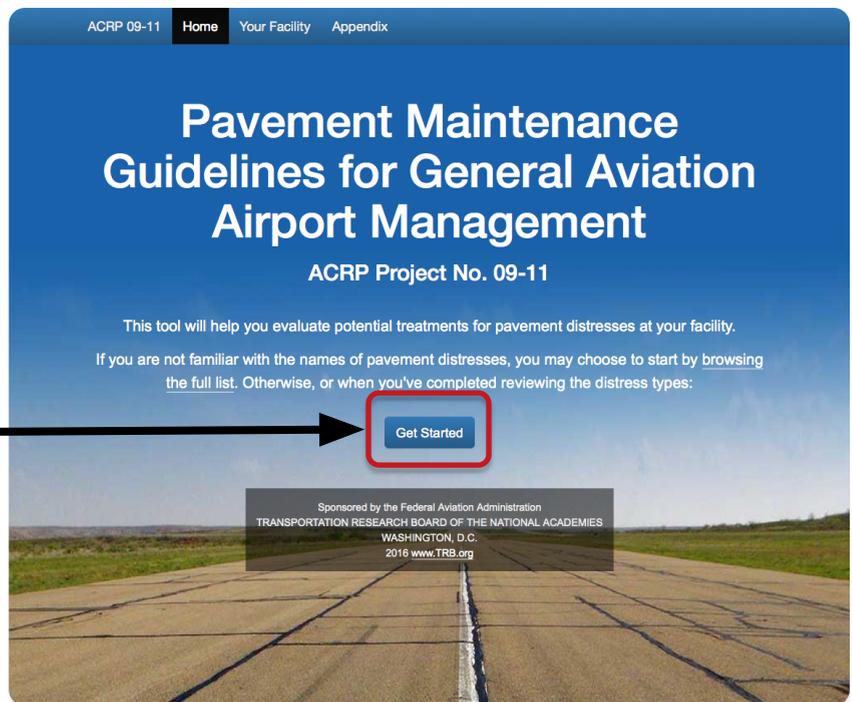


Homepage for the ACRP Pavement Maintenance Guidelines for General Aviation Airport Management Website

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.

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.



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

State (for climate determination) *
-- Choose one --

FAA Airport Classification *
-- Choose one --

Pavement Type (asphalt or concrete) *
-- Choose one --

+ Add / Identify a Distress

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



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

State (for climate determination) *
Apache

FAA Airport Classification *
-- Choose one --

Pavement Type (asphalt or concrete) *
-- Choose one --

+ Add / Identify a Distress

- Choose one --
- Choose one --
- Apache
- Cochise
- Coconino
- Gila
- Graham
- Greenlee
- La Paz
- Maricopa
- Mohave
- Navajo
- Pima
- Pinal
- Santa Cruz
- Yavapai
- Yuma

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.

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

Runway

State (for climate determination)
Arizona Apache

FAA Airport Classification
Local

Pavement Type (asphalt or concrete)
-- Choose one --

+ Add / Identify a Distress

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
-- Choose one --
Local
Basic
National
Regional

Pavement Type (asphalt or concrete)
-- Choose one --

+ Add / Identify a Distress

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,

FAA Airport Classification
(all numbers are annualized)

Local

- 10+ instrument operations and 15+ based aircraft; or
- 2,500+ passenger enplanements.

Basic

- 10+ based aircraft; or
- 5+ based helicopters, or
- The airport is located 30+ miles from the nearest NPIAS airport; or
- The airport is identified and used by the U.S. Forest Service, or U.S. Marshals, or U.S. Customs and Border Protection (designated, international, or landing rights), or U.S. Postal Service (air stops), or has Essential Air Services; or
- The airport is a new or replacement facility activated after January 1, 2001; and
- Publicly owned or privately owned and designated as a reliever with a minimum of 90 based aircraft.

