

# 2012 Cochran Airport Pavement Management Plan

*Preserving Georgia's Critical Airport Pavement Infrastructure*



# Acknowledgement

This document was produced under the auspices of the  
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# COCHRAN AIRPORT

## PAVEMENT MANAGEMENT REPORT



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## INTRODUCTION

In 2012, the Georgia Department of Transportation – Aviation Programs (the Department), selected Applied Pavement Technology, Inc. (APTech), assisted by CDM Smith, to update its statewide airport pavement management system (APMS). This study will provide airports and the State with pavement information and analytical tools to help identify pavement related needs, optimize selection of individual airport projects over a multi-year period, and evaluate the long-term impacts of project priorities.

As part of this study, pavement conditions at Cochran Airport were assessed in 2012 using the pavement condition index (PCI) procedure. The results of that evaluation are presented within this report and can be used by the Department, the Federal Aviation Administration (FAA), and Cochran Airport to monitor the condition of airfield pavements and to identify, prioritize, and schedule pavement maintenance and rehabilitation (M&R) actions at the airport.

During a PCI inspection, the types, severities, and amounts of distress present in a pavement are visually quantified. This information is then used to develop a composite index that represents the overall condition of the pavement in numerical terms, ranging from 0 (failed) to 100 (excellent). The PCI number is a measure of overall condition and is indicative of the level of work that will be required to maintain or repair a pavement. Further, the information provides insight into the cause of pavement deterioration, which is the first step in selecting the appropriate repair action.

Programmed into an APMS, PCI information is used to determine when preventive maintenance actions, such as crack sealing, are advisable and also identifies the most cost-effective time to perform major rehabilitation, such as an overlay. The importance of identifying not only the type of repair but also the optimal time of repair is illustrated in Figure 1. There is a point in a pavement's life cycle where the rate of deterioration increases and the financial impact of delaying repairs beyond this point can be severe.

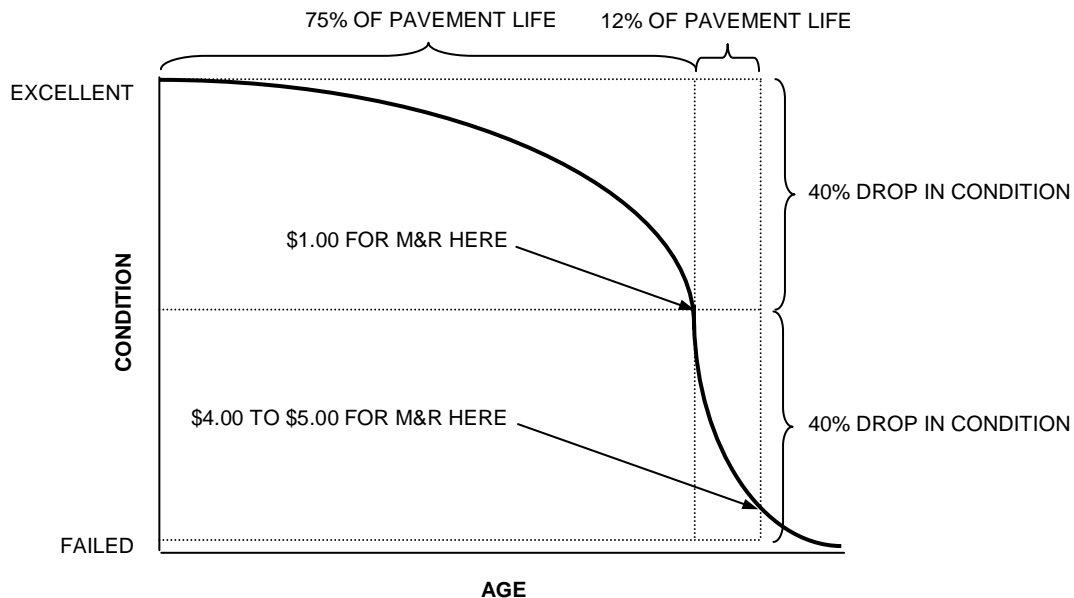


Figure 1. Pavement Condition versus Cost of Repair.

This study collected pavement history information, developed CAD maps, evaluated current pavement condition, and updated the Department's APMS. The APMS was used to prepare a 5-year pavement M&R program. Individual reports, such as this one, have been prepared for each individual airport as well as a statewide analysis report and an executive summary report in order to convey the study results.

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## METHODOLOGY

The study consists of three major work elements: records review and network definition; pavement condition evaluation; and the development of an M&R plan for the preservation of the pavement infrastructure. Detail of each work element is further described below.

### Records Review and Network Definition

The first activities undertaken involved gathering historical airfield pavement data, which includes date of original construction and date of any subsequent rehabilitation; location of completed work; and the type of work undertaken.

The historical data is used to divide the pavement system into management units – branches, sections, and sample units. A branch is a single entity that serves a distinct function. For example, a runway is considered a branch because it serves a single function (allowing aircraft to take off and land). Taxiways and aprons are also separate branches.

A branch is further divided into sections. A section is considered the management unit of the APMS, and represents a pavement area where pavement maintenance or rehabilitation would be undertaken. For example, if a runway was built in 1968 and then extended and overlaid in 1984, this runway might be represented by a single section, even though there are two distinct construction periods. However, if the condition of one part of the runway was significantly different than another the branch would be divided into two sections because in that situation the runway may not be repaired as a whole in the future.




To estimate the overall condition of each pavement section, each section is subdivided into sample units. A percentage of these sample units are then evaluated during pavement inspections, and the condition information is extrapolated to predict the condition of the section as a whole.

### Pavement Evaluation Procedure

Pavements were evaluated at Cochran Airport using the PCI procedure. This procedure is described in FAA Advisory Circular (AC) 150/5380-6B, *Guidelines and Procedures for Maintenance of Airport Pavements* and American Society for Testing and Material (ASTM) Standard D5340-11, *Standard Test Method for Airport Pavement Condition Index Surveys*.

The PCI provides a numerical indication of overall pavement condition, as illustrated in Figure 2. The types and amounts of deterioration are used to calculate the PCI value of the section. The PCI ranges from 0 to 100, with 100 representing a pavement in excellent condition. It should be noted that a PCI value is based on visual signs of pavement deterioration and does not provide a measure of structural capacity.



Typical Pavement Surface <sup>1</sup>	PCI
	<p>100</p>
	<p>60</p>
	<p>20</p>

<sup>1</sup>Photographs shown are not specific to Cochran Airport.

Figure 2. Visual Representation of PCI Scale.

In general terms, pavements with a PCI greater than 70 that are not exhibiting significant load-related distress will benefit from preventive maintenance actions, such as crack sealing and surface treatments. Pavements with a PCI of 40 to 70 may require major rehabilitation, such as an overlay. Often, when the PCI is less than 40, reconstruction is the only viable alternative due to the substantial damage to the pavement structure. Figure 3 illustrates how repair type varies with the PCI of a pavement section.

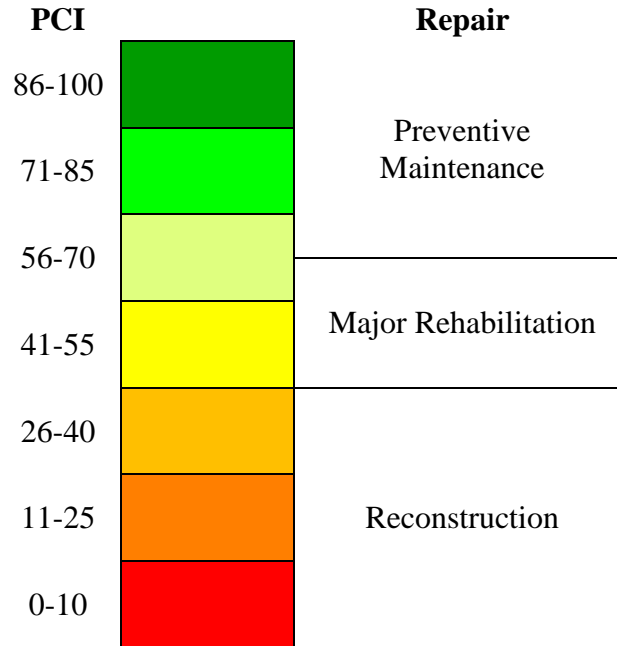


Figure 3. PCI versus Repair Type.

The types of distress identified during the PCI inspection provide insight into the cause of pavement deterioration. PCI distress types are characterized as:

- **Load-related** – These distress types are defined as being caused by aircraft or vehicular traffic and may provide an indication of a structural deficiency. Examples of load-related distresses include alligator cracking on hot-mix asphalt (HMA) pavements and corner breaks on portland cement concrete (PCC) pavements,
- **Climate/durability-related** – These distress types often signify the presence of aged and/or environment-susceptible material and include durability-related issues. Examples of climate/durability-related distresses include weathering, which is climate-related, on HMA pavements and durability cracking, which is durability-related, on PCC pavements, and
- **Other** – Distress types that fall into this category cannot be attributed solely to load or climate/durability. Examples of this type of distress include depressions on HMA pavements and shrinkage cracking on PCC pavements.

