

# Coolidge Municipal Airport

## Pavement Management Report

The logo for the Arizona Department of Transportation (ADOT), featuring the letters 'ADOT' in a bold, sans-serif font. The 'A' is purple, and the 'DOT' is green. The logo is centered within a white circle that is part of a larger green graphic element resembling a magnifying glass or a stylized road curve.

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The logo for Applied Pavement Technology, featuring a stylized green circle with a white center, resembling a road or a wheel, positioned to the left of the company name.

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TECHNOLOGY

# COOLIDGE MUNICIPAL AIRPORT PAVEMENT MANAGEMENT REPORT



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## INTRODUCTION

In 2000, the Arizona Department of Transportation (ADOT) initiated a program designed to promote and improve the aviation pavement infrastructure throughout the state of Arizona. Applied Pavement Technology, Inc. (APTech) conducted this study, which resulted in the creation of the Arizona Airport Pavement Management System (APMS) and the establishment of ADOT's ongoing Arizona Pavement Preservation Program (APPP). The overall objective of the project was to provide sound pavement repair recommendations based upon an objective, repeatable, and accepted assessment of pavement condition. In addition, the APMS is recognized by the Federal Aviation Administration (FAA) as complying with Public Law 103-305's requirements regarding airport pavement maintenance management as related to Airport Improvement Program (AIP) funding eligibility.

Per the recommendations of Public Law 103-305 pertaining to the conduct of detailed pavement inspections, the pavements at airports in Arizona were evaluated in 2000, 2003, 2006, 2010, 2013, and most recently in 2017. This report presents the results of the 2017 APMS update.

As part of the latest APMS update, the pavement conditions at Coolidge Municipal Airport were assessed using the Pavement Condition Index (PCI) methodology—the industry standard in aviation for visually assessing the condition of pavements. During a PCI inspection, the types, severities, and amounts of distress present in a pavement are quantified. This information is then used to develop a composite index that represents the overall pavement condition in numerical terms, ranging from 0 (failed) to 100 (excellent). The PCI is a measure of overall condition and an indication of the level of work that will be required to maintain or repair a pavement. The distress information also provides insight into what is causing the pavement to deteriorate, which is the first step in selecting the appropriate repair action to correct the problem.

The PCI data were used to identify those pavements within the condition range that qualifies them for the APPP. It is important to note that the APPP is meant to supplement, not replace, a sponsor's efforts to preserve the pavement infrastructure at the airport. In addition, it is possible that a pavement section that is eligible for the APPP may not be funded in the year it is first eligible, or ever. The budget for the APPP fluctuates year to year based on funding availability; unfortunately, no funding is available for this program in calendar years 2017 and 2018.

The information presented in this report can be used by ADOT, the FAA, and Coolidge Municipal Airport to assist in prioritizing and scheduling pavement maintenance and rehabilitation (M&R) actions. In addition to this report, a web-based Interactive Data Exchange Application (IDEA) is accessible from ADOT's website that contains the pavement management information collected during this project.

## PAVEMENT INVENTORY

Approximately 2,103,220 square feet of pavement were evaluated in 2017 at Coolidge Municipal Airport, as illustrated in figure 1. Appendix A includes detailed information on the work history for the pavements included in the project scope.

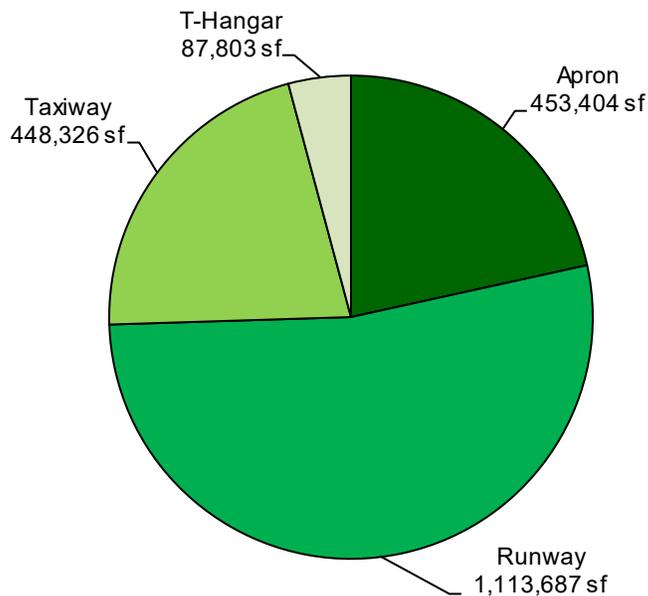


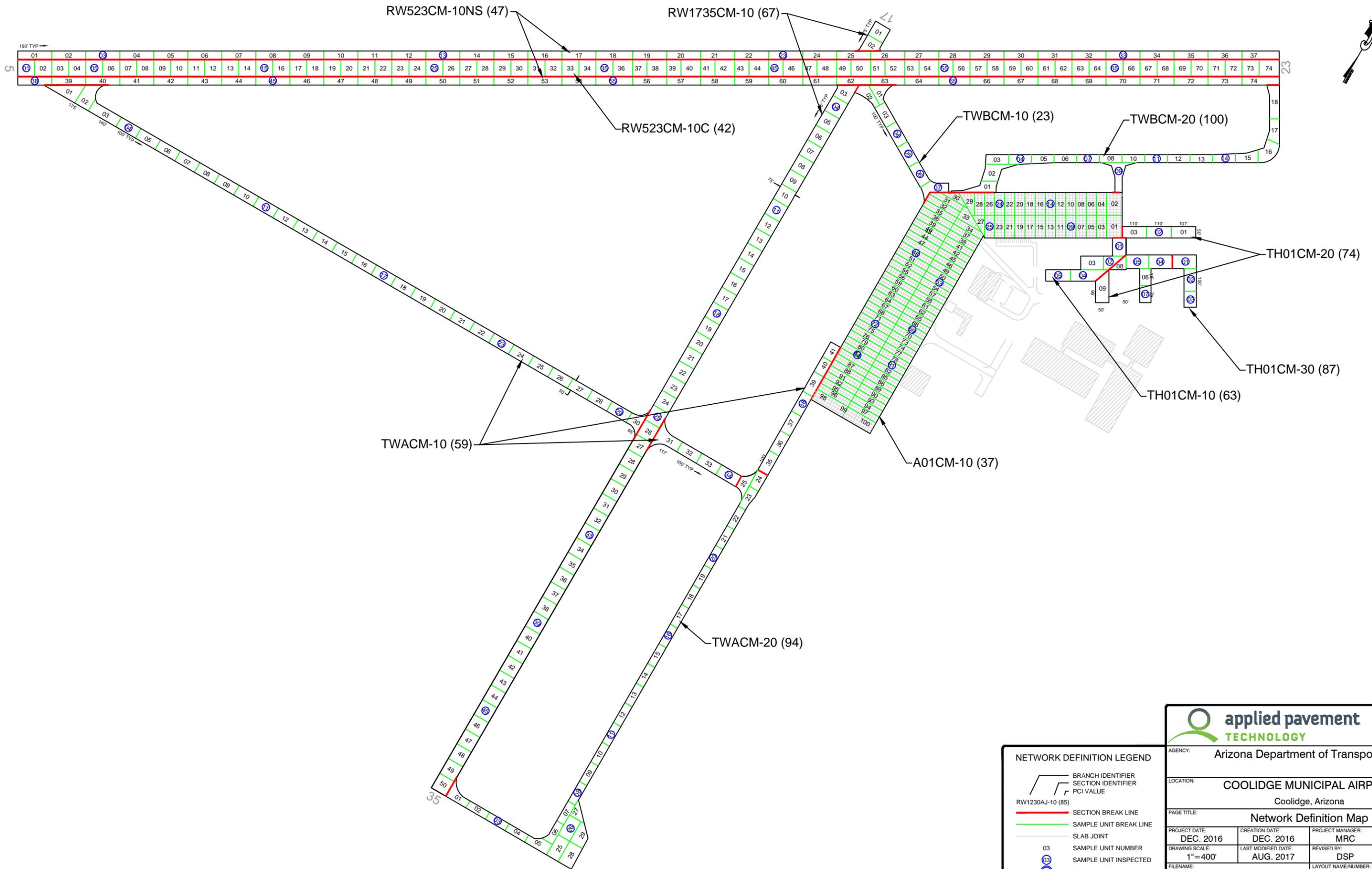
Figure 1. Summary of pavement area by use.

The pavement network at Coolidge Municipal Airport was divided into branches, sections, and sample units for pavement management purposes. 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, aprons/helipads, and T-hangars are also defined as separate branches.

Each branch was further divided into sections. Sections are defined as parts of the branch that share common attributes, such as cross-section, last construction date, traffic level, and condition. A branch may consist of one or more sections.

To estimate the overall condition of a pavement section, each section was further subdivided into sample units in accordance with the PCI procedure. During the 2017 pavement inspection, a statistically selected number of these sample units were evaluated, and this information was extrapolated to predict the condition of the section as a whole.

Figure 3 provides a network definition map that details how the Coolidge Municipal Airport pavement network was divided into branches, sections, and sample units. Additionally, this map shows the nomenclature used in the PAVER pavement management database to identify the different pavement areas, along with identifies the sample units inspected during the visual survey.



**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

AGENCY: Arizona Department of Transportation			
LOCATION: COOLIDGE MUNICIPAL AIRPORT Coolidge, Arizona			
PAGE TITLE: Network Definition Map			
PROJECT DATE: DEC. 2016	CREATION DATE: DEC. 2016	PROJECT MANAGER: MRC	JOB NUMBER: 15-141-AM01
DRAWING SCALE: 1"=400'	LAST MODIFIED DATE: AUG. 2017	REVISED BY: DSP	DRAWN BY: DSP
FILENAME: Coolidge.dwg		LAYOUT NAME/NUMBER: NET. DEF.	FIGURE NUMBER: 2

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## PAVEMENT EVALUATION

### Pavement Evaluation Procedure

APTech evaluated pavements at Coolidge Municipal Airport using the PCI procedure. This procedure is described in FAA Advisory Circular (AC) 150/5380-6C, *Guidelines and Procedures for Maintenance of Airport Pavements* and ASTM D5340-12. The PCI provides a numerical indication of overall pavement condition, as illustrated in figure 3. The types and amounts of deterioration observed on the pavement surface are used to calculate the PCI 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 is based on visual signs of pavement deterioration and does not provide a measure of structural capacity.

