BAKER AIRPORT

Branch: 56A ARPON **A-2A**

Length: 400 LF **Width:** 300 LF **Area:** 120,000 SF **Last Const:** 1992 **Family:** ACAM
From: MAIN APRON **To:** **Surface:** AAC

Inspections

Samples Surveyed: 5 **Total Samples:** 16 **Last Inspection Date:** 9/7/2012 **PCI: 72**

Sample # 3 **Area:** 5,250 SF

Distress Description	Severity	Quantity
ALLIGATOR CRACKING	L	33 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	270 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	25 LF
RAVELING	L	20 SF
WEATHERING	L	4,988 SF
WEATHERING	M	262 SF

Sample # 6 **Area:** 5,250 SF

Distress Description	Severity	Quantity
ALLIGATOR CRACKING	L	25 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	169 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	15 LF
RAVELING	L	30 SF
WEATHERING	L	5,250 SF

Sample # 9 **Area:** 5,250 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	146 LF
WEATHERING	L	5,250 SF

Sample # 12 **Area:** 5,250 SF

Distress Description	Severity	Quantity
BLEEDING	N	36 SF
BLOCK CRACKING	L	33 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	126 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	14 LF
WEATHERING	L	262 SF
WEATHERING	L	4,988 SF

Sample # 15 **Area:** 5,250 SF

Distress Description	Severity	Quantity
ALLIGATOR CRACKING	L	13 SF
DEPRESSION	L	25 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	243 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	3 LF
RAVELING	L	10 SF
WEATHERING	L	5,250 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
ALLIGATOR CRACKING	L	325 LF	0.10%	10.16
BLEEDING	N	165 SF	0.02%	0.23
BLOCK CRACKING	L	151 SF	80.00%	4.53
DEPRESSION	L	114 SF	0.99%	0.30
LONGITUDINAL/TRANSVERSE CRACKING	L	4,361 SF	100.00%	11.64
LONGITUDINAL/TRANSVERSE CRACKING	M	261 SF	0.16%	5.40
RAVELING	L	274 LF	0.78%	1.26
WEATHERING	L	118,802 LF	2.24%	5.95
WEATHERING	M	1,198 SF	0.15%	1.79

* Multiple deduct values are scaled down from their algebraic sum to keep the model consistent with experimental data.

Percent of Deduct Values Based on Distress Mechanism

25.0 **% Load** 74.0 **% Climate/Durability** 1.0 **% Other**

BAKER AIRPORT

Branch: 56A APRON **A-3A**

Length: 420 LF **Width:** 35 LF **Area:** 14,700 SF **Last Const:** 1992 **Family:** ACPL
From: WEST EDGE OF APRON **To:** **Surface:** AAC

Inspections

Samples Surveyed: 1 **Total Samples:** 1 **Last Inspection Date:** 9/7/2012 **PCI: 69**

Sample # 1 **Area:** 5,100 SF

Distress Description	Severity	Quantity
ALLIGATOR CRACKING	L	2 SF
BLEEDING	N	3 SF
DEPRESSION	L	20 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	163 LF
RAVELING	L	51 SF
RAVELING	M	25 SF
WEATHERING	L	5,100 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
ALLIGATOR CRACKING	L	6 SF	45.00%	7.00
BLEEDING	N	9 SF	2.50%	0.00
DEPRESSION	L	58 SF	25.00%	2.42
LONGITUDINAL/TRANSVERSE CRACKING	L	470 SF	27.50%	10.55
RAVELING	L	147 LF	4.94%	2.62
RAVELING	M	72 SF	6.16%	6.11
WEATHERING	L	14,700 SF	0.02%	5.96

* Multiple deduct values are scaled down from their algebraic sum to keep the model consistent with experimental data.

Percent of Deduct Values Based on Distress Mechanism

20.0 % Load 73.0 % Climate/Durability 7.0 % Other

BAKER AIRPORT

Branch: 56A **APRON** **A-5**

Length: 200 LF **Width:** 200 LF **Area:** 40,000 SF **Last Const:** 1997 **Family:** ACAM
From: APRON **To:** HANGARS **Surface:** AC

Inspections

Samples Surveyed: 4 **Total Samples:** 8 **Last Inspection Date:** 9/7/2012 **PCI: 66**

Sample # 1 **Area:** 5,000 SF

Distress Description	Severity	Quantity
DEPRESSION	L	15 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	226 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	8 LF
RAVELING	L	500 SF
SWELLING	L	25 SF
WEATHERING	L	4,975 SF
WEATHERING	M	25 SF