Understanding the cause of distress helps in selecting a rehabilitation alternative that corrects the cause and thus eliminates its recurrence.

Appendix A contains tables for asphalt and PCC pavements indicating the typical types of distresses that may be identified during a PCI survey, the likely cause of each distress type, and feasible maintenance strategies for addressing each distress type.

## Paint Markings Evaluation Procedure

The condition of the paint markings was evaluated for each section at Cochran Airport. The markings were rated as “satisfactory” or “non-satisfactory” based on whether the markings were visible and the paint and reflectivity appeared intact. Following is a short description of each category:

- Not Applicable (N/A): No paint markings exist to rate.
- Satisfactory (SAT): Markings that are still visible and in good condition, requiring no maintenance or remarking.
- Non-satisfactory: Markings that require maintenance or remarking in the near future and any of the following conditions are present:
  - Paint is faded to the point where markings are not easily visible from a distance (U-FA).
  - Paint is flaking off the surface or has worn to point that portions of the painted surface no longer have paint on them (U-CH).
  - Painted areas have a large amount of superficial cracking within their limits, degrading the integrity of the painted area and reducing its visibility (U-CR).

## Development of Maintenance and Rehabilitation Program

Using the information collected during the 2012 pavement inspection, an M&R program for 2013 through 2017 was developed. The MicroPAVER™ pavement management software was used to perform this analysis.

### Analysis Parameters

Several parameters were defined prior to running the analysis, and are further explained below.

#### *Critical PCI Values*

MicroPAVER™ uses critical PCI values to determine whether preventive maintenance or major rehabilitation is the appropriate repair action. Above the critical PCI, localized (such as crack sealing) and global (such as a slurry seal) preventive maintenance activities are recommended. Below the critical PCI, major rehabilitation (such as an overlay or reconstruction) is recommended. The Department set the critical PCI values shown in Table 1.

Table 1. Critical PCI Values.

<b>Airport Classification</b>	<b>Runway</b>	<b>Taxiway/ T-Hangar</b>	<b>Apron/Helipad</b>
General Aviation	70	60	60
Commercial Service	75	65	65

#### *Budget and Inflation Rate*

An unlimited budget and an inflation rate of 3 percent were used during the analysis.

### *Maintenance Policies*

Localized preventive maintenance policies and global preventive maintenance policies were developed for the Department. Localized maintenance policies, shown in Appendix D, identify the localized maintenance actions that the Department consider appropriate to correct different distress types when the PCI of the pavement is above the critical PCI level.

Global maintenance actions were also considered in the analysis. These are treatments that are applied over an entire section, rather than just to distressed areas. Rejuvenators were considered for pavements that are more than 5 years old with a PCI value greater than 80. Rejuvenators were only applied once during the analysis period to eligible sections.

### *Unit Costs*

Unit costs for maintenance treatments and major rehabilitation actions are presented in Appendix D. For general aviation airports, the costs were separated by geographic regions. MicroPAVER™ estimates the cost of major rehabilitation based on the PCI of the pavement. If major rehabilitation is recommended in the program, further engineering investigation will be needed to identify the most appropriate rehabilitation action and to more accurately estimate the cost of such work.

### Analysis Approach

The goal of the M&R program is to maintain the pavements above established critical PCI values. Major rehabilitation was recommended for pavements in the year they dropped below their critical PCI value for 2013 through 2017.

For 2013, a localized preventive maintenance plan was developed for those pavement sections that were above their critical PCI value. If major rehabilitation was triggered for a section in 2014 or 2015, then localized maintenance was not recommended for 2013. It was assumed that all low-severity cracking would need to be resealed in 2017 unless major rehabilitation was triggered on the section. No other maintenance activities, other than crack sealing, were considered for year 2017.

# RESULTS

## Pavement Inventory

Cochran Airport has over 765,626 square feet of pavement, as shown in Figure 4. Figure 5 is a network definition map of the airport showing the pavement system broken down into management units, as described on page 3 of this report. It also shows the nomenclature used in the MicroPAVER™ pavement management database to identify the different pavement areas. Additionally, the map summarizes the construction history information compiled during the records review and identifies the areas inspected during the visual survey.

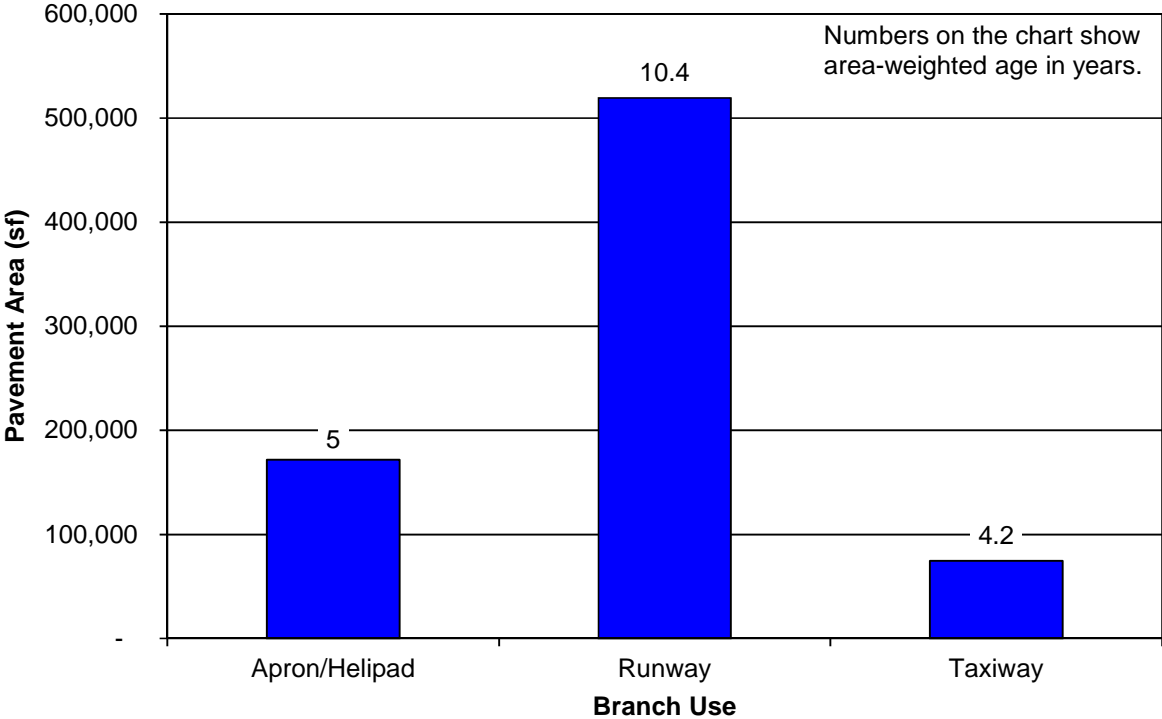
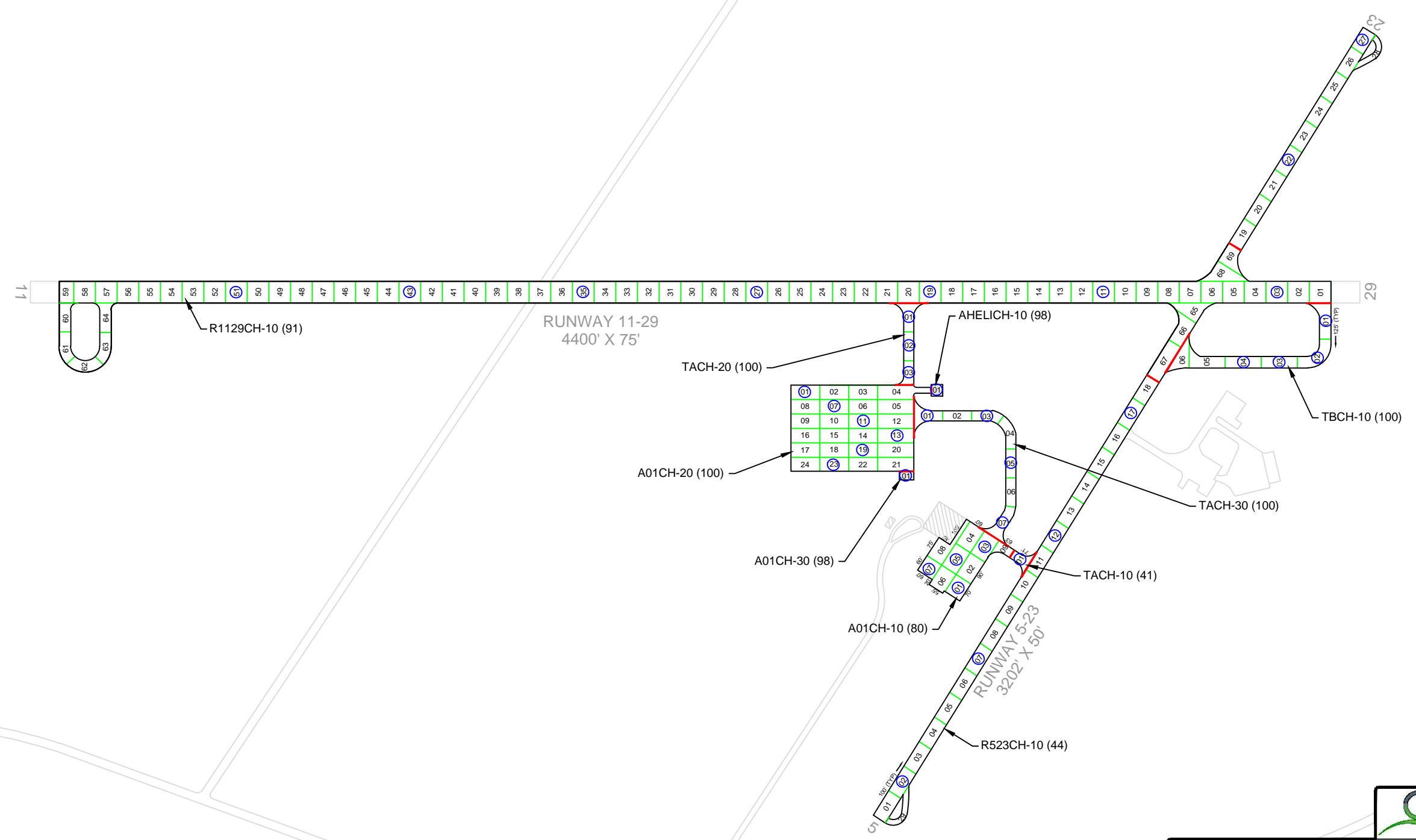
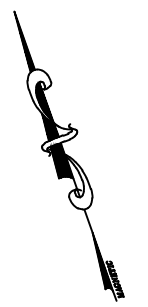