Typical Pavement Surface	PCI
	100
	75
	23

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

Figure 3. Visual representation of PCI scale.

In general terms, pavements above a PCI of 85 that are not exhibiting significant load-related distress will benefit from routine maintenance actions, such as patching. Pavements with a PCI of 56 to 85 may require pavement preservation, such as a surface treatment, thin overlay, or PCC joint resealing. Often, when the PCI is below 55, major rehabilitation, such as a thick overlay or reconstruction, is the only viable alternative due to the substantial damage to the pavement structure. Figure 4 illustrates how the appropriate repair type varies with the PCI of a pavement section.

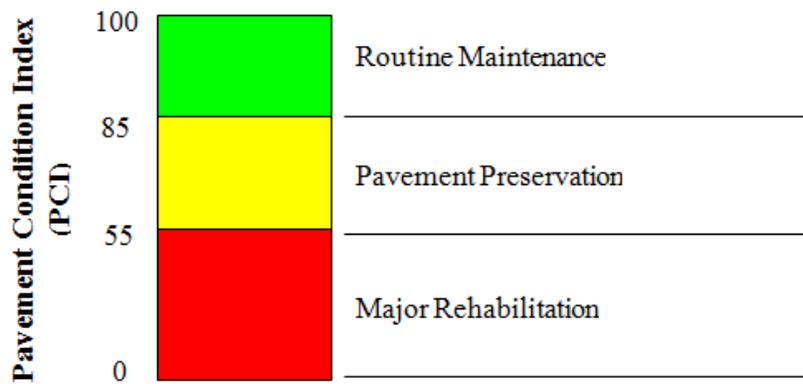


Figure 4. PCI versus repair type.

The types of distress identified during the PCI inspection provide insight into the cause of pavement deterioration, which is useful when selecting M&R strategies. The distress types are broadly categorized as follows:

- Load-related distress, such as alligator cracking on asphalt concrete (AC)-surfaced pavements or corner breaks in portland cement concrete (PCC) pavements,
- Climate/durability-distress, such as weathering on AC-surfaced pavements and durability cracking in PCC pavements, and
- Other, a category that is assigned to distress types that cannot be attributed solely to load or climate/durability.

Appendix B identifies the distress types considered during a PCI inspection and describes the likely cause of each distress type.

### Paint Markings Evaluation Procedure

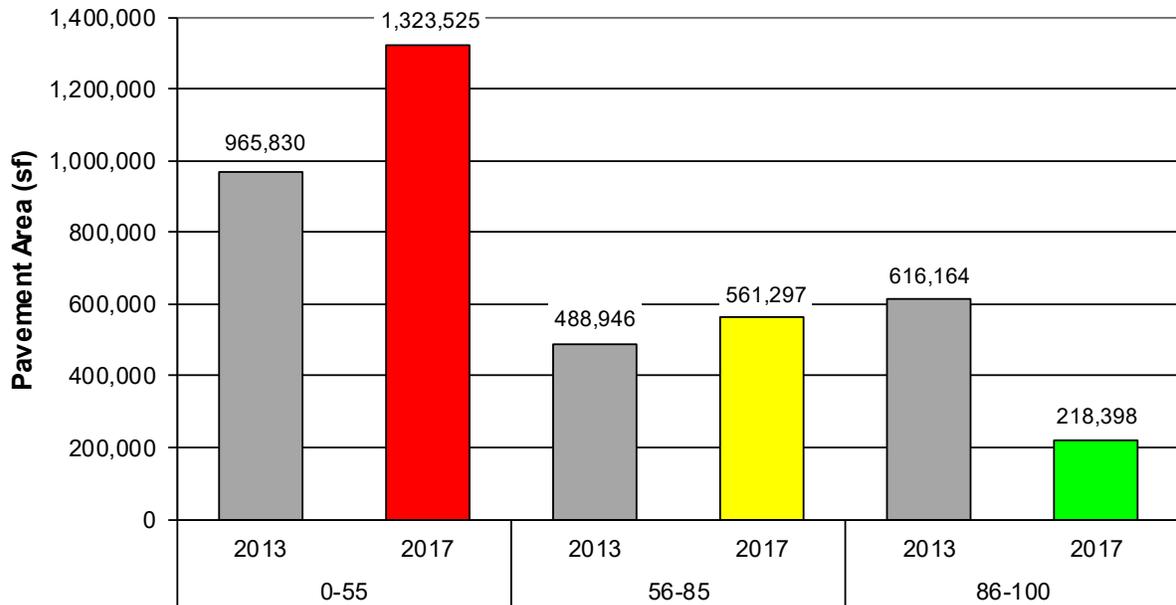
The condition of the paint markings was evaluated for each section at Coolidge Municipal Airport. The markings were rated as “satisfactory” or “non-satisfactory” based on whether the markings were visible and the paint and reflectivity appeared intact. The following is a short description of each category:

- 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).

## **Pavement Evaluation Results**

The pavements at Coolidge Municipal Airport were inspected on May 15, 2017. The 2017 area-weighted PCI of Coolidge Municipal Airport is 67, with section PCIs ranging from 23 to 100 (on a scale of 0 [failed] to 100 [excellent]).

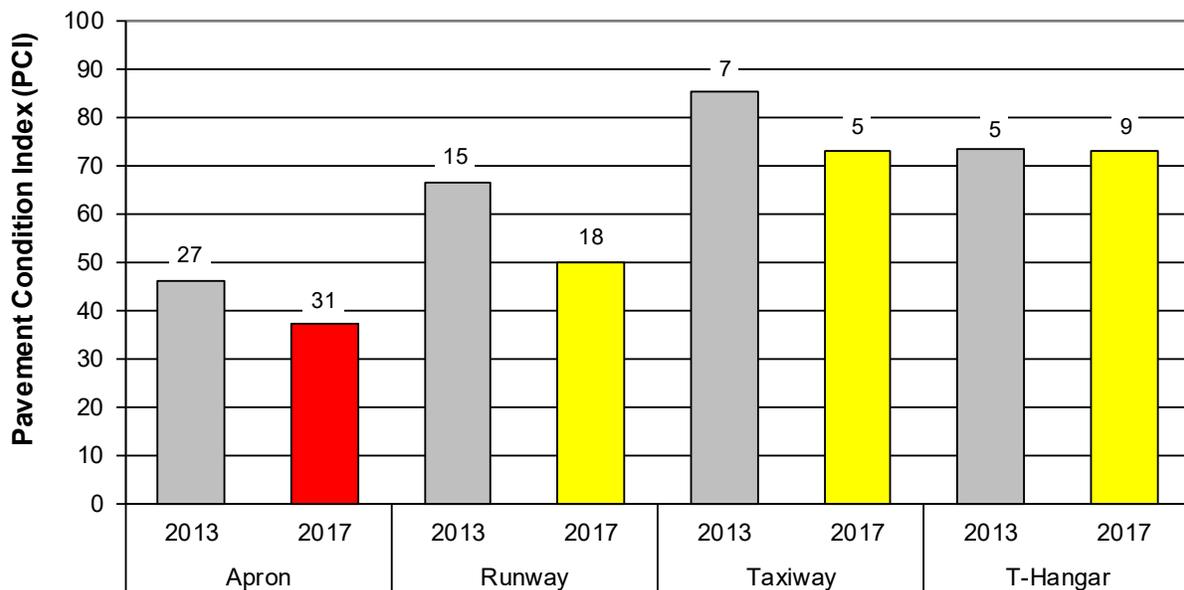
Figure 5 summarizes the overall pavement area by condition, and figure 6 presents area-weighted PCI by branch use. Both figures provide a comparison between the 2013 and 2017 PCIs. Figure 7 is a PCI map that displays the condition of the evaluated pavements. Table 1 summarizes section specific inventory information and results of the pavement evaluation. Appendix C provides photographs taken during the PCI inspection, and Appendix D contains detailed information on the types, severities, and quantities of distresses observed during the visual survey.



**Pavement Condition Index (PCI)**

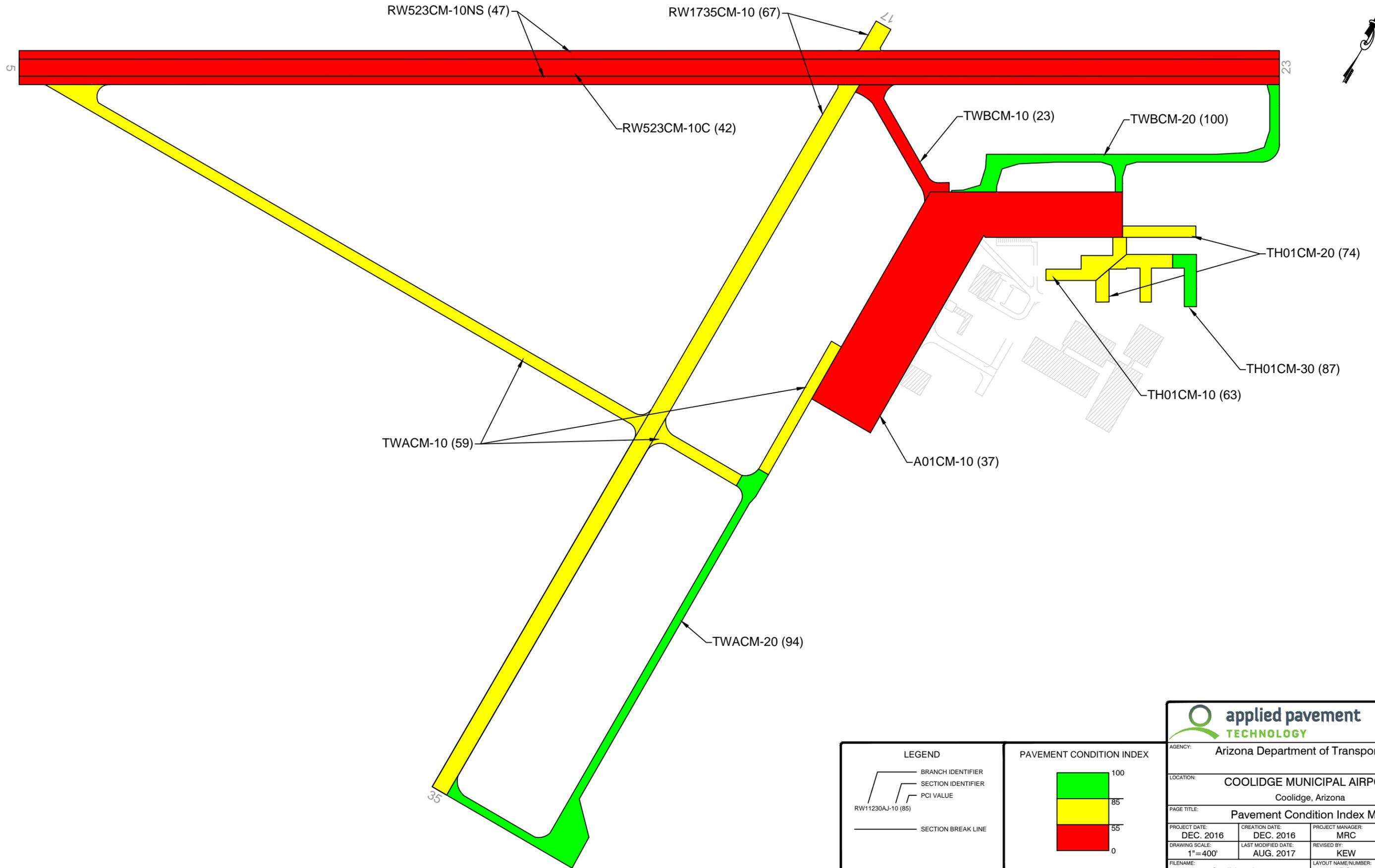
Figure 5. 2017 versus 2013 overall pavement area by PCI range.

