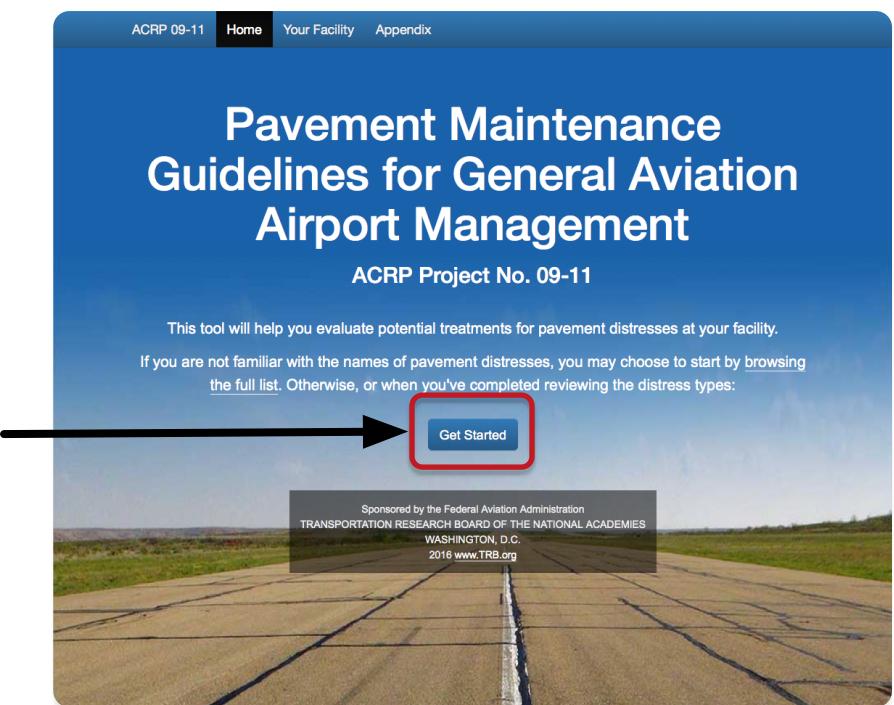


Homepage for the ACRP Pavement Maintenance Guidelines for General Aviation Airport Management Website

Choose **Get Started** or **Your Facility** from the navigation menu at top to begin.



Determining and Evaluating Your Options

Enter an optional, identifying word or phrase to designate the feature being evaluated.

The screenshot shows the "Your Facility" evaluation form. At the top, there is a navigation bar with links for "ACRP 09-11", "Home", "Your Facility", "Appendix", and "Clear". The main title "Your Facility" is displayed in bold. Below it, the section "Determining and Evaluating Your Options" is shown. A descriptive text block states: "If you are not familiar with the names of pavement distresses, you may choose to start by browsing the full list. Otherwise, please proceed below.". On the left side of the form, there is a text input field labeled "Feature Identifier (Optional)" with the placeholder text "For example, Runway, Taxiway, Apron". A large black arrow points to this input field. To the right of the input field, there are three dropdown menus: "State (for climate determination)", "FAA Airport Classification", and "Pavement Type (asphalt or concrete)". At the bottom of the form is a blue button labeled "+ Add / Identify a Distress". The background of the form features a photograph of a paved runway with visible cracks.

Determining and Evaluating Your Options



Your Facility

Determining and Evaluating Your Options

If you are not familiar with the names of pavement distresses, you may choose to start by [browsing the full list](#).

Otherwise, please proceed below.

Enter your state.
This is a required
field.



The screenshot shows a form for entering facility details. At the top, there's a "Feature Identifier (Optional)" field containing "Runway". Below it is a dropdown menu labeled "State (for climate determination)" with a red box around it. Other dropdown menus include "FAA Airport Classification" and "Pavement Type (asphalt or concrete)". At the bottom is a blue button labeled "+ Add / Identify a Distress". The background features a photograph of a runway with a prominent crack.

Note that for
some states,
adding a county
will be required to
determine your
facility's climate
zone.

