Revised August, 2008

SPONSOR QUESTIONNAIRE - AIRPORT COMPLIANCE STATUS

The FAA's authority and responsibility to ensure compliance with airport owner obligations is vested in, or imposed on the FAA by Public Law and through FAA contractual authority. The collection of information within this questionnaire is consistent with the authority and responsibilities vested in, or imposed on the FAA by existing Public Law and contractual authority.

AIRPORT NAME _____

AIRPORT OWNER _____

Before completing the questionnaire below, you should be familiar with and understand the attached Exhibit A, "Guide to Sponsor Obligations" and Exhibit B, "Planning Airport Pavement Maintenance." Refer to corresponding paragraphs of Exhibit A and Exhibit B before answering each question to be sure you have covered all applicable areas to be considered. NARRATIVE COMMENTS MAY BE ATTACHED.

PLEASE COMPLETE ALL ITEMS.
YOU MAY USE N/A IF THE ITEM IS NOT APPLICABLE TO YOUR AIRPORT.

SOURCES OF OBLIGATIONS

(Page one of Exhibit A)

What are your airport's applicable sources of obligations?

Surplus Property Conveyances (Reg 16 and P.L. 289) _____

Section 16/23/516 PropertyConveyances _____

Federal Grant Sponsor Assurances _____

Other _____

A. MAINTENANCE OF THE AIRPORT

(Paragraph b of Exhibit A)

1. Is the airport inspected on a regular schedule? _____ Yes _____ No
Weekly?_____Monthly?_____Other? _____

2. Are sponsor-owned visual landing aids (VASI, REILS, etc.) checked and calibrated on a regular schedule, at least quarterly? _____ Yes _____ No
Date of last calibration? _____
By whom? _____

3. Physical condition for following facilities is: (Good, Fair, Poor)
   a. Paving_____
   b. Nav-aids_____
   c. Others_____

4. Are realistic measures being followed to preserve physical condition of paving, lighting, grading, marking etc.? (See Exhibit B) _____ Yes _____ No

If no, please explain: _____

_____

5. Do you have a pavement maintenance program in place, with records to support maintenance activities? (See Exhibit B) _____ Yes _____ No

If no, please explain: _____

_____

B. APPROACH PROTECTION

(Paragraph d of Exhibit A)

1. If obstructions are indicated:

a. Are the obstructions on land under the control of the airport (owned in fee or easement)? _____ Yes _____ No

b. What plans are there for removing the obstructions? _____

_____

_____

c. If no plans for removal, why? _____

_____

_____

2. Are there obstructions (natural or manmade) existing that are not reflected on the Airport Master Record, FAA Form 5010-1? _____ Yes _____ No

If yes, please explain: _____

_____

_____

C. USE OF AIRPORT PROPERTY

(Paragraphs h & i of Exhibit A)

1. Is each area of land being used for the purpose intended by grant agreement or land conveyance? _____ Yes _____ No

2. If yours is a SURPLUS PROPERTY AIRPORT, are all areas of surplus property land that are being used for NON AERONAUTICAL purposes producing income at fair rental value? _____ Yes _____ No

3. What kind of documentation is maintained to support the lease amounts?

_____

_____

4. Has FAA approved in writing each area of SURPLUS airport property which has been disposed of or sold? _____ Yes _____ No

5. Do you maintain a separate account of sale proceeds from released land?
_____ Yes _____ No
If yes, what is balance: $ _____
What are your plans for use of these funds? _____
_____
_____

6. Are any areas of GRANT ACQUIRED LAND being used for non aeronautical purposes? _____ Yes _____ No
If yes, please explain: _____
_____

D. USE OF AIRPORT REVENUES

(Paragraph k of Exhibit A)

1. Is income from airport operations and revenue-producing property fully accounted for? __ Yes _____ No
If no, please explain: _____
_____

2. Are records adequate to show what use is made of airport revenue (or to reserve it for airport purposes)? _____ Yes _____No
If no, please explain: _____
_____

3. Is all revenue produced on the airport applied toward the operation, maintenance, and development of the airport? _____ Yes _____ No
If no, please provide specific information regarding use of such funds: _____
_____
_____

4. Is airport revenue utilized for the payment of non-airport City personnel salaries?
_____Yes _____ No
If yes, is the airport deducting the amount of such non-airport salaries from their payment to the City under the cost allocation plan? _____ Yes _____ No

5. What evidence is available to support that the appropriate deduction to the cost allocation plan has been made?
_____
_____