Numbers on chart show area-weighted age in years at the time of inspection



**Branch Use**

Figure 6. 2017 versus 2013 area-weighted PCI by branch use.



LEGEND	
	BRANCH IDENTIFIER
	SECTION IDENTIFIER
	PCI VALUE
	SECTION BREAK LINE

PAVEMENT CONDITION INDEX	
	100
	85
	55
	0

AGENCY: Arizona Department of Transportation			
LOCATION: COOLIDGE MUNICIPAL AIRPORT Coolidge, Arizona			
PAGE TITLE: Pavement Condition Index Map			
PROJECT DATE: DEC. 2016	CREATION DATE: DEC. 2016	PROJECT MANAGER: MRC	JOB NUMBER: 15-141-AM01
DRAWING SCALE: 1"=400'	LAST MODIFIED DATE: AUG. 2017	REVISED BY: KEW	DRAWN BY: DSP
FILENAME: Coolidge.dwg		LAYOUT NAME/NUMBER: PCI	FIGURE NUMBER: 7

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Table 1. 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>	2013 PCI	2017 PCI	% Distress due to:			Distress Types <sup>8</sup>
								Load <sup>5</sup>	Climate/ Durability <sup>6</sup>	Other <sup>7</sup>	
A01CM	10	PCC	453,404	6/1/1986	SAT	46	37	50	9	41	Corner Break, Corner Spalling, Joint Seal Damage, Joint Spalling, Large Patch, LTD Cracking, Shattered Slab, Shrinkage Cracking
RW1735CM	10	AAC	279,087	3/4/2014	SAT	100 <sup>9</sup>	67	0	68	32	Depression, L&T Cracking, Raveling
RW523CM	10C	AAC	417,300	12/20/2001	U-FA	62	42	0	100	0	Block Cracking, Raveling
	10NS	AC	417,300	7/1/1986	U-CR	49	47	0	100	0	Block Cracking
TH01CM	10	AC	26,788	6/1/2005	N/A	62	63	0	75	25	L&T Cracking, Raveling, Shoving, Swelling
	20	AC	45,457	1/1/2008	N/A	79	74	0	100	0	L&T Cracking
	30	AC	15,558	2/1/2015	N/A	N/A	87	0	100	0	L&T Cracking, Raveling, Weathering
TWACM	10	AAC	209,965	2/4/2014	SAT	100 <sup>9</sup>	59	0	100	0	Block Cracking, Raveling
	20	AC	122,509	1/5/2014	SAT	100 <sup>9</sup>	94	0	100	0	Weathering
TWBCM	10	AC	35,521	1/1/1984	U-FA	40	23	12	88	0	Alligator Cracking, Block Cracking, Patching, Raveling, Weathering
	20	AC	80,331	3/1/2017	SAT	N/A	100	0	0	0	No Distress

<sup>1</sup>See figure 2 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 those distresses attributed to a structural deficiency in the pavement, such as alligator cracking or rutting in AC-surfaced pavement or shattered slabs on a PCC pavement.

<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, raveling, or block cracking in AC-surfaced pavements) or to a materials-related problem (such as durability cracking or alkali silica reaction [ASR] in a PCC pavement). If materials-related distresses were recorded during the inspection, further laboratory testing is required to definitively determine the type present.

<sup>7</sup>Other refers to distresses not attributed to one factor but rather may be caused by a combination of factors.

<sup>8</sup> Distress types are as defined by ASTM D5340-12. L&T Cracking = Longitudinal and Transverse Cracking; LTD Cracking = Longitudinal, Transverse, and Diagonal Cracking; ASR = Alkali Silica Reaction.

<sup>9</sup> The inspection was conducted prior to the planned rehabilitation that was scheduled to be completed in 2014. For the purposes of this study, it was assumed that the PCI of the pavement section would be 100 after this work was completed.

## PAVEMENT MAINTENANCE AND REHABILITATION PROGRAM

Using the information collected during the pavement inspection, a 6-year M&R program was developed for Coolidge Municipal Airport. It identifies pavement sections eligible for ADOT's APPP as well as sections requiring major rehabilitation.

### Analysis Parameters

APTech's PRISM pavement analysis software, using information contained in the PAVER database, was used to generate the M&R program. The software was customized for ADOT to provide more realistic recommendations. This customization consisted of identifying pavement M&R strategies appropriate for use at the state's airports as well as providing unit cost information for these activities.

### Treatment Types and Rehabilitation Guidelines

Four treatment options were identified by ADOT for consideration in its APPP: 1) thin (1-inch) asphalt overlay, 2) mill and thin (1-inch) asphalt overlay, 3) emulsified asphalt seal coat (P-608) application, and 4) PCC joint resealing and spall repairs. Crack sealing and repair, patching, and other pavement repairs were considered in the unit cost estimates as well as mobilization, barricading, and paint striping where applicable. In addition, paint remarking was identified for those sections where existing markings were faded, chipping away, or experiencing superficial cracking. Pavements falling below a PCI of 55 for AC-surfaced pavements and 65 for PCC pavements were not eligible for the APPP and instead have been identified as requiring major rehabilitation.

The rules that determine when each of these treatments is considered feasible are presented in Appendix E, as well as the unit cost estimates for these activities. Please note that costs were not estimated for major rehabilitation since project-level investigation is needed to identify the final rehabilitation strategy and associated costs.

### Budget, Inflation Rate, and Analysis Period

An unlimited budget and an inflation rate of 2.5 percent (set by ADOT) were used during the analysis. The analysis period ran from 2019 through 2024.

### Analysis Results

The recommendations made in this report are based on a broad statewide analysis and are meant to provide Coolidge Municipal Airport with an indication of the type of pavement-related work required during the analysis period (2019 through 2024). Further engineering investigation will be needed to finalize the pavement repair design. In addition, because the provided cost estimates are based on overall unit costs for the entire state, Coolidge Municipal Airport should adjust the plan to reflect local costs and final design. A summary of the pavement repair program is presented in table 2. Table 3 identifies the pavement sections where paint conditions were identified as unsatisfactory during the inspections.

**Because an unlimited budget was used in the analysis, the pavement repair program may need to be adjusted to take into account economic and/or operational constraints.** For example, it may be more cost effective to group projects at the airport within a common project year rather than spreading the work among multiple years. **Also, the identification of the need**

**for a project does not mean that state or federal funding will be available in the year it is indicated.** The APPP is meant to supplement, not replace, a sponsor's efforts to preserve the pavement infrastructure at the airport.

Table 2. Pavement repair program under an unlimited budget scenario.

Year	Branch <sup>1</sup>	Section <sup>1</sup>	Type of Repair	Estimated Cost <sup>2</sup>
2019	A01CM	10	Major M&R	N/A
	RW1735CM	10	1-inch Mill/1-inch AC Overlay	\$530,069
	RW523CM	10C	Major M&R	N/A
		10NS	Major M&R	N/A
	TH01CM	10	1-inch AC Overlay	\$46,281
		30	P-608 Application	\$9,717
	TWACM	10	Major M&R	N/A
		20	P-608 Application	\$76,512
TWBCM	10	Major M&R	N/A	
	20	P-608 Application	\$50,170	
2020	TH01CM	20	1-inch AC Overlay	\$80,499
2021	RW1735CM	10	P-608 Application	\$183,124
	TH01CM	10	P-608 Application	\$17,577
2022	TH01CM	20	P-608 Application	\$30,573
		30	P-608 Application	\$10,464
	TWACM	20	P-608 Application	\$82,395
	TWBCM	20	P-608 Application	\$54,027
2024	RW1735CM	10	P-608 Application	\$197,205
	TH01CM	10	P-608 Application	\$18,929

<sup>1</sup>See figure 2 for the location of the branches and sections.

<sup>2</sup>Cost estimates are based on broad statewide numbers and should be adjusted to reflect local costs. No cost estimates are provided for major rehabilitation.

Table 3. Pavement sections with unacceptable paint marking conditions.

Branch <sup>1</sup>	Section <sup>1</sup>
RW523CM	10C
	10NS
TWBCM	10

<sup>1</sup>See figure 2 for the location of the branches and sections.

### Routine Maintenance Recommendations

An airport sponsor receiving an FAA or ADOT grant has a legal and binding obligation to keep all aspects of its airport in a safe operating condition. This includes all pavement areas as well as areas adjacent to the active pavements, such as shoulders, safety areas, overruns, runways protection zones, and so on. In order to stay qualified for participation in the APPP, the airport sponsor must perform routine maintenance.