Figure 4. Pavement Inventory.



**NETWORK DEFINITION LEGEND**

- BRANCH IDENTIFIER
- SECTION IDENTIFIER
- PCI VALUE
- SECTION BREAK LINE
- SAMPLE UNIT BREAK LINE
- SLAB JOINT
- SAMPLE UNIT NUMBER
- SAMPLE UNIT INSPECTED
- ADDITIONAL SAMPLE UNIT

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 Aviation Programs

LOCATION: Cochran Airport  
 Cochran, GA

PAGE TITLE: NETWORK DEFINITION MAP

PROJECT DATE: NOV. 2011	CREATION DATE: NOV. 2011	PROJECT MANAGER: MRC	JOB NUMBER: 09-067-AM01
DRAWING SCALE: 1" = 400'	LAST MODIFIED DATE: APR. 2012	REVISED BY: DSP	DRAWN BY: DSP
FILENAME: Cochran.dwg		LAYOUT NAME/NUMBER: NET. DEF.	FIGURE: 5

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## **Pavement Evaluation and Paint Assessment**

The inspection of Cochran Airport was completed on March 1, 2012 using the PCI procedure described previously. The map presented in Figure 5 identifies the sample units inspected during the pavement evaluation.

### Inspection Comments

Ten pavement sections were defined during the inspection. All low-severity cracking was unsealed; all medium-severity cracking was due to unsealed crack widths that exceeded ¼ inch, the development of secondary cracking, or unsatisfactory crack sealant.

### *Runways*

#### **Runway 11-29**

Runway 11-29 was comprised of one section with a PCI value of 91. This runway was constructed in 2007 shortly after the previous inspection. The primary distress identified in this section was low-severity longitudinal and transverse (L&T) cracking.

#### **Runway 5-23**

Runway 5-23 consisted of one section with a PCI value of 44. Extensive amounts of medium-severity block cracking were recorded throughout Section 10. Moderate amounts of low-severity swelling were also observed.

### *Taxiways*

#### **Taxiway A**

Taxiway A was defined by three sections. Section 10 had a PCI value of 41. Extensive amounts of medium-severity block cracking were identified throughout the section. Small quantities of medium-severity patching were also recorded. Sections 20 and 30 were constructed in 2009 and were both in excellent condition with PCI values of 100. No distresses were identified in these sections.

#### **Taxiway B**

Taxiway B was comprised of one section in excellent condition with a PCI value of 100. This section was constructed in 2007, and no distresses were observed at the time of inspection.

### *Apron*

The apron area consisted of three sections. Section 10 had a PCI value of 80. The primary distress identified in this section was low-severity L&T cracking. In addition, small quantities of medium-severity L&T cracking were observed. Section 20 was constructed in 2009 and was in excellent condition with a PCI value of 100. No distresses were observed. Section 30, a PCC pavement constructed in 2009, was in excellent condition with a PCI value of 98. Only low-severity joint seal damage was recorded in this section.

### *Helipad*

The helipad area was defined by one section. Section 10, a PCC pavement constructed in 2009, was in excellent condition with a PCI value of 98. Only low-severity joint seal damage was identified in this section at the time of inspection.

**Overall Condition**

The 2012 area-weighted condition of Cochran Airport is 84, with conditions ranging from 41 to 100 [on a scale of 0 (failed) to 100 (excellent)]. This compares to a 2007 PCI of 87.

Figures 6 and 7 provide graphs summarizing the overall condition of the pavements at Cochran Airport. Figure 8 is a map that displays the condition of the pavements evaluated. Table 2 summarizes the results of the pavement evaluation and paint assessment and also presents both the 2007 and 2012 PCI values. Please note that modifications have been made to the PCI methodology since the time of the last pavement inspection in 2007, as detailed in ASTM 5340-11. These changes include the separation of the raveling and weathering distress type on asphalt-surfaced pavements into two distress types along with the addition of the alkali silica reaction (ASR) distress type on PCC pavements.

Appendix B presents photographs taken during the PCI inspection, and Appendix C contains a detailed inspection report. The detailed inspection report provides information on the quantity of the different types and severities of distresses observed during the visual survey.

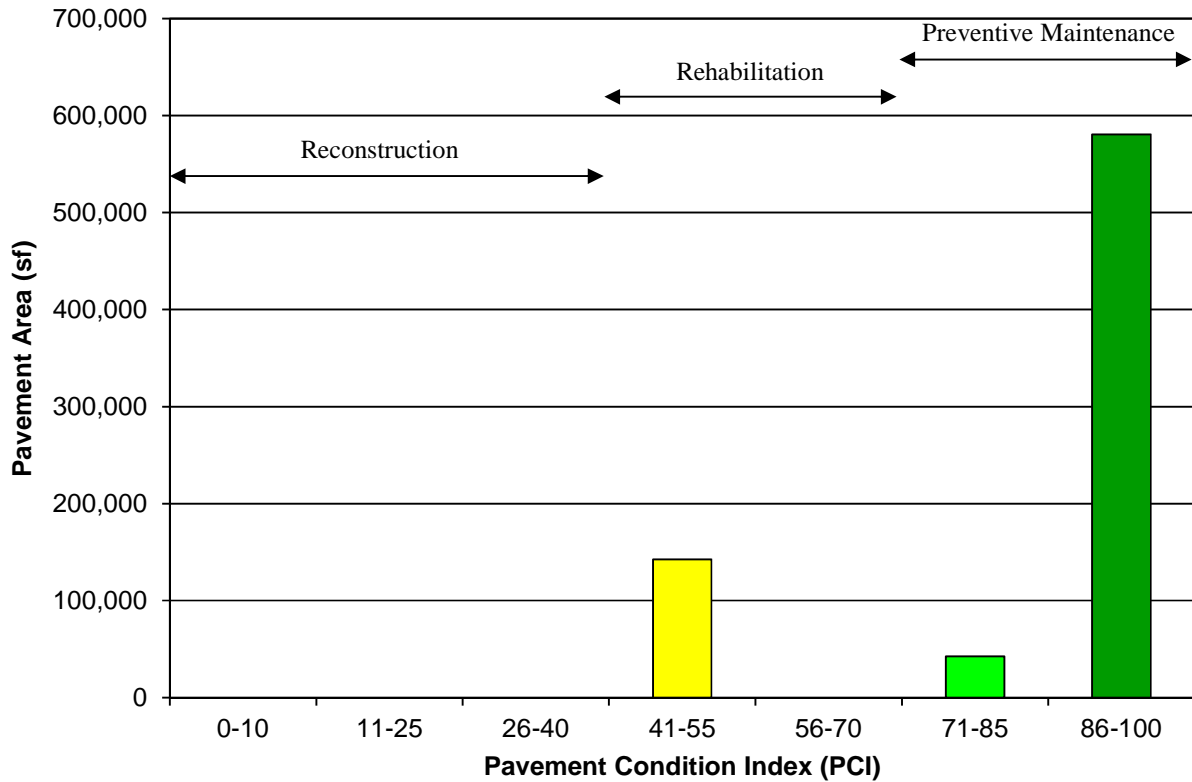


Figure 6. Condition Distribution.