6. What controls are utilized to insure that such a deduction is made?

_____

_____

E. EXCLUSIVE RIGHTS

(Paragraph a of Exhibit A)

1. Has any operator been granted an exclusive right to conduct an aeronautical activity on the airport? _____ Yes _____ No

2. Are there any complaints of discrimination, based on exclusive use pending on your airport? _____ Yes _____ No

3. Have any requests to conduct an aeronautical activity on the airport been denied? _____ Yes _____ No
If yes, please explain: _____

F. CONTROL AND OPERATION OF THE AIRPORT

(Paragraphs c, f, m & n of Exhibit A)

1. Is the airport available to the public under fair, equal, reasonable, and nondiscriminatory conditions? _____ Yes _____ No

2. Describe steps routinely taken to ensure safety of aircraft and persons?

_____

_____

3. Are airport facilities operated at all times in a safe and serviceable condition? _____ Yes _____ No

4. Is the airport ever temporarily closed for non-aeronautical purposes? _____ Yes _____ No
If yes, please explain when and the reason: _____

_____
Was this coordinated with Airports Division prior to closing? ____Yes _____ No

5. Has the airport owner entered into any agreement that deprives him of ability to carry out obligations to the U.S.? _____ Yes _____ No

6. For airports obligated under Federal grant programs, does the fee and rental structure provide for making the airport as self-sustaining as possible under circumstances existing at the airport? _____ Yes _____ No
Is documentation maintained to support lease amounts? _____ Yes _____ No

G. CONFORMITY TO AIRPORT LAYOUT PLAN

(Paragraph g of Exhibit A)

1. Do you have a copy of the latest approved ALP? _____ Yes _____ No
Date: _____

2. Is it being kept current? _____ Yes _____ No

3. Is all development in conformance to the approved ALP? _____ Yes _____ No
If no, please explain: _____
_____

H. CONTINUING SPECIAL CONDITIONS

(Paragraphs j.4 & k.4 of Exhibit A)

1. If your location has received an FAA grant to acquire land for noise compatibility or future aeronautical use, interim income from such land MAY be required to be used ONLY for work which would be eligible under a grant, and may not be used for matching funds as your share of a grant. Is your location affected by such a requirement? _____ Yes _____ No
If yes, what is the status of such funds? _____
_____

2. Describe any other special conditions included in a grant agreement that remain in effect after the grant was closed. _____
_____
If so, what actions have you taken? _____
_____

I. DISPOSAL OF GRANT ACQUIRED LAND (FAAP/ADAP/AIP)

(Paragraph j of Exhibit A)

1. Was any airport land sold or otherwise disposed of without FAA approval?
_____ Yes _____ No
If yes, what was amount received? _____

2. Has FAA approval been obtained for use of all or a portion of the proceeds realized from sale of grant acquired land? _____ Yes _____ No
Date: _____
Amount: _____

J. COMPATIBLE LAND USE

(Paragraph e of Exhibit A)

1. What actions have been taken to restrict use of lands in the vicinity of the airport to activities and purposes compatible with normal airport operations?
_____
_____

2. Are all land uses in the vicinity of the airport OVER WHICH SPONSOR HAS JURISDICTION compatible with airport use? _____ Yes _____ No

If no, please explain: _____

_____

K. FAA FORMS 7460-1 & 7480-1

(See Attached Sample Forms)

Are you aware of when it is required to submit FAA Form 7460-1, Notice of Proposed Construction or Alteration and Form 7480-1, Notice of Landing Area Proposal?
_____ Yes _____ No

Date: _____

Name: _____
(*Typed Name and Signature of Authorized Official of the Airport)*

Title: _____

Telephone No.: _____

(Please be sure to type your name AND SIGN THE COMPLETED FORM before returning).

Exhibit A

GUIDE TO SPONSOR OBLIGATIONS

This guide provides information on the various obligations of airport sponsors through Federal agreements and/or property conveyances. The obligations listed are those generally found in agreement and conveyance documents. Sponsors should be aware, however, that dissimilarities do exist, and they are therefore urged to review the actual agreement or conveyance document itself to determine the specific obligations to which they are subject.

SOURCES OF OBLIGATIONS

(1) Grant agreements issued under the Federal Airport Act of 1946, the Airport and Airway Development Act of 1970, and the Airport and Airway Improvement Act of 1982, as amended.

(2) Surplus airport property instruments of transfer, issued pursuant to Section 13g of the Surplus Property Act of 1944 (Reg 16 & P.O. 289).