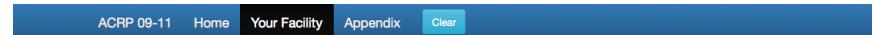


The screenshot shows the same form with the "State (for climate determination)" dropdown menu open. The menu is titled "Apache" and lists various counties: Apache, Cochise, Coconino, Gila, Graham, Greenlee, La Paz, Maricopa, Mohave, Navajo, Pima, Pinal, Santa Cruz, Yavapai, and Yuma. The "Apache" option is highlighted with a red box. The background image of the runway is partially visible behind the dropdown menu.

Determining and Evaluating Your Options

Pick your facility's
FAA Airport
Classification.

Note that your
entries up to this
point will be
retained on your
computer or tablet
for subsequent
evaluations with
the tool.

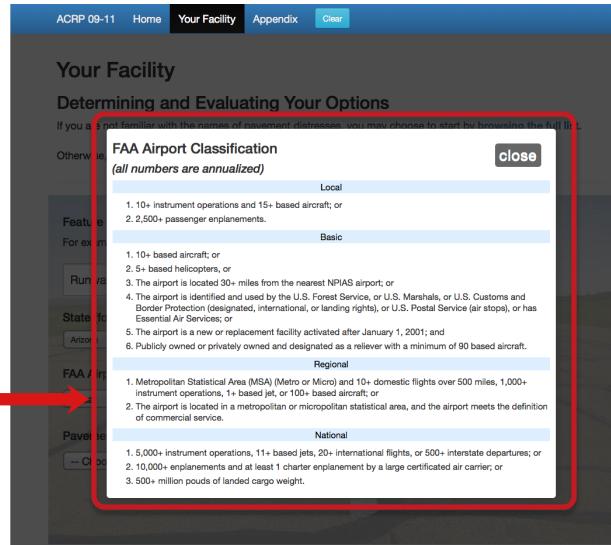
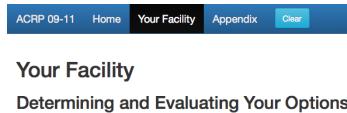
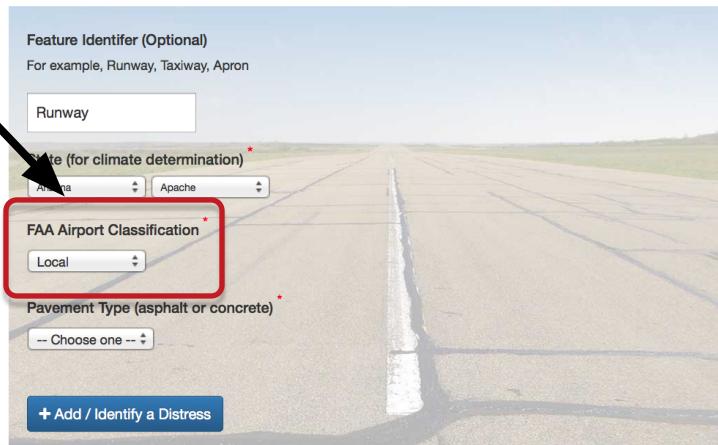


Your Facility

Determining and Evaluating Your Options

If you are not familiar with the names of pavement distresses, you may choose to start by [browsing the full list](#).

Otherwise, please proceed below.



Note that the FAA Airport
Classification input has
supplemental details that will
pop up to assist the user.

Determining and Evaluating Your Options

ACRP 09-11 Home Your Facility Appendix Clear

Your Facility

Determining and Evaluating Your Options

If you are not familiar with the names of pavement distresses, you may choose to start by [browsing the full list](#).

Otherwise, please proceed below.

Choose the type
of pavement used
in the feature
being evaluated.

Feature Identifier (Optional)
For example, Runway, Taxiway, Apron

Runway

State (for climate determination) *
Arizona Apache

FAA Airport Classification *
Local

Pavement Type (asphalt or concrete) *
Asphalt

+ Add / Identify a Distress

Click **Add/Identify a Distress** to begin describing the distress(es) observed in the current feature. Observe that a list of distresses possible for the chosen pavement type will appear.

ACRP 09-11 Home Your Facility Appendix Clear

Your Facility

Determining and Evaluating Your Options

If you are not familiar with the names of pavement distresses, you may choose to start by [browsing the full list](#).

Otherwise, please proceed below.