It is recommended that the following strategies be considered for a successful airport maintenance program:

1. Regularly inspect all pavement areas and document all inspection activity. A sample form that can be used to perform these inspections is provided in Appendix F of this report.
2. Track and document all maintenance activities that occur and have the documentation available if requested by the FAA and/or ADOT. This is important because this information is used to update the APMS records and is required to remain in compliance with Public Law 103-305 (see the next section of this report for further information on this law).
3. Conduct an aggressive campaign against weed growth through timely herbicide applications and/or mowing programs of the safety areas. Vegetation growth in pavement cracks is destructive and significantly increases the rate of pavement and shoulder deterioration.
4. Implement a periodic crack sealing and joint sealing program. Keeping water and debris out of the pavement system through sealing cracks and joints is a proven and cost-effective method for extending the life of the pavement system.
5. 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.
6. Closely monitor the movement of heavy equipment to make sure that it is only operating on pavements that are designed to accommodate the heavy loads. Failure to restrict heavy equipment to appropriate areas may result in the premature failure of airport pavements.
7. 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, and the removal of any debris found in any of the operating areas. In addition, failed pavement areas should be addressed.

These recommendations are only a portion of the responsibility each sponsor has in maintaining an airport. Each airport sponsor must provide regular airport maintenance to all its aviation facilities both in the aircraft movement areas and all adjacent areas supporting aviation. It is particularly important to be vigilant in repairing pavements where conditions can pose a hazard to safe operations.

## **PUBLIC LAW 103-305**

Since Coolidge Municipal Airport is a part of the NPIAS, the airport sponsor is required to keep the airport in a viable operating condition. This includes maintaining airport pavements in accordance with Public Law 103-305. Public Law 103-305 states that after January 1, 1995, airport sponsors of NPIAS airports must provide assurances or certifications that the airport has implemented an effective airport pavement maintenance management system (PMMS) before the airport will be considered for federal 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, ADOT has provided Coolidge Municipal Airport with an excellent basis for meeting the requirements of this law. 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. A sample monthly pavement inspection form prepared for Coolidge Municipal Airport is provided in Appendix F.

FAA AC 150/5380-7B provides detailed guidance pertaining to the requirements for an acceptable pavement management program. A copy of this AC can be found at the following website: [https://www.faa.gov/documentlibrary/media/advisory\\_circular/150-5380-7b.pdf](https://www.faa.gov/documentlibrary/media/advisory_circular/150-5380-7b.pdf). Appendix A of this FAA AC outlines what needs to be included in a PMMS to remain in compliance with this law and Grant Assurance #11.

## **SUMMARY**

This report presents the results of the pavement evaluation conducted in 2017 at Coolidge Municipal Airport. During the visual inspection of the pavements, it was observed that the overall condition of the pavement network is an area-weighted PCI of 53. A preliminary 6-year pavement repair program assuming an unlimited budget was prepared and is presented in table 2.

## **Appendix A**

### **Work History Report**

Date:10/13/2017

**Work History Report**

1 of 3

Pavement Database:AZ2017all

**Network:** COOLIDGE **Branch:** A01CM (APRON 01) **Section:** 10 **Surface:** PCC  
**L.C.D.:** 06/01/1986 **Use:** APRON **Rank P Length:** 1,550.00 Ft **Width:** 310.00 Ft **True Area:**453,404.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
06/01/1986	NC-PC	New Construction - PCC			True	

**Network:** COOLIDGE **Branch:** RW1735CM (RUNWAY 17-35) **Section:** 10 **Surface:** AAC  
**L.C.D.:** 03/04/2014 **Use:** RUNWAY **Rank S Length:** 3,700.00 Ft **Width:** 75.00 Ft **True Area:**279,087.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
03/04/2014	OL-AT	Overlay - AC Thin	\$0	1.00	True	1" P402 ASPHALT RUBBER OVERLAY; 1" MILL AT EDGES TO MEET EXISTING PVMT
03/03/2014	CO-TA	Coat - Tack	\$0	0.00	False	P603 TACK COAT
03/02/2014	FB-RC	Reflective Crack Control Fabric	\$0	0.00	False	P159 HIGH DENSITY CRACK RELIEF INTERLAYER FOR CRACK REPAIR
03/01/2014	CS-AC	Crack Sealing - AC	\$0	0.00	False	P107 CRACK SEALING
11/23/2004	CS-AC	Crack Sealing - AC	\$0	0.00	False	3/2012 Cores 4" AC, 6" ABC (note only 2 cores were taken)
11/23/2004	OL-AT	Overlay - AC Thin	\$0	1.00	True	1" PFC OVERLAY
12/18/2002	ST-SS	Surface Treatment - Slurry Seal	\$0	1.00	False	SLURRY SEAL
12/18/2002	CS-AC	Crack Sealing - AC (Localized)			False	CRACK SEALING
01/03/1986	NC-AC	New Construction - AC (Major)		4.00	True	4" P401 AC
01/02/1986	CO-PR	Coat - Prime (Layer Construct)			False	P602 PRIME COAT
01/01/1986	BA-AG	Base Course - Aggregate (Layer)		6.00	False	6" min. ABC @ 100% (4" exst. mixed with new P-208); exst. Subgrade.

**Network:** COOLIDGE **Branch:** RW523CM (RUNWAY 5-23) **Section:** 10C **Surface:** AAC  
**L.C.D.:** 12/20/2001 **Use:** RUNWAY **Rank P Length:** 5,564.00 Ft **Width:** 75.00 Ft **True Area:**417,300.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
12/20/2001	OL-AT	Overlay - AC Thin		1.50	True	Rubberized Asphalt (P-410) PFC
12/19/2001	MI-CO	Cold Milling	\$0	-1.50	False	
01/01/1986	BA-AG	Base Course - Aggregate (Layer)		6.00	False	6" P-208
01/01/1986	NC-AC	New Construction - AC (Major)		4.00	True	4" P-401; (new & 4" Exst. ABC)

**Network:** COOLIDGE **Branch:** RW523CM (RUNWAY 5-23) **Section:** 10NS **Surface:** AC  
**L.C.D.:** 07/01/1986 **Use:** RUNWAY **Rank P Length:** 5,564.00 Ft **Width:** 75.00 Ft **True Area:**417,300.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
06/01/2002	ST-SS	Surface Treatment - Slurry Seal	\$0	0.00	False	
07/01/1986	BA-AG	Base Course - Aggregate	\$0	6.00	False	
07/01/1986	INITIAL	Initial Construction		4.00	True	

**Network:** COOLIDGE **Branch:** TH01CM (T-HANGAR 01) **Section:** 10 **Surface:** AC  
**L.C.D.:** 06/01/2005 **Use:** T-HANGAR **Rank S Length:** 420.00 Ft **Width:** 60.00 Ft **True Area:** 26,788.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
02/02/2016	ST-SC	Surface Treatment - Seal Coat	\$0	0.00	False	SEAL COAT; NEED RECORDS; EST. FROM AERIAL
02/01/2016	CS-AC	Crack Sealing - AC	\$0	0.00	False	CRACK SEALING; NEED RECORDS; EST. FROM AERIAL
06/01/2005	NC-AC	New Construction - AC	\$0	0.00	True	

**Network:** COOLIDGE **Branch:** TH01CM (T-HANGAR 01) **Section:** 20 **Surface:** AC  
**L.C.D.:** 01/01/2008 **Use:** T-HANGAR **Rank S Length:** 905.00 Ft **Width:** 50.00 Ft **True Area:** 45,457.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments

Date:10/13/2017

**Work History Report**

2 of 3

Pavement Database:AZ2017all

02/02/2016	ST-SC	Surface Treatment - Seal Coat	\$0	0.00	False	SEAL COAT; NEED RECORDS; EST. FROM AERIAL
02/01/2016	CS-AC	Crack Sealing - AC	\$0	0.00	False	CRACK SEALING; NEED RECORDS; EST. FROM AERIAL
01/01/2008	NC-AC	New Construction - AC	\$0	0.00	True	ESTIMATED DATE

**Network:** COOLIDGE **Branch:** TH01CM (T-HANGAR 01) **Section:** 30 **Surface:** AC  
**L.C.D.:** 02/01/2015 **Use:** T-HANGAR **Rank S Length:** 230.00 Ft **Width:** 60.00 Ft **True Area:** 15,558.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
02/01/2015	NC-AC	New Construction - AC	\$0	0.00	True	NEED RECORDS; EST. FROM AERIAL

**Network:** COOLIDGE **Branch:** TWACM (TAXIWAY A) **Section:** 10 **Surface:** AAC  
**L.C.D.:** 02/04/2014 **Use:** TAXIWAY **Rank P Length:** 4,125.00 Ft **Width:** 50.00 Ft **True Area:**209,965.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
02/04/2014	OL-AT	Overlay - AC Thin	\$0	1.00	True	1" P402 ASPHALT RUBBER OVERLAY; 1" MILL AT EDGES TO MEET EXISTING PVMT
02/03/2014	CO-TA	Coat - Tack	\$0	0.00	False	P603 TACK COAT
02/02/2014	FB-RC	Reflective Crack Control Fabric	\$0	0.00	False	P159 HIGH DENSITY CRACK RELIEF INTERLAYER FOR CRACK REPAIR
02/01/2014	CS-AC	Crack Sealing - AC	\$0	0.00	False	P107 CRACK SEALING
11/24/2004	ST-SS	Surface Treatment - Slurry Seal	\$0	0.00	False	3/2012 Cores - 6" AC, 12" ABC (only 1 core was taken)
11/23/2004	CS-AC	Crack Sealing - AC	\$0	0.00	False	CRACK SEALING
01/01/1986	ST-CS	Surface Treatment - Chip Seal			False	chip & seal coat 1/4" AGG. P-609
01/01/1984	OL-AS	Overlay - AC Structural		4.00	True	4" P401 AC OVERLAY
01/01/1962	OL-AS	Overlay - AC Structural		1.50	True	1.5" AC OVERLAY
01/01/1940	NC-AC	New Construction - AC (Major		2.00	True	2" AC; 4" BASE

**Network:** COOLIDGE **Branch:** TWACM (TAXIWAY A) **Section:** 20 **Surface:** AC  
**L.C.D.:** 01/05/2014 **Use:** TAXIWAY **Rank P Length:** 2,290.00 Ft **Width:** 50.00 Ft **True Area:**122,509.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/05/2014	NC-AC	New Construction - AC	\$0	2.50	True	
01/04/2014	BA-BI	Base Course - Bituminous	\$0	2.50	False	
01/03/2014	BA-AG	Base Course - Aggregate	\$0	9.00	False	
01/02/2014	SG-ST	Subgrade - Stabilized	\$0	6.00	False	LIME TREATED SUBGRADE

