic/Calculation Type on the DCP Test Results Plot

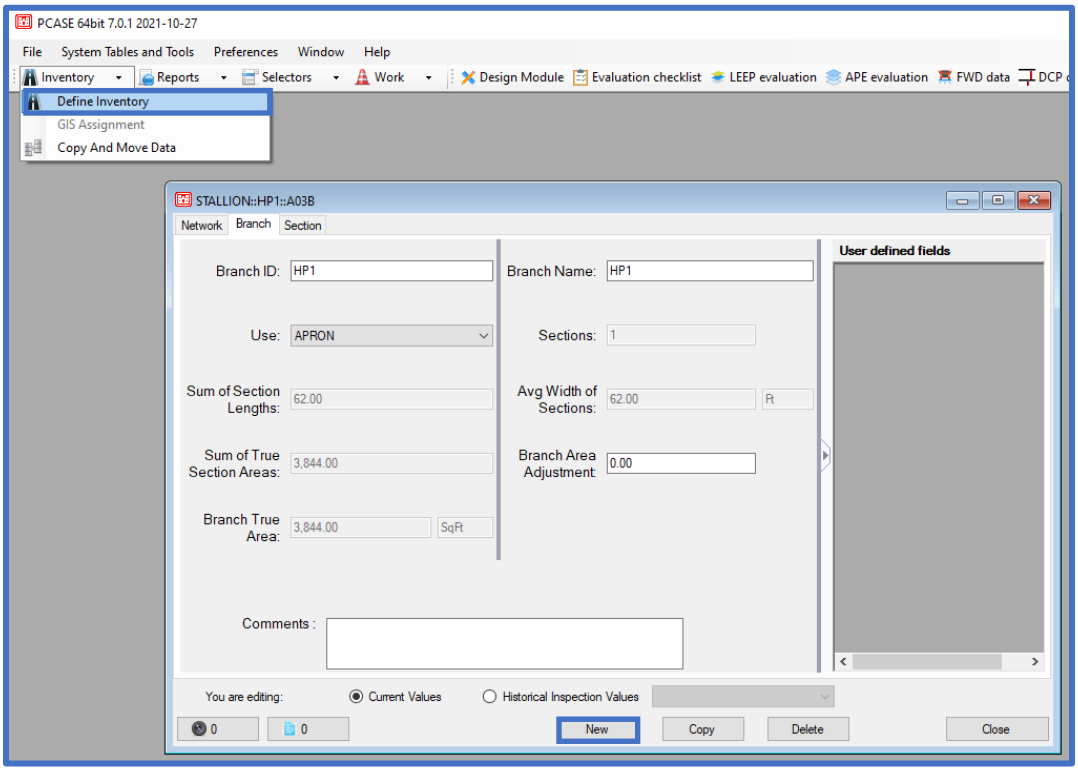
Table 13.1- Stallion AAF: PAMAIN: A01B, DCP Readings

Blows	Cumulative Penetration (in.)
0	0.0
2	1.4
3	2.6
4	3.8
5	4.8
6	5.9
6	6.9
6	8.0
6	9.0
7	10.1
7	11.2
6	12.4
6	13.4
6	14.6
5	15.6
5	16.9
4	18.0
4	19.0
4	20.2
3	21.4
3	22.8
3	24.3
2	25.3
2	26.5
2	27.9
2	29.5
2	31.4
2	33.5

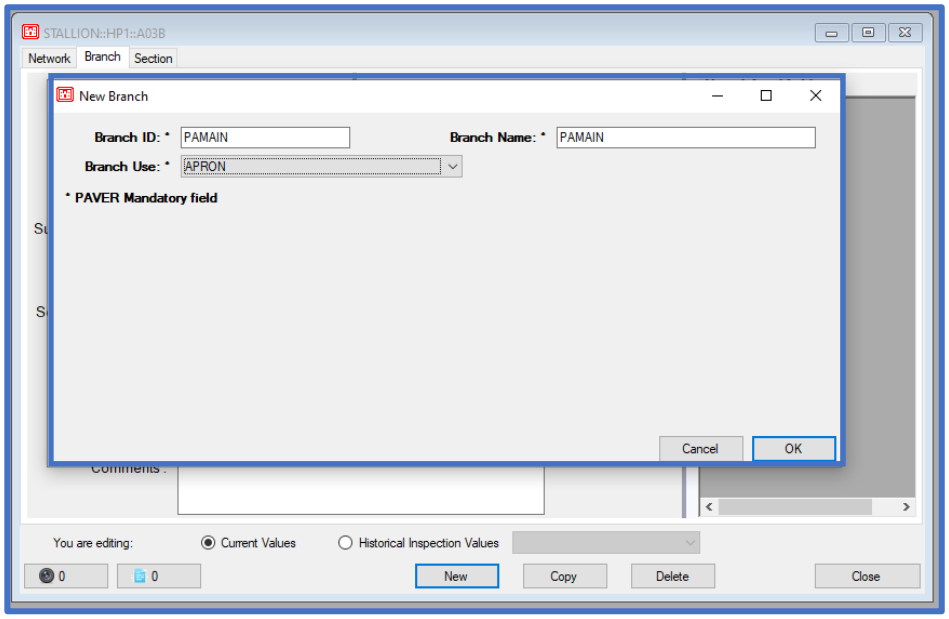
Stallion AAF; PAMAIN, Section A01B

Step 1. Define the Inventory

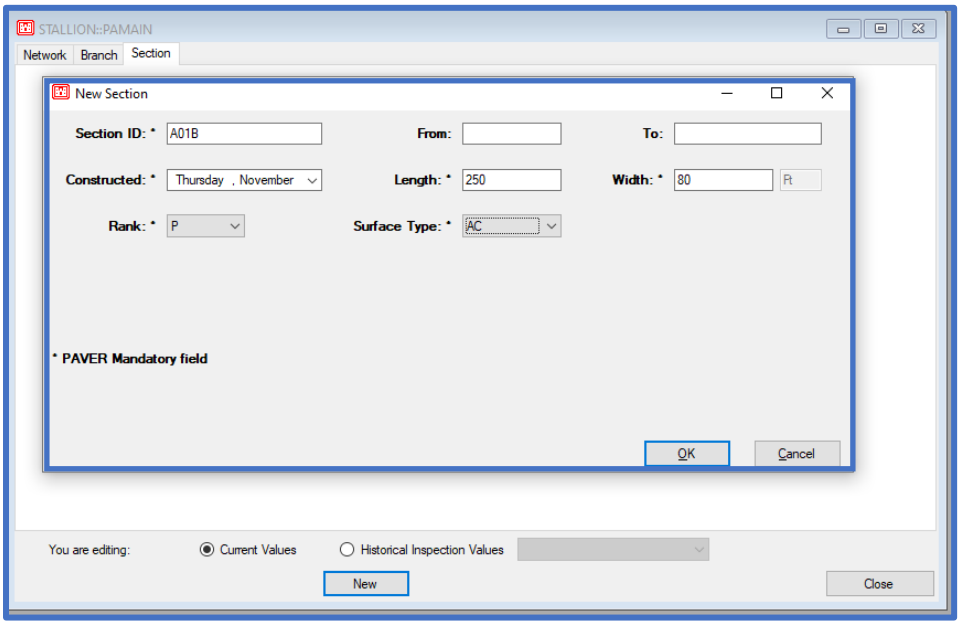
- Use the Inventory drop-list and select Define Inventory
- This example is a continuation of Stallion AAF; the network is already defined
- Select New on the Branch tab



- Select the Branch tab, select New and define the Branch

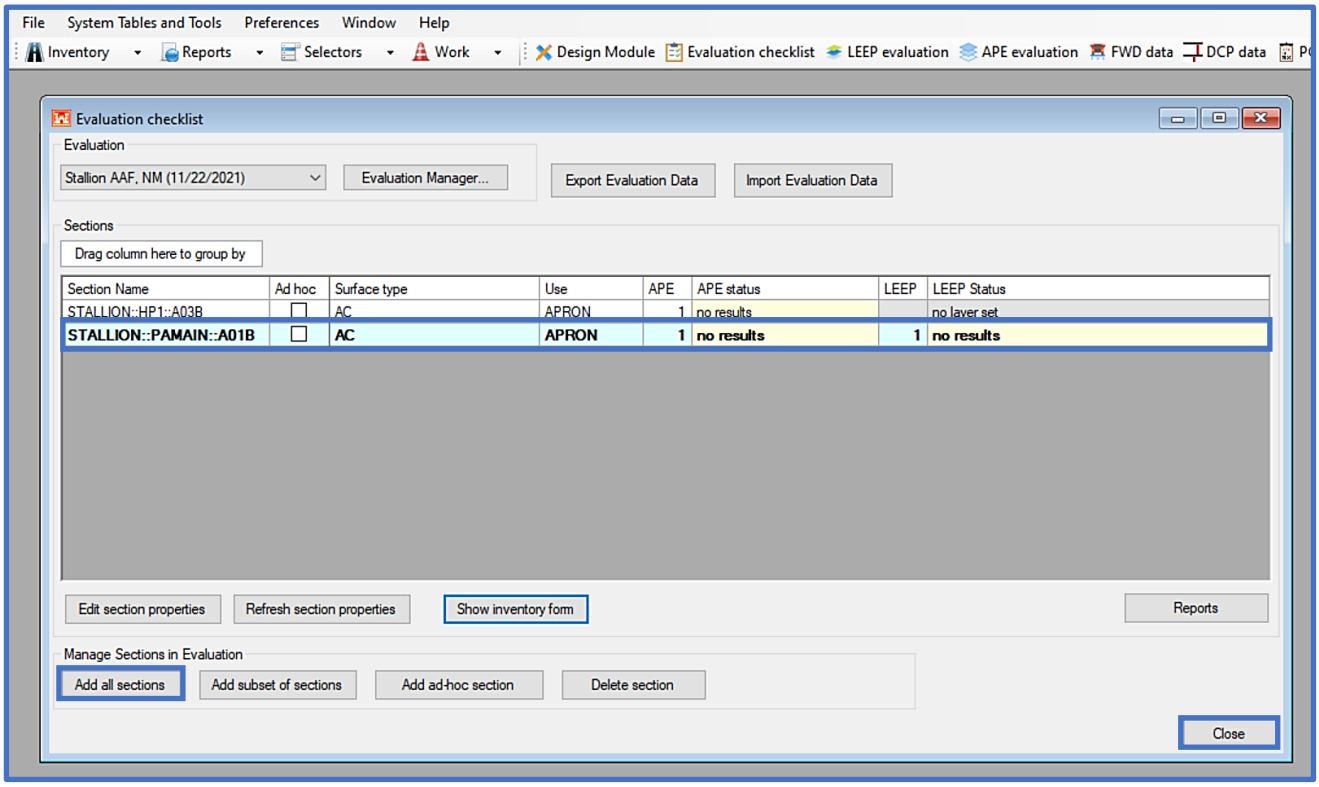


- Select the Branch tab, select New and define the Branch



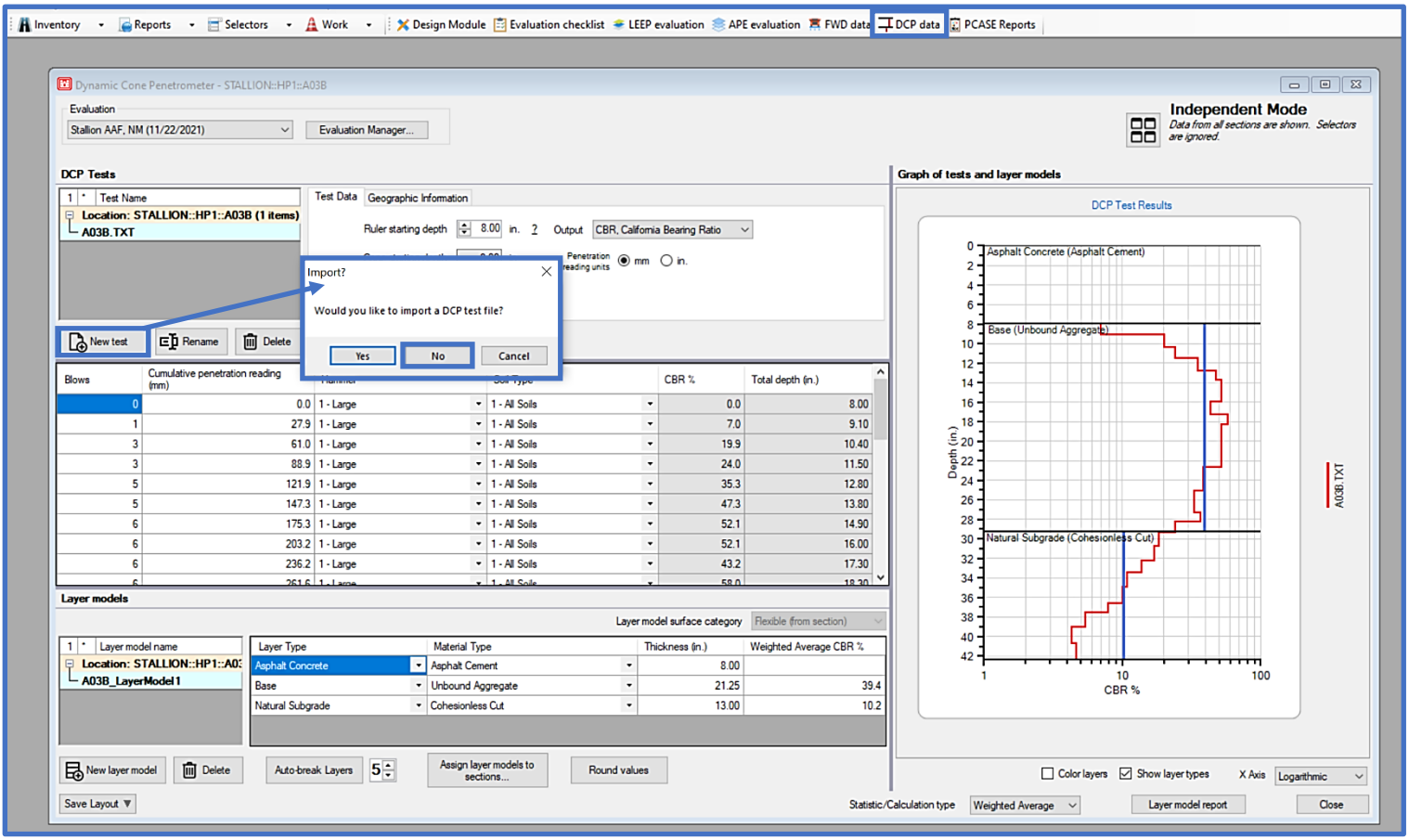
Step 2. Add created section within the Evaluation Checklist form

- After processing the DCP data, LEEP evaluation will be used to analyze the section; but first, add the section using the Evaluation Checklist. Select Evaluation Checklist.
- Select Add all sections in the Evaluation Checklist form to declare a LEEP analysis for this section. Next, select Close.