Feature Identifier (Optional)
For example, Runway, Taxiway, Apron

Runway

State (for climate determination) *
Arizona Apache

FAA Airport Classification *
Local

Pavement Type (asphalt or concrete)
Asphalt

DISTRESS #1 x remove

1 Identify a Distress
Cracking
Longitudinal
Transverse
Alligator
Block
Edge
Reflection
Surface Distress
Weathering
Raveling
Patching
Roughness

+ Add / Identify a Distress

Determining and Evaluating Your Options

FAA Airport Classification

Local

Pavement Type (asphalt or concrete)*

Asphalt

DISTRESS #1

1 Identify a Distress

Cracking

Longitudinal

Transverse

Alligator

Block i

Edge

Reflection

Surface Distress

Weathering

Raveling

2 Select an Amount & Severity

Transverse

Alligator

Block i

Edge

Pavement Type (asphalt or concrete)*

Asphalt

Cracking » Block

Block cracks are interconnected cracks that divide the pavement into approximately rectangular pieces. The blocks may range in size from approximately 1 by 1 foot to 10 by 10 feet (0.3 by 0.3 meters to 3 by 3 meters). Block cracking is caused mainly by shrinkage of the asphalt concrete (AC) and daily temperature cycling (which results in daily stress/ strain cycling). It is not load associated. The occurrence of block cracking usually indicates that the asphalt has hardened significantly. Block cracking normally occurs over a large proportion of pavement area but sometimes will occur in non-traffic areas. This type of distress differs from alligator cracking in that alligator cracks form smaller, multisided pieces with sharp angles. Also, unlike block cracks, alligator cracks are caused by repeated traffic loadings and, therefore, are located only in traffic areas (i.e., wheel paths).

close

1 DISTRESS #1

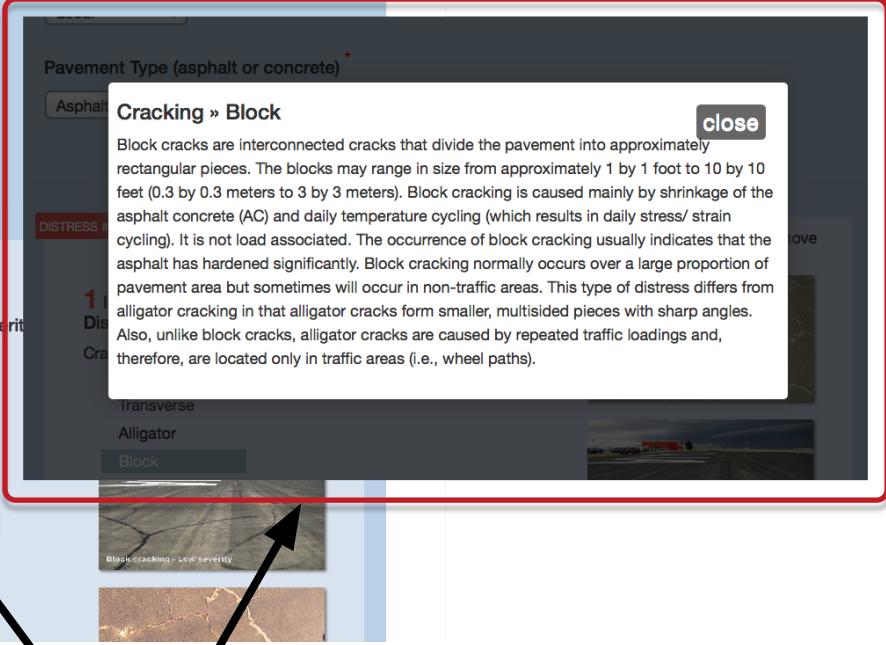
Cracking

Transverse

Alligator

Block

Block cracking - Low severity



Hover your cursor over each distress and click the Circle-i icon to view an information box describing it.

Determining and Evaluating Your Options

Select an appropriate choice under **Select an Amount & Severity.**

When you choose a distress, a second group of choices will appear, as well as photos of the distress. Click a photo for a larger view to help you determine which distress your features is experiencing.

Your Facility

Determining and Evaluating Your Options

If you are not familiar with the names of pavement distresses, you may choose to start by [browsing the full list](#).