Sample # 3 **Area:** 5,000 SF

Distress Description	Severity	Quantity
BLOCK CRACKING	L	15 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	272 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	5 LF
OIL SPILLAGE	N	4 SF
PATCHING	L	594 SF
RAVELING	L	500 SF
WEATHERING	L	5,000 SF

Sample # 5 **Area:** 5,000 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	255 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	3 LF
RAVELING	L	500 SF
WEATHERING	L	5,000 SF

Sample # 7 **Area:** 5,000 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	212 LF
PATCHING	L	52 SF
RAVELING	L	530 SF
RAVELING	M	40 SF
WEATHERING	L	5,000 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
BLOCK CRACKING	L	30 SF	39.69%	4.50
DEPRESSION	L	30 SF	35.25%	0.30
LONGITUDINAL/TRANSVERSE CRACKING	L	1,930 SF	0.04%	14.39
LONGITUDINAL/TRANSVERSE CRACKING	M	32 LF	0.04%	4.00
OIL SPILLAGE	N	8 LF	0.17%	2.00
PATCHING	L	1,292 SF	94.99%	7.58
RAVELING	L	4,060 SF	0.46%	9.9
RAVELING	M	80 SF	83.33%	4.66
SWELLING	L	50 LF	16.71%	1.23
WEATHERING	L	39,950 LF	3.15%	5.96
WEATHERING	M	50 SF	0.02%	1.22

* Multiple deduct values are scaled down from their algebraic sum to keep the model consistent with experimental data.

Percent of Deduct Values Based on Distress Mechanism

0.0 % Load 94.0 % Climate/Durability 6.0 % Other

BAKER AIRPORT

Branch: 56a **APRON** **A-6**

Length: 102 LF **Width:** 147 LF **Area:** 14,994 SF **Last Const:** 1997 **Family:** PCAA
From: NW APRON CORNER **To:** A-2 **Surface:** PCC

Inspections

Samples Surveyed: 3 **Total Samples:** 4 **Last Inspection Date:** 9/7/2012 **PCI: 65**

Sample # 1 **Area:** 25 SLABS

Distress Description	Severity	Quantity
CORNER BREAK	L	1 SLABS
CORNER BREAK	M	1 SLABS
JOINT SEAL DAMAGE	M	25 SLABS
SMALL PATCH	L	1 SLABS
SCALING/CRAZING	L	1 SLABS
JOINT SPALLING	L	13 SLABS
JOINT SPALLING	M	1 SLABS
CORNER SPALLING	L	1 SLABS
CORNER SPALLING	M	1 SLABS
CORNER SPALLING	H	1 SLABS

Sample # 2 **Area:** 21 SLABS

Distress Description	Severity	Quantity
JOINT SEAL DAMAGE	M	21 SLABS
SMALL PATCH	L	4 SLABS
POPOUTS	N	3 SLABS
JOINT SPALLING	L	13 SLABS
CORNER SPALLING	L	1 SLABS
CORNER SPALLING	M	1 SLABS

Sample # 3 **Area:** 20 SLABS

Distress Description	Severity	Quantity
LINEAR CRACKING	L	1 SLABS
JOINT SEAL DAMAGE	L	20 SLABS
SMALL PATCH	L	2 SLABS
POPOUTS	N	2 SLABS
SCALING/CRAZING	L	1 SLABS
FAULTING	L	3 SLABS
JOINT SPALLING	L	15 SLABS
JOINT SPALLING	M	1 SLABS

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
CORNER BREAK	L	1 SLABS	0.00%	1.21
CORNER BREAK	M	1 SLABS	0.01%	2.82
LINEAR CRACKING	L	1 SLABS	0.00%	1.60
JOINT SEAL DAMAGE	L	20 SLABS	42.86%	2.00
JOINT SEAL DAMAGE	M	47 SLABS	57.14%	7.00
SMALL PATCH	L	7 SLABS	3.14%	1.80
POPOUTS	N	5 SLABS	1.06%	5.98
SCALING/CRAZING	L	2 SLABS	2.51%	0.89
FAULTING	L	3 SLABS	0.18%	4.22
JOINT SPALLING	L	42 SLABS	0.00%	12.31
JOINT SPALLING	M	2 SLABS	0.31%	2.39
CORNER SPALLING	L	2 SLABS	1.21%	1.32
CORNER SPALLING	M	2 SLABS	100.00%	2.52
CORNER SPALLING	H	1 SLABS	14.31%	1.56

* Multiple deduct values are scaled down from their algebraic sum to keep the model consistent with experimental data.