**Network:** COOLIDGE **Branch:** TWBCM (TAXIWAY B) **Section:** 10 **Surface:** AC  
**L.C.D.:** 01/01/1984 **Use:** TAXIWAY **Rank P Length:** 545.00 Ft **Width:** 50.00 Ft **True Area:** 35,521.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
01/01/1986	ST-CS	Surface Treatment - Chip Seal			False	chip & seal coat 1/4" AGG. P-609
01/01/1984	NC-AC	New Construction - AC (Major		4.00	True	4" P-401 bituminous
01/01/1984	SB-AG	Subbase - Aggregate		6.00	False	6" ABC (thickened edge @ intersection)
01/01/1984	BA-AG	Base Course - Aggregate (Lay		4.00	False	4" P-209 mod. Proctor

**Network:** COOLIDGE **Branch:** TWBCM (TAXIWAY B) **Section:** 20 **Surface:** AC  
**L.C.D.:** 03/01/2017 **Use:** TAXIWAY **Rank P Length:** 1,680.00 Ft **Width:** 35.00 Ft **True Area:** 80,331.00 SqF

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
03/01/2017	NC-AC	New Construction - AC	\$0	0.00	True	ESTIMATED FROM AERIAL; NEED RECORDS

**Summary:**

Work Description	Section Count	Area Total (SqFt)	Thickness Avg (in)	Thickness STD (in)
Base Course - Aggregate	2	539,809.00	7.50	2.12
Base Course - Aggregate (Layer	3	731,908.00	5.33	1.15
Base Course - Bituminous	1	122,509.00	2.50	
Coat - Prime (Layer Construct)	1	279,087.00		
Coat - Tack	2	489,052.00	.00	.00
Cold Milling	1	417,300.00	-1.50	
Crack Sealing - AC	6	1,050,349.00	.00	.00
Crack Sealing - AC (Localized MR)	1	279,087.00		
Initial Construction	1	417,300.00	4.00	
New Construction - AC	5	290,643.00	.50	1.12
New Construction - AC (Major MR)	4	941,873.00	3.50	1.00
New Construction - PCC	1	453,404.00		
Overlay - AC Structural	2	419,930.00	2.75	1.77
Overlay - AC Thin	4	1,185,439.00	1.12	.25
Reflective Crack Control Fabric	2	489,052.00	.00	.00
Subbase - Aggregate	1	35,521.00	6.00	
Subgrade - Stabilized	1	122,509.00	6.00	
Surface Treatment - Chip Seal	2	245,486.00		
Surface Treatment - Seal Coat	2	72,245.00	.00	.00
Surface Treatment - Slurry Seal	3	906,352.00	.33	.58

## **Appendix B**

### **Types and Causes of Pavement Distresses**

Table B-1. Cause of pavement distress, AC-surfaced pavements.

<b>Distress Type<sup>1</sup></b>	<b>Probable Cause of Distress</b>	<b>Feasible Maintenance and Rehabilitation Strategies</b>
Alligator Cracking	Fatigue failure of the AC concrete surface under repeated traffic loading.	If localized, full-depth asphalt patch. If extensive, major rehabilitation needed.
Bleeding	Excessive amounts of AC cement or tars in the mix and/or low air void content.	Spread heated sand, roll, and sweep. Another option is to plane excess AC. Or, remove and replace.
Block Cracking	Shrinkage of the AC 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 Erosion	Bituminous binder has been burned or carbonized.	Patch.
Joint Reflection Cracking	Movement of the concrete slab beneath the AC 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	AC 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 AC pavement.	Mill and patch as needed.
Slippage Cracking	Low strength surface mix or poor bond between the surface and next layer of pavement structure.	Full-depth patch.
Swelling	Usually caused by frost action or by swelling soil.	Patch if localized. Major rehabilitation if extensive.
Weathering	AC binder and/or fine aggregate may wear away as the pavement ages and hardens.	Patch if isolated. Consider a surface treatment if extensive.

<sup>1</sup>Distress types are as defined by ASTM D5340-12.

Table B-2. Cause of pavement distress, PCC pavements.

<b>Distress Type<sup>1</sup></b>	<b>Probable Cause of Distress</b>	<b>Feasible Maintenance and Rehabilitation 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 high-severity levels, slab replacement is recommended.
Blowup	Incompressibles in joints.	Full-depth patch or slab replacement.
Corner Break	Load repetition combined with loss of support and curling stresses.	Full-depth patch at higher severities.
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.
Longitudinal, Transverse, and Diagonal Cracking	Combination of load repetition, curling stresses, and shrinkage stresses.	Seal cracks. At high-severity, may need full-depth patch.
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	Over finishing 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, grind to restore smooth ride.
Shattered Slab	Load repetition.	Replace slab.
Shrinkage Cracking	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.

<sup>1</sup>Distress types are as defined by ASTM D5340-12.

**Appendix C**  
**Inspection Photographs**



A01CM-10. Overview.



A01CM-10. Paint Satisfactory.



A01CM-10. Corner Break (Sample Unit No. 25).



A01CM-10. Joint Spalling (Sample Unit No. 09).



A01CM-10. Joint Spalling (Sample Unit No. 25).



A01CM-10. LTD Cracking (Sample Unit No. 09).



A01CM-10. Shattered Slab (Sample Unit No. 24).



RW1735CM-10. Overview.



RW1735CM-10. Paint Satisfactory.



RW1735CM-10. Depression (Sample Unit No. 33).



RW1735CM-10. L&T Cracking (Sample Unit No. 11).



RW1735CM-10. Raveling (Sample Unit No. 25).



RW523CM-10C. Overview.



RW523CM-10C. Paint Unsatisfactory.



RW523CM-10C. Block Cracking (Sample Unit No. 65).



RW523CM-10C. Raveling (Sample Unit No. 65).



RW523CM-10NS. Overview.



RW523CM-10NS. Paint Unsatisfactory.



RW523CM-10NS. Block Cracking (Sample Unit No. 65).



TH01CM-10. Overview.



TH01CM-10. L&T Cracking (Sample Unit No. 01).



TH01CM-10. L&T Cracking (Sample Unit No. 04).



TH01CM-10. Shoving (Sample Unit No. 04).



TH01CM-20. Overview.



TH01CM-20. L&T Cracking (Sample Unit No. 02).



TH01CM-20. L&T Cracking (Sample Unit No. 05).



TH01CM-30. Overview.



TH01CM-30. Raveling (Sample Unit No. 01).



TH01CM-30. Weathering (Sample Unit No. 01).



TWACM-10. Overview (1).



TWACM-10. Overview (2).



TWACM-10. Paint Satisfactory.



TWACM-10. Block Cracking (Sample Unit No. 34).



TWACM-10. Raveling (Sample Unit No. 23).



TWACM-20. Overview.



TWACM-20. Paint Satisfactory.



TWACM-20. Weathering (Sample Unit No. 20).



TWBCM-10. Overview.



TWBCM-10. Paint Unsatisfactory.



TWBCM-10. Block Cracking (Sample Unit No. 05).



TWBCM-10. Raveling (Sample Unit No. 06).



TWBCM-10. Weathering (Sample Unit No. 05).



TWBCM-20. Overview.



TWBCM-20. Paint Satisfactory.

**Appendix D**  
**Inspection Report**

# Re-inspection Report

AZ2017all

Report Generated Date: October 13, 2017

Network: COOLIDGE Name: COOLIDGE MUNICIPAL

Branch: A01CM Name: APRON 01 Use: APRON Area: 453,404.00SqFt

Section: 10 of 1 From: TAXIWAY B To: TERMINAL Last Const.: 06/01/1986  
Surface: PCC Family: 2017AZ-PCC-ApronGA/wTRIBALall/noRELIEVER Zone: SAT Category: G Rank: P  
Area: 453,404.00SqFt Length: 1,550.00Ft Width: 310.00Ft  
Slabs: 2,422 Slab Width: 12.50Ft Slab Length: 15.00Ft Joint Length: 68,613.33Ft  
Shoulder: n/a Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 05/15/2017 Total Samples: 100 Surveyed: 10

Conditions: PCI : 37

Inspection Comments:

Sample Number: 09 Type: R Area: 24.00Slabs PCI = 56

Sample Comments:

74 JOINT SPALLING	M	1.00 Slabs	Comments:
75 CORNER SPALLING	M	1.00 Slabs	Comments:
65 JOINT SEAL DAMAGE	H	24.00 Slabs	Comments:
74 JOINT SPALLING	L	2.00 Slabs	Comments:
75 CORNER SPALLING	L	4.00 Slabs	Comments:
73 SHRINKAGE CRACKING	N	5.00 Slabs	Comments:
63 LINEAR CRACKING	L	17.00 Slabs	Comments:

Sample Number: 14 Type: R Area: 24.00Slabs PCI = 40

Sample Comments:

73 SHRINKAGE CRACKING	N	2.00 Slabs	Comments:
74 JOINT SPALLING	L	5.00 Slabs	Comments:
62 CORNER BREAK	M	4.00 Slabs	Comments:
74 JOINT SPALLING	M	4.00 Slabs	Comments:
63 LINEAR CRACKING	M	3.00 Slabs	Comments:
75 CORNER SPALLING	L	3.00 Slabs	Comments:
65 JOINT SEAL DAMAGE	H	24.00 Slabs	Comments:
75 CORNER SPALLING	M	4.00 Slabs	Comments:

Sample Number: 24 Type: R Area: 24.00Slabs PCI = 11

Sample Comments:

63 LINEAR CRACKING	L	1.00 Slabs	Comments:
75 CORNER SPALLING	M	2.00 Slabs	Comments:
75 CORNER SPALLING	H	8.00 Slabs	Comments:
74 JOINT SPALLING	H	6.00 Slabs	Comments:
62 CORNER BREAK	M	2.00 Slabs	Comments:
63 LINEAR CRACKING	L	2.00 Slabs	Comments:
72 SHATTERED SLAB	M	3.00 Slabs	Comments:
65 JOINT SEAL DAMAGE	H	24.00 Slabs	Comments:
72 SHATTERED SLAB	H	2.00 Slabs	Comments:

Sample Number: 25 Type: R Area: 24.00Slabs PCI = 36

Sample Comments:

62 CORNER BREAK	M	2.00 Slabs	Comments:
63 LINEAR CRACKING	M	3.00 Slabs	Comments:
73 SHRINKAGE CRACKING	N	3.00 Slabs	Comments:
74 JOINT SPALLING	H	2.00 Slabs	Comments:
75 CORNER SPALLING	M	6.00 Slabs	Comments:
75 CORNER SPALLING	H	2.00 Slabs	Comments:
74 JOINT SPALLING	L	6.00 Slabs	Comments:

# Re-inspection Report

AZ2017all

Report Generated Date: October 13, 2017

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74	JOINT SPALLING	M	3.00	Slabs	Comments:
65	JOINT SEAL DAMAGE	H	24.00	Slabs	Comments:

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Sample Number: 48      Type: R      Area:      24.00Slabs      PCI = 32

Sample Comments:

72	SHATTERED SLAB	L	3.00	Slabs	Comments:
63	LINEAR CRACKING	M	6.00	Slabs	Comments:
75	CORNER SPALLING	M	2.00	Slabs	Comments:
75	CORNER SPALLING	L	6.00	Slabs	Comments:
74	JOINT SPALLING	M	4.00	Slabs	Comments:
74	JOINT SPALLING	L	5.00	Slabs	Comments:
73	SHRINKAGE CRACKING	N	13.00	Slabs	Comments:
65	JOINT SEAL DAMAGE	H	24.00	Slabs	Comments:

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Sample Number: 53      Type: R      Area:      24.00Slabs      PCI = 44

Sample Comments:

67	LARGE PATCH/UTILITY	L	2.00	Slabs	Comments:
63	LINEAR CRACKING	L	4.00	Slabs	Comments:
65	JOINT SEAL DAMAGE	H	24.00	Slabs	Comments:
73	SHRINKAGE CRACKING	N	3.00	Slabs	Comments:
74	JOINT SPALLING	H	3.00	Slabs	Comments:
74	JOINT SPALLING	M	2.00	Slabs	Comments:
75	CORNER SPALLING	L	1.00	Slabs	Comments:
75	CORNER SPALLING	H	5.00	Slabs	Comments:

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Sample Number: 69      Type: R      Area:      24.00Slabs      PCI = 28

Sample Comments:

65	JOINT SEAL DAMAGE	H	24.00	Slabs	Comments:
74	JOINT SPALLING	H	4.00	Slabs	Comments:
74	JOINT SPALLING	M	5.00	Slabs	Comments:
75	CORNER SPALLING	H	3.00	Slabs	Comments:
75	CORNER SPALLING	M	4.00	Slabs	Comments:
63	LINEAR CRACKING	L	12.00	Slabs	Comments:
73	SHRINKAGE CRACKING	N	1.00	Slabs	Comments:
63	LINEAR CRACKING	M	3.00	Slabs	Comments:
62	CORNER BREAK	L	1.00	Slabs	Comments:
67	LARGE PATCH/UTILITY	L	1.00	Slabs	Comments:

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Sample Number: 72      Type: R      Area:      24.00Slabs      PCI = 43

Sample Comments:

63	LINEAR CRACKING	L	9.00	Slabs	Comments:
62	CORNER BREAK	L	2.00	Slabs	Comments:
74	JOINT SPALLING	M	5.00	Slabs	Comments:
72	SHATTERED SLAB	L	3.00	Slabs	Comments:
75	CORNER SPALLING	H	1.00	Slabs	Comments:
75	CORNER SPALLING	L	2.00	Slabs	Comments:
73	SHRINKAGE CRACKING	N	7.00	Slabs	Comments:
65	JOINT SEAL DAMAGE	H	24.00	Slabs	Comments:

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Sample Number: 81      Type: R      Area:      24.00Slabs      PCI = 31

Sample Comments:

65	JOINT SEAL DAMAGE	H	24.00	Slabs	Comments:
72	SHATTERED SLAB	L	3.00	Slabs	Comments:
75	CORNER SPALLING	H	5.00	Slabs	Comments:
75	CORNER SPALLING	M	1.00	Slabs	Comments:
75	CORNER SPALLING	L	1.00	Slabs	Comments:
74	JOINT SPALLING	H	6.00	Slabs	Comments:
73	SHRINKAGE CRACKING	N	11.00	Slabs	Comments:
63	LINEAR CRACKING	L	2.00	Slabs	Comments:

# Re-inspection Report

AZ2017all

Report Generated Date: October 13, 2017

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62 CORNER BREAK	L	2.00 Slabs	Comments:
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Sample Number: 84	Type: R	Area: 24.00Slabs	PCI = 49
Sample Comments:			
63 LINEAR CRACKING	L	3.00 Slabs	Comments:
73 SHRINKAGE CRACKING	N	3.00 Slabs	Comments:
75 CORNER SPALLING	M	2.00 Slabs	Comments:
62 CORNER BREAK	L	2.00 Slabs	Comments:
74 JOINT SPALLING	M	1.00 Slabs	Comments:
65 JOINT SEAL DAMAGE	H	24.00 Slabs	Comments:
62 CORNER BREAK	M	2.00 Slabs	Comments:
75 CORNER SPALLING	H	1.00 Slabs	Comments:
63 LINEAR CRACKING	M	2.00 Slabs	Comments:

# Re-inspection Report

AZ2017all

Report Generated Date: October 13, 2017

Network: COOLIDGE Name: COOLIDGE MUNICIPAL

Branch: RW1735CM Name: RUNWAY 17-35 Use: RUNWAY Area: 279,087.00SqFt

Section: 10 of 1 From: ENTIRE To: RUNWAY Last Const.: 03/04/2014  
Surface: AAC Family: 2017AZ-PFC-RW-GA/TRIBAL/RELIEVER Zone: SAT Category: G Rank: S  
Area: 279,087.00SqFt Length: 3,700.00Ft Width: 75.00Ft  
Shoulder: PFC Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 05/15/2017 Total Samples: 50 Surveyed: 7

Conditions: PCI: 67

Inspection Comments:

Sample Number: 04 Type: R Area: 5,625.00SqFt PCI = 72  
Sample Comments:  
52 RAVELING L 500.00 SqFt Comments:PFC  
48 LONGITUDINAL/TRANSVERSE CRACKING L 538.00 Ft Comments:LU

Sample Number: 11 Type: R Area: 5,625.00SqFt PCI = 69  
Sample Comments:  
52 RAVELING L 500.00 SqFt Comments:PFC  
48 LONGITUDINAL/TRANSVERSE CRACKING L 471.00 Ft Comments:LU  
45 DEPRESSION L 70.00 SqFt Comments:@ 48

Sample Number: 18 Type: R Area: 5,625.00SqFt PCI = 70  
Sample Comments:  
52 RAVELING L 500.00 SqFt Comments:PFC  
48 LONGITUDINAL/TRANSVERSE CRACKING L 423.00 Ft Comments:LU  
45 DEPRESSION L 75.00 SqFt Comments:

Sample Number: 25 Type: R Area: 5,625.00SqFt PCI = 67  
Sample Comments:  
52 RAVELING L 500.00 SqFt Comments:PFC  
45 DEPRESSION L 35.00 SqFt Comments:@ 48  
48 LONGITUDINAL/TRANSVERSE CRACKING L 591.00 Ft Comments:LU

Sample Number: 33 Type: R Area: 5,625.00SqFt PCI = 66  
Sample Comments:  
52 RAVELING L 500.00 SqFt Comments:PFC  
48 LONGITUDINAL/TRANSVERSE CRACKING L 599.00 Ft Comments:LU  
45 DEPRESSION L 80.00 SqFt Comments:@ 48

Sample Number: 39 Type: R Area: 5,625.00SqFt PCI = 69  
Sample Comments:  
52 RAVELING L 500.00 SqFt Comments:PFC  
48 LONGITUDINAL/TRANSVERSE CRACKING L 470.00 Ft Comments:LU  
45 DEPRESSION L 150.00 SqFt Comments:@ 48

Sample Number: 45 Type: R Area: 5,625.00SqFt PCI = 58  
Sample Comments:  
52 RAVELING L 500.00 SqFt Comments:PFC  
48 LONGITUDINAL/TRANSVERSE CRACKING L 678.00 Ft Comments:LU  
45 DEPRESSION L 500.00 SqFt Comments:@ 48  
45 DEPRESSION L 300.00 SqFt Comments:

# Re-inspection Report

AZ2017all

Report Generated Date: October 13, 2017

Network: COOLIDGE Name: COOLIDGE MUNICIPAL

Branch: RW523CM Name: RUNWAY 5-23 Use: RUNWAY Area: 834,600.00SqFt

Section: 10C of 2 From: ENTIRE To: RUNWAY Last Const.: 12/20/2001  
Surface: AAC Family: 2017AZ-PFC-RW-GA/TRIBAL/RELIEVER Zone: U-FA Category: G Rank: P  
Area: 417,300.00SqFt Length: 5,564.00Ft Width: 75.00Ft  
Shoulder: PFC Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 05/15/2017 Total Samples: 74 Surveyed: 8

Conditions: PCI: 42

Inspection Comments:

Sample Number: 01 Type: R Area: 5,625.00SqFt PCI = 42  
Sample Comments:  
43 BLOCK CRACKING M 5,625.00 SqFt Comments:W, 5X10  
52 RAVELING L 1,500.00 SqFt Comments:PFC

Sample Number: 05 Type: R Area: 5,625.00SqFt PCI = 42  
Sample Comments:  
43 BLOCK CRACKING M 5,625.00 SqFt Comments:W, 5X10  
52 RAVELING L 1,500.00 SqFt Comments:PFC

Sample Number: 15 Type: R Area: 5,625.00SqFt PCI = 42  
Sample Comments:  
43 BLOCK CRACKING M 5,625.00 SqFt Comments:W, 5X10  
52 RAVELING L 1,500.00 SqFt Comments:PFC

Sample Number: 25 Type: R Area: 5,625.00SqFt PCI = 42  
Sample Comments:  
43 BLOCK CRACKING M 5,625.00 SqFt Comments:W, 5X10  
52 RAVELING L 1,500.00 SqFt Comments:PFC

Sample Number: 35 Type: R Area: 5,625.00SqFt PCI = 42  
Sample Comments:  
43 BLOCK CRACKING M 5,625.00 SqFt Comments:W, 5X10  
52 RAVELING L 1,500.00 SqFt Comments:PFC

Sample Number: 45 Type: R Area: 5,625.00SqFt PCI = 42  
Sample Comments:  
43 BLOCK CRACKING M 5,625.00 SqFt Comments:W, 5X10  
52 RAVELING L 1,500.00 SqFt Comments:PFC

Sample Number: 55 Type: R Area: 5,625.00SqFt PCI = 42  
Sample Comments:  
43 BLOCK CRACKING M 5,625.00 SqFt Comments:W, 5X10  
52 RAVELING L 1,500.00 SqFt Comments:PFC