Otherwise, please proceed below.

The screenshot shows a software interface for facility selection and distress identification. At the top, there are dropdown menus for 'Feature Identifier (Optional)', 'State (for climate determination)', 'FAA Airport Classification', and 'Pavement Type'. Below these, a list of distress types is shown, with 'Block' selected. To the right, a red box highlights the 'Select an Amount & Severity' section, which includes options for 'Block cracking Low', 'Block cracking Medium', and 'Block cracking High'. A large red box encloses a vertical column of six photographs illustrating different levels of block cracking severity. A black arrow points from the text 'Select an appropriate choice under Select an Amount & Severity.' to the 'Select an Amount & Severity' section. Another black arrow points from the text 'Click a photo for a larger view to help you determine which distress your features is experiencing.' to the photograph area.

Feature Identifier (Optional)
For example, Runway, Taxiway, Apron

Runway

State (for climate determination)*
Arizona Apache

FAA Airport Classification*
Local

Pavement Type (asphalt or concrete)*
Asphalt

DISTRESS TYPE

1 Identify a Distress
Cracking
Longitudinal
Transverse
Alligator
Block
Edge
Reflection
Surface Distress
Weathering
Raveling
Patching
Roughness

2 Select an Amount & Severity
Block cracking Low
Block cracking Medium
Block cracking High

remove

Block cracking - Low severity

Block cracking - Moderate severity

Block cracking - High severity

+ Add / Identify a Distress

Determining and Evaluating Your Options

ACRP 09-11 Home Your Facility Appendix Clear

Your Facility

Determining and Evaluating Your Options

If you are not familiar with the names of pavement distresses, you may choose to start by [browsing the full list](#).

Otherwise, please proceed below.

Feature Identifier (Optional)
For example, Runway, Taxiway, Apron
Runway

State (for climate determination)
Arizona Apache

FAA Airport Classification
Local

Pavement Type (asphalt or concrete)
Asphalt

DISTRESS #1 x remove

1 Identify a Distress
Cracking
Longitudinal
Transverse
Alligator
Block
Edge
Reflection
Surface Distress
Weathering
Raveling
Patching
Roughness

2 Select an Amount & Severity
Block cracking Low
Block cracking Medium
Block cracking High



Block cracking - Moderate severity

+ Add / Identify a Distress

Initial Analysis

Block cracking Medium severity

	Treatment	Cost Basis	Relative Benefit ⓘ	Benefit/Cost ⓘ
Recommended	Asphalt Overlay/Mill+overlay	\$ 7.5 / sq yd	419	0.10
Acceptable	Crack Seal/fill	\$ 0.75 / linear ft	68	0.07

Use the Pmapk Benefit/Cost Estimator for all treatments?

Final Analysis

For all treatments except sealing and patching, it is recommended that a professional engineering firm with airport experience be engaged

Block cracking Medium severity

Treatments	
Recommended	Asphalt Overlay/Mill+overlay
Acceptable	Crack Seal/fill

[Print Report](#)

When you do so, a summary table appears listing a recommended and acceptable treatment.

In the treatment cells, click the graph icon to view a PCI curve, indicating the estimated increased performance that the treatment can do to extend the life of the pavement being evaluated.

Determining and Evaluating Your Options

See this project's Guidebook for information about the relative benefit and benefit/cost numbers.

If the current feature is experiencing just one distress, skip to page 10 to use the Ballpark Estimator.

ACRP 09-11 Home Your Facility Appendix Clear

Your Facility

Determining and Evaluating Your Options

If you are not familiar with the names of pavement distresses, you may choose to start by browsing the full list. Otherwise, please proceed below.