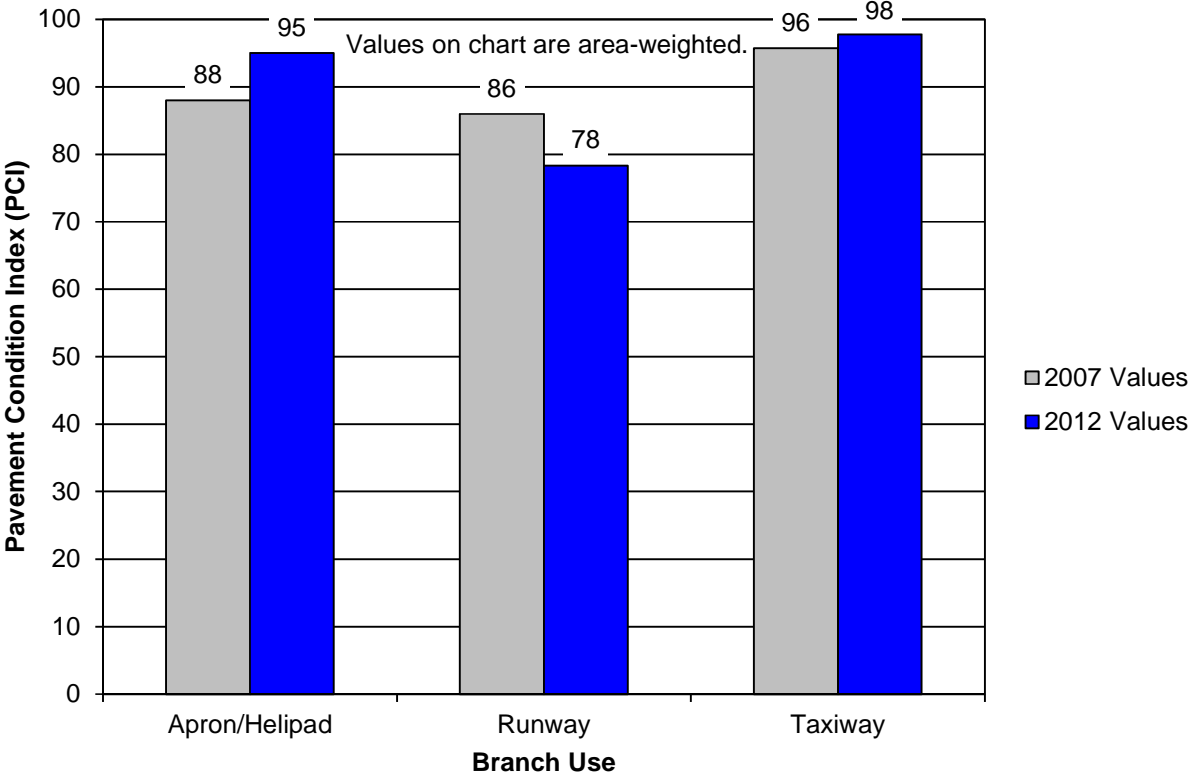
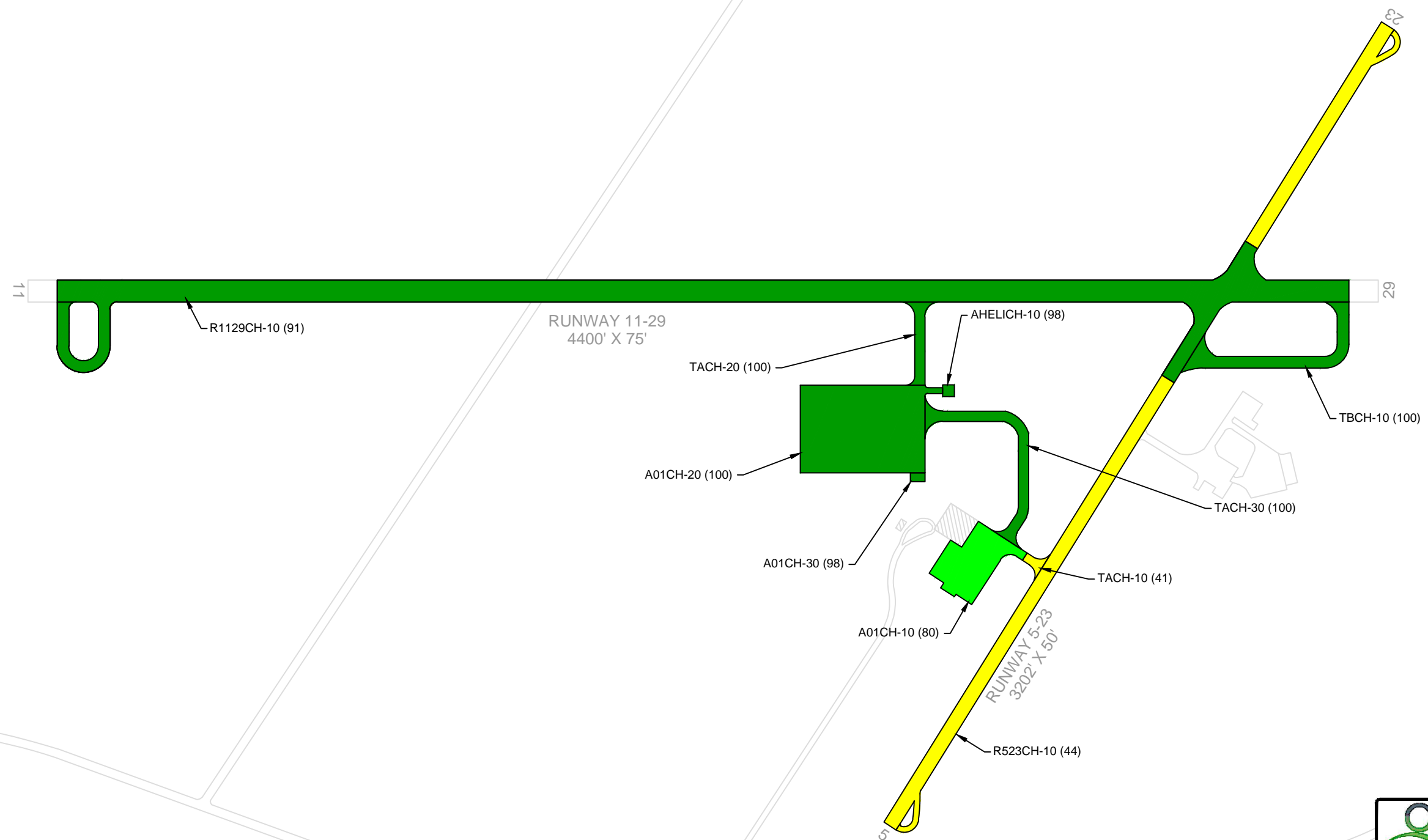
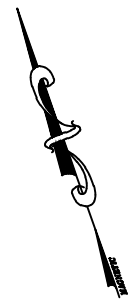


Figure 7. Condition by Use.



**LEGEND**

	BRANCH IDENTIFIER
	SECTION IDENTIFIER
	PCI VALUE
	SECTION BREAK LINE

**PAVEMENT CONDITION INDEX**

PCI	REPAIR
100	
85	PREVENTIVE MAINTENANCE
70	
55	MAJOR REHABILITATION
40	
25	
10	RECONSTRUCTION
0	

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AGENCY: Georgia Department of Transportation  
 Aviation Programs

LOCATION: Cochran Airport  
 Cochran, GA

PAGE TITLE: PAVEMENT CONDITION INDEX MAP

PROJECT DATE: NOV. 2011	CREATION DATE: NOV. 2011	PROJECT MANAGER: MRC	JOB NUMBER: 09-067-AM01
DRAWING SCALE: 1" = 400'	LAST MODIFIED DATE: MAY 2012	REVISED BY: TMM	DRAWN BY: TMM
FILENAME: Cochran.dwg		LAYOUT NAME/NUMBER: PCI	FIGURE: 8

Table 2. Pavement Evaluation Results.

Branch <sup>1</sup>	Section <sup>1</sup>	Surface Type <sup>2</sup>	Section Area (sf)	LCD <sup>3</sup>	Paint Markings <sup>4</sup>	2007 PCI	2012 PCI	% Distress due to:		Distress Types <sup>7</sup>
								Load <sup>5</sup>	Climate or Durability <sup>6</sup>	
A01CH	10	AAC	42,468	6/30/2001	N/A	88	80	0	100	L&T Cracking
A01CH	20	AC	126,211	6/1/2009	SAT	N/A	100	0	0	No Distresses
A01CH	30	PCC	1,500	6/1/2009	N/A	N/A	98	0	100	Joint Seal Damage
AHELICH	10	PCC	1,600	6/1/2009	SAT	N/A	98	0	100	Joint Seal Damage
R1129CH	10	AC	379,645	7/4/2007	SAT	100	91	0	100	L&T Cracking
R523CH	10	AAC	139,772	6/1/1987	U-CR	49	44	0	95	Block Cracking, Swelling
TACH	10	AAC	2,817	6/1/1999	U-FA	55	41	0	100	Block Cracking, Patching
TACH	20	AC	11,188	6/1/2009	SAT	N/A	100	0	0	No Distresses
TACH	30	AC	28,326	6/1/2009	SAT	N/A	100	0	0	No Distresses
TBCH	10	AC	32,099	7/4/2007	SAT	100	100	0	0	No Distresses

**NOTES:**

<sup>1</sup>See Figure 5 for the location of the branch and section.