Percent of Deduct Values Based on Distress Mechanism

12.0 **% Load** 19.0 **% Climate/Durability** 69.0 **% Other**

BAKER AIRPORT

Branch: 56A **APRON** **A-7**

Length: 120 LF **Width:** 86 LF **Area:** 12,885 SF **Last Const:** 2001 **Family:** ACAM
From: A-6 **To:** TIEDOWNS **Surface:** AC

Inspections

Samples Surveyed: 3 **Total Samples:** 5 **Last Inspection Date:** 9/7/2012 **PCI: 77**

Sample # 1 **Area:** 2,580 SF

Distress Description	Severity	Quantity
RAVELING	L	26 SF
RAVELING	M	10 SF
RAVELING	H	3 SF
WEATHERING	L	2,450 SF
WEATHERING	M	130 SF

Sample # 3 **Area:** 2,580 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	3 LF
RAVELING	L	26 SF
WEATHERING	L	2,450 SF
WEATHERING	M	130 SF

Sample # 5 **Area:** 2,565 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	10 LF
OIL SPILLAGE	N	1 SF
RAVELING	L	95 SF
RAVELING	L	260 SF
RAVELING	M	45 SF
SWELLING	L	72 SF
WEATHERING	L	2,565 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
LONGITUDINAL/TRANSVERSE CRACKING	L	22 SF	0.03%	2.87
OIL SPILLAGE	N	2 SF	4.93%	2.00
RAVELING	L	679 SF	0.08%	7.00
RAVELING	M	92 LF	0.15%	6.95
RAVELING	H	5 LF	3.62%	6.00
SWELLING	L	120 SF	0.02%	2.83
WEATHERING	L	12,451 SF	80.00%	5.93
WEATHERING	M	434 LF	17.18%	2.81

* Multiple deduct values are scaled down from their algebraic sum to keep the model consistent with experimental data.

Percent of Deduct Values Based on Distress Mechanism

0.0 % Load 87.0 % Climate/Durability 13.0 % Other

BAKER AIRPORT

Branch: 56A **APRON** **A-9**

Length:	176 LF	**Width:**	131 LF	**Area:**	23,056 SF	**Last Const:**	2012	**Family:**	ACAM
From:	STA A-7			**To:**	STA T-4			**Surface:**	AC

Inspections

Samples Surveyed: 0 **Total Samples:** 0 **Last Inspection Date:** 9/1/2012 **PCI: 100**

Sample # **Area:** SF

Distress Description	Severity	Quantity
NONE		

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
		. SF	20.00%	

* Multiple deduct values are scaled down from their algebraic sum to keep the model consistent with experimental data.

Percent of Deduct Values Based on Distress Mechanism

0.0 **% Load** 0.0 **% Climate/Durability** 0.0 **% Other**

BAKER AIRPORT

Branch: 56R RUNWAY **R-1**

Length:	4,900 LF	**Width:**	75 LF	**Area:**	367,500 SF	**Last Const:** 2012	**Family:** ACRMU
From:	0+00 RWY 12/30			**To:**	49+00 RWY 12/30		**Surface:** AAC

Inspections

Samples Surveyed: 0 **Total Samples:** 0 **Last Inspection Date:** 9/1/2012 **PCI: 100**

Sample # **Area:** SF

Distress Description	Severity	Quantity
NONE		

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct

* Multiple deduct values are scaled down from their algebraic sum to keep the model consistent with experimental data.

Percent of Deduct Values Based on Distress Mechanism

0.0 **% Load** 0.0 **% Climate/Durability** 0.0 **% Other**

BAKER AIRPORT

Branch: 56R RUNWAY **R-2**

Length:	1,000 LF	**Width:**	75 LF	**Area:**	75,000 SF	**Last Const:** 2012	**Family:** ACRMU
From:	49+00 RWY 12-30			**To:**	59+00 RWY 12-30		**Surface:** AC

Inspections

Samples Surveyed: 0 **Total Samples:** 0 **Last Inspection Date:** 9/1/2012 **PCI: 100**

Sample # **Area:** SF

Distress Description	Severity	Quantity
NONE		

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct

* Multiple deduct values are scaled down from their algebraic sum to keep the model consistent with experimental data.