(3) Deeds of conveyance issued under Section 16 of the Federal Airport Act of 1946, under Section 23 of the Airport and Airway Development Act of 1970, and under Section 516 of the Airport and Airway Improvement Act of 1982.

(4) AP-4 agreement authorized by various acts between 1939 and 1944. Note: All AP-4 agreements have expired, however, sponsors continue to be subject to the statutory exclusive rights prohibition.)

(5) Environmental documents prepared in accordance with current Federal Aviation Administration requirements that address the National Environmental Policy Act of 1969 and the Airport and Airway Improvement Act of 1982.

OBLIGATIONS

a. Exclusive Rights Prohibition:

(1) Airports subject to: Any Federal grant or property conveyance.

(2) Obligation: To operate the airport without granting or permitting any exclusive right to conduct any aeronautical activity at the airport. (Aeronautical activity is defined as any activity which involves, makes possible, or is required for the operation of an aircraft, or which contributes to or is required for the safety of such operations; i.e., air taxi and charter operations, aircraft storage, sale of aviation fuel, etc.)

(3) An exclusive right is defined as a power, privilege, or other right excluding or debarring another from enjoying or exercising a like power, privilege, or right. An exclusive right may be conferred either by express agreement, by imposition of unreasonable standards or requirements, or by any other means. Such a right conferred on one or more parties by excluding others from enjoying or exercising a similar right or rights would be an exclusive right.

(4) Duration of obligation: For as long as the property is used as an airport.

b. Maintenance of the Airport:

(1) Airport subject to: Any Federal grant agreement, surplus property conveyance, and certain Section 16/23/516 conveyances.

(2) Obligation: To preserve and maintain the airport facilities in a safe and serviceable condition. This applies to all facilities shown on the approved ALP that are dedicated for aviation use, and includes facilities conveyed under the Surplus Property Act.

(3) Airport Pavement Maintenance: A continuing program of preventive maintenance and minor repair activities which will ensure that airport facilities are at all times in a good and serviceable condition for use in the way they were designed to be used, is required. See Exhibit B attached for "Planning Airport Pavement Maintenance" information.

(4) Duration of obligation: Throughout the useful life of the facility but no longer than 20 years from the date of execution of grant agreement. For facilities conveyed under the Surplus Property Act, the obligation continues only for the useful life of the facility. In either case, FAA concurrence for discontinuance of maintenance is required.

c. Operation of the Airport:

(1) Airports subject to: Any Federal grant agreement and surplus property conveyance.

(2) Obligation: To operate aeronautical and common use areas for the benefit of the public and in a manner that will eliminate hazards to aircraft and persons.

(3) Duration of obligation: Twenty years from the date of execution of the grant agreement. Obligation runs with the land for surplus property conveyance.

d. Protection of Approaches:

(1) Airports subject to: Any Federal grant agreement and surplus property conveyance.

(2) Obligation: To prevent, insofar as it is reasonably possible, the growth or establishment of obstructions in the aerial approaches to the airport. (The term "obstruction" refers to natural or man-made objects that penetrate the imaginary surfaces as defined in FAR Part 77, or other appropriate citation applicable to the specific agreement or conveyance document.)

(3) Duration of obligation: Twenty years from the date of execution of the grant agreement. Obligation runs with the land for surplus property conveyance.

e. Compatible Land Use:

(1) Airports subject to: FAAP (after 1964)/ADAP/AIP agreements.

(2) Obligation: To take appropriate action, to the extent reasonable, to restrict the use of lands in the vicinity of the airport to activities and purposes compatible with normal airport operations.

(3) Duration of obligation: Twenty years from the date of execution of the grant agreement.

f. Available on Fair and Reasonable Terms:

(1) Airports subject to: Any Federal grant agreement or property conveyance.

(2) Obligation: To operate the airport for the use and benefit of the public and to make it available to all types, kinds, and classes of aeronautical activity on fair and reasonable terms and without unjust discrimination.

(3) The airport owner must allow its use by all types, kinds, and classes of aeronautical activity as well as by the general public. However, in the interest of safety and/or efficiency, restrictions on use may be imposed prohibiting or limiting a given type, kind, or class of aeronautical use of the airport. Reasonable rules or regulations to restrict use of the airport may be imposed. The reasonableness of restrictions will be determined utilizing the assistance of local Flight Standards and Air Traffic representatives.