Regional

- Metropolitan Statistical Area (MSA) (Metro or Micro) and 10+ domestic flights over 500 miles, 1,000+ instrument operations, 1+ based jet, or 100+ based aircraft; or
- The airport is located in a metropolitan or micropolitan statistical area, and the airport meets the definition of commercial service.

National

- 5,000+ instrument operations, 11+ based jets, 20+ international flights, or 500+ interstate departures; or
- 10,000+ enplanements and at least 1 charter enplanement by a large certificated air carrier; or
- 500+ million pounds of landed cargo weight.

close

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

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.

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

Asphalt
-- Choose one --
Asphalt
Concrete

+ Add / Identify a Distress

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.

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.



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 ✕ 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

The screenshot shows a software interface for determining and evaluating pavement distress options. The interface is divided into several sections:

- FAA Airport Classification:** A dropdown menu set to "Local".
- Pavement Type (asphalt or concrete):** A dropdown menu set to "Asphalt".
- DISTRESS #1:** A list of distress types with "Block" selected. The list includes: Cracking (Longitudinal, Transverse, Alligator, Block, Edge), Reflection, Surface Distress (Weathering, Raveling).
- Information Box:** A pop-up window titled "Cracking » Block" with a "close" button. It contains the following text:

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).
- Distress Selection Panel:** A panel titled "2 Select an Amount & Severity" with options: Transverse, Alligator, Block (selected), and Edge.
- Image Gallery:** A gallery of images showing different types of cracking, with "Block cracking - Low severity" highlighted.

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

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.

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.

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 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 - Low severity

Block cracking - Moderate severity

Block cracking - High severity

+ Add / Identify a Distress

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.

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

	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 Repair 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 remove

- Identify a Distress**
 - Cracking
 - Longitudinal
 - Transverse
 - Alligator
 - Block
 - Edge
 - Reflection
 - Surface Distress
 - Weathering
 - Raveling
 - Patching
 - Roughness
- Select an Amount & Severity**
 - Block cracking Low
 - Block cracking Medium
 - Block cracking High

Initial Analysis

Block cracking Medium severity

Original Performance Overlay/Mill+Overlay Performance

Years

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

Determining and Evaluating Your Options

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

State (for climate determination)
Alabama | Alaska

FAA Airport Classification
Local

Pavement Type (asphalt or concrete)
Asphalt

Distress 1

- Identify a Distress
Cracking
Longitudinal
Transverse
Alligator
Block
Edge
Reflection
Surface Distress
Wearstrips
Raveling
Patching
Roughness
- Select an Amount & Severity
Block cracking Low
Block cracking Medium
Block cracking High

Distress 2

- Identify a Distress
Cracking
Longitudinal
Transverse
Alligator
Block
Edge
Reflection
Surface Distress
Wearstrips
Raveling
Patching
Roughness
- Select an Amount & Severity
Block cracking Low
Block cracking Medium
Block cracking High

+ Add / Identify a Distress

Initial Analysis

Treatment	Cost Basis	Relative Benefit O	Benefit/Cost O
Recommended	Asphalt Overlay/Mill-overlay	\$ 75 /sq yd	419 0.10
Acceptable	Crack Seal/RTI	\$ 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

Treatment	Cost Basis	Relative Benefit O	Benefit/Cost O
Recommended	Asphalt Overlay/Mill-overlay	\$ 75 /sq yd	419 0.10
Acceptable	Crack Seal/RTI	\$ 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.

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.