Percent of Deduct Values Based on Distress Mechanism

0.0 **% Load** 0.0 **% Climate/Durability** 0.0 **% Other**

BAKER AIRPORT

Branch: 56T TAXIWAY **T-1**

Length: 675 LF **Width:** 50 LF **Area:** 33,750 SF **Last Const:** 2001 **Family:** ACRMU
From: APRON A-1 **To:** T-2 AND T-3 **Surface:** AAC

Inspections

Samples Surveyed: 4 **Total Samples:** 7 **Last Inspection Date:** 9/8/2012 **PCI: 75**

Sample # 1 **Area:** 5,000 SF

Distress Description	Severity	Quantity
BLOCK CRACKING	L	5 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	129 LF
RAVELING	L	50 SF
RAVELING	M	50 SF
WEATHERING	L	5,000 SF

Sample # 3 **Area:** 5,000 SF

Distress Description	Severity	Quantity
BLOCK CRACKING	L	28 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	211 LF
RAVELING	L	50 SF
RAVELING	L	100 SF
WEATHERING	L	5,000 SF

Sample # 5 **Area:** 5,000 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	62 LF
RAVELING	L	100 SF
RAVELING	M	100 SF
WEATHERING	L	5,000 SF

Sample # 7 **Area:** 3,750 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	87 LF
RAVELING	L	75 SF
RAVELING	L	75 SF
WEATHERING	L	3,750 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
BLOCK CRACKING	L	59 SF	1.27%	4.72
LONGITUDINAL/TRANSVERSE CRACKING	L	880 LF	0.25%	9.02
RAVELING	L	810 LF	1.94%	4.45
RAVELING	M	270 LF	0.14%	7.25
WEATHERING	L	33,750 SF	5.67%	5.96

* Multiple deduct values are scaled down from their algebraic sum to keep the model consistent with experimental data.

Percent of Deduct Values Based on Distress Mechanism

0.0 % Load 100.0 % Climate/Durability 0.0 % Other

BAKER AIRPORT

Branch: 56T TAXIWAY **T-2**

Length: 3,920 LF **Width:** 35 LF **Area:** 137,200 SF **Last Const:** 2001 **Family:** ACRMU
From: PARALLEL TO RWY 12-30 **To:** **Surface:** AAC

Inspections

Samples Surveyed: 5 **Total Samples:** 28 **Last Inspection Date:** 9/7/2012 **PCI:** 73

Sample # 4 **Area:** 4,900 SF

Distress Description	Severity	Quantity
BLOCK CRACKING	M	140 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	68 LF
RAVELING	L	49 SF
WEATHERING	L	4,900 SF

Sample # 10 **Area:** 4,900 SF

Distress Description	Severity	Quantity
BLOCK CRACKING	L	13 SF
BLOCK CRACKING	M	59 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	117 LF
RAVELING	L	49 SF
WEATHERING	L	4,900 SF

Sample # 16 **Area:** 4,900 SF

Distress Description	Severity	Quantity
BLOCK CRACKING	L	9 SF
BLOCK CRACKING	L	21 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	76 LF
RAVELING	L	49 SF
WEATHERING	L	4,900 SF

Sample # 22 **Area:** 4,900 SF

Distress Description	Severity	Quantity
ALLIGATOR CRACKING	L	10 SF
BLOCK CRACKING	M	70 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	63 LF
RAVELING	L	49 SF
WEATHERING	L	4,900 SF

Sample # 28 **Area:** 4,900 SF

Distress Description	Severity	Quantity
ALLIGATOR CRACKING	L	20 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	26 LF
RAVELING	L	49 SF
WEATHERING	L	4,900 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
ALLIGATOR CRACKING	L	168 SF	100.00%	7.13
BLOCK CRACKING	L	241 SF	8.51%	4.72
BLOCK CRACKING	M	1,506 SF	0.52%	12.26
LONGITUDINAL/TRANSVERSE CRACKING	L	1,960 SF	60.00%	5.93
RAVELING	L	1,372 LF	0.12%	2.62
WEATHERING	L	137,200 LF	4.17%	5.96

* Multiple deduct values are scaled down from their algebraic sum to keep the model consistent with experimental data.

Percent of Deduct Values Based on Distress Mechanism

18.0 **% Load** 82.0 **% Climate/Durability** 0.0 **% Other**

BAKER AIRPORT

Branch: 56T **TAXIWAY** **T-3**

Length: 1,532 LF **Width:** 35 LF **Area:** 53,620 SF **Last Const:** 2001 **Family:** ACRMU
From: TAXIWAY T-2 **To:** RWY 12-30 **Surface:** AAC

Inspections

Samples Surveyed: 4 **Total Samples:** 13 **Last Inspection Date:** 9/8/2012 **PCI: 85**

Sample # 1 **Area:** 3,220 SF

Distress Description	Severity	Quantity
NONE		

Sample # 4 **Area:** 3,220 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	69 LF
RAVELING	L	32 SF
RAVELING	M	32 SF
WEATHERING	L	2,415 SF