(4) Duration of obligation: Twenty years from the date of execution of grant agreements prior to 1964. For grants executed subsequent to the passage of the Civil Rights Act of 1964, statutory requirement prohibiting discrimination remains in effect for as long as the property is used as an airport. Obligation runs with the land for surplus property and Section 16/23/516 conveyances.

g. Adherence to the Airport Layout Plan:

(1) Airports subject to: Any Federal grant agreements.

(2) Obligation: To develop, operate, and maintain the airport in accordance with the latest approved airport layout plan. In addition, AIRPORT LAND DEPICTED ON THE PROPERTY MAP (EXHIBIT "A") TO THE LATEST GRANT AGREEMENT CANNOT BE DISPOSED OF OR OTHERWISE ENCUMBERED WITHOUT PRIOR FAA APPROVAL.

(3) Duration of obligation: Twenty years from the date of execution of grant agreement.

h. Utilization of Surplus Property:

(1) Airports subject to: Surplus property conveyances.

(2) Obligation: Real property conveyed under the Surplus Property Act must be used to support the development, maintenance, and operation of the airport. If not needed to directly support an aviation use, such property must be available for use to produce income for the airport. Such property may not be leased or rented for discount or for nominal consideration to subsidize non airport objectives. Airport property cannot be used, leased, sold, salvaged, or disposed of for other than airport purposes without FAA approval.

(3) Duration of obligation: Runs with the land.

i. Utilization of Section 16/23/516 lands:

(1) Airports subject to: Section 16/23/516 conveyances.

(2) Obligation: Real Property must be used for airport purposes; i.e., uses directly related to the actual operation or the foreseeable aeronautical development of the airport. Incidental use of the property must be approved by the FAA.

(3) Duration of obligation: Runs with the land.

j. Sale or Other Disposal of Property Acquired Under Federal grant agreements.

(1) Airports subject to: Any Federal grant agreements.

(2) Obligation: To obtain FAA approval for the sale or other disposal of property acquired with Federal funds under the various grant programs, as well as approval for the use of any net proceeds realized.

(3) Duration of obligation:

(a) At locations where the most recent grant agreement was executed prior to January 2, 1979, all land acquired under FAAP/ADAP (regardless of the project under which it was acquired) and designated as airport property on the latest Exhibit "A", is subject to the above obligation for 20 years from the date of execution of that most recent grant.

(b) At locations with grant agreements executed on or after January 2, 1979, all land acquired under FAAP/ADAP/AIP (regardless of the project under which it was acquired) and designated as airport property on the latest Exhibit "A", remains subject to the above obligation without time limitation. The standard 20-year grant obligation period does not apply.

(4) Special Condition Affecting Noise Land: Locations with grant agreements involving land acquired for noise compatibility must dispose of such land at the earliest practicable time following designation by FAA, with the net proceeds of the sale returned to the airport.

k. Utilization of Airport Revenue:

(1) Airports subject to: Any Federal grant agreement or property conveyance.

(2) Obligation: To apply revenue derived from the use of airport property toward the operation, maintenance, and development of the airport. Diversion of airport revenue to a non airport purpose must be approved by the FAA. (NOTE: Airports that have received AIP funds in some cases may expend airport revenue for the capital or operational costs of the airport, the local airport system, or other local facilities which are owned or operated by the owner or operator of the airport, and directly related to the actual transportation or passengers or property. Contact your Airports District Office for additional information and approval.)

(3) Duration of obligation: Twenty years from the date of the grant agreement. Obligation runs with the land for surplus property and Section 16/23/516 conveyances.

(4) Special Condition Affecting Noise Land and Future Aeronautical Use Land: Locations with grant agreements including noise land or future aeronautical use land must apply revenue derived from interim use of the property to projects eligible for funding under the AIP. Income may not be used for the matching share of any grant.

l. National Emergency Use Provision:

(1) Airports subject to: Surplus property conveyances (where sponsor has not been released from this clause.)

(2) Obligation: During any war or national emergency, the government has the right of exclusive possession and control of the airport.

(3) Duration of obligation: Runs with the land (unless released from this clause of the FAA.)

m. Fee and Rental Structure:

(1) Airports subject to: Any Federal grant agreement.

(2) Obligation: To maintain a fee and rental structure for the facilities and services being provided the airport users which will make the airport as self-sustaining as possible. (Sponsors are directed by the FAA to assess fair market rental values for all leases.)