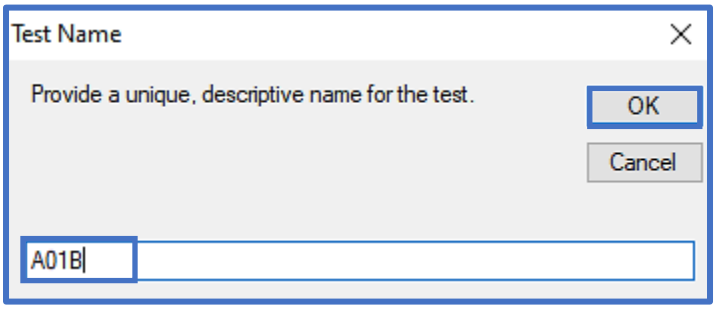


Step 3. Make selections within the DCP data form

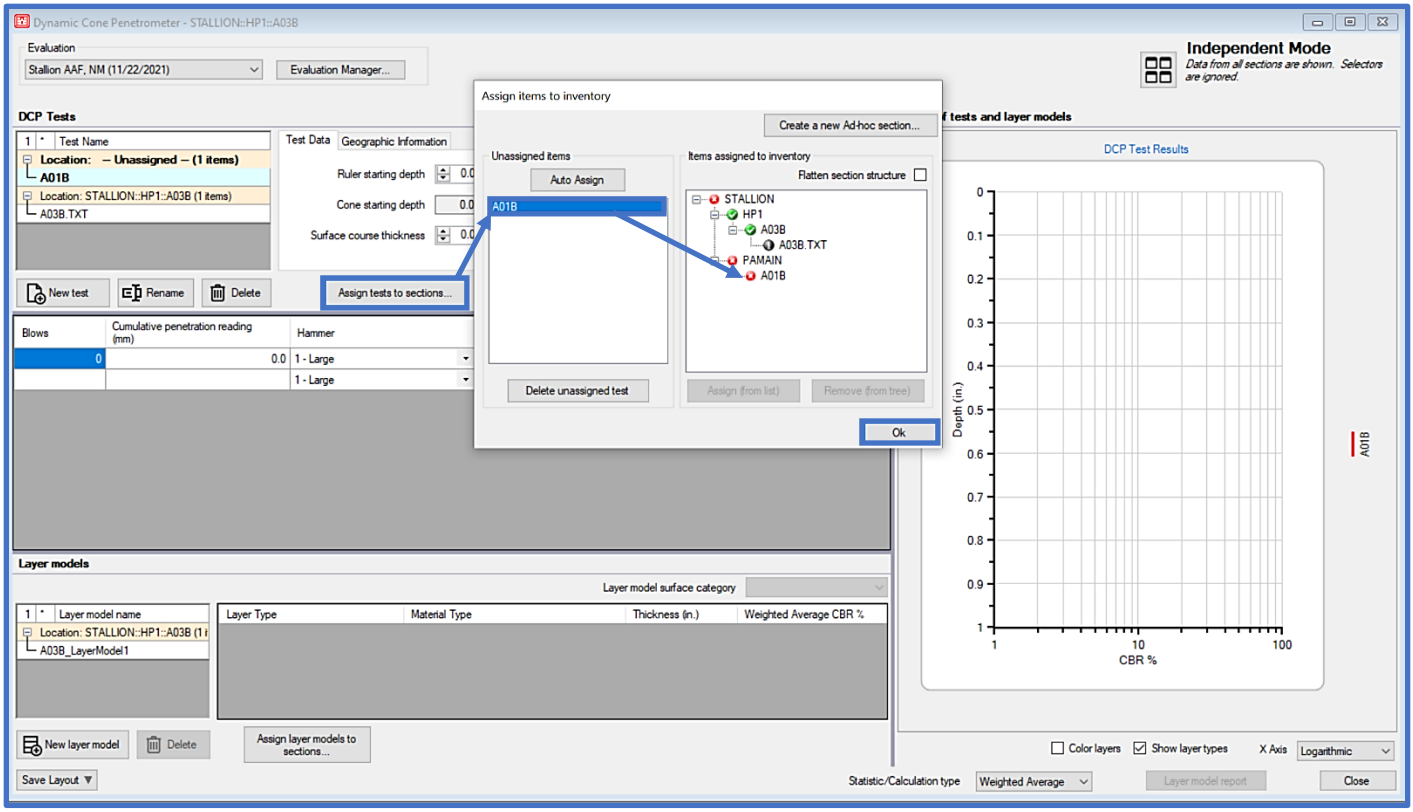
- Select DCP data on the desktop to open the DCP data form
- Since this example occurs within the same inventory as the previous DCP analysis, then the previous example DCP data will be shown. This will occur within pavement inventories where there is existing data.
- To create a new DCP analysis, select New test
- The prompt will ask if a DCP test file is to be imported. For this example, select No; the DCP data will be entered manual.



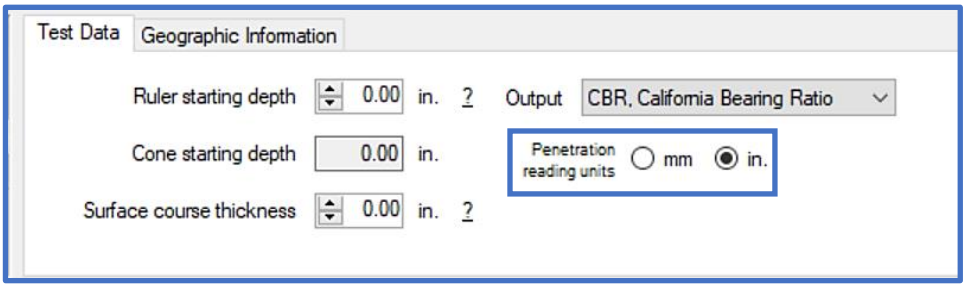
- Enter a unique name for the DCP test and select OK



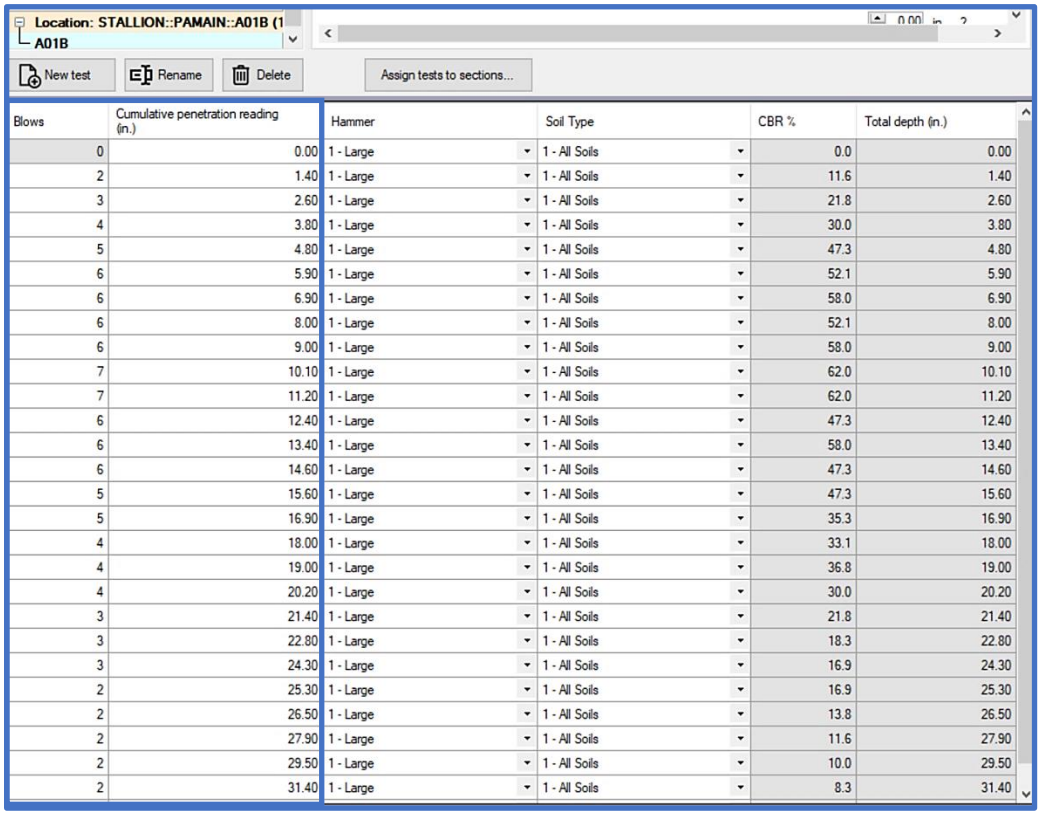
- A blank DCP form is produced for user data entry and parameter selection. Assign the test to the appropriate Section by selecting Assign tests to sections… then drag A01B to the appropriate Section and click Ok.



- Given the English units of measurement for the penetration readings, use the radio button under Penetration reading units and select in.

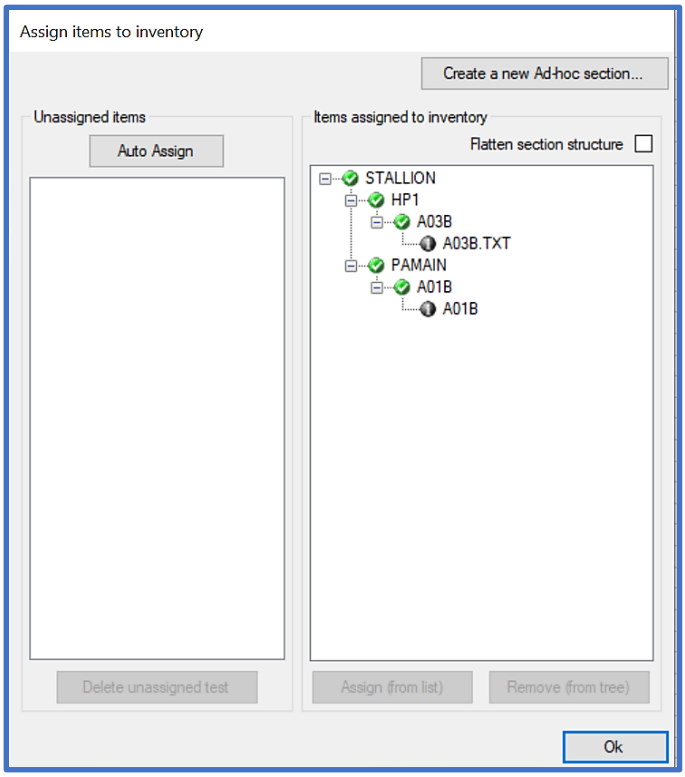


- Enter DCP data into the DCP readings penetration grid. To manually input DCP readings, select the Insert Reading button or the second cell in the Blows column and enter a value. To input the associated Cumulative penetration reading value, you can either select the cell field with your cursor or press Tab on the keyboard to toggle to the next field. Once the Blows and Cumulative penetration reading values are entered for a row press, Enter or Tab on the keyboard to generate a new row. Readings can be removed from the grid by selecting the row you would like to delete, then click on the Delete selected readings button.

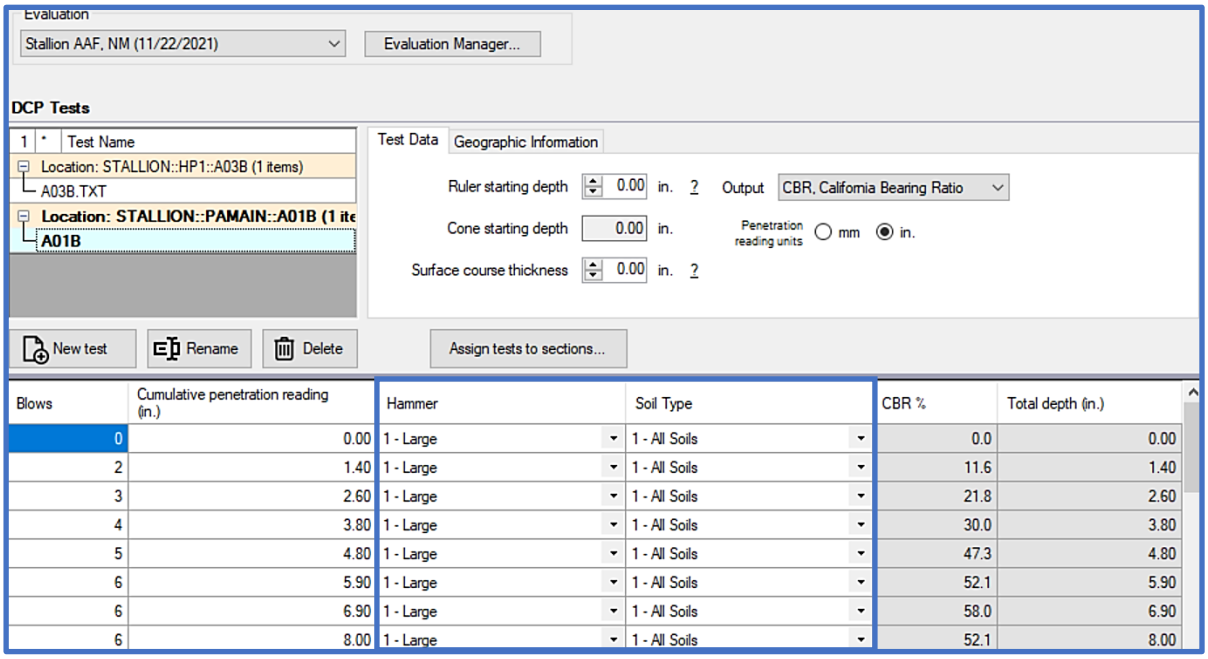


Blows	Cumulative penetration reading (in.)	Hammer	Soil Type	CBR %	Total depth (in.)
0	0.00	1 - Large	1 - All Soils	0.0	0.00
2	1.40	1 - Large	1 - All Soils	11.6	1.40
3	2.60	1 - Large	1 - All Soils	21.8	2.60
4	3.80	1 - Large	1 - All Soils	30.0	3.80
5	4.80	1 - Large	1 - All Soils	47.3	4.80
6	5.90	1 - Large	1 - All Soils	52.1	5.90
6	6.90	1 - Large	1 - All Soils	58.0	6.90
6	8.00	1 - Large	1 - All Soils	52.1	8.00
6	9.00	1 - Large	1 - All Soils	58.0	9.00
7	10.10	1 - Large	1 - All Soils	62.0	10.10
7	11.20	1 - Large	1 - All Soils	62.0	11.20
6	12.40	1 - Large	1 - All Soils	47.3	12.40
6	13.40	1 - Large	1 - All Soils	58.0	13.40
6	14.60	1 - Large	1 - All Soils	47.3	14.60
5	15.60	1 - Large	1 - All Soils	47.3	15.60
5	16.90	1 - Large	1 - All Soils	35.3	16.90
4	18.00	1 - Large	1 - All Soils	33.1	18.00
4	19.00	1 - Large	1 - All Soils	36.8	19.00
4	20.20	1 - Large	1 - All Soils	30.0	20.20
3	21.40	1 - Large	1 - All Soils	21.8	21.40
3	22.80	1 - Large	1 - All Soils	18.3	22.80
3	24.30	1 - Large	1 - All Soils	16.9	24.30
2	25.30	1 - Large	1 - All Soils	16.9	25.30
2	26.50	1 - Large	1 - All Soils	13.8	26.50
2	27.90	1 - Large	1 - All Soils	11.6	27.90
2	29.50	1 - Large	1 - All Soils	10.0	29.50
2	31.40	1 - Large	1 - All Soils	8.3	31.40

- Verify that the DCP data file was correctly assigned to the inventory Section by selecting Assign tests to sections... to display the assignment of the file to the associated inventory section in the Assign items to inventory form.