Sample # 7 **Area:** 4,900 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	10 LF
RAVELING	L	49 SF
RAVELING	M	49 SF
WEATHERING	L	4,900 SF

Sample # 10 **Area:** 4,900 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	1 LF
RAVELING	L	49 SF
RAVELING	M	49 SF
WEATHERING	L	4,900 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
LONGITUDINAL/TRANSVERSE CRACKING	L	264 LF	1.44%	4.05
RAVELING	L	429 SF	60.00%	2.30
RAVELING	M	429 LF	4.66%	7.25
WEATHERING	L	40,331 LF	4.53%	5.61

* Multiple deduct values are scaled down from their algebraic sum to keep the model consistent with experimental data.

Percent of Deduct Values Based on Distress Mechanism

0.0 **% Load** 100.0 **% Climate/Durability** 0.0 **% Other**

BAKER AIRPORT

Branch: 56T **TAXIWAY** **T-4**

Length: 0 LF **Width:** 0 LF **Area:** 45,415 SF **Last Const:** 1997 **Family:** ACRMU
From: APRON **To:** HANGARS **Surface:** AC

Inspections

Samples Surveyed: 4 **Total Samples:** 11 **Last Inspection Date:** 9/7/2012 **PCI: 72**

Sample # 1 **Area:** 5,106 SF

Distress Description	Severity	Quantity	
NONE			

Sample # 3 **Area:** 5,106 SF

Distress Description	Severity	Quantity	
ALLIGATOR CRACKING	L	15 SF	SqFt
BLOCK CRACKING	L	50 SF	SqFt
DEPRESSION	M	35 SF	SqFt
LONGITUDINAL/TRANSVERSE CRACKING	L	179 LF	Ft
LONGITUDINAL/TRANSVERSE CRACKING	M	9 LF	Ft
RAVELING	L	51 SF	SqFt
WEATHERING	L	5,106 SF	SqFt

Sample # 5 **Area:** 5,106 SF

Distress Description	Severity	Quantity	
BLOCK CRACKING	L	82 SF	SqFt
LONGITUDINAL/TRANSVERSE CRACKING	L	123 LF	Ft
LONGITUDINAL/TRANSVERSE CRACKING	M	3 LF	Ft
RAVELING	L	51 SF	SqFt
WEATHERING	L	4,595 SF	SqFt
WEATHERING	M	511 SF	SqFt

Sample # 7 **Area:** 2,640 SF

Distress Description	Severity	Quantity	
BLOCK CRACKING	H	112 SF	SqFt
LONGITUDINAL/TRANSVERSE CRACKING	L	39 LF	Ft
LONGITUDINAL/TRANSVERSE CRACKING	M	5 LF	Ft
RAVELING	L	26 SF	SqFt
RAVELING	H	42 SF	SqFt
WEATHERING	L	2,640 SF	SqFt

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
ALLIGATOR CRACKING	L	38 LF	0.29%	7.00
BLOCK CRACKING	L	334 SF	57.50%	7.09
BLOCK CRACKING	H	283 SF	100.00%	16.45
DEPRESSION	M	89 SF	0.07%	6.11
LONGITUDINAL/TRANSVERSE CRACKING	L	862 LF	1.35%	7.14
LONGITUDINAL/TRANSVERSE CRACKING	M	43 SF	6.75%	4.00
RAVELING	L	324 SF	2.52%	2.15
RAVELING	H	106 SF	88.75%	8.21
WEATHERING	L	31,210 SF	2.73%	5.46
WEATHERING	M	1,292 SF	0.05%	2.60

* Multiple deduct values are scaled down from their algebraic sum to keep the model consistent with experimental data.

Percent of Deduct Values Based on Distress Mechanism

11.0 **% Load** 80.0 **% Climate/Durability** 9.0 **% Other**

BAKER AIRPORT

Branch: 56T TAXIWAY **T-5**

Length: 1,310 LF **Width:** 35 LF **Area:** 45,850 SF **Last Const:** 2012 **Family:** ACRMU
From: T-3 **To:** R-2 **Surface:** AC

Inspections

Samples Surveyed: 0 **Total Samples:** 0 **Last Inspection Date:** 9/1/2012 **PCI: 100**

Sample # **Area:** SF

Distress Description	Severity	Quantity
NONE		

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct

* Multiple deduct values are scaled down from their algebraic sum to keep the model consistent with experimental data.