(3) Duration of obligation: Twenty years from the date of execution of the grant agreements.

n. Preserving Rights and Powers:

(1) Airports subject to: Any Federal grant agreements.

(2) Obligation: To not enter into any transaction which would operate to deprive it of any of the rights and powers necessary to perform any or all of the sponsor assurances without FAA approval, and to act promptly to acquire, extinguish or modify any outstanding rights or claims of right of others which would interfere with such performance by the sponsor. To not dispose of or encumber its title or other interests in the site and facilities for the duration of the terms, conditions, and assurances in the grant agreement without FAA approval.

(3) Duration of obligation: Twenty years from the date of execution of the grant agreements.

o. Environmental Requirements: The Airport Airway Improvement Act of 1982 requires that for certain types of projects, an environmental review be conducted. The review can take the form of an environmental assessment or an environmental impact statement. These environmental documents often contain commitments related to mitigation of environmental impacts. FAA approval of environmental documents containing such commitments have the effect of requiring that these commitments be fulfilled before FAA grant issuance or as part of the grant.

p. The above obligations represent the more important and potentially most controversial of the obligations assumed by an airport sponsor. Other obligations that may be found in grant agreements are:

- Use of Government Aircraft
- Land for Federal Facilities
- Standard Accounting Systems
- Reports and Inspections
- Consultation with Users
- Terminal Development Prerequisites
- Construction Inspection and Approval
- Minimum Wage Rates
- Veterans Preference
- Audits and Record keeping Requirements
- Audit Reports
- Local Approval
- Civil Rights
- Construction Accomplishment
- Planning Projects
- Good Title
- Sponsor Fund Availability

Exhibit B

Planning Airport Pavement Maintenance

Maintenance of airport pavements consists of two distinct categories. The most commonly performed and easiest to understand is remedial maintenance. Remedial maintenance is simply the repair of deteriorated pavement. The most important and often overlooked is preventive maintenance. Preventive maintenance requires obtaining a history of pavement performance and planning for future pavement needs. Proper preventive maintenance can extend the serviceable life of the pavement and reduce the amount of required remedial maintenance.

There are several necessary steps to begin a preventive and remedial pavement maintenance program. By following these steps, a maintenance program can be constructed to forecast future maintenance needs and determine when rehabilitation outside of normal daily maintenance is required and justified.

I. Mapping and Categorization

Develop a system of maps whereby the condition and special requirements of given pavement areas can be recorded. Not all pavement structures are constructed alike nor do all pavement structures perform identically, therefore, it is necessary to monitor the maintenance requirements of each general type of pavement. By monitoring the performance of pavement sections of similar construction and usage, we can develop sufficient information to forecast future maintenance requirements.

It may not be necessary to monitor all pavement sections if several sections are representative of the grouping. Inspection of all sections may require considerable cost and effort. Sampling plans have been devised so that an adequate portion of a pavement is inspected and the results are representative of the entire group.

Pavement categories and grouping should be determined with respect to the following:

1. Pavement type
2. Pavement material
3. Base characteristics, depth, material type, soil type
4. Drainage characteristics - edge drains, subdrains
5. Age of the pavement
6. Pavement usage
7. Allowable pavement loading (pavement strength)

Pavement type refers to the stress distribution mechanism provided by the pavement structure. Typically, pavement types can be categorized in three classes; Rigid, Flexible, and Overlays. Rigid pavements are normally constructed of Portland Cement concrete and use the stiffness of the concrete slab to distribute the applied loads. Flexible pavements are usually constructed using bituminous products and depend upon the bearing capacity of the structural layers to distribute applied load. Overlays are simply combinations of pavement types.

All pavement structures are designed in layers of progressively stronger materials. These layers usually consist of the surface course, base, subbase(s), and subgrade. The surface course is defined as the uppermost layer that makes direct contact with wheel loads. The layer of material directly under the surface course is considered as the base course. Under the base course is the subbase, and under the subbase is the subgrade (natural soils). The type of material in each layer and the thickness of the layer will directly affect the strength of the pavement. Sections of pavement that have an identical surface course but different base materials may perform differently and should not be categorized together unless additional information is available to indicate that the pavement structures are similar. Likewise, different subgrade soils may perform differently and should be considered when categorizing pavement sections.

The amount of moisture within a pavement layer will greatly affect the strength and thereby the performance of the layer. As the moisture content of a layer increases, the strength decreases. If subsurface drainage is provided, the overall strength of the pavement section will be higher. Some pavement sections have drainable layers built into the structure for additional drainage capacity. These drainage features should be strongly considered when grouping pavement sections.