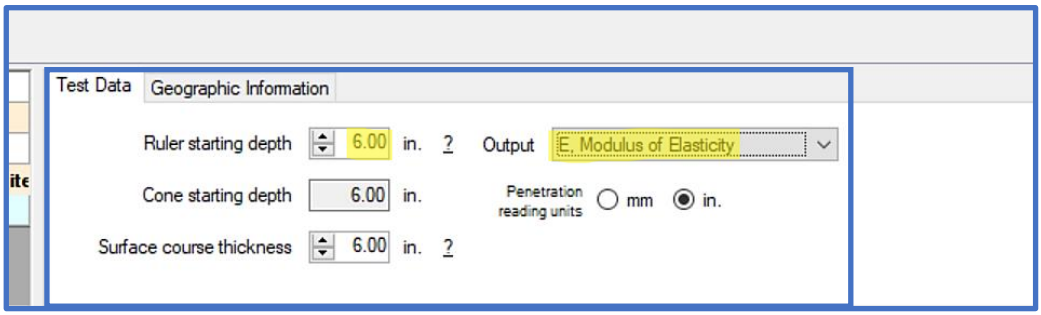


- For this example, verify the following correlations have been applied for all the DCP penetration readings:
  - Hammer: 1-Large
  - Soil Type: 1-All Soils
- A Layer Model will be created (prior to identifying layers). Select New Layer Model on the DCP data form and enter a unique name.

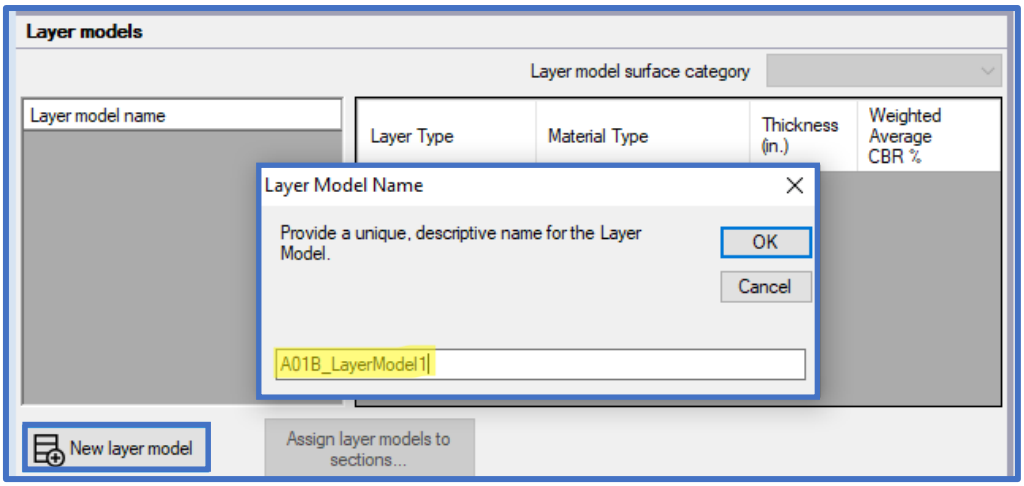


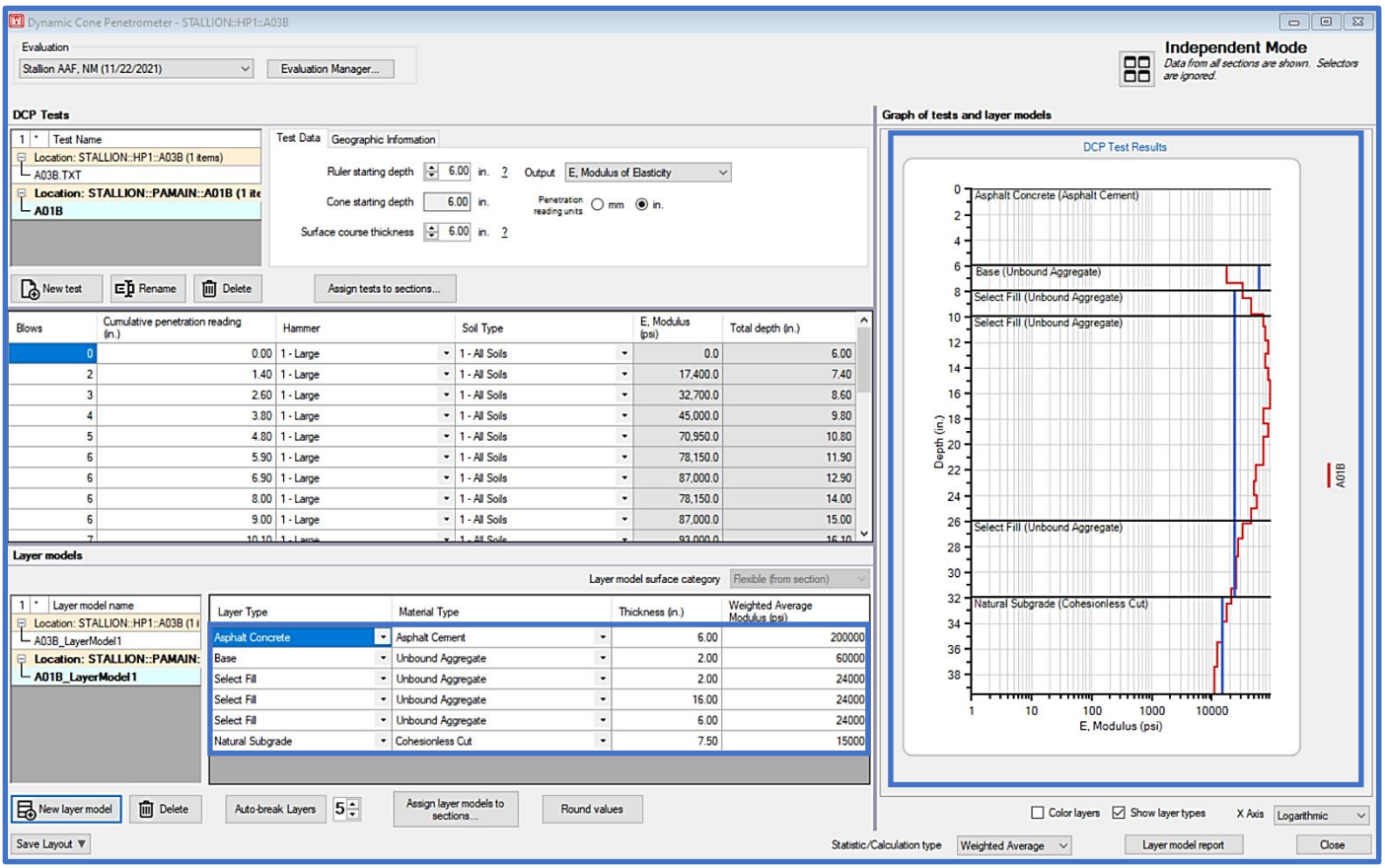
- On the Test Data tab enter:
  - Ruler starting depth: 6-in.
  - Surface course thickness (updates automatically according to Ruler starting depth): 6-in.
  - Output: E, Modulus of Elasticity

Note: These selections are visualized in the DCP Test Results plot, as well as the Layer Model grid.



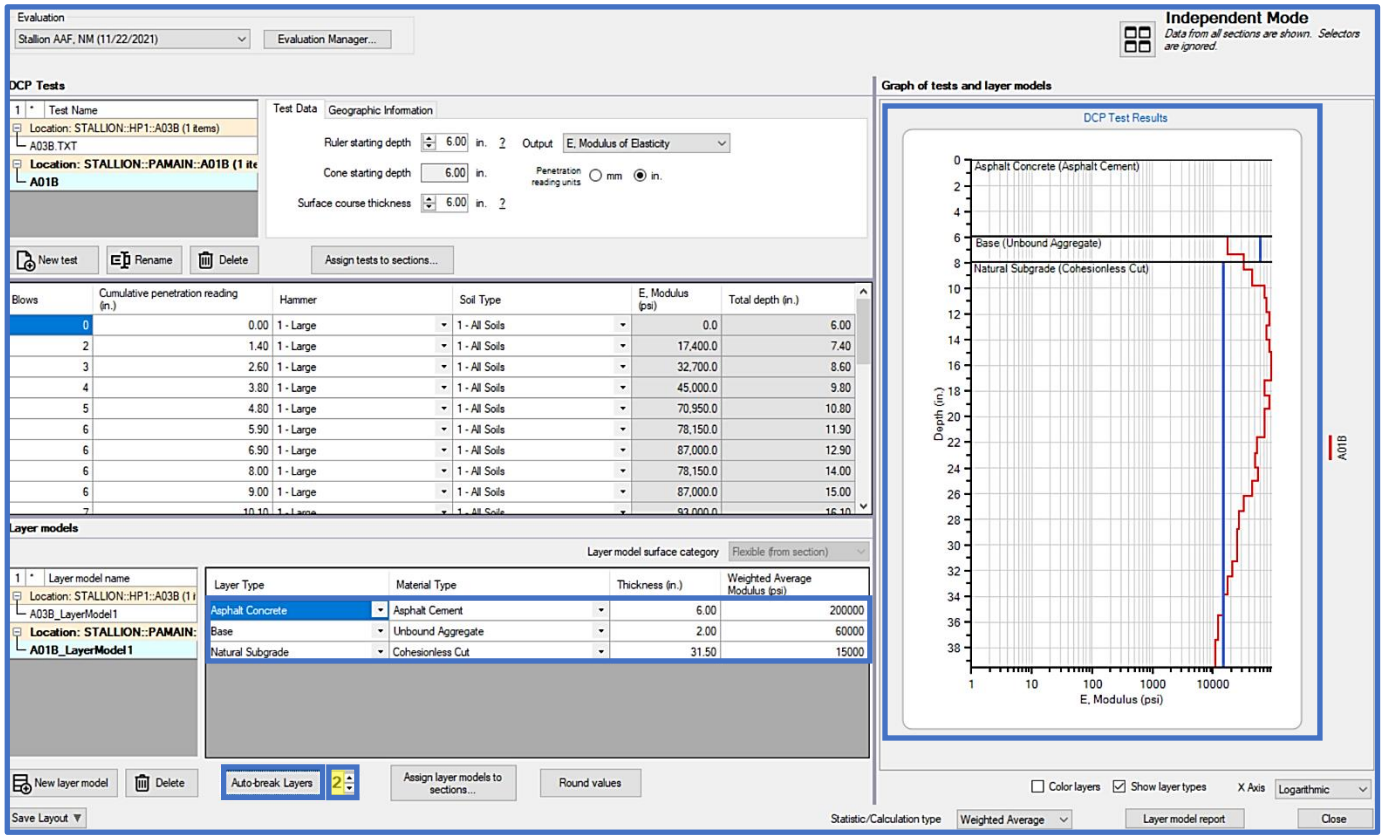
- A Layer Model will be created (prior to identifying layers). Select New Layer Model on the DCP data form and enter a unique name.





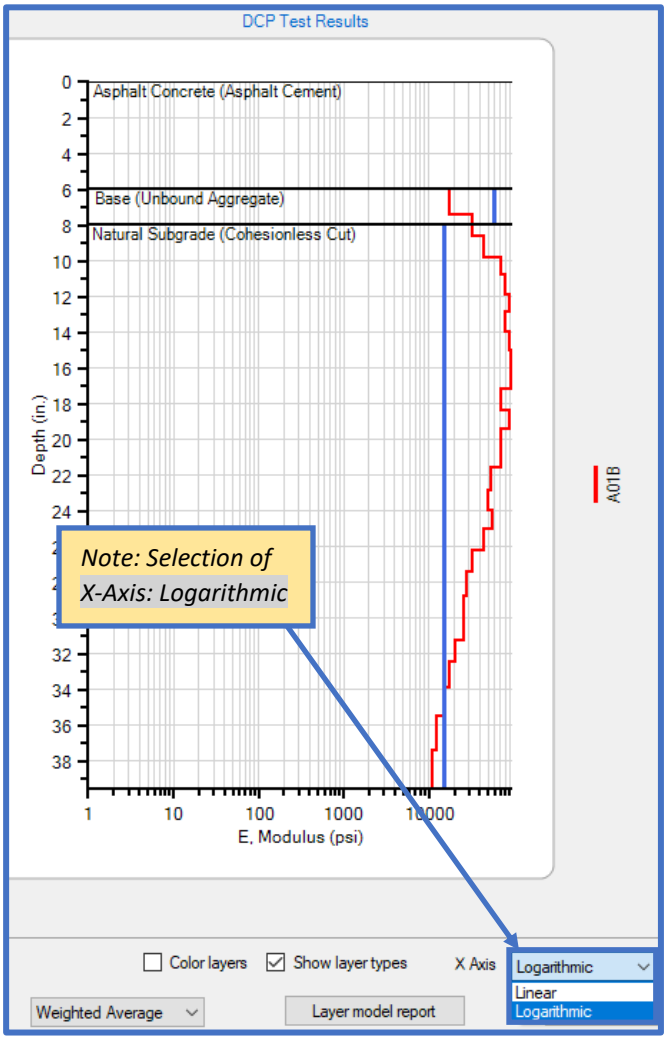
Step 4. Apply the Auto-break layer functionality as an initial mode of distinguishing the Layers