Percent of Deduct Values Based on Distress Mechanism

0.0 % Load 0.0 % Climate/Durability 0.0 % Other

BAKER AIRPORT

FIRST YEAR LOCAL: 2013 — **LOCAL REPAIR COST: $12,209**

Section	Distress Description	Severity	Quantity	Work Description	Quantity	Cost	Policy
A-2A	L & T CR	M	261 LF	Crack Sealing - AC	261 LF	$651	PREV.
A-5	L & T CR	M	32 LF	Crack Sealing - AC	32 LF	$80	PREV.
A-5	OIL SPILLAGE	N	8 SF	Patching - AC Shallow	23 SF	$468	PREV.
A-6	CORNER BREAK	M	1 SLABS	Patching - PCC Full Depth	33 SF	$2,295	PREV.
A-6	JOINT SPALL	M	2 SLABS	Patching - PCC Partial Depth	13 SF	$1,115	PREV.
A-6	CORNER SPALL	H	1 SLABS	Patching - PCC Partial Depth	3 SF	$232	PREV.
A-6	CORNER SPALL	M	2 SLABS	Patching - PCC Partial Depth	6 SF	$464	PREV.
A-7	OIL SPILLAGE	N	2 SF	Patching - AC Shallow	11 SF	$217	PREV.
T-2	BLOCK CR	M	1,506 SF	Crack Sealing - AC	459 LF	$1,148	PREV.
T-4	BLOCK CR	H	283 SF	Crack Sealing - AC	86 LF	$216	PREV.
T-4	DEPRESSION	M	88.5 SF	Patching - AC Deep	130.4 SF	5215.22	PREV.
T-4	L & T CR	M	43 LF	Crack Sealing - AC	43 LF	107.48	PREV.

FIFTEEN YEAR PROJECTIONS — **ESTIMATED AVERAGE ANNUAL COST: $143,299**

Plan Year: 2013 — Estimated Cost: $102,893

Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	PCI Before	PCI After
A-2A	Preventive	$5,678	$0	$0	$0	$5,678	71	71
A-3A	Preventive	$1,085	$0	$0	$0	$1,085	68	68
A-5	Global MR + Preventive	$4,056	$10,000	$0	$0	$14,056	65	69
A-6	Preventive	$1,613	$0	$0	$0	$1,613	64	64
A-7	Global MR + Preventive	$362	$3,221	$0	$0	$3,583	75	81
T-1	Global MR + Preventive	$1,161	$8,438	$0	$0	$9,599	74	78
T-2	Global MR + Preventive	$5,779	$34,300	$0	$0	$40,079	72	76
T-3	Global MR + Preventive	$353	$13,405	$0	$0	$13,758	83	90
T-4	Global MR + Preventive	$2,087	$11,354	$0	$0	$13,441	71	75

Plan Year: 2014 — Estimated Cost: $22,534

Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	PCI Before	PCI After
A-2A	Preventive	$7,984	$0	$0	$0	$7,984	69	69
A-3A	Preventive	$1,428	$0	$0	$0	$1,428	66	66
A-5	Preventive	$3,292	$0	$0	$0	$3,292	67	67
A-6	Preventive	$1,850	$0	$0	$0	$1,850	63	63
A-7	Preventive	$220	$0	$0	$0	$220	78	79
T-1	Preventive	$905	$0	$0	$0	$905	76	76
T-2	Preventive	$4,856	$0	$0	$0	$4,856	74	74
T-3	Preventive	$197	$0	$0	$0	$197	86	87
T-4	Preventive	$1,802	$0	$0	$0	$1,802	73	73

Plan Year: 2015 — Estimated Cost: $29,005

Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	PCI Before	PCI After
A-2A	Preventive	$10,796	$0	$0	$0	$10,796	67	67
A-3A	Preventive	$1,750	$0	$0	$0	$1,750	64	64
A-5	Preventive	$4,214	$0	$0	$0	$4,214	65	65
A-6	Preventive	$2,087	$0	$0	$0	$2,087	62	62
A-7	Preventive	$369	$0	$0	$0	$369	76	76
A-9	Preventive	$14	$0	$0	$0	$14	89	90
T-1	Preventive	$1,206	$0	$0	$0	$1,206	74	74
T-2	Preventive	$6,026	$0	$0	$0	$6,026	72	72
T-3	Preventive	$359	$0	$0	$0	$359	84	84
T-4	Preventive	$2,183	$0	$0	$0	$2,183	71	71