Feature Identifier (Optional)
For example, Runway, Taxiway, Apron
Runway

State (for climate determination)
Arizona Apache

FAA Airport Classification
Local

Pavement Type (asphalt or concrete)
Asphalt

DISTRESS #1 x remove

1 Identify a Distress
Cracking
Longitudinal
Transverse
Alligator
Block
Edge
Reflection
Surface Distress
Weathering
Raveling
Patching
Roughness

2 Select an Amount & Severity
Block cracking Low
Block cracking Medium
Block cracking High



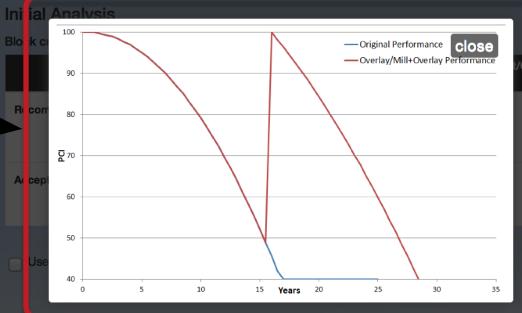
+ Add / Identify a Distress

Initial Analysis

Block cracking Medium severity

Original Performance close

Overlay/Mill+Overlay Performance



Final Analysis

For all treatments except sealing and patching, it is recommended that a professional engineering firm with airport experience be engaged

Block cracking Medium severity

Treatments

Recommended	Asphalt Overlay/Mill+overlays
Acceptable	Crack Seal/fill

Print Report

Determining and Evaluating Your Options

ACRP 09-11 Home Your Facility Appendix Clear

Your Facility

Determining and Evaluating Your Options

If you are not familiar with the names of pavement distresses, you may choose to start by browsing the full list. Otherwise, please proceed below.

Feature Identifier (Optional)
For example, Runway, Taxiway, Apron
Runway

State (for climate determination)
Arizona Alaska

FAA Airport Classification
Local

Pavement Type (asphalt or concrete)
Asphalt

DISTRESS #1

- 1 Identify a Distress
- 2 Select an Amount & Severity

Block cracking Low
Block cracking Medium
Block cracking High

Cracking
Longitudinal
Transverse
Alligator
Blocks
Edge
Reflection
Surface distress
Weathering
Raveling
Patching
Roughness

DISTRESS #2

- 1 Identify a Distress
- 2 Select an Amount & Severity

Block cracking Low
Block cracking Medium
Block cracking High

Cracking
Longitudinal
Transverse
Alligator
Blocks
Edge
Reflection
Surface distress
Weathering
Raveling
Patching
Roughness

DISTRESS #3

- 1 Identify a Distress
- 2 Select an Amount & Severity

Few longitudinal cracks, Low
Few longitudinal cracks, Medium
Many longitudinal cracks, Low
Many longitudinal cracks, Medium
Many longitudinal cracks, High

Cracking
Longitudinal
Transverse
Alligator
Blocks
Edge
Reflection
Surface distress
Weathering
Raveling
Patching
Roughness

DISTRESS #4

- 1 Identify a Distress
- 2 Select an Amount & Severity

Few longitudinal cracks, Low
Few longitudinal cracks, Medium
Many longitudinal cracks, Low
Many longitudinal cracks, Medium
Many longitudinal cracks, High

Cracking
Longitudinal
Transverse
Alligator
Blocks
Edge
Reflection
Surface distress
Weathering
Raveling
Patching
Roughness

Initial Analysis

+ Add / Identify a Distress

Treatment	Cost Basis	Relative Benefit (0)	Benefit/Cost (0)
Recommended Asphalt Overlay/Mil+overlays	\$ 7.3 / sq yd	419	0.10
Acceptable Crack Seal/Fill	\$ 0.75 / linear ft	68	0.07

Use the Balpark Benefit/Cost Estimator for all treatments?

Final Analysis

For all treatments except sealing and patching, it is recommended that a professional engineering firm with airport experience be engaged.

Block cracking Medium severity

Treatments

Treatment
Recommended Asphalt Overlay/Mil+overlays
Acceptable Crack Seal/Fill

Print Report

ACRP 09-11 Home Your Facility Appendix Clear

Your Facility

Determining and Evaluating Your Options

If you are not familiar with the names of pavement distresses, you may choose to start by browsing the full list. Otherwise, please proceed below.