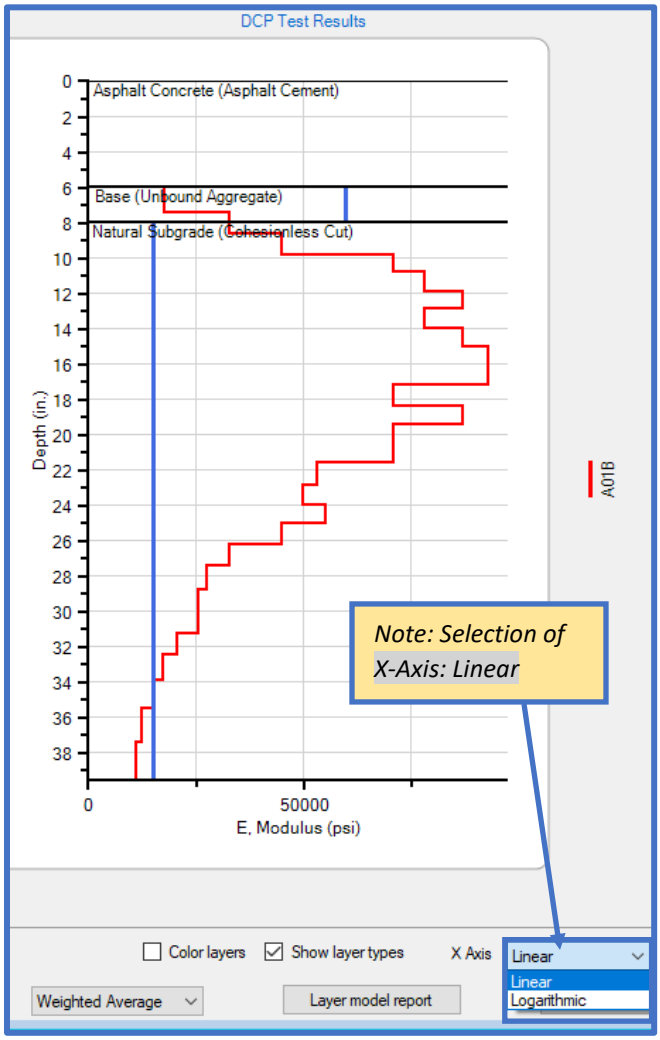
- Enter or scroll to the target layer count using the quantity field that is adjacent to the Auto-break Layers function
- Select Auto-break Layers to initialize the operation



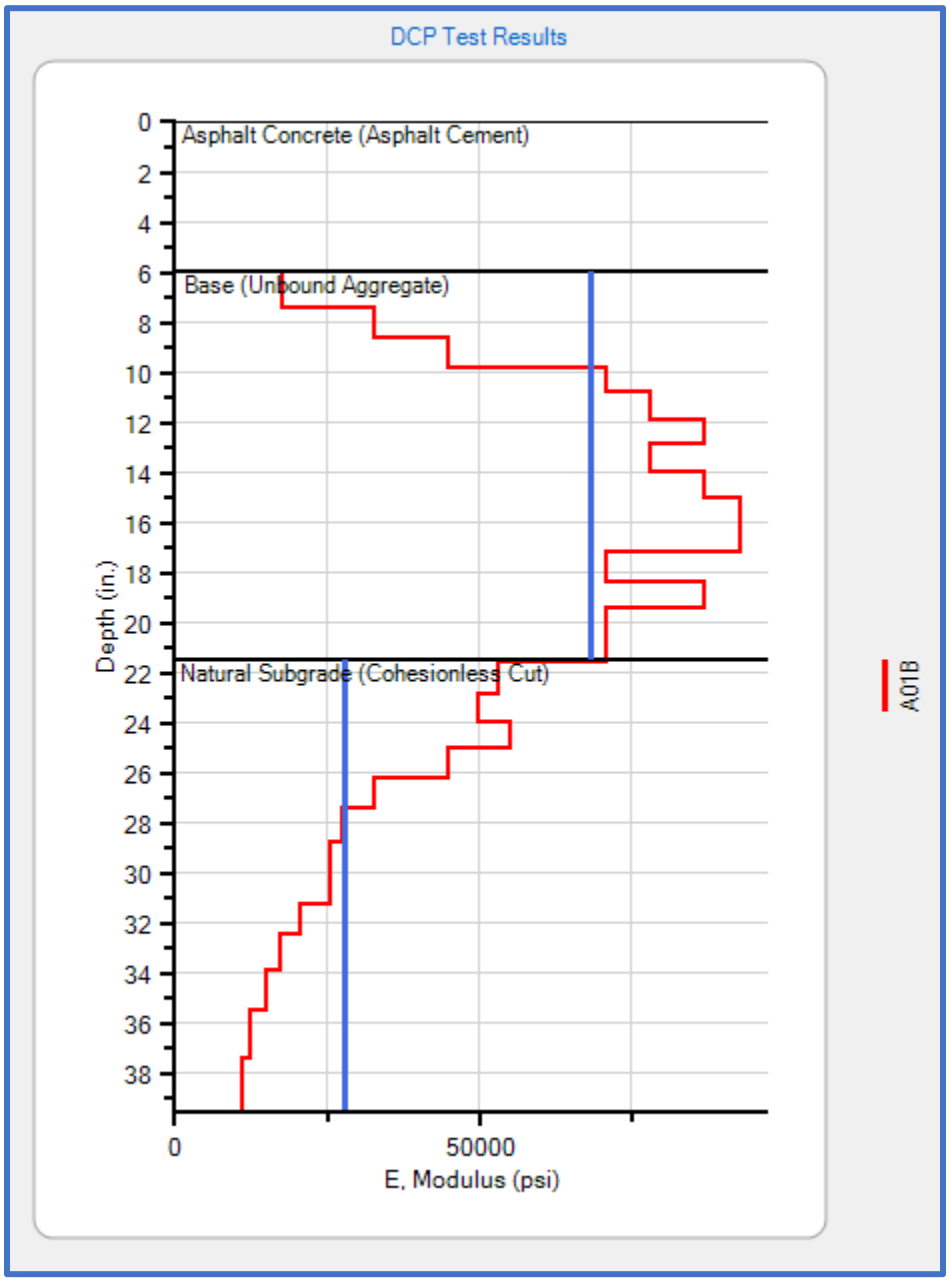
Step 5. X-Axis: Toggle between Logarithmic and Linear to view differences

- Select X-Axis: Logarithmic
- Select X-Axis: Linear
- Select X-Axis: Linear, for the remainder of this analysis





Step 6. Manually modify the layers to reflect the test results shown below.

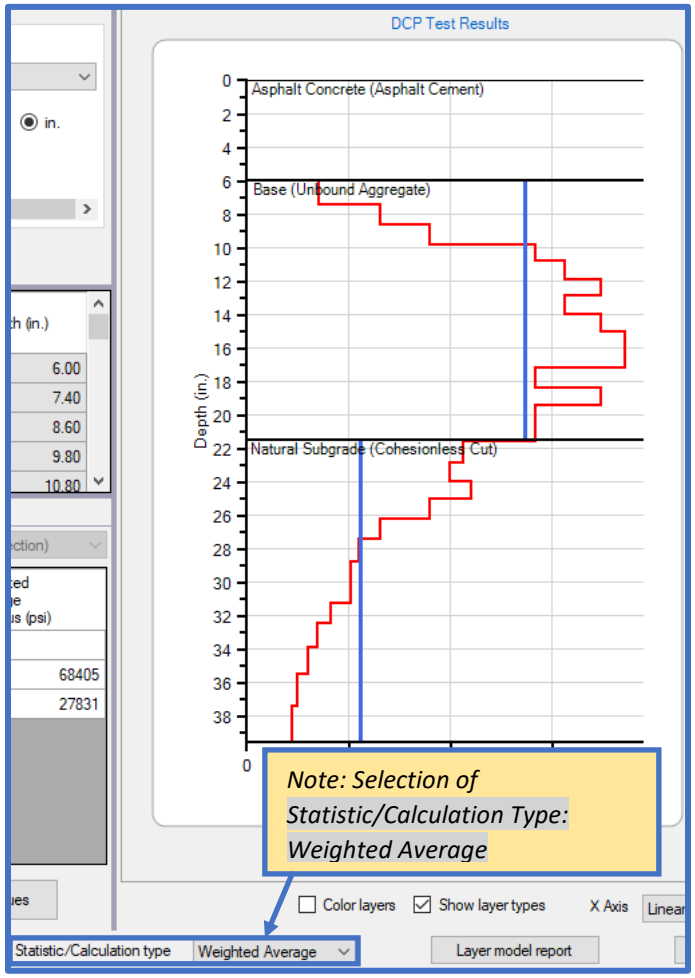


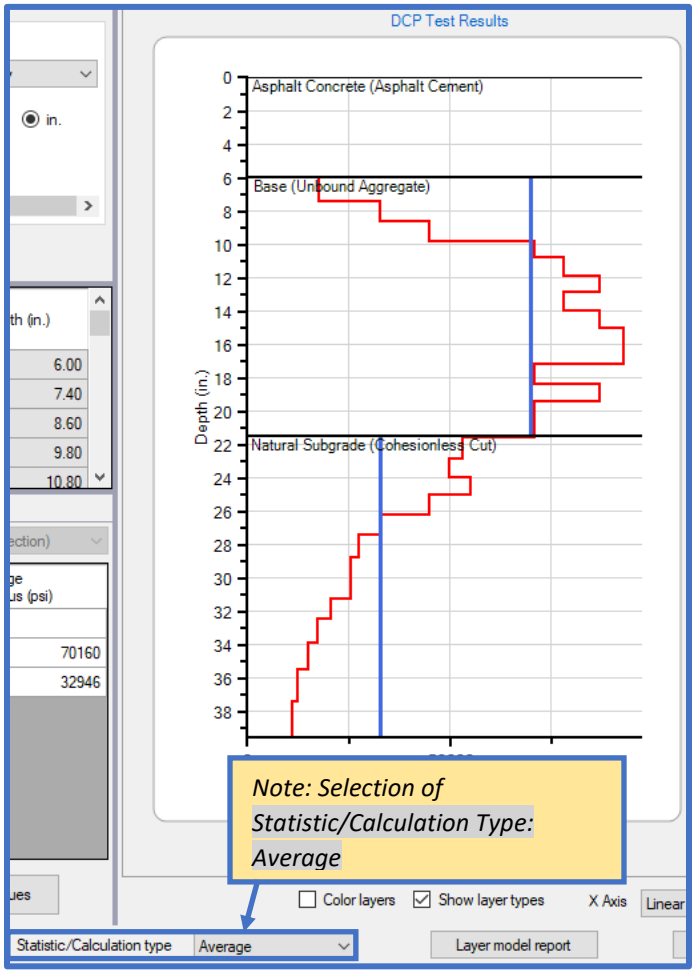
Layer model surface category: Flexible (from section)

Layer Type	Material Type	Thickness (in.)	Weighted Average Modulus (psi)
Asphalt Concrete	Asphalt Cement	6.00	
Base	Unbound Aggregate	15.50	68401
Natural Subgrade	Cohesionless Cut	18.00	27831

Step 7. Compare Statistic/Calculation type: Weighted Average and Average

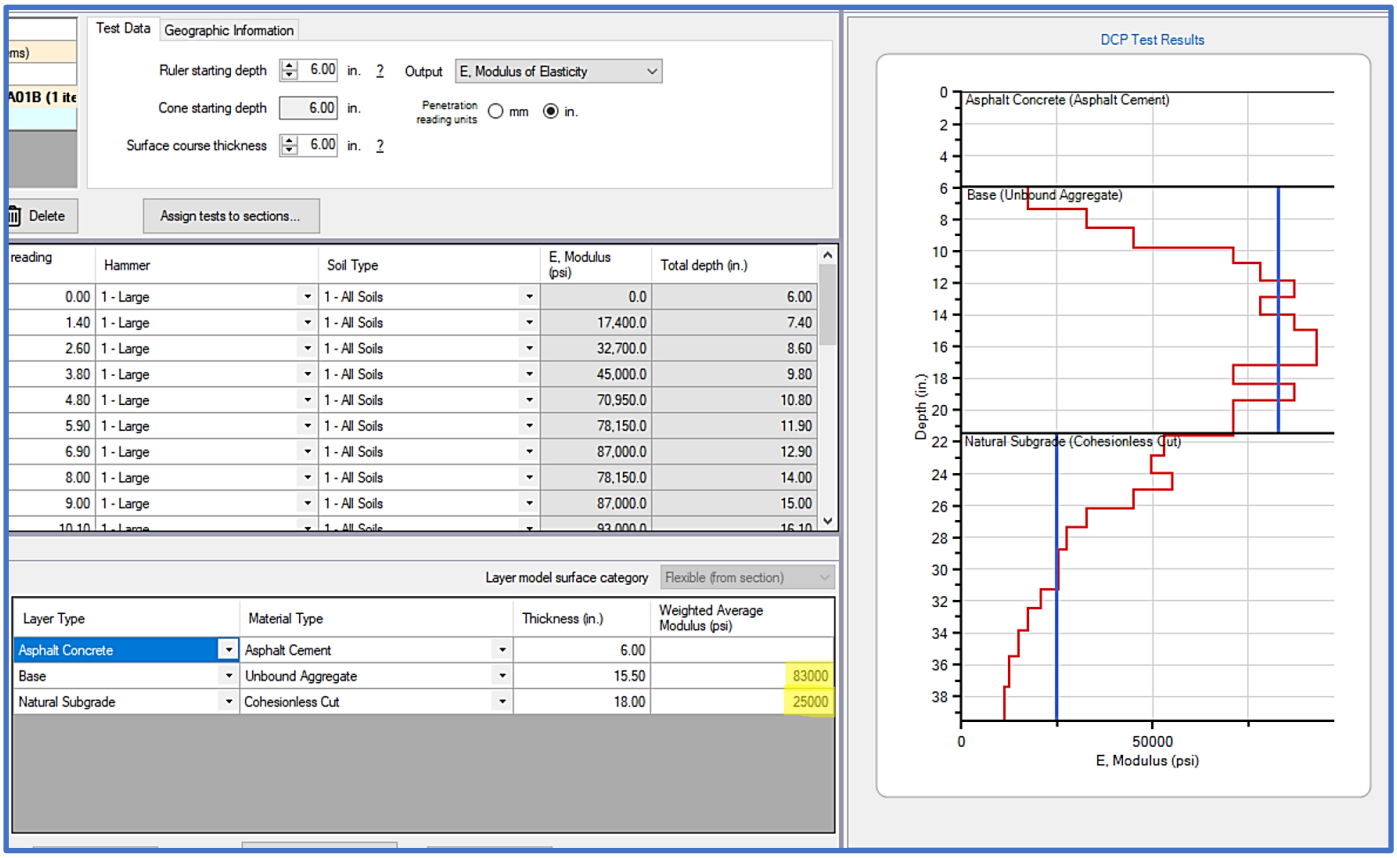
- Select Statistic/Calculation type: Weighted Average from the drop-list
- Select Statistic/Calculation type: Average from the drop-list





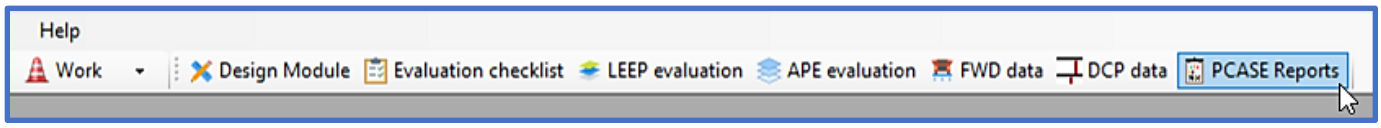
Step 8. Manually adjust the Weighted Average Statistic/Calculation type on the DCP Results Plot