<sup>2</sup>AC = asphalt cement concrete; AAC = asphalt overlay on AC; PCC = portland cement concrete; APC = asphalt overlay on PCC.

<sup>3</sup>LCD = last construction date.

<sup>4</sup>Paint markings condition: not applicable (N/A), satisfactory (SAT), unsatisfactory due to faded paint (U-FA), unsatisfactory due to chipping paint (U-CH), or unsatisfactory due to superficial cracking (U-CR).

<sup>5</sup>Distress due to load includes distresses attributed to a structural deficiency in the pavement, such as alligator (fatigue) cracking, rutting, or shattered concrete slabs.

<sup>6</sup>Distress due to climate or durability includes those distresses attributed to either the aging of the pavement and the effects of the environment (such as weathering or block cracking in AC pavements) or to a materials-related problem (such as durability cracking in a PCC pavement).

<sup>7</sup>L&T Cracking = longitudinal and transverse cracking.

## Maintenance and Rehabilitation Program

The 5-year M&R program developed for Cochran Airport is described on page 6 of this report.

A summary of the M&R program is presented in Table 3. Detailed information on the localized maintenance plan for 2013 is contained in Appendix E and Appendix F. While localized preventive maintenance should be an annual undertaking at Cochran Airport, it is not possible to accurately predict the propagation of cracking and other distresses. The airport should budget for maintenance every year and can use the 2013 maintenance plan as a baseline for that work. As the pavements age, it can be assumed that the amount of localized maintenance required will increase.

Because an unlimited budget was used in the analysis, it is probable that the pavement repair program will need to be adjusted to take into account economic and/or operational constraints. Further, the identification of the need for a major rehabilitation project does not mean that federal or state funding will be available to complete the work in the year shown. It is important to remember that regardless of the recommendations presented within this report, Cochran Airport is responsible for repairing pavements where existing conditions pose a hazard to safe operations.

Note these recommendations are based on a broad network-level analysis and are meant to provide Cochran Airport with an indication of the type of pavement-related work required during the next 5 years. Further engineering investigation will need to be performed to identify exactly which repair action is most appropriate and to more accurately estimate the cost of such work. In addition, the cost estimates provided were based on a statewide policy and each airport should adjust the maintenance policies and unit costs to match its own approach to pavement maintenance and to reflect local costs.

Table 3. 5-Year Program under an Unlimited Funding Analysis Scenario.

Branch <sup>1</sup>	Section	Year	Type of Repair <sup>2</sup>	Estimated Cost <sup>3</sup>
A01CH	10	2013	Preventive Maintenance	\$940
		2017	Preventive Maintenance	\$5,027
	20	2014	Rejuvenator	\$28,599
R1129CH	10	2013	Rejuvenator	\$83,522
		2017	Preventive Maintenance	\$20,399
R523CH	10	2013	Major M&R	\$712,246
TACH	10	2013	Major M&R	\$14,085
	20	2014	Rejuvenator	\$2,535
	30	2014	Rejuvenator	\$6,419
TBCH	10	2013	Rejuvenator	\$7,062

<sup>1</sup>See Figure 5 for the location of the branch and section.

<sup>2</sup>Major Rehabilitation: overlay, mill and overlay, reconstruction, and so on;

Localized Maintenance: crack sealing, patching, joint resealing, and so on;

Global Maintenance: surface treatments, rejuvenators, and so on.

<sup>3</sup>Cost estimates based on broad, statewide policy and should be adjusted to reflect local costs.

---

## GENERAL RECOMMENDATIONS

### Maintenance

In addition to the specific maintenance actions presented in Appendix E and Appendix F, the following strategies are recommended to prolong pavement life:

1. Conduct an aggressive campaign against weed growth through timely herbicide applications. Vegetation growing in pavement cracks is very destructive and significantly increases the rate of pavement deterioration.
2. Implement a periodic crack sealing program. Sealing cracks is a proven method for cost-effectively keeping water and debris out of the pavement system and extending its life.
3. Ensure that dirt does not build up along the edges of the pavements. This can create a “bathtub” effect—reducing the ability of water to drain away from the pavement system.
4. Closely monitor heavy equipment movement, such as construction equipment, emergency equipment, and fueling equipment, to make sure that it is only operating on pavement designed to accommodate the heavy loads this type of equipment often applies. Failure to restrict heavy equipment to appropriate areas may result in the premature failure of airport pavements.
5. Other maintenance necessities include keeping all pavement markings well painted, keeping safety signage clear of debris and weeds, ensuring the continuous operation of lighting systems (bulb replacement), and the frequent removal of any debris found in any of the operating areas. In addition, failed pavement areas should be remediated as necessary.

### Remaining in Compliance with Public Law 103-305

Public Law 103-305 states that after January 1, 1995, airport sponsors must provide assurances or certifications that an airport has implemented an effective airport pavement maintenance management system (PMMS) before the airport will be considered for funding of pavement replacement or reconstruction projects. To be in full compliance with the Federal law, the PMMS must include the following components at a minimum: pavement inventory, pavement inspections, record keeping, information retrieval, and program funding.

By undertaking this project, the Department has provided Cochran Airport with an excellent basis for meeting the requirements of this law. The airport now has a complete pavement inventory and a detailed inspection. To remain in compliance with the law, the airport will also need to undertake monthly drive-by inspections of pavement conditions and track pavement-related maintenance activities. The next detailed inspection should occur in 2015.

The FAA AC 150/5380-6B provides further information on Public Law 103-305. Specifically, Appendix 1 of this AC outlines what needs to be included in a PMMS to satisfy FAA Grant Assurance 11. A copy of this AC can be found at the following website [http://www.faa.gov/regulations\\_policies/advisory\\_circulars/index.cfm/go/document/information/documentID/22556](http://www.faa.gov/regulations_policies/advisory_circulars/index.cfm/go/document/information/documentID/22556).

## **SUMMARY**

This report documents the results of the pavement evaluation conducted at Cochran Airport. During a visual inspection of the pavements in 2012, it was found that the overall condition of the pavement network is a PCI of 84. A 5- year pavement repair program was generated for Cochran Airport, which revealed that approximately \$880,835 needs to be expended on the pavement system to maintain and/or improve its condition.

## **APPENDIX A**

### **CAUSE OF DISTRESS TABLES**

Table A-1. Cause of Pavement Distress, Asphalt-Surfaced Pavements.

<b>Distress Type</b>	<b>Probable Cause of Distress</b>	<b>Feasible Maintenance Strategies</b>
Alligator Cracking	Fatigue failure of the asphalt concrete surface under repeated traffic loading.	If localized, partial- or full-depth asphalt patch. If extensive, major rehabilitation needed.
Bleeding	Excessive amounts of asphalt cement or tars in the mix and/or low air void content.	Spread heated sand, roll, and sweep. Another option is to plane excess asphalt. Or, remove and replace.
Block Cracking	Shrinkage of the asphalt concrete and daily temperature cycling; it is not load associated.	At low severity levels, crack seal and/or surface treatment. At higher severities, consider overlay.
Corrugation	Traffic action combined with an unstable pavement layer.	If localized, mill. If extensive, remove and replace.
Depression	Settlement of the foundation soil or can be “built up” during construction.	Patch.
Jet Blast	Bituminous binder has been burned or carbonized.	Patch.
Joint Reflection Cracking	Movement of the concrete slab beneath the asphalt concrete surface due to thermal and moisture changes.	At low- and medium-severities, crack seal. At higher severities, especially if extensive, consider overlay.
Longitudinal and Transverse Cracking	Cracks may be caused by 1) poorly constructed paving lane joint, 2) shrinkage of the AC surface due to low temperatures or hardening of the asphalt, or 3) reflective crack caused by cracks in an underlying PCC slab.	At low- and medium-severity levels, crack seal. At higher severities, especially if extensive, consider overlay options.
Oil Spillage	Deterioration or softening of the pavement surface caused by the spilling of oil, fuel, or other solvents.	Patch.
Patching	N/A	Replace patch if deteriorated.
Polished Aggregate	Repeated traffic applications.	Aggregate seal coat is one option. Could also groove or mill. Overlay is another option.
Raveling	Asphalt binder may have hardened significantly, causing coarse aggregate pieces to dislodge.	Patch if isolated. At higher severity levels, consider major rehabilitation if extensive.
Rutting	Usually caused by consolidation or lateral movement of the materials due to traffic loads.	Patch medium- and high-severity levels if localized. If extensive, consider major rehabilitation.
Shoving	Where PCC pavements adjoin flexible pavements, PCC “growth” may shove the asphalt pavement.	Mill and patch as needed.
Slippage Cracking	Low strength surface mix or poor bond between the surface and next layer of pavement structure.	Partial- or full-depth patch.
Swelling	Usually caused by frost action or by swelling soil.	Patch if localized. Major rehabilitation if extensive.
Weathering	Asphalt binder and/or fine aggregate may wear away as the pavement ages and hardens.	Patch if isolated. Consider a surface treatment if extensive.



Table A-2. Cause of Pavement Distress, PCC Pavements.