Feature Identifier (Optional)
For example, Runway, Taxiway, Apron
Runway

State (for climate determination)
Arizona Alaska

FAA Airport Classification
Local

Pavement Type (asphalt or concrete)
Asphalt

DISTRESS #1

- 1 Identify a Distress
- 2 Select an Amount & Severity

Block cracking Low
Block cracking Medium
Block cracking High

Cracking
Longitudinal
Transverse
Alligator
Blocks
Edge
Reflection
Surface distress
Weathering
Raveling
Patching
Roughness

DISTRESS #2

- 1 Identify a Distress
- 2 Select an Amount & Severity

Block cracking Low
Block cracking Medium
Block cracking High

Cracking
Longitudinal
Transverse
Alligator
Blocks
Edge
Reflection
Surface distress
Weathering
Raveling
Patching
Roughness

DISTRESS #3

- 1 Identify a Distress
- 2 Select an Amount & Severity

Few longitudinal cracks, Low
Few longitudinal cracks, Medium
Many longitudinal cracks, Low
Many longitudinal cracks, Medium
Many longitudinal cracks, High

Cracking
Longitudinal
Transverse
Alligator
Blocks
Edge
Reflection
Surface distress
Weathering
Raveling
Patching
Roughness

DISTRESS #4

- 1 Identify a Distress
- 2 Select an Amount & Severity

Few longitudinal cracks, Low
Few longitudinal cracks, Medium
Many longitudinal cracks, Low
Many longitudinal cracks, Medium
Many longitudinal cracks, High

Cracking
Longitudinal
Transverse
Alligator
Blocks
Edge
Reflection
Surface distress
Weathering
Raveling
Patching
Roughness

Initial Analysis

+ Add / Identify a Distress

Block cracking Medium severity

Treatment	Cost Basis	Relative Benefit (0)	Benefit/Cost (0)
Recommended Asphalt Overlay/Mil+overlays	\$ 7.3 / sq yd	419	0.10
Acceptable Crack Seal/Fill	\$ 0.75 / linear ft	68	0.07

Use the Balpark Benefit/Cost Estimator for all treatments?

Final Analysis

For all treatments except sealing and patching, it is recommended that a professional engineering firm with airport experience be engaged.

Block cracking Medium severity

Treatments

Treatment
Recommended Asphalt Overlay/Mil+overlays
Acceptable Crack Seal/Fill

Print Report

ACRP 09-11 Home Your Facility Appendix Clear

Your Facility

Determining and Evaluating Your Options

If you are not familiar with the names of pavement distresses, you may choose to start by browsing the full list. Otherwise, please proceed below.

Feature Identifier (Optional)
For example, Runway, Taxiway, Apron
Runway

State (for climate determination)
Arizona Alaska

FAA Airport Classification
Local

Pavement Type (asphalt or concrete)
Asphalt

DISTRESS #1

- 1 Identify a Distress
- 2 Select an Amount & Severity

Block cracking Low
Block cracking Medium
Block cracking High

Cracking
Longitudinal
Transverse
Alligator
Blocks
Edge
Reflection
Surface distress
Weathering
Raveling
Patching
Roughness

DISTRESS #2

- 1 Identify a Distress
- 2 Select an Amount & Severity

Few longitudinal cracks, Low
Few longitudinal cracks, Medium
Many longitudinal cracks, Low
Many longitudinal cracks, Medium
Many longitudinal cracks, High

Cracking
Longitudinal
Transverse
Alligator
Blocks
Edge
Reflection
Surface distress
Weathering
Raveling
Patching
Roughness

DISTRESS #3

- 1 Identify a Distress
- 2 Select an Amount & Severity

Few longitudinal cracks, Low
Few longitudinal cracks, Medium
Many longitudinal cracks, Low
Many longitudinal cracks, Medium
Many longitudinal cracks, High

Cracking
Longitudinal
Transverse
Alligator
Blocks
Edge
Reflection
Surface distress
Weathering
Raveling
Patching
Roughness

Initial Analysis

+ Add / Identify a Distress

Block cracking Medium severity

Treatment	Cost Basis	Relative Benefit (0)	Benefit/Cost (0)
Recommended Asphalt Overlay/Mil+overlays	\$ 7.3 / sq yd	419	0.10
Acceptable Crack Seal/Fill	\$ 0.75 / linear ft	68	0.07

Use the Balpark Benefit/Cost Estimator for all treatments?

Final Analysis

For all treatments except sealing and patching, it is recommended that a professional engineering firm with airport experience be engaged.