Sample Number: 65 Type: R Area: 5,625.00SqFt PCI = 42  
Sample Comments:  
43 BLOCK CRACKING M 5,625.00 SqFt Comments:W, 5X10  
52 RAVELING L 1,500.00 SqFt Comments:PFC

# Re-inspection Report

AZ2017all

Report Generated Date: October 13, 2017

Network: COOLIDGE Name: COOLIDGE MUNICIPAL

Branch: RW523CM Name: RUNWAY 5-23 Use: RUNWAY Area: 834,600.00SqFt

Section: 10NS of 2 From: . To: . Last Const.: 07/01/1986  
Surface: AC Family: 2017AZ-AC-RW-GA/noTRIBAL/noRELIEVER Zone: U-CR Category: G Rank: P  
Area: 417,300.00SqFt Length: 5,564.00Ft Width: 75.00Ft  
Shoulder: n/a Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 05/15/2017 Total Samples: 74 Surveyed: 8

Conditions: PCI : 47

Inspection Comments:

Sample Number: 03 Type: R Area: 5,625.00SqFt PCI = 47  
Sample Comments:  
43 BLOCK CRACKING M 5,625.00 SqFt Comments:W, 4X4

Sample Number: 13 Type: R Area: 5,625.00SqFt PCI = 47  
Sample Comments:  
43 BLOCK CRACKING M 5,625.00 SqFt Comments:W, 4X4

Sample Number: 23 Type: R Area: 5,625.00SqFt PCI = 47  
Sample Comments:  
43 BLOCK CRACKING M 5,625.00 SqFt Comments:W, 4X4

Sample Number: 33 Type: R Area: 5,625.00SqFt PCI = 47  
Sample Comments:  
43 BLOCK CRACKING M 5,625.00 SqFt Comments:W, 4X4

Sample Number: 38 Type: R Area: 5,625.00SqFt PCI = 47  
Sample Comments:  
43 BLOCK CRACKING M 5,625.00 SqFt Comments:W, 4X4

Sample Number: 45 Type: R Area: 5,625.00SqFt PCI = 47  
Sample Comments:  
43 BLOCK CRACKING M 5,625.00 SqFt Comments:W, 4X4

Sample Number: 55 Type: R Area: 5,625.00SqFt PCI = 47  
Sample Comments:  
43 BLOCK CRACKING M 5,625.00 SqFt Comments:W, 4X4

Sample Number: 65 Type: R Area: 5,625.00SqFt PCI = 47  
Sample Comments:  
43 BLOCK CRACKING M 5,625.00 SqFt Comments:W, 4X4

# Re-inspection Report

AZ2017all

Report Generated Date: October 13, 2017

Network: COOLIDGE Name: COOLIDGE MUNICIPAL

Branch: TH01CM Name: T-HANGAR 01 Use: T-HANGAR Area: 87,803.00SqFt

Section: 10 of 3 From: . To: .. Last Const.: 06/01/2005  
Surface: AC Family: 2017AZ-AC-TH-Region1 Zone: N/A Category: G Rank: S  
Area: 26,788.00SqFt Length: 420.00Ft Width: 60.00Ft  
Shoulder: n/a Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 05/15/2017 Total Samples: 5 Surveyed: 4

Conditions: PCI: 63

Inspection Comments:

Sample Number: 01 Type: R Area: 4,784.00SqFt PCI = 70  
Sample Comments:  
48 LONGITUDINAL/TRANSVERSE CRACKING M 47.00 Ft Comments:W  
48 LONGITUDINAL/TRANSVERSE CRACKING M 268.00 Ft Comments:FS

Sample Number: 02 Type: R Area: 3,535.00SqFt PCI = 65  
Sample Comments:  
48 LONGITUDINAL/TRANSVERSE CRACKING M 241.00 Ft Comments:FS  
48 LONGITUDINAL/TRANSVERSE CRACKING L 18.00 Ft Comments:LS  
48 LONGITUDINAL/TRANSVERSE CRACKING L 27.00 Ft Comments:LU

Sample Number: 04 Type: R Area: 6,967.00SqFt PCI = 54  
Sample Comments:  
56 SWELLING M 2.00 SqFt Comments:  
54 SHOIVING L 15.00 SqFt Comments:  
52 RAVELING L 30.00 SqFt Comments:  
48 LONGITUDINAL/TRANSVERSE CRACKING M 520.00 Ft Comments:FS  
48 LONGITUDINAL/TRANSVERSE CRACKING L 60.00 Ft Comments:LU

Sample Number: 05 Type: R Area: 5,500.00SqFt PCI = 67  
Sample Comments:  
48 LONGITUDINAL/TRANSVERSE CRACKING L 84.00 Ft Comments:LS  
48 LONGITUDINAL/TRANSVERSE CRACKING M 324.00 Ft Comments:FS

# Re-inspection Report

AZ2017all

Report Generated Date: October 13, 2017

Network: COOLIDGE Name: COOLIDGE MUNICIPAL

Branch: TH01CM Name: T-HANGAR 01 Use: T-HANGAR Area: 87,803.00SqFt

Section: 20 of 3 From: T-HANGAR 01 To: EAST Last Const.: 01/01/2008

Surface: AC Family: 2017AZ-AC-TH-Region1 Zone: N/A Category: G Rank: S

Area: 45,457.00SqFt Length: 905.00Ft Width: 50.00Ft

Shoulder: n/a Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 05/15/2017 Total Samples: 9 Surveyed: 4

Conditions: PCI: 74

Inspection Comments:

Sample Number: 02 Type: R Area: 5,500.00SqFt PCI = 80

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING M 14.00 Ft Comments:W

48 LONGITUDINAL/TRANSVERSE CRACKING M 153.00 Ft Comments:FS

Sample Number: 04 Type: R Area: 6,240.00SqFt PCI = 71

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING M 280.00 Ft Comments:FS

48 LONGITUDINAL/TRANSVERSE CRACKING L 60.00 Ft Comments:LU

Sample Number: 05 Type: R Area: 6,000.00SqFt PCI = 71

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING M 31.00 Ft Comments:W

48 LONGITUDINAL/TRANSVERSE CRACKING M 267.00 Ft Comments:FS

48 LONGITUDINAL/TRANSVERSE CRACKING L 20.00 Ft Comments:LU

Sample Number: 07 Type: R Area: 3,750.00SqFt PCI = 74

Sample Comments:

48 LONGITUDINAL/TRANSVERSE CRACKING M 196.00 Ft Comments:FS & W

# Re-inspection Report

AZ2017all

Report Generated Date: October 13, 2017

Network: COOLIDGE Name: COOLIDGE MUNICIPAL

Branch: TH01CM Name: T-HANGAR 01 Use: T-HANGAR Area: 87,803.00SqFt

Section: 30 of 3 From: T-HANGAR 01 To: EAST Last Const.: 02/01/2015  
Surface: AC Family: 2017AZ-AC-TH-Region1 Zone: N/A Category: G Rank: S  
Area: 15,558.00SqFt Length: 230.00Ft Width: 60.00Ft  
Shoulder: n/a Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 05/15/2017 Total Samples: 3 Surveyed: 3

Conditions: PCI : 87

Inspection Comments:

Sample Number: 01 Type: R Area: 6,300.00SqFt PCI = 82  
Sample Comments:  
48 LONGITUDINAL/TRANSVERSE CRACKING L 50.00 Ft Comments:LU  
57 WEATHERING L 6,284.00 SqFt Comments:  
52 RAVELING H 16.00 SqFt Comments:

Sample Number: 02 Type: R Area: 5,500.00SqFt PCI = 92  
Sample Comments:  
57 WEATHERING L 5,500.00 SqFt Comments:  
48 LONGITUDINAL/TRANSVERSE CRACKING L 5.00 Ft Comments:LU

Sample Number: 03 Type: R Area: 3,758.00SqFt PCI = 90  
Sample Comments:  
57 WEATHERING L 3,758.00 SqFt Comments:  
48 LONGITUDINAL/TRANSVERSE CRACKING L 20.00 Ft Comments:LU

# Re-inspection Report

AZ2017all

Report Generated Date: October 13, 2017

Network: COOLIDGE Name: COOLIDGE MUNICIPAL

Branch: TWACM Name: TAXIWAY A Use: TAXIWAY Area: 332,474.00SqFt

Section: 10 of 2 From: APRON To: RUNWAY 5/23 Last Const.: 02/04/2014  
Surface: AAC Family: 2017AZ-PFC-TW-GA/noRELIEVER Zone: SAT Category: G Rank: P  
Area: 209,965.00SqFt Length: 4,125.00Ft Width: 50.00Ft  
Shoulder: PFC Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 05/15/2017 Total Samples: 41 Surveyed: 7

Conditions: PCI : 59

Inspection Comments:

Sample Number: 04 Type: R Area: 5,000.00SqFt PCI = 59  
Sample Comments:  
52 RAVELING L 500.00 SqFt Comments:PFC  
43 BLOCK CRACKING L 5,000.00 SqFt Comments:LU, 8X8

Sample Number: 11 Type: R Area: 5,000.00SqFt PCI = 59  
Sample Comments:  
52 RAVELING L 500.00 SqFt Comments:PFC  
43 BLOCK CRACKING L 5,000.00 SqFt Comments:LU, 8X8

Sample Number: 17 Type: R Area: 5,000.00SqFt PCI = 59  
Sample Comments:  
52 RAVELING L 500.00 SqFt Comments:PFC  
43 BLOCK CRACKING L 5,000.00 SqFt Comments:LU, 10X10

Sample Number: 23 Type: R Area: 5,000.00SqFt PCI = 59  
Sample Comments:  
52 RAVELING L 500.00 SqFt Comments:PFC  
43 BLOCK CRACKING L 5,000.00 SqFt Comments:LU, 8X10

Sample Number: 29 Type: R Area: 5,000.00SqFt PCI = 59  
Sample Comments:  
52 RAVELING L 500.00 SqFt Comments:PFC  
43 BLOCK CRACKING L 5,000.00 SqFt Comments:LU, 10X10

Sample Number: 34 Type: R Area: 5,000.00SqFt PCI = 59  
Sample Comments:  
52 RAVELING L 500.00 SqFt Comments:PFC  
43 BLOCK CRACKING L 5,000.00 SqFt Comments:LU, 8X8