<b>Distress Type</b>	<b>Probable Cause of Distress</b>	<b>Feasible Maintenance Strategies</b>
Alkali Silica Reaction (ASR)	Chemical reaction of alkalis in the portland cement with certain reactive silica minerals. ASR may be accelerated by the use of chemical pavement deicers.	At medium- and high-severity levels, slab replacement is recommended.
Blow-Up	Incompressibles in joints.	Partial- or full-depth patch. Slab replacement.
Corner Break	Load repetition combined with loss of support and curling stresses.	Seal cracks at low-severity. Full-depth patch.
Cracks	Combination of load repetition, curling stresses, and shrinkage stresses.	Seal cracks. At high-severity, may need full-depth patch or slab replacement.
Durability Cracking	Concrete's inability to withstand environmental factors such as freeze-thaw cycles.	Full-depth patch if present on small amount of slab. At higher severity levels, once it has appeared on most of slab, slab replacement.
Joint Seal Damage	Stripping of joint sealant, extrusion of joint sealant, weed growth, hardening of the filler (oxidation), loss of bond to the slab edges, or absence of sealant in joint.	Replace joint seal.
Patching (Small and Large)	N/A	Replace patches if deteriorated.
Popouts	Freeze-thaw action in combination with expansive aggregates.	Monitor.
Pumping	Poor drainage, poor joint sealant.	Seal cracks and joints. Underseal is an option if voids have developed. Establish good drainage.
Scaling	Overfinishing of concrete, deicing salts, improper construction, freeze-thaw cycles, and poor aggregate.	At low-severity levels, do nothing. At medium- and high-severity levels, partial-depth patches or slab replacement.
Settlement	Upheaval or consolidation.	At higher severity levels, leveling patch or grind to restore smooth ride.
Shattered Slab	Load repetition.	Replace slab.
Shrinkage	Setting and curing of the concrete.	Monitor.
Spalling (Joint and Corner)	Excessive stresses at the joint caused by infiltration of incompressible materials or traffic loads; weak concrete at joint combined with traffic loads.	Partial-depth patch.

# **APPENDIX B**

# **PHOTOGRAPHS**



A01CH-10. Overview.



A01CH-10. Longitudinal and Transverse Cracking (Sample Unit #03).



A01CH-20. Overview.



A01CH-20. Satisfactory Paint.



A01CH-30. Overview.



A01CH-30. Joint Seal Damage (Sample Unit #01).



AHELICH-10. Overview.



AHELICH-10. Joint Seal Damage (Sample Unit #01).



AHELICH-10. Satisfactory Paint.



R1129CH-10. Overview.



R1129CH-10. Longitudinal and Transverse Cracking (Sample Unit #03).



R1129CH-10. Longitudinal and Transverse Cracking (Sample Unit #11).





R1129CH-10. Satisfactory Paint.



R523CH-10. Overview.



R523CH-10. Block Cracking (Sample Unit #07).



R523CH-10. Longitudinal and Transverse Cracking (Sample Unit #07).



R523CH-10. Unsatisfactory Paint.



TACH-10. Overview.



TACH-10. Block Cracking (Sample Unit #01).



TACH-10. Patching (Sample Unit #01).



TACH-10. Unsatisfactory Paint.



TACH-20. Overview.



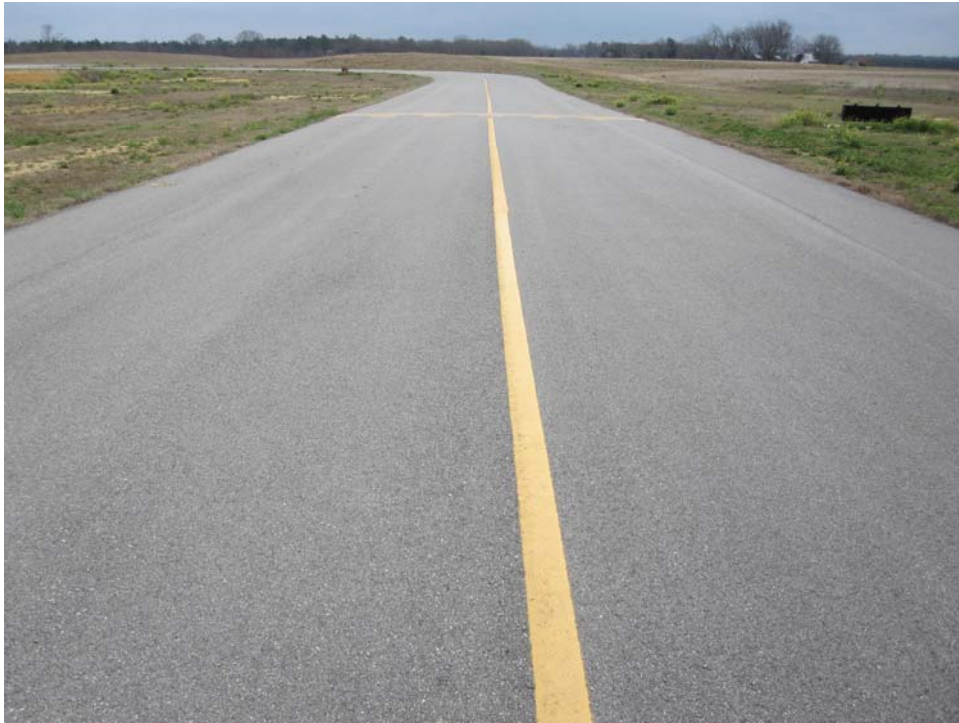
TACH-20. Satisfactory Paint.



TACH-30. Overview.



TACH-30. Satisfactory Paint.



TBCH-10. Overview.



TBCH-10. Satisfactory Paint.



# **APPENDIX C**

## **INSPECTION REPORT**

# Re-inspection Report

GA 2012 FINAL

Report Generated Date: November 20, 2012

Network: COCHRAN Name: COCHRAN AIRPORT

Branch: A01CH Name: APRON 01 Use: APRON Area: 170,179.00SqFt

Section: 10 of 3 From: ENTRANCE ROAD To: TAXIWAY A Last Const.: 06/30/2001  
Surface: AAC Family: GAAACAPGA1 Zone: N/A Category: Rank: P  
Area: 42,468.00SqFt Length: 250.00Ft Width: 180.00Ft  
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 03/01/2012 Total Samples: 8 Surveyed: 4

Conditions: PCI : 80

Inspection Comments:

Sample Number: 01 Type: R Area: 4,200.00SqFt PCI = 76

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 312.00 Ft Comments:lu  
48 LONGITUDINAL/TRANSVERSE CRACKING M 72.00 Ft Comments:w

Sample Number: 03 Type: R Area: 5,400.00SqFt PCI = 77

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 367.00 Ft Comments:  
48 LONGITUDINAL/TRANSVERSE CRACKING M 54.00 Ft Comments:w

Sample Number: 05 Type: R Area: 4,950.00SqFt PCI = 83

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 186.00 Ft Comments:lu  
48 LONGITUDINAL/TRANSVERSE CRACKING M 58.00 Ft Comments:w

Sample Number: 07 Type: R Area: 3,600.00SqFt PCI = 85

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 114.00 Ft Comments:lu  
48 LONGITUDINAL/TRANSVERSE CRACKING M 22.00 Ft Comments:w

# Re-inspection Report

GA 2012 FINAL

Report Generated Date: November 20, 2012

Network: COCHRAN Name: COCHRAN AIRPORT

Branch: A01CH Name: APRON 01 Use: APRON Area: 170,179.00SqFt

Section: 20 of 3 From: WEST END TAXIWAY A To: 425' WEST Last Const.: 06/01/2009  
Surface: AC Family: GAACAPGA1 Zone: SAT Category: Rank: P  
Area: 126,211.00SqFt Length: 425.00Ft Width: 299.00Ft  
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 03/01/2012 Total Samples: 24 Surveyed: 6

Conditions: PCI: 100

Inspection Comments:

Sample Number: 01 Type: R Area: 5,000.00SqFt PCI = 100

Sample Comments:  
<NO DISTRESSES>

Sample Number: 07 Type: R Area: 5,000.00SqFt PCI = 100

Sample Comments:  
<NO DISTRESSES>

Sample Number: 11 Type: R Area: 5,000.00SqFt PCI = 100

Sample Comments:  
<NO DISTRESSES>

Sample Number: 13 Type: R Area: 6,750.00SqFt PCI = 100

Sample Comments:  
<NO DISTRESSES>

Sample Number: 19 Type: R Area: 5,000.00SqFt PCI = 100

Sample Comments:  
<NO DISTRESSES>

Sample Number: 23 Type: R Area: 5,000.00SqFt PCI = 100

Sample Comments:  
<NO DISTRESSES>

# Re-inspection Report

GA 2012 FINAL

Report Generated Date: November 20, 2012

Network: COCHRAN Name: COCHRAN AIRPORT

Branch: A01CH Name: APRON 01 Use: APRON Area: 170,179.00SqFt

Section: 30 of 3 From: SOUTH EDGE OF A01CH-20 To: 30' SOUTH Last Const.: 06/01/2009  
Surface: PCC Family: GAPCCAPHPHTHSOUTH-60 Zone: N/A Category: Rank: P  
Area: 1,500.00SqFt Length: 50.00Ft Width: 30.00Ft  
Slabs: 15 Slab Width: 10.00Ft Slab Length: 10.00Ft Joint Length: 220.00Ft  
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 03/01/2012 Total Samples: 1 Surveyed: 1