Block cracking Medium severity

Treatments

Treatment
Recommended Asphalt Overlay/Mil+overlays
Acceptable Crack Seal/Fill

Print Report

If the current feature is experiencing more than one distress, again click **Add/ Identify a Distress** and follow the preceding steps to identify as many distresses as applicable.

In most cases, a single treatments table will appear in the Final Analysis section, combining the recommended and acceptable treatments for the distresses identified.

Pictured is an instance where multiple recommended treatments exist, therefore, multiple tables are shown.

Determining and Evaluating Your Options

ACIP 09-11 Home Your Facility Appendix Clear

Your Facility
Determining and Evaluating Your Options
If you are not familiar with the names of pavement distresses, you may choose to start by [browsing the full list](#). Otherwise, please proceed below.

Feature Identifier (Optional)
For example, Runway, Taxicay, Apron
Runway

State (for climate determination)
Arizona Apache

FAA Airport Classification
Local

Pavement Type (asphalt or concrete)
Asphalt

DISTRESS #1 x remove

1 Identify a Distress
Cracking
Longitudinal
Transverse
Alligator
Block
Edge
Reflection
Surface Distress
Weathering
Raveling
Patching
Roughness

2 Select an Amount & Severity
Block cracking Low
Block cracking Medium Block cracking Medium Block cracking High


DISTRESS #2 x remove

1 Identify a Distress
Cracking
Longitudinal
Transverse
Alligator
Block
Edge
Reflection
Surface Distress
Weathering
Raveling
Patching
Roughness

2 Select an Amount & Severity
Few longitudinal cracks, Low
Few longitudinal cracks, Medium Few longitudinal cracks, Medium Few longitudinal cracks, High


+ Add / Identify a Distress

Initial Analysis

Block cracking Medium severity

	Treatment	Cost Basis	Relative Benefit +	Benefit/Cost +
Recommended	Asphalt Overlay/Mill+overlays	\$ 7.5 / sq yd	419	0.10
Acceptable	Crack Seal/fill	\$ 0.75 / linear ft	68	0.07

Few longitudinal cracks or joints- High severity

	Treatment	Cost Basis	Relative Benefit +	Benefit/Cost +
Recommended	Patch/Reconstruct area	\$ 1.50 / sq yd	248	0.03
Acceptable	Crack Seal/fill	\$ 1 / linear ft	197	1.31

Use the Ballpark Benefit/Cost Estimator for all treatments?
Please enter the length and width, in feet, of feature
length (feet) width (feet)

Final Analysis
For all treatments except sealing and patching, it is recommended that a professional engineering firm with airport experience be engaged

Block cracking Medium severity

Treatments	
Recommended	Asphalt Overlay/Mill+overlays
Acceptable	Crack Seal/fill

Few longitudinal cracks or joints- High severity

Treatments	
Recommended	Patch/Reconstruct area
Acceptable	Crack Seal/fill

[Print Report](#)

Click the **Use the Ballpark Benefit/Cost Estimator for all treatments?** checkbox to view and adjust cost estimates for treating the current feature.



Determining and Evaluating Your Options

These costs are based on the cost basis numbers for each treatment. You may adjust these costs as needed per treatment. Note that as you change cost basis numbers and tab to the next field, that the corresponding ballpark cost estimate will change as well.

ACRP 09-11 Home Your Facility Appendix Clear

Your Facility

Determining and Evaluating Your Options

If you are not familiar with the names of pavement distresses, you may choose to start by browsing the full list. Otherwise, please proceed below.

Feature Identifier (Optional)
For example, Runway, Taxway, Apron
Runway

State (for climate determination)
Arizona Asiente

FAA Airport Classification
Local

Pavement Type (asphalt or concrete)
Asphalt

DISTRESS A

1 Identify a Distress
Cracking
Longitudinal
Transverse
Alligator
Block
Edge
Reflection
Surface Distress
Weathering
Raveling
Patching
Roughness

2 Select an Amount & Severity
Block cracking Low
Block cracking Medium Block cracking High

DISTRESS B

1 Identify a Distress
Cracking
Few longitudinal cracks or joints- High severity
Many longitudinal cracks or joints- High severity
Many long cracks or joints- Medium severity
Many long cracks or joints- Low severity

2 Select a Severity
Few long cracks or joints- High severity
Many long cracks or joints- Medium severity
Many long cracks or joints- Low severity

Initial Analysis

Block cracking Medium severity

Treatment	Cost Basis	Relative Benefit Ø	Benefit/Cost Ø
Recommended Asphalt Overlay/Mill+overlay	\$ 7.5 / sq yd	419	0.10
Acceptable Crack Seal/Fill	\$ 0.75 / linear ft	68	0.07

When you enter a length and width for your feature, (a) Ballpark Estimator table(s) will appear with estimated costs.