Plan Year: 2016 — Estimated Cost: $37,003

Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	PCI Before	PCI After
A-2A	Preventive	$13,637	$0	$0	$0	$13,637	65	65
A-3A	Preventive	$2,051	$0	$0	$0	$2,051	62	62
A-5	Preventive	$5,153	$0	$0	$0	$5,153	63	63
A-6	Preventive	$2,322	$0	$0	$0	$2,322	61	61
A-7	Preventive	$518	$0	$0	$0	$518	73	73
A-9	Preventive	$100	$0	$0	$0	$100	86	86
R-1	Preventive	$1,194	$0	$0	$0	$1,194	87	87
R-2	Preventive	$61	$0	$0	$0	$61	89	90
T-1	Preventive	$1,505	$0	$0	$0	$1,505	72	72
T-2	Preventive	$7,208	$0	$0	$0	$7,208	70	71
T-3	Preventive	$519	$0	$0	$0	$519	81	81
T-4	Preventive	$2,699	$0	$0	$0	$2,699	70	70
T-5	Preventive	$37	$0	$0	$0	$37	89	90

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Plan Year: 2017 — Estimated Cost: $46,948

Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	PCI Before	PCI After
A-2A	Preventive	$16,531	$0	$0	$0	$16,531	63	63
A-3A	Preventive	$2,340	$0	$0	$0	$2,340	61	61
A-5	Preventive	$6,118	$0	$0	$0	$6,118	61	62
A-6	Preventive	$2,569	$0	$0	$0	$2,569	60	60
A-7	Preventive	$666	$0	$0	$0	$666	71	71
A-9	Preventive	$184	$0	$0	$0	$184	83	83
R-1	Preventive	$2,386	$0	$0	$0	$2,386	84	84
R-2	Preventive	$293	$0	$0	$0	$293	87	87
T-1	Preventive	$1,803	$0	$0	$0	$1,803	71	71
T-2	Preventive	$9,420	$0	$0	$0	$9,420	69	69
T-3	Preventive	$886	$0	$0	$0	$886	79	79
T-4	Preventive	$3,573	$0	$0	$0	$3,573	68	68
T-5	Preventive	$179	$0	$0	$0	$179	87	87

Plan Year: 2018 — Estimated Cost: $151,779

Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	PCI Before	PCI After
A-2A	Preventive	$19,505	$0	$0	$0	$19,505	61	61
A-3A	Preventive	$2,653	$0	$0	$0	$2,653	60	60
A-5	Global MR + Preventive	$7,192	$11,593	$0	$0	$18,785	60	64
A-6	Preventive	$2,884	$0	$0	$0	$2,884	59	59
A-7	Global MR + Preventive	$916	$3,734	$0	$0	$4,650	69	74
A-9	Preventive	$268	$0	$0	$0	$268	80	80
R-1	Preventive	$3,554	$0	$0	$0	$3,554	82	82
R-2	Preventive	$539	$0	$0	$0	$539	84	84
T-1	Global MR + Preventive	$2,332	$9,781	$0	$0	$12,113	69	73
T-2	Global MR + Preventive	$12,120	$39,763	$0	$0	$51,883	67	71
T-3	Global MR + Preventive	$1,442	$15,540	$0	$0	$16,982	77	82
T-4	Global MR + Preventive	$4,470	$13,162	$0	$0	$17,632	67	70
T-5	Preventive	$329	$0	$0	$0	$329	84	84

Plan Year: 2019 — Estimated Cost: $60,182

Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	PCI Before	PCI After
A-2A	Preventive	$23,149	$0	$0	$0	$23,149	59	59
A-3A	Preventive	$3,038	$0	$0	$0	$3,038	58	59
A-5	Preventive	$6,395	$0	$0	$0	$6,395	62	62
A-6	Preventive	$3,199	$0	$0	$0	$3,199	58	58
A-7	Preventive	$691	$0	$0	$0	$691	71	71
A-9	Preventive	$576	$0	$0	$0	$576	77	77
R-1	Preventive	$5,618	$0	$0	$0	$5,618	79	79
R-2	Preventive	$798	$0	$0	$0	$798	81	81
T-1	Preventive	$1,888	$0	$0	$0	$1,888	71	71
T-2	Preventive	$9,747	$0	$0	$0	$9,747	69	69
T-3	Preventive	$886	$0	$0	$0	$886	79	79
T-4	Preventive	$3,709	$0	$0	$0	$3,709	68	68
T-5	Preventive	$488	$0	$0	$0	$488	81	81