Conditions: PCI : 98

Inspection Comments:

Sample Number: 01 Type: R Area: 15.00Slabs PCI = 98

Sample Comments:

65 JOINT SEAL DAMAGE L 15.00 Slabs Comments:

# Re-inspection Report

GA 2012 FINAL

Report Generated Date: November 20, 2012

Network: COCHRAN Name: COCHRAN AIRPORT

Branch: AHELICH Name: HELIPAD Use: HELIPAD Area: 1,600.00SqFt

Section: 10 of 1 From: EAST EDGE OF A01CH-10 To: END OF PAVEMENT Last Const.: 06/01/2009

Surface: PCC Family: GAPCCAPHPHTHSOUTH-60 Zone: SAT Category: Rank: P

Area: 1,600.00SqFt Length: 40.00Ft Width: 40.00Ft

Slabs: 16 Slab Width: 10.00Ft Slab Length: 10.00Ft Joint Length: 240.00Ft

Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 03/01/2012 Total Samples: 1 Surveyed: 1

Conditions: PCI : 98

Inspection Comments:

Sample Number: 01 Type: R Area: 16.00Slabs PCI = 98

Sample Comments:

65 JOINT SEAL DAMAGE L 16.00 Slabs Comments:

# Re-inspection Report

GA 2012 FINAL

Report Generated Date: November 20, 2012

Network: COCHRAN Name: COCHRAN AIRPORT

Branch: R1129CH Name: RUNWAY 11-29 Use: RUNWAY Area: 379,645.00SqFt

Section: 10 of 1 From: 11-END To: 29-END Last Const.: 07/04/2007

Surface: AC Family: GAACRWYGA1 Zone: SAT Category: Rank: P

Area: 379,645.00SqFt Length: 4,400.00Ft Width: 75.00Ft

Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 03/01/2012 Total Samples: 69 Surveyed: 7

Conditions: PCI: 91

Inspection Comments:

Sample Number: 03 Type: R Area: 5,625.00SqFt PCI = 98

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 5.00 Ft Comments:lu

Sample Number: 11 Type: R Area: 5,625.00SqFt PCI = 85

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 300.00 Ft Comments:lu

Sample Number: 19 Type: R Area: 5,625.00SqFt PCI = 91

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 138.00 Ft Comments:lu

Sample Number: 27 Type: R Area: 5,625.00SqFt PCI = 91

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 150.00 Ft Comments:lu

Sample Number: 35 Type: R Area: 5,625.00SqFt PCI = 91

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 150.00 Ft Comments:lu

Sample Number: 43 Type: R Area: 5,625.00SqFt PCI = 91

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 146.00 Ft Comments:lu

Sample Number: 51 Type: R Area: 5,625.00SqFt PCI = 94

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING L 75.00 Ft Comments:lu

# Re-inspection Report

GA 2012 FINAL

Report Generated Date: November 20, 2012

Network: COCHRAN Name: COCHRAN AIRPORT

Branch: R523CH Name: RUNWAY 5/23 Use: RUNWAY Area: 139,772.00SqFt

Section: 10 of 1 From: 05 APPROACH To: 23 APPROACH Last Const.: 06/01/1987  
Surface: AAC Family: GAAACRWYGA1 Zone: U-CR Category: Rank: P  
Area: 139,772.00SqFt Length: 3,202.00Ft Width: 50.00Ft  
Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments: Needs area adjustment after new runway built.

Last Insp. Date: 03/01/2012 Total Samples: 29 Surveyed: 6

Conditions: PCI: 44

Inspection Comments:

Sample Number: 02 Type: R Area: 5,000.00SqFt PCI = 44  
Sample Comments:  
43 BLOCK CRACKING M 5,000.00 SqFt Comments:  
56 SWELLING L 50.00 SqFt Comments:

Sample Number: 07 Type: R Area: 5,000.00SqFt PCI = 44  
Sample Comments:  
43 BLOCK CRACKING M 5,000.00 SqFt Comments:  
56 SWELLING L 55.00 SqFt Comments:

Sample Number: 12 Type: R Area: 5,000.00SqFt PCI = 45  
Sample Comments:  
43 BLOCK CRACKING M 5,000.00 SqFt Comments:  
56 SWELLING L 20.00 SqFt Comments:

Sample Number: 17 Type: R Area: 5,000.00SqFt PCI = 44  
Sample Comments:  
43 BLOCK CRACKING M 5,000.00 SqFt Comments:  
56 SWELLING L 60.00 SqFt Comments:

Sample Number: 22 Type: R Area: 5,000.00SqFt PCI = 45  
Sample Comments:  
43 BLOCK CRACKING M 5,000.00 SqFt Comments:  
56 SWELLING L 30.00 SqFt Comments:

Sample Number: 27 Type: R Area: 3,957.00SqFt PCI = 45  
Sample Comments:  
43 BLOCK CRACKING M 3,957.00 SqFt Comments:  
56 SWELLING L 20.00 SqFt Comments:

# Re-inspection Report

GA 2012 FINAL

Report Generated Date: November 20, 2012

Network: COCHRAN Name: COCHRAN AIRPORT

Branch: TACH Name: TAXIWAY A Use: TAXIWAY Area: 42,331.00SqFt

Section: 10 of 3 From: RUNWAY 5/23 To: APRON Last Const.: 06/01/1999

Surface: AAC Family: GAAACTWYGA1SOUTH Zone: U-FA Category: Rank: P

Area: 2,817.00SqFt Length: 71.00Ft Width: 30.00Ft

Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 03/01/2012 Total Samples: 1 Surveyed: 1

Conditions: PCI : 41

Inspection Comments:

Sample Number: 01 Type: R Area: 3,592.00SqFt PCI = 41

Sample Comments:

50 PATCHING M 660.00 SqFt Comments:

43 BLOCK CRACKING M 2,932.00 SqFt Comments:



# Re-inspection Report

GA 2012 FINAL

Report Generated Date: November 20, 2012

Network: COCHRAN Name: COCHRAN AIRPORT

Branch: TACH Name: TAXIWAY A Use: TAXIWAY Area: 42,331.00SqFt

Section: 20 of 3 From: RUNWAY 11-29 To: A01CH-20 Last Const.: 06/01/2009

Surface: AC Family: GAACTWYGA1SOUTH Zone: SAT Category: Rank: P

Area: 11,188.00SqFt Length: 285.00Ft Width: 35.00Ft

Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 03/01/2012 Total Samples: 3 Surveyed: 3

Conditions: PCI: 100

Inspection Comments:

Sample Number: 01 Type: R Area: 4,600.00SqFt PCI = 100

Sample Comments:

<NO DISTRESSES>

Sample Number: 02 Type: R Area: 3,450.00SqFt PCI = 100

Sample Comments:

<NO DISTRESSES>

Sample Number: 03 Type: R Area: 3,121.00SqFt PCI = 100

Sample Comments:

<NO DISTRESSES>

# Re-inspection Report

GA 2012 FINAL

Report Generated Date: November 20, 2012

Network: COCHRAN Name: COCHRAN AIRPORT

Branch: TACH Name: TAXIWAY A Use: TAXIWAY Area: 42,331.00SqFt

Section: 30 of 3 From: A02CH-10 To: A01CH-20 Last Const.: 06/01/2009

Surface: AC Family: GAACTWYGA1SOUTH Zone: SAT Category: Rank: P

Area: 28,326.00SqFt Length: 720.00Ft Width: 35.00Ft

Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 03/01/2012 Total Samples: 7 Surveyed: 4

Conditions: PCI: 100

Inspection Comments:

Sample Number: 01 Type: R Area: 5,070.00SqFt PCI = 100

Sample Comments:

<NO DISTRESSES>

Sample Number: 03 Type: R Area: 3,500.00SqFt PCI = 100

Sample Comments:

<NO DISTRESSES>

Sample Number: 05 Type: R Area: 3,500.00SqFt PCI = 100

Sample Comments:

<NO DISTRESSES>

Sample Number: 07 Type: R Area: 5,245.00SqFt PCI = 100

Sample Comments:

<NO DISTRESSES>

# Re-inspection Report

GA 2012 FINAL

Report Generated Date: November 20, 2012

Network: COCHRAN Name: COCHRAN AIRPORT

Branch: TBCH Name: TAXIWAY B Use: TAXIWAY Area: 32,099.00SqFt

Section: 10 of 1 From: R523CH-10 To: R1129CH-10 Last Const.: 07/04/2007

Surface: AC Family: GAACTWYGA1SOUTH Zone: SAT Category: Rank: P

Area: 32,099.00SqFt Length: 665.00Ft Width: 40.00Ft

Shoulder: Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 03/01/2012 Total Samples: 6 Surveyed: 4

Conditions: PCI: 100

Inspection Comments:

Sample Number: 01 Type: R Area: 5,686.00SqFt PCI = 100

Sample Comments:  
<NO DISTRESSES>

Sample Number: 02 Type: R Area: 5,000.00SqFt PCI = 100

Sample Comments:  
<NO DISTRESSES>

Sample Number: 03 Type: R Area: 5,000.00SqFt PCI = 100

Sample Comments:  
<NO DISTRESSES>

Sample Number: 04 Type: R Area: 5,000.00SqFt PCI = 100

Sample Comments:  
<NO DISTRESSES>

## **APPENDIX D**

# **MAINTENANCE POLICIES AND UNIT COSTS**

Table D-1. Localized Maintenance Policy, Asphalt-Surfaced Pavements.