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

State (for climate determination)
Alabama | Alaska

FAA Airport Classification
Local

Pavement Type (asphalt or concrete)
Asphalt

Distress 1

- Identify a Distress
Cracking
Longitudinal
Transverse
Alligator
Block
Edge
Reflection
Surface Distress
Wearstrips
Raveling
Patching
Roughness
- Select an Amount & Severity
Block cracking Low
Block cracking Medium
Block cracking High

Distress 2

- Identify a Distress
Cracking
Longitudinal
Transverse
Alligator
Block
Edge
Reflection
Surface Distress
Wearstrips
Raveling
Patching
Roughness
- Select an Amount & Severity
Block cracking Low
Block cracking Medium
Block cracking High

Distress 3

- Identify a Distress
Cracking
Longitudinal
Transverse
Alligator
Block
Edge
Reflection
Surface Distress
Wearstrips
Raveling
Patching
Roughness
- Select an Amount & Severity
Block cracking Low
Block cracking Medium
Block cracking High

+ Add / Identify a Distress

Initial Analysis

Treatment	Cost Basis	Relative Benefit O	Benefit/Cost O
Recommended	Asphalt Overlay/Mill-overlay	\$ 75 /sq yd	419 0.10
Acceptable	Crack Seal/RTI	\$ 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

Treatment	Cost Basis	Relative Benefit O	Benefit/Cost O
Recommended	Asphalt Overlay/Mill-overlay	\$ 75 /sq yd	419 0.10
Acceptable	Crack Seal/RTI	\$ 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.

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

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

State (for climate determination)
Alabama | Alaska

FAA Airport Classification
Local

Pavement Type (asphalt or concrete)
Asphalt

Distress 1

- Identify a Distress
Cracking
Longitudinal
Transverse
Alligator
Block
Edge
Reflection
Surface Distress
Wearstrips
Raveling
Patching
Roughness
- Select an Amount & Severity
Block cracking Low
Block cracking Medium
Block cracking High

Distress 2

- Identify a Distress
Cracking
Longitudinal
Transverse
Alligator
Block
Edge
Reflection
Surface Distress
Wearstrips
Raveling
Patching
Roughness
- Select an Amount & Severity
Block cracking Low
Block cracking Medium
Block cracking High

Distress 3

- Identify a Distress
Cracking
Longitudinal
Transverse
Alligator
Block
Edge
Reflection
Surface Distress
Wearstrips
Raveling
Patching
Roughness
- Select an Amount & Severity
Block cracking Low
Block cracking Medium
Block cracking High

+ Add / Identify a Distress

Initial Analysis

Block cracking Medium severity

Treatment	Cost Basis	Relative Benefit O	Benefit/Cost O
Recommended	Asphalt Overlay/Mill-overlay	\$ 75 /sq yd	419 0.10
Acceptable	Crack Seal/RTI	\$ 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

Treatment	Cost Basis	Relative Benefit O	Benefit/Cost O
Recommended	Asphalt Overlay/Mill-overlay	\$ 75 /sq yd	419 0.10
Acceptable	Crack Seal/RTI	\$ 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

Treatment	Cost Basis	Relative Benefit O	Benefit/Cost O
Recommended	Asphalt Overlay/Mill-overlay	\$ 75 /sq yd	419 0.10
Acceptable	Crack Seal/RTI	\$ 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

Treatment	Cost Basis	Relative Benefit O	Benefit/Cost O
Recommended	Asphalt Overlay/Mill-overlay	\$ 75 /sq yd	419 0.10
Acceptable	Crack Seal/RTI	\$ 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

Treatment	Cost Basis	Relative Benefit O	Benefit/Cost O
Recommended	Asphalt Overlay/Mill-overlay	\$ 75 /sq yd	419 0.10
Acceptable	Crack Seal/RTI	\$ 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

Treatment	Cost Basis	Relative Benefit O	Benefit/Cost O
Recommended	Asphalt Overlay/Mill-overlay	\$ 75 /sq yd	419 0.10
Acceptable	Crack Seal/RTI	\$ 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.

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

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.