Due to variations in construction and material quality, the age of a pavement structure may not accurately indicate the condition or the performance of the pavement. However, the age of the pavement may be used to further categorize pavement sections and can provide a relative condition of those sections.

Other than deterioration from the adverse affects of weather, the loadings applied to a pavement are the most destructive force that the pavement must withstand. Areas of high and low usage will ultimately determine areas requiring the most or least maintenance. Additionally, areas of high usage readily indicate critical pavements that should receive a high priority in the maintenance schedule.

By determining and mapping the pavement loading restrictions, destructive overloads can be avoided. Gross overloads can do unseen damage to a pavement structure that will require substantial repair at a later date. By routing traffic over the proper pavements, maintenance repairs can be reduced.

II. Initial Condition Survey

After the pavement sections have been grouped together, an initial condition survey should be conducted to determine the extent of distress and the amount of deterioration for each pavement group. This initial survey should be a detailed observation of the pavement with specific types of distress noted and probable causes given. Following an accepted pavement rating method is recommended, but is not necessary. If a widely accepted rating system is used, the values assigned to the pavement can be compared to pavements at other locations.

In addition to the present condition of the pavement, a history of any maintenance, repair, or reconstruction should be determined. The history should gather as much information as possible about the initial construction of the pavement and its performance.

III. Economic Analysis and Prioritizing System

The most common reason that proper maintenance is not accomplished is the seemingly high cost of doing maintenance. It is a well known fact that it is much cheaper to perform remedial maintenance than to perform early reconstruction. Early detection and repair of pavement defects is the most cost effective use of pavement dollars.

In all cases of pavement distress, the cause of the distress should be determined first, then repairs can be made to not only correct the present damage, but to prevent or retard its progressive occurrence. All repairs should consider the long term effects rather than short term fixes. It is much cheaper to make the correct repair once than to continually make the wrong repair.

Track the cost of maintenance for each pavement group over time. As the condition of the pavement deteriorates over time, the cost of doing maintenance will increase. Eventually, it will be more cost effective to rehabilitate or reconstruct a section of pavement than to perform continual maintenance. Cost comparisons should include both initial and anticipated costs of the alternatives throughout the expected life of the pavement.

Since maintenance dollars are often limited, a fair and comprehensive prioritizing system should be outlined. Areas of high traffic should receive a higher priority since the additional traffic will cause additional damage, and the additional traffic indicates user needs. Areas of low traffic may not deteriorate as rapidly and may require less overall maintenance. This does not implicate that areas of low usage can be ignored. The maintenance performed on any section of pavement should meet the preventive maintenance requirements for that section.

IV. Regularly Scheduled Inspections

After the initial condition surveys are completed and the maintenance program has been implemented, a regular schedule of inspections should be followed to track the condition of the pavement. Regular inspection schedules may be broken down with respect to the degree of inspection and interval of inspection. A typical schedule could include daily inspections for minor surface defects that could present a safety problem, weekly inspections for intermediate defects, and monthly or semi-monthly inspections for major pavement distress. It should be remembered that any or all schedules may require adjustment depending upon the performance of the pavement in question.

The regularly scheduled inspections should be well documented and resulting action noted. By developing a checklist or fill in the blank form, some of the individual differences between inspectors are eliminated. Properly completed forms will provide uniformity and consistency to the inspection reports.

V. Summary

Most airport pavements do not fail because of load induced damage, but rather, are eventually destroyed by the elements. If protected from weather induced damage, the service life of the pavement can be prolonged indefinitely.

The most destructive element to any properly constructed pavement section is excess moisture. Regardless of how strong the pavement material, or how well the construction, excess moisture in the pavement layers will speed up the deterioration process. Ironically, keeping pavement cracks and joints sealed is the most neglected maintenance item. Far too often, sponsors feel that they can save money by putting off regular sealing of cracks. Cracks and joints must be sealed and re-sealed to keep excess moisture out of the pavement structure, and they must be sealed in a timely manner. Likewise, subdrain systems must be kept operable. Periodic inspection and cleaning of subdrain pipes and outlets must be performed to prevent trapping water in the pavement structure.

Pavement maintenance is not an exact science, and how to properly maintain each individual pavement section is not easily put in words. As experience is gained in maintaining pavement structures, the necessary and proper maintenance items will become self evident. Regardless of the extent or amount of maintenance that is performed, the rewards will be readily visible.