<b>Distress Type</b>	<b>Severity Level</b>	<b>Maintenance Action</b>
Alligator Cracking	Low	Monitor
	Medium	AC Patching
	High	AC Patching
Bleeding	N/A	Monitor
Block Cracking	Low	Monitor
	Medium	Crack Sealing – AC
	High	Crack Sealing – AC
Corrugation	Low	Monitor
	Medium	AC Patching
	High	AC Patching
Depression	Low	Monitor
	Medium	AC Patching
	High	AC Patching
Jet Blast	N/A	AC Patching
Joint Reflection Cracking	Low	Monitor
	Medium	Crack Sealing – AC
	High	Crack Sealing – AC
Longitudinal and Transverse Cracking	Low	Monitor
	Medium	Crack Sealing – AC
	High	Crack Sealing – AC
Oil/Fuel Damage	N/A	AC Patching
Patching	Low	Monitor
	Medium	Monitor
	High	AC Patching
Polished Aggregate	N/A	Monitor
Raveling	Low	Monitor
	Medium	AC Patching
	High	AC Patching
Rutting	Low	Monitor
	Medium	AC Patching
	High	AC Patching
Shoving	Low	Monitor
	Medium	AC Patching
	High	AC Patching
Slippage Cracking	N/A	AC Patching
Swelling	Low	Monitor
	Medium	AC Patching
	High	AC Patching
Weathering	Low	Monitor
	Medium	Monitor
	High	AC Patching

Table D-2. Localized Maintenance Policy, PCC Pavements.

<b>Distress Type</b>	<b>Severity Level</b>	<b>Maintenance Action</b>
Alkali Silica Reaction (ASR)	Low	Monitor
	Medium	Slab Replacement
	High	Slab Replacement
Blow-Up	Low	Slab Replacement
	Medium	Slab Replacement
	High	Slab Replacement
Corner Break	Low	Crack Sealing – PCC
	Medium	PCC Full Depth Patch
	High	PCC Full Depth Patch
LTD Cracking	Low	Crack Sealing – PCC
	Medium	Crack Sealing – PCC
	High	Crack Sealing – PCC
Durability Cracking	Low	Monitor
	Medium	Slab Replacement
	High	Slab Replacement
Joint Seal Damage	Low	Monitor
	Medium	Joint Sealing – PCC
	High	Joint Sealing – PCC
Patching (Large and Small)	Low	Monitor
	Medium	PCC Full Depth Patch
	High	PCC Full Depth Patch
Popouts	N/A	Monitor
Pumping	N/A	Monitor
Scaling	Low	Monitor
	Medium	Slab Replacement
	High	Slab Replacement
Faulting	Low	Monitor
	Medium	Monitor
	High	PCC Partial Depth Patch
Shattered Slab	Low	Crack Sealing – PCC
	Medium	Slab Replacement
	High	Slab Replacement
Shrinkage	N/A	Monitor
Spalling (Joint and Corner)	Low	Monitor
	Medium	PCC Partial Depth Patch
	High	PCC Partial Depth Patch

Table D-3. 2012 Unit Costs for Localized Maintenance Actions, General Aviation Airports.

Maintenance Action	Unit Cost		
	Metro	North	South
AC Patching	\$3.19/sf	\$3.18/sf	\$3.28/sf
Crack Sealing – AC	\$2.02/lf	\$2.02/lf	\$1.95/lf
Crack Sealing – PCC	\$2.71/lf	\$2.71/lf	\$2.71/lf
Joint Sealing – PCC	\$2.71/lf	\$2.71/lf	\$2.71/lf
PCC Partial Depth Patch	\$12.84/sf	\$12.84/sf	\$12.84/sf
PCC Full Depth Patch	\$43.32/sf	\$43.32/sf	\$43.32/sf
Slab Replacement	\$43.32/sf	\$43.32/sf	\$43.32/sf

Table D-4. 2012 Unit Costs for Localized Maintenance Actions, Air Carrier Airports.

Maintenance Action	Unit Cost
AC Patching	\$3.47/sf
Crack Sealing – AC	\$6.25/lf
Crack Sealing – PCC	\$2.71/lf
Joint Sealing – PCC	\$2.71/lf
PCC Partial Depth Patch	\$12.84/sf
PCC Full Depth Patch	\$43.32/sf
Slab Replacement	\$43.32/sf

Table D-5. 2012 Unit Costs for Global Maintenance Actions, General Aviation Airports.

Maintenance Action	Unit Cost		
	Metro	North	South
Single Surface Treatment	\$0.26/sf	\$0.12/sf	\$0.19/sf
Pavement Rejuvenator	\$0.22/sf	\$0.22/sf	\$0.22/sf

Table D-6. 2012 Unit Costs for Global Maintenance Actions, Air Carrier Airports.

Maintenance Action	Unit Cost
Single Surface Treatment	\$0.43/sf
Pavement Rejuvenator	\$0.22/sf

Table D-7. 2012 Major Rehabilitation Unit Costs Based on PCI Ranges for Asphalt-Surfaced Pavements.

Type of Airport <sup>1</sup>	PCI Range							
	0 – 29	30 – 39	40 – 49	50 – 59	60 – 69	70 – 79	80 – 89	> 89
G.A., Metro	\$6.09/sf	\$6.09/sf	\$6.85/sf	\$1.96/sf	\$1.96/sf	\$1.96/sf	\$1.96/sf	\$1.96/sf
G.A., North	\$5.14/sf	\$5.14/sf	\$5.38/sf	\$1.71/sf	\$1.71/sf	\$1.71/sf	\$1.71/sf	\$1.71/sf
G.A., South	\$5.00/sf	\$5.00/sf	\$5.42/sf	\$1.87/sf	\$1.87/sf	\$1.87/sf	\$1.87/sf	\$1.87/sf
Air Carrier	\$6.52/sf	\$6.52/sf	\$2.62/sf	\$2.62/sf	\$2.62/sf	\$2.62/sf	\$2.62/sf	\$2.62/sf

<sup>1</sup>G.A. = General Aviation

Table D-8. 2012 Major Rehabilitation Unit Costs Based on PCI Ranges for PCC-Surfaced Pavements.

Type of Airport <sup>1</sup>	PCI Range							
	0 – 29	30 – 39	40 – 49	50 – 59	60 – 69	70 – 79	80 – 89	> 89
G.A., Metro	\$9.50/sf	\$9.50/sf	\$1.96/sf	\$1.96/sf	\$1.96/sf	\$1.96/sf	\$1.96/sf	\$1.96/sf
G.A., North	\$9.87/sf	\$9.87/sf	\$1.71/sf	\$1.71/sf	\$1.71/sf	\$1.71/sf	\$1.71/sf	\$1.71/sf
G.A., South	\$9.71/sf	\$9.71/sf	\$1.87/sf	\$1.87/sf	\$1.87/sf	\$1.87/sf	\$1.87/sf	\$1.87/sf
Air Carrier	\$9.68/sf	\$9.68/sf	\$2.62/sf	\$2.62/sf	\$2.62/sf	\$2.62/sf	\$2.62/sf	\$2.62/sf

<sup>1</sup>G.A. = General Aviation



## **APPENDIX E**

### **YEAR 2013 MAINTENANCE PLAN ORGANIZED BY SECTION**

Table E-1. 2013 Maintenance Plan Organized by Section.

<b>Branch<sup>1</sup></b>	<b>Section<sup>1</sup></b>	<b>Distress Type<sup>2</sup></b>	<b>Severity</b>	<b>Maintenance Action</b>	<b>Maintenance Quantity</b>	<b>Maintenance Unit</b>	<b>Unit Cost</b>	<b>Estimated Cost</b>
A01CH	10	L&T Cracking	Medium	Crack Sealing - AC	482	Ft	\$1.95	\$940

<sup>1</sup>See Figure 5 for the location of the branch and section.

<sup>2</sup>L&T Cracking = longitudinal and transverse cracking.

## **APPENDIX F**

### **YEAR 2013 MAINTENANCE PLAN ORGANIZED BY REPAIR TYPE**

Table F-1. 2013 Maintenance Plan Organized by Repair Type.

<b>Branch<sup>1</sup></b>	<b>Section<sup>1</sup></b>	<b>Distress Type<sup>2</sup></b>	<b>Severity</b>	<b>Maintenance Action</b>	<b>Maintenance Quantity</b>	<b>Maintenance Unit</b>	<b>Unit Cost</b>	<b>Estimated Cost</b>
A01CH	10	L&T Cracking	Medium	Crack Sealing - AC	482	Ft	\$1.95	\$940

<sup>1</sup>See Figure 5 for the location of the branch and section.

<sup>2</sup>L&T Cracking = longitudinal and transverse cracking.



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