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



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
- A few longitudinal cracks, High
- Many longitudinal cracks, Low
- Many longitudinal cracks, Medium
- Many longitudinal cracks, High



[+ Add / Identify a Distress](#)

Initial Analysis

Block cracking Medium severity

	Treatment	Cost Basis	Relative Benefit 0	Benefit/Cost 0
Recommended	Asphalt Overlay/Mill+overlay 	\$ 7.5 / sq yd	419	0.10
Acceptable	Crack Seal/Fill 	\$ 0.79 / linear ft	68	0.07

Few longitudinal cracks or joints- High severity

	Treatment	Cost Basis	Relative Benefit 0	Benefit/Cost 0
Recommended	Patch/Reconstruct area 	\$ 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+overlay	
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

ACRP 08-11 Home Your Facility Appendix **Cost**

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 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

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 long
Many long
Many long
Many long
Many long
Many long

Initial Analysis

Block cracking Medium severity

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

Initial Analysis

Block cracking Medium severity

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

Block cracking Medium severity

	Treatment	Cost Basis	Relative Benefit Φ	Benefit/Cost Φ
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 Φ	Benefit/Cost Φ
Recommended	Patch/Reconstruct area	\$ 30 / sq yd	248	0.03
Acceptable	Crack Seal/fill	\$ 1 / linear ft	197	1.31

Use the Ballpark Benefit/Cost Estimator for all distresses?

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

Ballpark Estimator for Block cracking Medium severity

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

Ballpark 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](#)

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.

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

Determining and Evaluating Your Options

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

The screenshot shows the 'Your Facility' section of the ACRP 09-11 web application. At the top, a navigation bar includes 'ACRP 09-11', 'Home', 'Your Facility', 'Append', and 'Clear'. The 'Clear' button is circled in red. Below the navigation bar, the page title is 'Your Facility: Determining and Evaluating Your Options'. A sub-header reads: '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 main content area is divided into two sections for identifying distresses. The first section is for 'Block cracking Low' and the second is for 'Few longitudinal cracks, Low'. Each section includes a list of distress types (Cracking, Transverse, Block, Edge, Reflection, Surface Distress, Weathering, Raveling, Patching, Roughness) and a 'Select an Amount & Severity' dropdown menu. The 'Block cracking Low' section shows 'Block cracking Medium' selected. The 'Few longitudinal cracks, Low' section shows 'Few longitudinal cracks, High' selected. Each section also includes a small image of the distress type.

Below the distress identification sections is a section for 'Initial Analysis'. It contains two tables. The first table is for 'Block cracking Medium severity' and the second is for 'Few longitudinal cracks or joints- High severity'. Both tables have columns for 'Treatment', 'Cost Basis', 'Relative Benefit', and 'Benefit/Cost Ratio'. The 'Block cracking Medium severity' table shows 'Asphalt Overlay/Mix-overlay' as the recommended treatment with a cost basis of \$ 1.8 / sq yd and a relative benefit of 419. The 'Few longitudinal cracks or joints- High severity' table shows 'Patch/Reconstruct area' as the recommended treatment with a cost basis of \$ 50 / sq yd and a relative benefit of 248.

Below the tables is a section for 'Use the Balpark Benefit/Cost Estimator for all treatments?'. It includes a checkbox and a form for entering length and width in feet. The length is set to 1000 and the width is set to 50.

Below the estimator form are two tables for 'Balpark Estimator for Block cracking Medium severity' and 'Balpark Estimator for Few longitudinal cracks or joints- High severity'. Both tables show the recommended and acceptable treatments and their cost estimates. The 'Block cracking Medium severity' table shows a recommended cost estimate of \$41,670 and an acceptable cost estimate of \$9,380. The 'Few longitudinal cracks or joints- High severity' table shows a recommended cost estimate of \$75,000 and an acceptable cost estimate of \$1,500.

At the bottom of the page is a 'Final Analysis' section. It includes a sub-header: 'For all treatments except sealing and patching, it is recommended that a professional engineering firm with airport experience be engaged.' It contains two tables for 'Block cracking Medium severity' and 'Few longitudinal cracks or joints- High severity'. Both tables show the recommended and acceptable treatments. At the bottom right of the page, a 'Print Report' button is circled in red.

To print the screen from your browser click the **Print Report** button.