- Navigate to the Layer Model grid and enter 83,000-psi for the Base layer modulus. This change will be reflected in the Statistic/Calculation Type visualization on the DCP Test Results plot.
- Similarly, navigate to the Layer Model grid and enter 25,000-psi for the Subgrade modulus

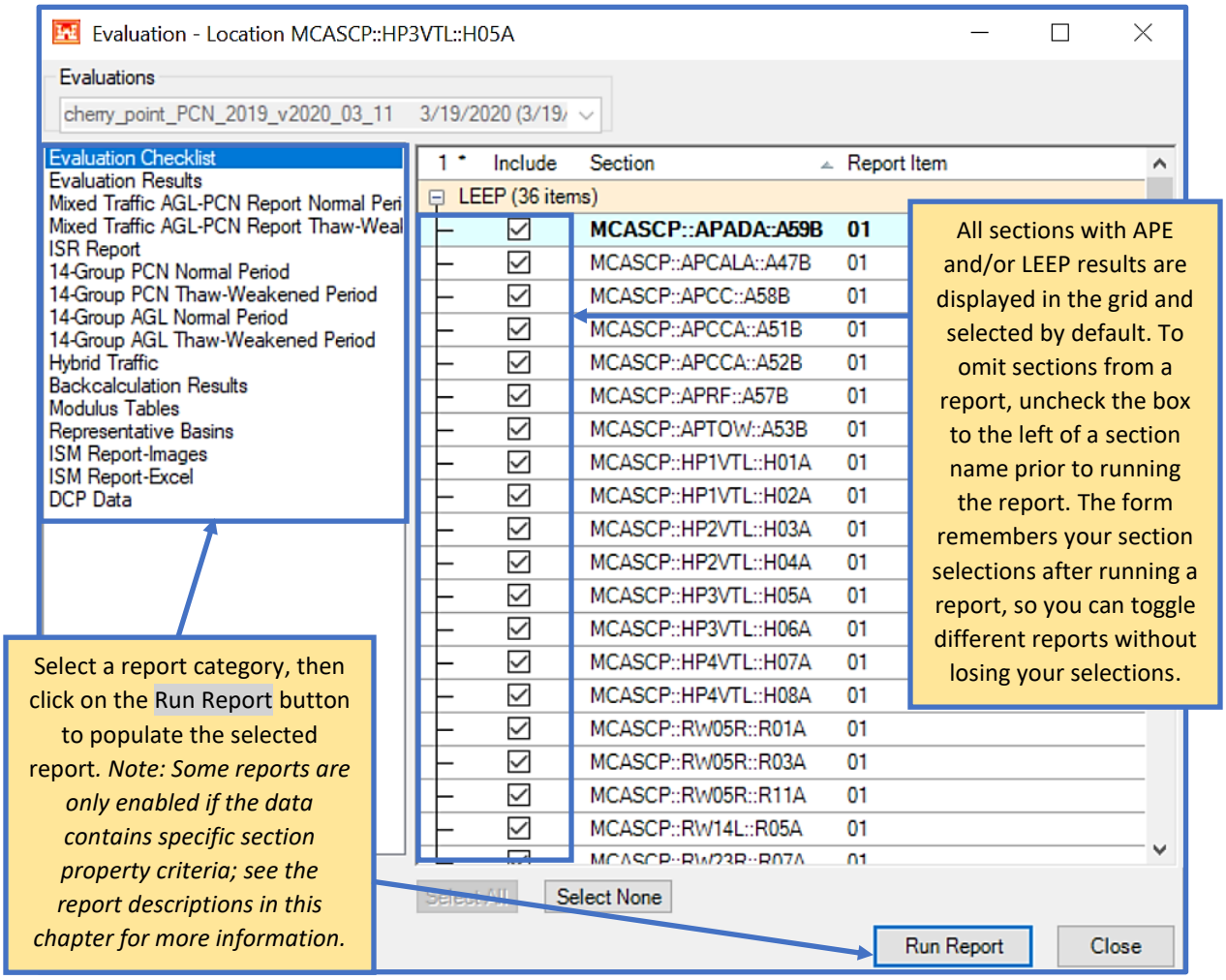


17 PCASE Reports

Evaluation reports can be accessed from several different locations within the program including PCASE Reports on the toolbar, Evaluation Checklist, LEEP evaluation, and APE evaluation. *Note: PCASE reports use excel templates without any classification markings based on the assumption that all data is unclassified, publicly releasable. If the information in the individual database in CUI, it is the user's responsibility to properly mark any reports generated by PCASE at the appropriate classification level. The user will add header and footer with the appropriate classification markings.*



The PCASE Reports window consists of an Evaluations field which lists all evaluations in the currently open database, report categories, and a grid which displays the sections that can be included in a report. After selecting Run Report; a directory opens, prompting you to save the report. After the report has been saved, an Excel sheet or report viewer opens and displays the report data.



17.1 Evaluation Checklist

The Evaluation Checklist report is enabled for evaluations that contain an inventory within the current database. The report provides a status summary of the pavement inventory and associated section property data for the selected evaluation.

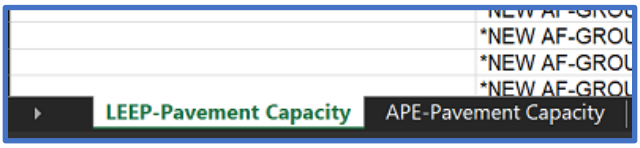
Evaluation Checklist								
Inspection Date: 3/19/2020								
PCASE Development Build								
Section	Layer Model	Pavement Type	Evaluation Type	Active Structure	Traffic Assigned	Has Layers	Has NDT	Has Results
MCASCP::APADA::A59B	01	Rigid	LEEP	Yes	Yes	Yes	Yes	Yes
MCASCP::APCALA::A47B	01	Rigid	LEEP	Yes	Yes	Yes	Yes	Yes
MCASCP::APCC::A58B	01	Rigid	LEEP	Yes	Yes	Yes	Yes	Yes
MCASCP::APCCA::A51B	01	Flexible	LEEP	Yes	Yes	Yes	Yes	Yes
MCASCP::APCCA::A52B	01	Flexible	LEEP	Yes	Yes	Yes	Yes	Yes
MCASCP::APRF::A57B	01	Flexible	LEEP	Yes	Yes	Yes	Yes	Yes
MCASCP::APTOW::A53B	01	Flexible	LEEP	Yes	Yes	Yes	Yes	Yes
MCASCP::HP1VTL::H01A	01	Rigid	LEEP	Yes	Yes	Yes	Yes	Yes
MCASCP::HP1VTL::H02A	01	Rigid	LEEP	Yes	Yes	Yes	Yes	Yes
MCASCP::HP2VTL::H03A	01	Rigid	LEEP	Yes	Yes	Yes	Yes	Yes
MCASCP::HP2VTL::H04A	01	Rigid	LEEP	Yes	Yes	Yes	Yes	Yes
MCASCP::HP3VTL::H05A	01	Rigid	LEEP	Yes	Yes	Yes	Yes	Yes
MCASCP::HP3VTL::H06A	01	Rigid	LEEP	Yes	Yes	Yes	Yes	Yes
MCASCP::HP4VTL::H07A	01	Rigid	LEEP	Yes	Yes	Yes	Yes	Yes
MCASCP::HP4VTL::H08A	01	Rigid	LEEP	Yes	Yes	Yes	Yes	Yes
MCASCP::RW05R::R01A	01	Rigid	LEEP	Yes	Yes	Yes	Yes	Yes
MCASCP::RW05R::R03A	01	Flexible	LEEP	Yes	Yes	Yes	Yes	Yes
MCASCP::RW05R::R11A	01	Rigid	LEEP	Yes	Yes	Yes	Yes	Yes
MCASCP::RW14L::R05A	01	Flexible	LEEP	Yes	Yes	Yes	Yes	Yes
MCASCP::RW23R::R07A	01	Flexible	LEEP	Yes	Yes	Yes	Yes	Yes
MCASCP::RW32L::R09A	01	Flexible	LEEP	Yes	Yes	Yes	Yes	Yes

17.2 Evaluation Results

If LEEP and/or APE evaluation results exist in the currently open database; the sections with results populate in the grid. The report displays the layer model and analysis results data for each section.

LEEP Results Report											
Inspection Date: 3/19/2020											
PCASE Development Build											
Section: MCASCP::APADA::A59B	Layer Model: 01										
Traffic Area:	Area B										
Condition:	100										
SCI for Evaluation:	50										
Overlay Flex Strength (psi):	650										
Joint Defl. Ratio:	0.76										
Cb:	0.75										
Cr:	0.75										
Layer Information											
Layer Type	**Material**	**Thickness (in)**	**Flex Strength**	**Modulus (psi)**	**Poisson's Ratio**						
Portland Cement Concrete	Portland Cement	11	650	4538180	0.15						
Natural Subgrade	Cohesive Cut	229		37972	0.4						
Evaluation Results											
Vehicle	**Load**	**Passes**	**ACN**	**PCN String**	**AGL (lb)**	**Allowable Passes**	**AC Overlay Thickness (in)**	**PCC Partially Bonded Overlay**	**PCC Unbonded Overlay Thickness**	**PCC Fully Bonded Overlay Thickness**	
P-8A POSEIDON	188200	86	59	117/R/B/W/T	352875	2338	0	0	0	0	

If the selected Evaluation contains both APE and LEEP evaluation results, the report includes two separate tabs for each respective module's results data.



17.3 Mixed Traffic AGL-PCN Report Normal Period

The Mixed Traffic AGL-PCN Report Normal Period option is only available for airfield sections that have APE and/or LEEP evaluation results, and must use a Mixed Traffic Analysis Type or a 14 Groups traffic pattern. If a 14 Groups traffic pattern is used for a section, the report will output a single row for the Group 10 vehicle at 585 kips and 50,000 passes. When this report is selected, an option to include both English and Metric values in the report populates at the bottom of the report window.

Mixed Traffic AGL-PCN Report
Inspection Date: 3/19/2020
PCASE Development Build

Pavement Facility	Section	Test Number or Station, ft	Design Aircraft				Allowable Gross Load, kips	PCN	Theoretical Overlay		
			Aircraft	Weight, kips	Passes	ACN			AC	PCC No	PCC Part
HP2VTL	H03A	-	P-8A POSEIDON	188	27	59/R/B/W/T	529	177/R/B/W/T	-	-	-
	H04A	-	P-8A POSEIDON	188	86	59/R/B/W/T	310	101/R/B/W/T	-	-	-
HP3VTL	H05A	-	P-8A POSEIDON	188	27	59/R/B/W/T	277	90/R/B/W/T	-	-	-
	H06A	-	P-8A POSEIDON	188	27	59/R/B/W/T	280	91/R/B/W/T	-	-	-
APADA	A59B	-	P-8A POSEIDON	188	86	59/R/B/W/T	270	87/R/B/W/T	-	-	-
HP1VTL	H01A	-	P-8A POSEIDON	188	27	59/R/B/W/T	2,161	746/R/B/W/T	-	-	-
	H02A	-	P-8A POSEIDON	188	27	59/R/B/W/T	296	96/R/B/W/T	-	-	-
HP4VTL	H07A	-	P-8A POSEIDON	188	41	59/R/B/W/T	708	240/R/B/W/T	-	-	-
	H08A	-	P-8A POSEIDON	188	41	59/R/B/W/T	296	96/R/B/W/T	-	-	-
TWE	T06A	-	P-8A POSEIDON	188	191	51/F/B/W/T	281	80/F/B/W/T	-	-	-
TWF	T07A	-	P-8A POSEIDON	188	267	48/F/A/W/T	335	90/F/A/W/T	-	-	-
	T08A	-	P-8A POSEIDON	188	191	51/F/B/W/T	184	50/F/B/W/T	-	-	-
	T09A	-	P-8A POSEIDON	188	191	51/F/B/W/T	234	65/F/B/W/T	-	-	-
	T10A	-	P-8A POSEIDON	188	267	48/F/A/W/T	365	98/F/A/W/T	-	-	-
	T11A	-	P-8A POSEIDON	188	191	51/F/B/W/T	187	51/F/B/W/T	-	-	-
TWJ	T20A	-	P-8A POSEIDON	188	4,674	48/F/A/W/T	451	123/F/A/W/T	-	-	-
TWK	T24A	-	P-8A POSEIDON	188	46	51/F/B/W/T	366	106/F/B/W/T	-	-	-
	T25A	-	P-8A POSEIDON	188	46	51/F/B/W/T	285	81/F/B/W/T	-	-	-
TWP	T40A	-	P-8A POSEIDON	188	191	51/F/B/W/T	198	54/F/B/W/T	-	-	-
TW2VTL	T41A	-	P-8A POSEIDON	188	46	51/F/B/W/T	331	95/F/B/W/T	-	-	-
TW3VTL	T42A	-	P-8A POSEIDON	188	65	48/F/A/W/T	469	128/F/A/W/T	-	-	-
TWAWA	T43A	-	P-8A POSEIDON	188	191	51/F/B/W/T	202	55/F/B/W/T	-	-	-
RW14L	R05A	-	P-8A POSEIDON	188	3,317	48/F/A/W/T	518	142/F/A/W/T	-	-	-
APCALA	A47B	-	P-8A POSEIDON	188	904	59/R/B/W/T	195	61/R/B/W/T	-	-	-
APCCA	A51B	-	P-8A POSEIDON	188	191	51/F/B/W/T	240	67/F/B/W/T	-	-	-
	A52B	-	P-8A POSEIDON	188	191	51/F/B/W/T	265	75/F/B/W/T	-	-	-

17.4 Mixed Traffic AGL-PCN Report Thaw-Weakened Period

The Mixed Traffic AGL-PCN Report Thaw-Weakened Period option is only available for airfield sections that have APE and/or LEEP evaluation results with evidence of frost, and must use a Mixed Traffic Analysis Type or a 14 Groups traffic pattern. If a 14 Groups traffic pattern is used for a section, the report will output a single row for the Group 10 vehicle at 585 kips and passes are split between the normal period and thaw-weakened period. When this report is selected, an option to include both English and Metric values in the report populates at the bottom of the report window.