Sample Number: 38 Type: R Area: 5,000.00SqFt PCI = 59  
Sample Comments:  
43 BLOCK CRACKING L 5,000.00 SqFt Comments:LU, 10X10  
52 RAVELING L 500.00 SqFt Comments:PFC

# Re-inspection Report

AZ2017all

Report Generated Date: October 13, 2017

Network: COOLIDGE Name: COOLIDGE MUNICIPAL

Branch: TWACM Name: TAXIWAY A Use: TAXIWAY Area: 332,474.00SqFt

Section: 20 of 2 From: TWACM-10 To: RW 35 Last Const.: 01/05/2014  
Surface: AC Family: 2017AZ-AC-TW-GA/noTRIBAL/noRELIEVER Zone: SAT Category: G Rank: P  
Area: 122,509.00SqFt Length: 2,290.00Ft Width: 50.00Ft  
Shoulder: n/a Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 05/15/2017 Total Samples: 25 Surveyed: 6

Conditions: PCI : 94

Inspection Comments:

Sample Number: 03 Type: R Area: 3,500.00SqFt PCI = 94  
Sample Comments:  
57 WEATHERING L 3,500.00 SqFt Comments:

Sample Number: 08 Type: R Area: 3,500.00SqFt PCI = 94  
Sample Comments:  
57 WEATHERING L 3,500.00 SqFt Comments:

Sample Number: 11 Type: R Area: 3,500.00SqFt PCI = 94  
Sample Comments:  
57 WEATHERING L 3,500.00 SqFt Comments:

Sample Number: 16 Type: R Area: 3,500.00SqFt PCI = 94  
Sample Comments:  
57 WEATHERING L 3,500.00 SqFt Comments:

Sample Number: 20 Type: R Area: 3,500.00SqFt PCI = 94  
Sample Comments:  
57 WEATHERING L 3,500.00 SqFt Comments:

Sample Number: 26 Type: R Area: 5,800.00SqFt PCI = 94  
Sample Comments:  
57 WEATHERING L 5,800.00 SqFt Comments:

# Re-inspection Report

AZ2017all

Report Generated Date: October 13, 2017

Network: COOLIDGE Name: COOLIDGE MUNICIPAL

Branch: TWBCM Name: TAXIWAY B Use: TAXIWAY Area: 115,852.00SqFt

Section: 10 of 2 From: MID RUNWAY 5/23 To: RUNWAY END Last Const.: 01/01/1984  
Surface: AC Family: 2017AZ-AC-TW-GA/noTRIBAL/noRELIEVER Zone: U-FA Category: G Rank: P  
Area: 35,521.00SqFt Length: 545.00Ft Width: 50.00Ft  
Shoulder: n/a Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 05/15/2017 Total Samples: 7 Surveyed: 4

Conditions: PCI: 23

Inspection Comments:

Sample Number: 04 Type: R Area: 5,000.00SqFt PCI = 25  
Sample Comments:  
43 BLOCK CRACKING M 5,000.00 SqFt Comments:W, 4X4  
57 WEATHERING H 5,000.00 SqFt Comments:

Sample Number: 05 Type: R Area: 5,000.00SqFt PCI = 25  
Sample Comments:  
43 BLOCK CRACKING M 5,000.00 SqFt Comments:W, 4X4  
57 WEATHERING H 5,000.00 SqFt Comments:

Sample Number: 06 Type: R Area: 5,822.00SqFt PCI = 17  
Sample Comments:  
52 RAVELING H 20.00 SqFt Comments:  
41 ALLIGATOR CRACKING H 20.00 SqFt Comments:  
57 WEATHERING H 5,802.00 SqFt Comments:  
43 BLOCK CRACKING M 5,802.00 SqFt Comments:W, 4X4

Sample Number: 07 Type: R Area: 4,102.00SqFt PCI = 26  
Sample Comments:  
50 PATCHING L 500.00 SqFt Comments:  
43 BLOCK CRACKING M 3,602.00 SqFt Comments:W, 4X4  
57 WEATHERING H 3,602.00 SqFt Comments:

# Re-inspection Report

AZ2017all

Report Generated Date: October 13, 2017

Network: COOLIDGE Name: COOLIDGE MUNICIPAL

Branch: TWBCM Name: TAXIWAY B Use: TAXIWAY Area: 115,852.00SqFt

Section: 20 of 2 From: SEE MAP To: SEE MAP Last Const.: 03/01/2017  
Surface: AC Family: 2017AZ-AC-TW-GA/noTRIBAL/noRELIEVER Zone: SAT Category: G Rank: P  
Area: 80,331.00SqFt Length: 1,680.00Ft Width: 35.00Ft  
Shoulder: n/a Street Type: Grade: 0.00 Lanes: 0

Section Comments:

Last Insp. Date: 05/15/2017 Total Samples: 18 Surveyed: 5

Conditions: PCI: 100

Inspection Comments:

Sample Number: 04 Type: R Area: 4,149.00SqFt PCI = 100

Sample Comments:

<NO DISTRESSES>

Sample Number: 07 Type: R Area: 3,500.00SqFt PCI = 100

Sample Comments:

<NO DISTRESSES>

Sample Number: 09 Type: R Area: 6,091.00SqFt PCI = 100

Sample Comments:

<NO DISTRESSES>

Sample Number: 11 Type: R Area: 3,500.00SqFt PCI = 100

Sample Comments:

<NO DISTRESSES>

Sample Number: 14 Type: R Area: 3,689.00SqFt PCI = 100

Sample Comments:

<NO DISTRESSES>

**Appendix E**  
**Analysis Parameters**

Table E-1. Treatment matrix and unit costs.

Treatment Name	Treatment Trigger	2017 Unit Cost <sup>1</sup>
Asphalt Emulsion Seal Coat (P-608)	<p>Under the unlimited funding analysis, P-608 application is considered for asphalt-surfaced and porous friction course (PFC) pavement sections (excluding PFC-surfaced runways) with a section PCI greater than or equal to 70 and minimal amounts of raveling present less than 5% for medium severity and 1.5% for high severity). This treatment type results in a 2.5 year life extension. The pavement section must be at least 2 years old and reapplication is allowed every 3 years as long as the predicted PCI for that year is still within the allowable range. PFC-surfaced pavements are individually investigated after the analysis is prepared to make sure that P-608 application is acceptable.</p> <p>Under the constrained funding analysis, the above rules apply with exception that the PCI must be between 70 and 85 and reapplication is allowed every 5 years.</p>	\$5.35/sy
Thin (1-inch) Asphalt Overlay	<p>Under the unlimited funding analysis, 1-inch asphalt overlays are considered for asphalt-surfaced pavement sections that have a PCI between 55 and 70. PFC-surfaced pavements are excluded from this treatment type. This treatment can only be applied once during the analysis period. There are no minimum pavement age requirements for this treatment to be applied. Treatment is not applicable to situations where transition issues and/or pavement drop-offs make this an undesirable solution. Only use on pavements that have a structure of <b>2 inches or less</b> of AC top mat. Historical cross sections are investigated once the analysis is prepared to make sure that the asphalt thickness is less than 2 inches. P-608 application is allowed 2 years after construction.</p> <p>Under the constrained funding analysis, the above rules apply with exception that no other subsequent treatments are allowed during the analysis period.</p>	\$14.80/sy
Mill and Thin (1-inch) Asphalt Overlay	<p>Under the unlimited funding analysis, a mill and place 1-inch asphalt overlay treatment is considered for existing asphalt-surfaced and PFC pavement sections that have a PCI between 55 and 70. This treatment can only be applied once during the analysis period. There are no minimum pavement age requirements for this treatment to be applied. Treatment is not applicable to situations where transition issues and/or pavement drop-offs make this an undesirable solution. Only use on pavements that have a structure of <b>2 inches or more</b> of AC top mat. Historical cross sections are investigated once the analysis is prepared to make sure that the asphalt thickness is more than 2 inches. P-608 application is allowed 2 years after construction.</p> <p>Under the constrained funding analysis, the above rules apply with exception that no other subsequent treatments are allowed during the analysis period.</p>	\$16.27/sy

Table E-1. Treatment matrix and unit costs (continued).

Treatment Name	Treatment Trigger	2017 Unit Cost <sup>1</sup>
PCC Joint Resealing and Spall Repair	This treatment has the same rules for the unlimited funding and constrained funding analyses. PCC joint resealing is considered for PCC sections with a PCI between 65 and 90 that are exhibiting joint seal damage. If the majority of the joint seal damage is low-severity, the joint resealing is scheduled for Year 3 of the analysis; if it is medium-severity, it is scheduled for Year 2; and, if it is high-severity, it is scheduled for Year 1. This treatment can only be applied once during the analysis period and it results in a 3-year life extension.	\$8.00/sy

<sup>1</sup>Unit cost includes crack sealing, crack repairs or patching or any other necessary repairs that need to take place prior to applying selected treatment on asphalt-surfaced pavements. In addition, mobilization, barricading, and final paint striping costs area also included in the unit cost, as applicable.

Table E-2. Pavement prioritization<sup>1</sup>.

Use	PCI Range				
	100-86	85-71	70-56	55-41	40-0
Primary Runways	93	100	95	90	110
Taxiways	73	80	75	70	100
Aprons	53	60	55	50	80
Secondary Runways	33	40	35	30	60
T-hangars/Helipads	23	25	20	15	10

<sup>1</sup> Priority numbers range from 110 to 10, the higher the number the higher the priority.

**Appendix F**

**Monthly Drive-By Pavement Inspection Form**

Table F-1. Monthly drive-by pavement inspection form.

Inspected By: \_\_\_\_\_  
 Date Inspected: \_\_\_\_\_

Inspection Record			Maintenance Action			
Location <sup>1</sup>		Distress Description/Dimensions/Severity/ Recommended Action	Description of Repair	Date Performed	Cost	Funding Source
Branch	Section					
A01CM	10					
RW1735CM	10					
RW523CM	10C					
	10NS					
TH01CM	10					
	20					

Table F-1. Monthly drive-by pavement inspection form (continued).

Inspected By: \_\_\_\_\_  
 Date Inspected: \_\_\_\_\_

Inspection Record			Maintenance Action			
Location <sup>1</sup>		Distress Description/Dimensions/Severity/ Recommended Action	Description of Repair	Date Performed	Cost	Funding Source
Branch	Section					
TH01CM	30					
TWACM	10					
	20					
TWBCM	10					
	20					

<sup>1</sup>See figure 2 for the location of the branches and sections.