Please enter the length and width, in feet, of feature
1000 50

Ballpark Estimator for Block cracking Medium severity

Treatment	Cost Estimate
Recommended Asphalt Overlay/Mill+overlay	\$41,670
Acceptable Crack Seal/Fill	\$9,380

Ballpark Estimator for Few longitudinal cracks or joints- High severity

Treatment	Cost Estimate
Recommended Patch/Reconstruct area	\$75,000
Acceptable Crack Seal/Fill	\$1,500

Final Analysis

For all treatments except sealing and patching, it is recommended that a professional engineering firm with airport experience be engaged

Block cracking Medium severity

Treatments
Recommended Asphalt Overlay/Mill+overlay
Acceptable Crack Seal/Fill

Few longitudinal cracks or joints- High severity

Treatments
Recommended Patch/Reconstruct area
Acceptable Crack Seal/Fill

Determining and Evaluating Your Options

To clear your feature inputs to start evaluating another feature, click **Clear**.

Your Facility
Determining and Evaluating Your Options

You are not familiar with the names of pavement distresses, you may choose to start by browsing the full list.
Otherwise, please proceed below.

Feature Identifier (Optional)
For example, Runway, Taxiway, Apron
Runway

State (for climate determination)*
Arizona Apache

FAA Airport Classification
Local

Pavement Type (asphalt or concrete)
Asphalt

DISTRESS #1

1 Identify a Distress
Cracking
Longitudinal
Transverse
Alligator
Block
Edge
Reflection
Surface Distress
Weathering
Raveling
Patching
Roughness

2 Select an Amount & Severity
Block cracking Low
Block cracking Medium
Block cracking High

DISTRESS #2

1 Identify a Distress
Cracking
Longitudinal
Transverse
Alligator
Block
Edge
Reflection
Surface Distress
Weathering
Raveling
Patching
Roughness

2 Select an Amount & Severity
Few longitudinal cracks, Low
Few longitudinal cracks, Medium
A few longitudinal cracks, High
Many longitudinal cracks, Low
Many longitudinal cracks, Medium
Many longitudinal cracks, High

Initial Analysis

Block cracking Medium severity

Treatment	Cost Basis	Relative Benefit Ø	Benefit/Cost Ø
Recommended Asphalt Overlay/Mill+overlay	\$ 7.5 / sq yd	419	0.10
Acceptable Crack Seal/Fill	\$ 0.75 / linear ft	68	0.07

Few longitudinal cracks or joints- High severity

Treatment	Cost Basis	Relative Benefit Ø	Benefit/Cost Ø
Recommended Patch/Reconstruct area	\$.50 / sq yd	248	0.03
Acceptable Crack Seal/Fill	\$ 1 / linear ft	197	1.31

Use the Balpark Benefit/Cost Estimator for all treatments?

Please enter the length and width, in feet, of feature
1000 50

Balpark Estimator for Block cracking Medium severity

Recommended	Acceptable
Treatment Asphalt Overlay/Mill+overlay	Crack Seal/Fill
Cost Estimate \$41,670	\$8,380

Balpark Estimator for Few longitudinal cracks or joints- High severity

Recommended	Acceptable
Treatment Patch/Reconstruct area	Crack Seal/Fill
Cost Estimate \$75,000	\$1,500

Final Analysis

For all treatments except sealing and patching, it is recommended that a professional engineering firm with airport experience be engaged!

Block cracking Medium severity

Treatments
Recommended Asphalt Overlay/Mill+overlay
Acceptable Crack Seal/Fill

Few longitudinal cracks or joints- High severity

Treatments
Recommended Patch/Reconstruct area
Acceptable Crack Seal/Fill

Print Report