Mixed Traffic AGL-PCN Report
Inspection Date: 2/16/2023
PCASE Development Build

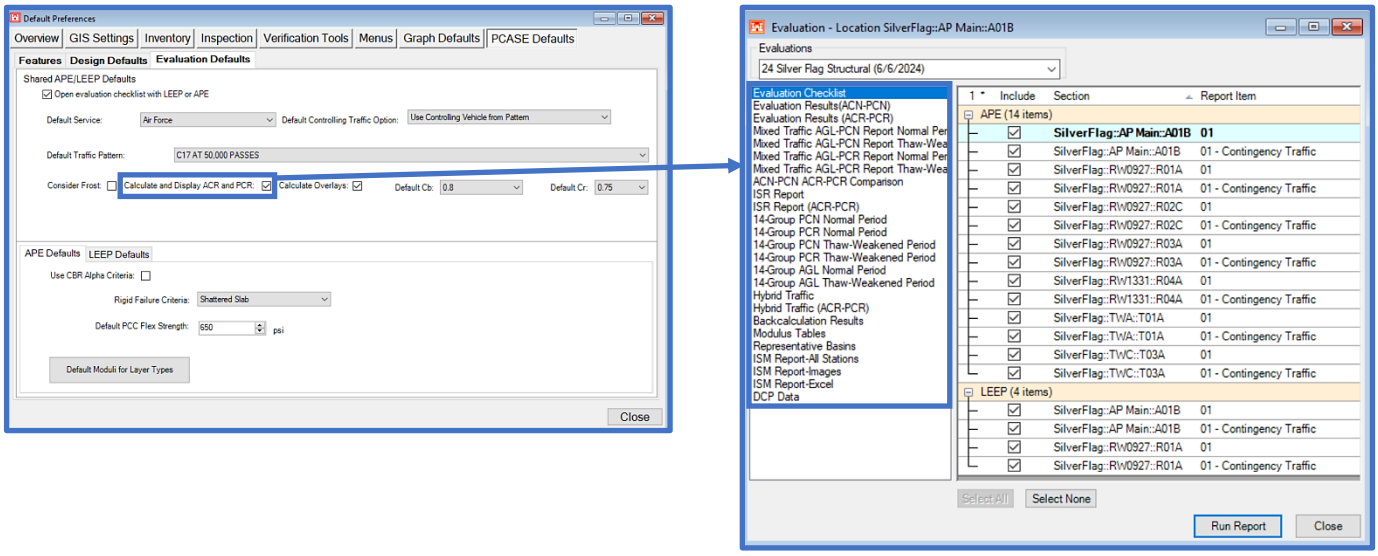
Pavement Facility	Section	Test Number or Station, ft	Design Aircraft				Allowable Gross Load, kips	PCN	Theoretical Overlay		
			Aircraft	Weight, kips	Passes	ACN			AC	PCC No	PCC Part
RW 01-19 Turnaround	A02B	0+00-2+60	*-GROUP10	585	16,667	54/R/C/W/T	421	36/R/C/W/T	-	-	-

17.5 ACN-PCN ACR-PCR Comparison

The ACN-PCN ACR-PCR Comparison report becomes enabled when the Calculate and Display ACR and PCR option is turned on in Evaluation Defaults. In addition to the comparison report, individual versions of the other evaluation reports become available so that you can choose which report results to save. *Note: In order to calculate and display ACR-PCR results, an analysis needs to be reran with the Calculate and Display ACR and PCR default preference turned on (User Preferences > Defaults > PCASE Defaults > Evaluation Defaults > Shared APE/LEEP Defaults).*

ACN/PCN-ACR/PCR Comparison
Inspection Date: 6/6/2024
PCASE Development Build

Section	Layer Model	Pavement Type	Evaluation Type	Evaluation Vehicle	Evaluation Load	Evaluation Passes	ACN	ACR	PCN	PCR	ACN/PCN	ACR/PCR
SilverFlag::AP Main::A01B	01	Rigid	LEEP	C-17A GLOBEMASTER III	585000	50000	54	621	6	102	8.6	6.1
				C-130J HERCULES	135000	100	32	293	46	102	0.7	2.9
				C-130J HERCULES	155000	100	37	346	46	102	0.8	3.4
				C-130J HERCULES	175000	100	42	399	46	102	0.9	3.9
				C-17A GLOBEMASTER III	585000	50000	54	621	6	102	8.6	6.1
				C-17A GLOBEMASTER III	450000	100	39	422	24	102	1.7	4.1
SilverFlag::AP Main::A01B	01 - Contingency	Rigid	LEEP	C-17A GLOBEMASTER III	500000	100	45	491	24	102	1.9	4.8
				C-5A/B GALAXY	840000	100	45	500	29	102	1.5	4.9
				E-3 SENTRY AWAC	325000	100	56	553	46	102	1.2	5.4
				F-15D EAGLE	68000	100	31	293	38	102	0.8	2.9
				KC-10A REFUELER	590000	100	71	754	40	102	1.8	7.4
				KC-135R/T STRATOTANKER	322500	100	50	501	46	102	1.1	4.9
				MV-22 OSPREY	60500	100	14	134	33	102	0.4	1.3
SilverFlag::AP Main::A01B	01	Rigid	APE	C-17A GLOBEMASTER III	585000	50000	54	621	62	757	0.9	0.8
				C-130J HERCULES	135000	100	32	293	179	757	0.2	0.4
				C-130J HERCULES	155000	100	37	346	179	757	0.2	0.5
				C-130J HERCULES	175000	100	42	399	179	757	0.2	0.5
				C-17A GLOBEMASTER III	585000	50000	54	621	62	757	0.9	0.8
				C-17A GLOBEMASTER III	450000	100	39	422	151	757	0.3	0.6
SilverFlag::AP Main::A01B	01 - Contingency	Rigid	APE	C-17A GLOBEMASTER III	500000	100	45	491	151	757	0.3	0.6
				C-5A/B GALAXY	840000	100	45	500	139	757	0.3	0.7
				E-3 SENTRY AWAC	325000	100	56	553	183	757	0.3	0.7
				F-15D EAGLE	68000	100	32	293	137	757	0.2	0.4
				KC-10A REFUELER	590000	100	71	754	202	757	0.4	1
				KC-135R/T STRATOTANKER	322500	100	50	501	170	757	0.3	0.7
				MV-22 OSPREY	60500	100	14	134	107	757	0.1	0.2
SilverFlag::RW0927::R01A	01	Rigid	LEEP	C-17A GLOBEMASTER III	585000	50000	47	547	13	146	3.5	3.8
				C-130J HERCULES	135000	100	30	275	57	146	0.5	1.9
				C-130J HERCULES	155000	100	34	323	57	146	0.6	2.2
				C-130J HERCULES	175000	100	39	373	57	146	0.7	2.6
				C-17A GLOBEMASTER III	585000	50000	47	547	13	146	3.5	3.8
				C-17A GLOBEMASTER III	450000	100	35	383	36	146	1	2.6
				C-17A GLOBEMASTER III	500000	100	39	440	36	146	1.1	3



17.6 ISR Report

The ISR Report generates a spreadsheet that summarizes airfield pavement evaluation data. This report applies to both non-frost and frost evaluations. The Combined Rating column is driven by the lower of either the PCI or the ACN/PCN column values, the rules are as follows:

Red ISR Rating	**0 < PCI ≤ 55**
Amber ISR Rating	**55 < PCI ≤ 70**
Green ISR Rating	**70 < PCI ≤ 100**

or

Red ISR Rating	**ACN/PCN > 1.4**
Amber ISR Rating	**1.1 < ACN/PCN ≤ 1.4**
Green ISR Rating	**ACN/PCN ≤ 1.1**

The report's Work Classification columns are based on the following rules:

Reconstruction	**PCI ≤ 25**
Major repair	**PCI > 25 and ≤ 40**
Localized repair with medium and high-severity distress	**PCI > 40**
Do nothing with low-severity distress	**PCI > 40**

	A	B	C	D	E	F	G	H	I	J	K	L	M
1	**ISR Report**												
2	**Inspection Date: 3/19/2020**												
3	**PCASE Development Build**												
4	Branch	Section	ISR			Work Classification							
5			PCI	ACN/ PCN	Combined Rating	Do Nothing		Localized M&R		Major M&R		Reconstruction	
6													
7	HP2VTL	H03A	100	0.3	Green	X							
8		H04A	100	0.6	Green	X							
9	HP3VTL	H05A	100	0.7	Green	X							
10		H06A	100	0.6	Green	X							
11	APADA	A59B	100	0.7	Green	X							
12	HP1VTL	H01A	100	0.1	Green	X							
13		H02A	100	0.6	Green	X							
14	HP4VTL	H07A	100	0.2	Green	X							
15		H08A	100	0.6	Green	X							
16	TWE	T06A	100	0.6	Green	X							
17	TWF	T07A	100	0.5	Green	X							
18		T08A	100	1.0	Green	X							
19		T09A	100	0.8	Green	X							
20		T10A	100	0.5	Green	X							
21		T11A	100	1.0	Green	X							
22	TWJ	T20A	100	0.4	Green	X							
23	TWK	T24A	100	0.5	Green	X							
24		T25A	100	0.6	Green	X							

17.7 14-Group PCN Normal Period

Only sections with LEEP and/or APE analysis results using a 14 Groups traffic pattern are displayed when the 14-Group PCN Normal Period report is selected. This report contains a summary of non-frost PCN results for each section in the selected evaluation; based on Group 10 pass intensity level 1 (50,000 passes of the C-17).

	A	B	C	D	E	F	G	H
1	PAVEMENT CLASSIFICATION NUMBER							
2	Normal Period							
3	PCASE Development Build							
4	SECTION	PCN	SECTION	PCN	SECTION	PCN	SECTION	PCN
5	A01B	44/R/C/W/T						
6	A02B	41/R/C/W/T						
7	A03B	28/R/C/W/T						
8	A04C	34/R/D/W/T						
9	A05B	48/R/C/W/T						
10	A06B	38/R/C/W/T						
11	A07C	34/R/C/W/T						
12	A08C	29/R/D/W/T						
13	A09C	41/R/D/W/T						
14	T01A	23/R/D/W/T						
15	T02A	36/R/C/W/T						

17.8 14-Group PCN Thaw-Weakened Period

Sections with LEEP and/or APE analysis results with evidence of frost damage, using a 14 Groups traffic pattern are available for selection for the 14-Group PCN Thaw-Weakened Period report. The frost PCN for each section is displayed (based on 50,000 passes of a C-17).

	A	B	C	D	E	F	G	H
1	PAVEMENT CLASSIFICATION NUMBER							
2	Thaw Weakened Period							
3	PCASE Development Build							
4	SECTION	PCN	SECTION	PCN	SECTION	PCN	SECTION	PCN
5	A01B	39/R/A/W/T						
6	A02B	36/F/A/W/T						
7	A03B	53/R/A/W/T						
8	A04B	98/R/A/W/T						
9	A05B	47/R/B/W/T						
10	O01C	69/F/B/W/T						

17.9 14-Group AGL Normal Period

Sections with LEEP and/or APE analysis results using a 14 Groups traffic pattern are displayed when the 14-Group AGL Normal Period report is selected. This report displays a summary of non-frost Allowable Gross Loads for 14 Groups at 4 pass intensity levels.

Red	**AGL < lightest aircraft in group**
Yellow	**AGL ≥ lightest and < heaviest aircraft**
Green	**AGL ≤ heaviest aircraft**

SUMMARY OF ALLOWABLE GROSS LOADS Normal Period PCASE Development Build															
		PAVEMENT CAPACITY IN KIPS FOR AIRCRAFT GROUP INDEX NUMBERS													
SECTION NAME	PASS INTENSITY LEVEL	1	2	3	4	5	6	7	8	9	10	11	12	13	14
A01B	I	100	105	143	246	141	168	177	410	472	586	1020	659	963	332
	II	118	124	167	279	159	190	199	462	531	651	1133	741	1081	390
	III	134	141	188	338	193	229	238	555	638	766	1330	887	1290	486
	IV	164	172	227	443	251	296	306	715	823	954	1649	1136	1646	624
A02C	I	66	70	93	158	94	109	115	245	286	369	611	407	581	205
	II	78	83	109	179	106	123	129	276	321	411	679	457	652	241
	III	89	94	122	217	129	148	155	332	386	483	797	547	779	301
	IV	109	114	147	285	168	192	199	427	498	601	988	701	993	386
A07B	I	102	107	142	243	142	167	175	391	454	574	975	641	926	321
	II	120	126	166	275	160	189	196	440	511	639	1083	720	1038	378
	III	136	143	187	333	194	227	236	529	614	752	1271	862	1240	471
	IV	167	174	226	437	253	294	303	682	791	935	1576	1104	1582	605
A08B	I	85	89	117	199	118	138	143	313	364	467	779	516	740	260
	II	100	105	137	225	133	156	161	353	409	519	865	580	830	306
	III	114	119	155	273	161	187	194	424	492	611	1016	694	991	381
	IV	139	146	186	357	210	243	249	546	634	760	1259	889	1264	490
A09C	I	130	136	177	297	178	208	215	466	540	696	1155	765	1097	388
	II	153	161	207	336	201	234	241	524	608	774	1282	860	1230	456
	III	174	182	233	408	243	282	289	630	731	911	1505	1029	1469	569
	IV	214	223	281	534	317	366	372	812	943	1134	1866	1319	1874	730
A15B	I	109	114	149	251	150	175	182	390	451	584	966	640	917	326
	II	128	135	174	283	169	197	204	439	508	650	1072	719	1028	383
	III	146	153	196	344	205	238	245	527	611	764	1259	860	1228	478
	IV	179	187	237	450	268	308	315	680	787	951	1560	1103	1567	613
A16B	I	101	107	143	246	142	168	176	405	469	583	1009	656	957	329
	II	120	126	167	278	160	190	198	456	528	649	1121	737	1073	387
	III	136	143	189	337	194	229	237	548	634	763	1315	882	1281	482
	IV	167	174	227	441	253	296	305	706	817	950	1631	1131	1635	619

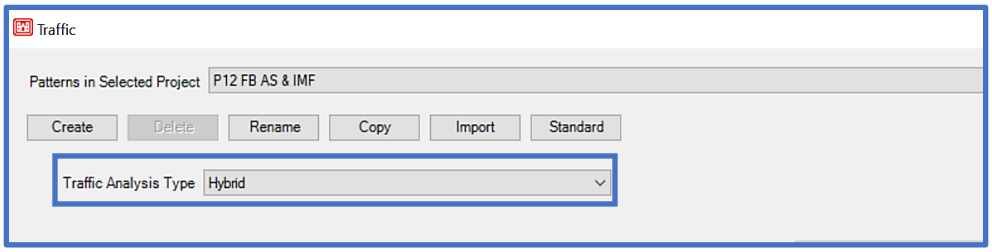
17.10 14-Group AGL Thaw-Weakened Period

Sections with LEEP and/or APE analysis results with evidence of frost damage, using a 14 Groups traffic pattern are displayed when the 14-Group AGL Thaw-Weakened Period report is selected. The frost Allowable Gross Loads for 14 Groups at 4 pass intensity levels are displayed in this report.

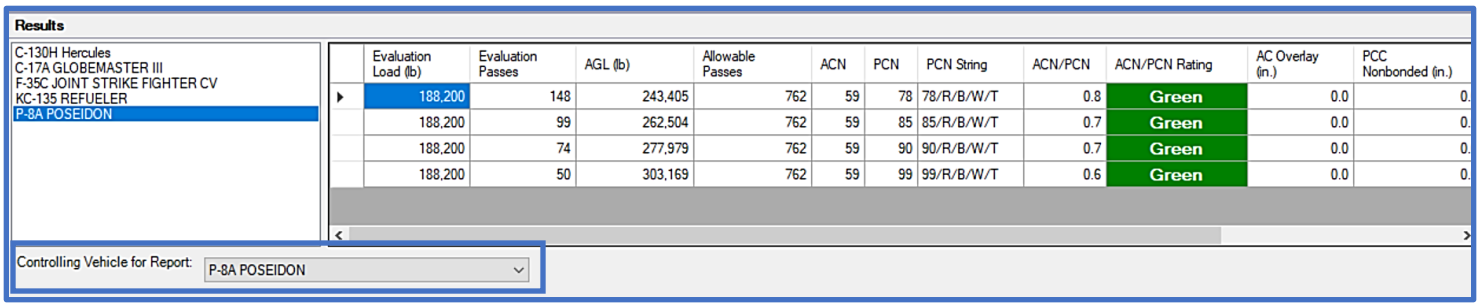
SUMMARY OF ALLOWABLE GROSS LOADS Thaw-Weakened Period PCASE Development Build															
		PAVEMENT CAPACITY IN KIPS FOR AIRCRAFT GROUP INDEX NUMBERS													
SECTION NAME	PASS INTENSITY LEVEL	1	2	3	4	5	6	7	8	9	10	11	12	13	14
A02B	I	93	89	117	188	116	133	128	268	299	406	670	399	583	218
	II	110	107	137	220	132	152	146	306	342	459	756	458	664	259
	III	126	124	155	279	162	186	180	378	423	557	909	569	815	331
	IV	154	156	188	382	214	244	236	506	571	724	1167	771	1086	439
A03B	I	125	123	181	348	166	213	204	539	561	719	1366	721	1055	371
	II	148	150	212	404	190	241	235	629	663	833	1558	859	1239	456
	III	168	174	239	501	232	293	288	787	855	1032	1881	1132	1606	607
	IV	205	217	288	665	305	382	381	1045	1170	1342	2381	1594	2273	836
A04B	I	172	181	272	577	242	328	328	949	1020	1297	2415	1373	1955	653
	II	203	217	318	656	275	370	375	1083	1184	1470	2702	1622	2335	820
	III	230	249	358	798	334	447	459	1316	1461	1761	3191	2030	2984	1082
	IV	281	307	432	1045	436	580	599	1704	1909	2214	3965	2670	3930	1432
A05B	I	109	104	151	280	141	175	166	443	479	589	1153	618	908	311
	II	128	127	177	329	161	200	192	516	562	679	1320	730	1059	379
	III	146	148	200	414	197	243	237	650	725	843	1607	953	1353	497
	IV	179	186	241	555	260	318	312	874	1007	1113	2054	1364	1916	683
O01C	I	155	160	196	350	194	225	224	468	558	835	1540	752	1122	537
	II	175	183	223	383	212	245	245	510	612	916	1684	826	1229	607
	III	191	199	242	432	237	275	276	573	691	1035	1896	937	1390	772
	IV														

17.11 Hybrid Traffic

Sections that used the Hybrid Traffic analysis type in APE or LEEP analyses are displayed in the report window when the Hybrid Traffic report is selected. The report consists of three tabs; Controlling Results, Tentative Results, and Projected Traffic.



The Controlling Results are derived from the APE/LEEP form's Controlling Vehicle for Report field selection, choose the controlling aircraft and associated results to publish in the report.



Evaluation Load (lb)	Evaluation Passes	AGL (lb)	Allowable Passes	ACN	PCN	PCN String	ACN/PCN	ACN/PCN Rating	AC Overlay (in.)	PCC Nonbonded (in.)
188,200	148	243,405	762	59	78	78/R/B/W/T	0.8	Green	0.0	0.
188,200	99	262,504	762	59	85	85/R/B/W/T	0.7	Green	0.0	0.
188,200	74	277,979	762	59	90	90/R/B/W/T	0.7	Green	0.0	0.
188,200	50	303,169	762	59	99	99/R/B/W/T	0.6	Green	0.0	0.

If a controlling vehicle was not selected for a section, "NONE SELECTED" is displayed in the Controlling Aircraft field. Below is an example of the controlling aircraft results tab.

Controlling Aircraft Results
Inspection Date: 3/19/2020 12:00:00 AM
PCASE Development Build

Identification					Pattern Info.			Results								
													Theoretical Overlay Requirements (in.)			
Branch ID	Section ID	Pave. Type	Last PCI	Last SCI	Pattern ID	Controlling Aircraft	Pass Intensity Factor	ACN	PCN	ACN/PCN Ratio	Allowable Gross Load (kips)	Equivalent Evaluation Passes	Allowable Passes	AC	PCC Non-bond	PCC Partial Bond
APADA	A59B	PCC	100	50	P12 RB AS & IMF	P-8A POSEIDON	1	58.9	85/R/B/W/T	0.7	263	99	762	0.0	0.0	0.0

The Tentative Results summarizes the representative aircraft results for each vehicle in the traffic pattern, using the specified Pass Intensity Factors.

Identification					Pattern Info.		C-17A GLOBEMASTER III Representative Aircraft Results								
												Theoretical Overlay Requirements (Inch)			
Branch ID	Section ID	Pave. Type	Last PCI	Last SCI	Pattern ID	Pass Intensity Factor	ACN	PCN	ACN/PCN Ratio	Allowable Gross Load kips	Equivalent Evaluation Passes	Allowable Passes	AC	PCC Non-Bond	PCC Partial-bond
APADA	A59B	PCC	100	50	RB AS &	1.5	46.7	50/R/B/W/T	0.9	618	387	602	0.0	0.0	0.0
						1	46.7	53/R/B/W/T	0.9	653	258	602	0.0	0.0	0.0
						0.75	46.7	55/R/B/W/T	0.9	679	194	602	0.0	0.0	0.0
						0.5	46.7	58/R/B/W/T	0.8	721	129	602	0.0	0.0	0.0

Projected Traffic displays the vehicle information for each traffic pattern used in the hybrid analysis.

Projected Mixed Traffic
Inspection Date: 3/19/2020 12:00:00 AM
PCASE Development Build

Pattern ID	Aircraft	Gear Type	Weight (lbs)			Passes
			Maximum	Operationa	Empty	
P12 RB AS & IMF: MCASCP::APADA::A59B	A-6 INTRUDER		60,421	60,421	26,600	1,288
	E-2D ADVANCED HAWKEYE (AFLOAT)		57,500	57,500	44,375	633
	F-35B JOINT STRIKE FIGHTER STOVL		61,500	61,500	32,283	3,780
	F-35C JOINT STRIKE FIGHTER CV		70,400	70,400	35,174	676
	FA-18F		66,000	66,000	30,000	1,858
	P-8A POSEIDON		188,200	188,200	98,495	1

17.12 Backcalculation Results

The Backcalculation Results report displays sections within an evaluation that are associated with backcalculation results. The detailed basin results data and associated layer structure are displayed.

Backcalculation Results Report
Inspection Date: 9/19/2018
PCASE Development Build

Section: MCENTIRE::APRON::A01B
Layer Model: 01

Layer Information

Layer Type	Material	Thickness (in)	Seed (psi)	Min (psi)	Max (psi)	Poisson's Ratio	Bond
Portland Cement Concrete	Portland Cement	12.5	5000000	2500000	10000000	0.15	Partially Bonded
Base	Unbound Aggregate	23	40000	5000	150000	0.35	Fully Bonded
Natural Subgrade	Cohesive Cut	204.5	27307	22307	32307	0.4	

Station Information

Station	Drop	Load (lb)	E1 (psi)	E2 (psi)	E3 (psi)	Deflection	Basin RMSE	D1 (mil)	D2 (mil)	D3 (mil)	D4 (mil)	D5 (mil)	D6 (mil)	D7 (mil)
234	3	61761	4148303	40000	29924	Measured		16.51	14.59	13.07	10.72	8.47	6.76	5.7
						Computed	2.1%	16.7	14.7	12.6	10.5	8.6	7	5.6
235	3	61871	4053896	40000	33484	Measured		15.78	13.9	12.5	10.13	8.02	6.33	4.95
						Computed	2.1%	16.1	14	11.9	9.9	8	6.4	5.1
236	3	62122	3870003	40000	30706	Measured		16.55	14.75	13.5	11.11	8.82	6.8	5.09
						Computed	3.9%	17.1	14.9	12.7	10.6	8.6	6.9	5.5
237	3	60907	3355688	40000	21649	Measured		20.39	18.2	16.56	13.7	11.05	8.87	7.08
						Computed	2.1%	20.8	18.3	15.8	13.4	11	9	7.3
240	3	61706	3586290	40000	33114	Measured		16.6	14.49	12.98	10.58	8.33	6.46	4.8
						Computed	3.0%	17	14.7	12.4	10.2	8.2	6.5	5.1

Representative basin is Station 236, Drop 3

17.13 Modulus Tables

The Modulus Tables report can be run for LEEP evaluation sections that have backcalculation data and analysis results. The modulus values for each section and layer are displayed in this report.

Layered Elastic Model Data
Inspection Date: 10/9/2017
PCASE Development Build

Section	Layer 1				Layer 2				Layer 3			Layer 4		
	Thickness (in)	Type	Modulus (psi)	Flex. Str. (psi)	Thickness (in)	Type	Modulus (psi)	Flex. Str. (psi)	Thickness (in)	Type	Modulus (psi)	Thickness (in)	Type	Modulus (psi)
A01B	12.50	PCC	1,014,980	700	15.00	BASE	1,000		22.00	SBASE	10,000,000	197.50	CSUBG	10,000,000
A02B	12.50	PCC	5,000,000	700	15.00	BASE	32,000		22.00	SBASE	5,000	190.50	CSUBG	21,959
A03B	12.00	PCC	1,519,542	700	20.00	BASE	61,000		30.00	SBASE	24,000	196.00	CSUBG	11,681
A04B	12.50	PCC	388,565	700	33.00	BASE	32,000		45.00	SBASE	5,000	200.50	CSUBG	9,174
A05B	12.00	PCC	768,810	700	28.00	BASE	5,258					206.00	CSUBG	14,126
O02C	12.00	PCC	438,473	700	15.00	BASE	2,040		30.00	SBASE	45,000	228.00	CSUBG	28,124

This report also has a Backcalculation Settings tab which displays the Backcalculation Method that was used for each section in the report and whether or not a bedrock layer was present.

	A	B	C
1	Backcalculation Parameter Settings		
2	Inspection Date: 10/9/2017		
3	PCASE Development Build		
4	Section	Backcalculation Method	Bedrock Layer?
5	A01B	YULEA	Yes
6	A02B	YULEA	Yes
7	A03B	YULEA	Yes
8	A04B	YULEA	Yes
9	A05B	YULEA	Yes
10	O02C	YULEA	Yes
11	O03C	YULEA	Yes
12	R01A1	WESDEF	No
13	R01A2	WESDEF	No
14	R04A1	WESDEF	No
15	R04A2	WESDEF	No
16	T01A	YULEA	Yes
17	T04A	YULEA	Yes

17.14 Representative Basins

The Representative Basins report option displays sections in the selected LEEP evaluation that have representative basin data. A summary of representative basin data is provided for each applicable section. The report format changes slightly based on the selected Service in the Evaluation Manager. The image directly below this paragraph shows an example of the Air Force and Army format of the report and the next image exhibits the Navy format.

	A	B	C	D	E	F	G	H	I	J
1	Representative Basins									
2	Inspection Date: 10/9/2017									
3	PCASE Development Build									
4	Section	ISM, kips/in.	Load, lbs.	Deflection, mils						
5				D1	D2	D3	D4	D5	D6	D7
6	A01B	1,075	52,888	49.22	41.64	32.35	24.19	17.43	12.01	8.48
7	A02B	2,381	56,130	23.57	22.02	19.45	16.38	13.53	10.94	9.16
8	A03B	1,138	53,238	46.80	42.66	36.37	30.00	24.32	19.13	14.69
9	A04B	814	52,110	64.02	54.63	42.47	32.32	24.20	17.86	12.80
10	A05B	879	52,274	59.45	51.56	40.72	31.17	23.59	17.88	13.59
11	O02C	682	28,766	42.19	34.46	24.82	16.97	11.55	8.05	5.99
12	O03C	595	28,251	47.52	40.56	31.39	23.20	16.67	11.48	8.01
13	R01A1	1,042	53,063	50.91	44.55	36.52	28.94	22.23	16.36	11.63
14	R01A2	842	52,340	62.17	53.83	42.10	31.90	24.15	18.35	13.79
15	R02C1	372	19,335	51.92	29.89	14.34	8.04	5.46	3.93	3.09
16	R02C2	352	19,050	54.17	28.89	13.82	7.58	5.42	4.29	3.56
17	R03C1	404	19,258	47.65	33.35	19.28	11.40	6.82	4.31	3.43
18	R03C2	694	19,663	28.35	19.44	13.23	8.56	5.51	3.81	3.00
19	R04A1	833	52,603	63.18	51.96	39.60	29.37	21.71	15.86	12.27
20	R04A2	916	52,526	57.34	47.49	36.41	27.13	20.03	14.26	10.98
21	T01A	941	52,165	55.44	48.32	39.15	31.00	24.15	18.28	13.29
22	T02A	422	18,677	44.21	22.35	11.56	6.98	5.14	3.95	3.27
23	T04A	700	51,321	73.28	62.85	50.22	39.29	30.48	23.19	16.83

Representative Basins Inspection Date: 9/19/2018 PCASE Development Build														
Branch ID	Section ID	Pave. Type	Load (lbs.)	Calculated Deflections (mils)									ISM (kips/in.)
				D1 0"	D2 12"	D3 24"	D4 36"	D5 48"	D6 60"	D7 72"	Basin Error (%)	Modulus	
APRON	A02C	PCC	59,986	36.24	34.41	33.14	29.06	24.29	19.93	15.69	3.5%	0.0%	1,655
APRON	A07B	PCC	61,805	15.43	13.83	12.94	11.08	9.12	7.39	5.83	2.5%	0.0%	4,006
APRON	A08B	PCC	61,969	17.88	16.22	15.33	13.27	11.03	9.03	7.15	2.7%	0.0%	3,466
APRON	A09C	PCC	61,640	17.54	15.91	14.89	12.70	10.54	8.56	6.81	2.5%	0.0%	3,514
APRON	A15B	PCC	50,971	17.48	16.10	15.19	13.08	10.81	8.85	6.96	3.0%	0.0%	2,916
APRON	A16B	PCC	63,043	16.32	14.41	12.97	10.56	8.30	6.57	5.39	2.1%	0.0%	3,863
APRON	A17B	PCC	61,389	21.39	19.23	17.34	14.06	10.97	8.48	6.36	2.6%	0.0%	2,870
APRON	A24C	PCC	58,508	43.60	37.21	31.20	23.94	17.52	12.77	9.27	1.8%	0.0%	1,342
APRON	A27C	PCC	55,813	56.52	50.96	43.19	34.63	23.31	16.20	10.00	7.0%	0.0%	987
APRON	A32C	PCC	57,752	54.65	47.75	38.54	28.59	20.52	14.73	10.03	2.2%	0.0%	1,057
APRON	A33C	PCC	59,767	32.81	30.45	28.60	24.22	19.33	14.99	11.21	4.2%	0.0%	1,822
APRON	A34C	PCC	61,881	22.62	19.74	17.03	13.06	9.28	6.49	4.30	5.4%	0.0%	2,736
APRON	A35B	AC	20,540	31.13	15.20	6.07	3.10	2.03	1.47	1.25	131.4%	0.0%	660
APRON	A36C	PCC	60,074	28.70	24.11	19.22	13.78	9.46	6.48	4.40	3.2%	0.0%	2,093
APRON	A37C	PCC	60,271	35.23	28.91	22.44	15.70	10.69	7.19	4.62	4.3%	0.0%	1,711
APRON	A38C	PCC	59,033	41.21	35.51	28.96	22.07	16.12	11.51	7.75	2.7%	0.0%	1,432
APRON	A39C	PCC	59,943	32.82	29.45	25.22	19.78	14.58	10.57	7.31	3.9%	0.0%	1,826
APRON	A43C	PCC	59,943	39.97	38.24	37.42	33.82	29.07	24.49	19.74	3.5%	0.0%	1,500
APRON	A44C	PCC	61,980	19.54	17.82	16.80	14.45	11.86	9.63	7.56	3.1%	0.0%	3,172
APRON	A46C	PCC	62,046	20.10	17.00	14.10	10.61	7.57	5.40	3.87	2.6%	0.0%	3,087
APRON	A47C	PCC	61,465	21.54	17.71	14.80	11.10	7.85	5.24	3.28	6.4%	0.0%	2,854
RUNWAY	O01C	AC	58,365	39.34	27.93	18.78	11.94	7.91	5.84	4.15	3.0%	0.0%	1,484
RUNWAY	O02C	AC	47,235	49.99	26.36	12.35	6.83	4.57	3.32	2.59	1.3%	0.0%	945
RUNWAY	O03C	PCC	59,888	31.42	26.12	19.97	13.44	8.44	5.26	3.40	7.6%	0.0%	1,906

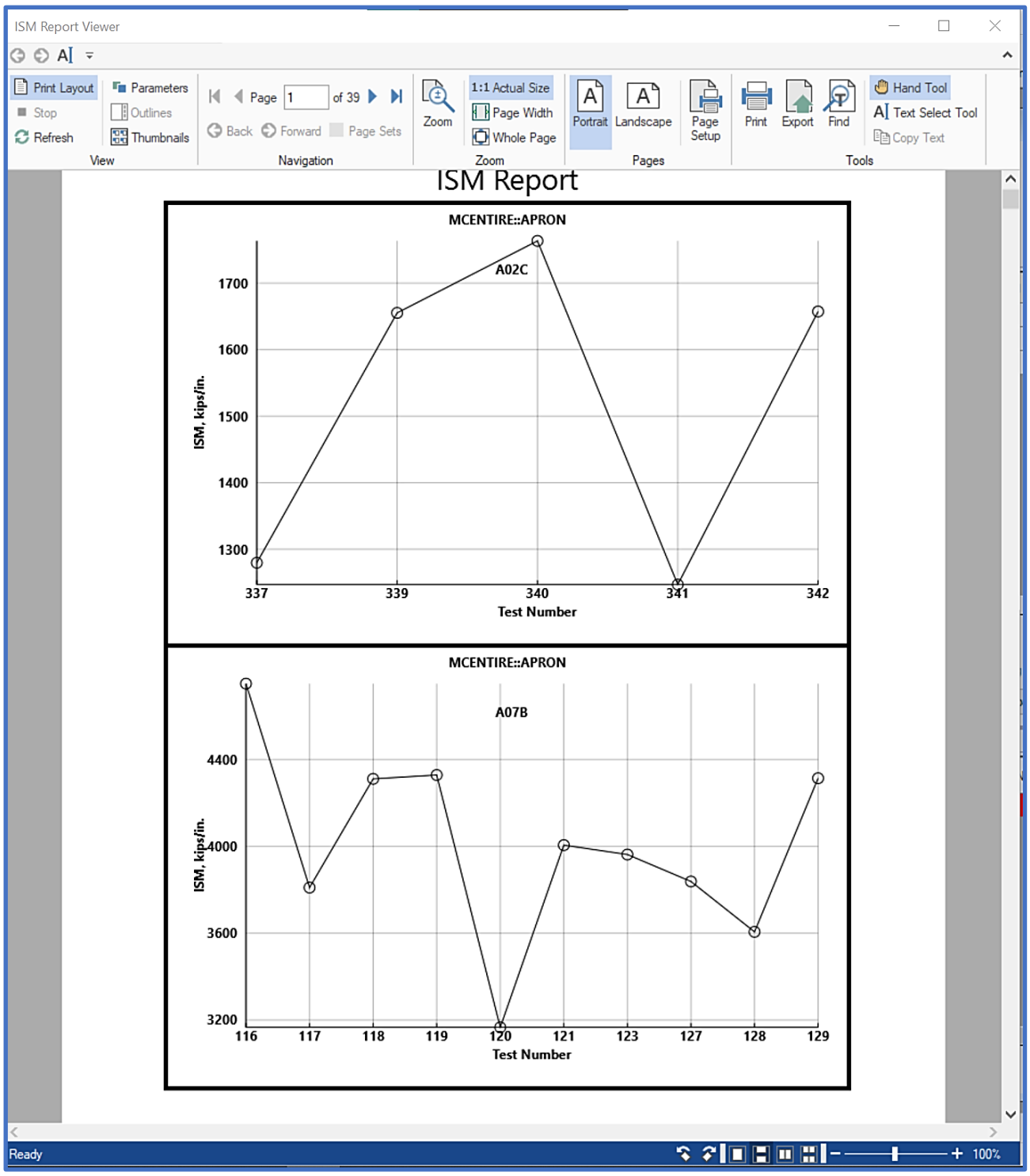
17.15 ISM Report – All Stations

This version of the ISM report lists all stations within the current database, along with their corresponding ISM 1-7 and uses the last drop at each station. Columns for the station latitude and longitude are also provided, when applicable. Unlike the other report options, a section list is not provided, since the report data is derived from the entire database.

ISM-All Stations Inspection Date: 9/20/2021 PCASE Development Build											
Station	Drop	Latitude	Longitude	ISM1	ISM2	ISM3	ISM4	ISM5	ISM6	ISM7	PID
1	2			6839	7416	8004	8831	9678	10705	11658	SAVANNAH::APRON::A18C
2	2			6738	7422	8012	8655	9440	10434	11639	SAVANNAH::APRON::A18C
3	2			7550	8378	9142	10043	10980	12281	13837	SAVANNAH::APRON::A18C
4	2			7293	8332	9098	9985	10736	12041	13292	SAVANNAH::APRON::A18C
5	2			7745	8480	8890	9356	10120	11121	12291	SAVANNAH::APRON::A18C
6	2			8529	9619	10336	11169	11934	13115	14315	SAVANNAH::APRON::A18C
7	2			6749	7521	8295	9148	10112	11302	12598	SAVANNAH::APRON::A18C
8	2			6786	7527	8154	8961	9676	10775	11667	SAVANNAH::APRON::A18C
9	2			6767	7353	7740	8237	9149	10015	11186	SAVANNAH::APRON::A18C
10	2			6874	7527	8375	9394	9791	10869	12189	SAVANNAH::APRON::A18C
11	2			8746	9532	9989	10831	11827	13196	14493	SAVANNAH::APRON::A12B
11	2			8746	9532	9989	10831	11827	13196	14493	SAVANNAH::APRON::A18C
12	2			3848	4511	5240	6036	6944	8208	9693	SAVANNAH::APRON::A12B
12	2			3848	4511	5240	6036	6944	8208	9693	SAVANNAH::APRON::A18C
13	2			6650	7286	7982	8760	9404	10824	11989	SAVANNAH::APRON::A12B
13	2			6650	7286	7982	8760	9404	10824	11989	SAVANNAH::APRON::A12B
14	2			7243	8266	9075	10111	11243	12607	13821	SAVANNAH::APRON::A12B
15	2			6238	7247	7925	8834	10375	12210	14441	SAVANNAH::APRON::A12B
16	2			7182	8059	8421	9209	10627	11866	13372	SAVANNAH::APRON::A12B
17	2			8794	9863	10320	11164	12037	13001	13968	SAVANNAH::APRON::A12B
18	2			7130	7936	8791	9446	10876	12340	14225	SAVANNAH::APRON::A12B
19	2			8040	9048	9917	10891	12150	13707	15558	SAVANNAH::APRON::A12B
20	2			8311	9601	10602	11836	13335	15308	17444	SAVANNAH::APRON::A12B
21	2			7102	8150	9025	10077	11429	13054	14480	SAVANNAH::APRON::A12B
22	2			7836	8794	9694	10798	11991	13571	15272	SAVANNAH::APRON::A12B
23	2			6715	7689	8529	9468	10932	12766	14479	SAVANNAH::APRON::A12B
24	2			6672	7483	8169	9034	10121	11396	13009	SAVANNAH::APRON::A12B
25	2			4024	4788	5622	6552	7707	9253	11180	SAVANNAH::APRON::A12B
26	2			7757	8893	9883	11204	12499	14301	16211	SAVANNAH::APRON::A12B
27	2			7239	8488	9475	10702	11925	13806	15536	SAVANNAH::APRON::A12B
28	2			7701	8924	9904	11044	12350	14039	15706	SAVANNAH::APRON::A12B
29	2			7899	9026	9881	10894	12090	13519	15021	SAVANNAH::APRON::A12B
30	2			7760	8480	9049	9590	10342	11243	12367	SAVANNAH::APRON::A12B

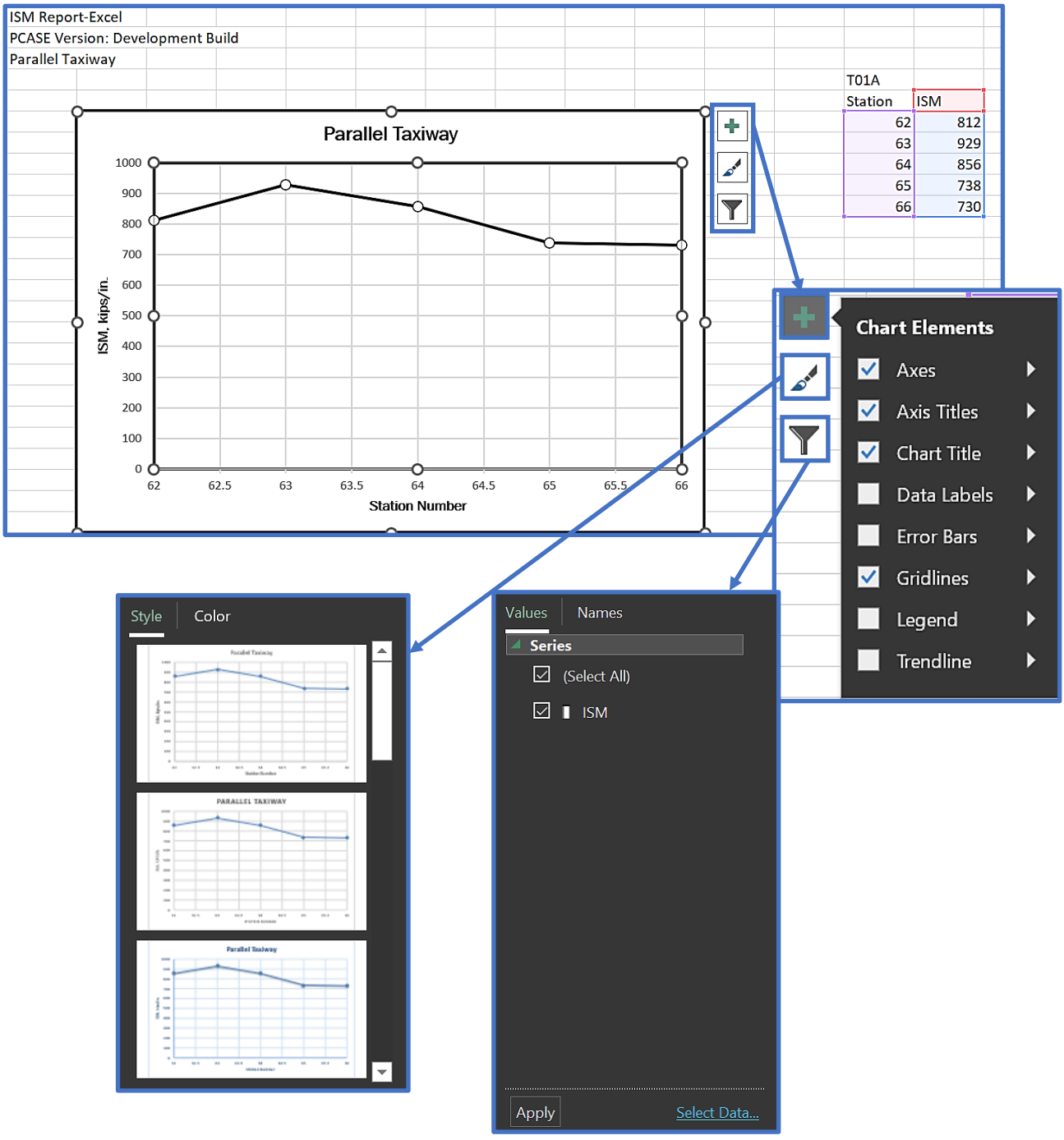
17.16 ISM Report - Images

The images ISM report can be executed for LEEP evaluation sections that have associated FWD data and selected basins. When ISM Report-Images is selected, a report viewer is launched that displays images of the ISM plots for each section. The report viewer includes additional functionalities that allow you to save, export, and print the report.



17.17 ISM Report - Excel

The Excel version of the ISM report produces a spreadsheet with interactive graphs/data. Each spreadsheet tab is separated by Branch name for the selected evaluation and ISM data is organized by Section, within each Branch tab. Select a graph to populate options for viewing chart elements, modifying the style and/or color of graphs, and value/name filters. The Station and ISM data to the right of each graph is bound to each coinciding plot; the graph will respond to changes made to the selected data.



17.18 DCP Data

The DCP Data report displays a summary of imported DCP test data from the current evaluation. In order to launch the DCP Data report viewer, there must be DCP test data associated with the selected evaluation. When the DCP Data report is selected, any tests within the selected evaluation are automatically selected by default. Tests can be unselected within the grid prior to running the report. The report viewer includes options to view, save, export, or print the report.