Plan Year: 2020 — Estimated Cost: $77,264

Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	PCI Before	PCI After
A-2A	Preventive	$27,650	$0	$0	$0	$27,650	58	58
A-3A	Preventive	$3,433	$0	$0	$0	$3,433	57	57
A-5	Preventive	$7,490	$0	$0	$0	$7,490	60	60
A-6	Preventive	$3,516	$0	$0	$0	$3,516	57	57
A-7	Preventive	$935	$0	$0	$0	$935	69	69
A-9	Preventive	$883	$0	$0	$0	$883	75	75
R-1	Preventive	$9,708	$0	$0	$0	$9,708	77	77
R-2	Preventive	$1,535	$0	$0	$0	$1,535	78	79
T-1	Preventive	$2,412	$0	$0	$0	$2,412	69	69
T-2	Preventive	$12,621	$0	$0	$0	$12,621	68	68
T-3	Preventive	$1,480	$0	$0	$0	$1,480	77	77
T-4	Preventive	$4,664	$0	$0	$0	$4,664	67	67
T-5	Preventive	$938	$0	$0	$0	$938	78	79

BAKER AIRPORT

Plan Year: 2021 Estimated Cost: $95,980

Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	PCI Before	PCI After
A-2A	Preventive	$32,378	$0	$0	$0	$32,378	56	56
A-3A	Preventive	$3,855	$0	$0	$0	$3,855	56	56
A-5	Preventive	$9,022	$0	$0	$0	$9,022	58	58
A-6	Preventive	$3,835	$0	$0	$0	$3,835	57	57
A-7	Preventive	$1,298	$0	$0	$0	$1,298	67	67
A-9	Preventive	$1,186	$0	$0	$0	$1,186	72	72
R-1	Preventive	$13,723	$0	$0	$0	$13,723	75	75
R-2	Preventive	$2,618	$0	$0	$0	$2,618	76	76
T-1	Preventive	$3,138	$0	$0	$0	$3,138	68	68
T-2	Preventive	$15,607	$0	$0	$0	$15,607	66	66
T-3	Preventive	$2,059	$0	$0	$0	$2,059	75	75
T-4	Preventive	$5,661	$0	$0	$0	$5,661	65	65
T-5	Preventive	$1,600	$0	$0	$0	$1,600	76	76

Plan Year: 2022 Estimated Cost: $115,385

Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	PCI Before	PCI After
A-2A	Preventive	$37,414	$0	$0	$0	$37,414	54	54
A-3A	Preventive	$4,313	$0	$0	$0	$4,313	55	55
A-5	Preventive	$10,639	$0	$0	$0	$10,639	56	57
A-6	Preventive	$4,152	$0	$0	$0	$4,152	56	56
A-7	Preventive	$1,663	$0	$0	$0	$1,663	65	65
A-9	Preventive	$1,489	$0	$0	$0	$1,489	70	70
R-1	Preventive	$17,663	$0	$0	$0	$17,663	73	73
R-2	Preventive	$3,761	$0	$0	$0	$3,761	73	73
T-1	Preventive	$3,893	$0	$0	$0	$3,893	66	66
T-2	Preventive	$18,743	$0	$0	$0	$18,743	65	65
T-3	Preventive	$2,636	$0	$0	$0	$2,636	73	73
T-4	Preventive	$6,720	$0	$0	$0	$6,720	64	64
T-5	Preventive	$2,299	$0	$0	$0	$2,299	73	73

Plan Year: 2023 Estimated Cost: $244,578

Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	PCI Before	PCI After
A-2A	Preventive	$42,793	$0	$0	$0	$42,793	52	52
A-3A	Preventive	$4,827	$0	$0	$0	$4,827	54	54
A-5	Global MR + Preventive	$12,346	$13,439	$0	$0	$25,785	55	58
A-6	Preventive	$4,473	$0	$0	$0	$4,473	55	55
A-7	Global MR + Preventive	$2,035	$4,329	$0	$0	$6,364	63	67
A-9	Preventive	$2,160	$0	$0	$0	$2,160	68	68
R-1	Preventive	$21,611	$0	$0	$0	$21,611	72	72
R-2	Preventive	$4,975	$0	$0	$0	$4,975	70	70
T-1	Global MR + Preventive	$4,685	$11,339	$0	$0	$16,025	65	68
T-2	Global MR + Preventive	$22,089	$46,097	$0	$0	$68,186	63	66
T-3	Global MR + Preventive	$3,208	$18,015	$0	$0	$21,223	71	75
T-4	Global MR + Preventive	$7,855	$15,259	$0	$0	$23,114	62	65
T-5	Preventive	$3,041	$0	$0	$0	$3,041	70	70

Plan Year: 2024 Estimated Cost: $146,428

Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	PCI Before	PCI After
A-2A	Preventive	$48,612	$0	$0	$0	$48,612	50	51
A-3A	Preventive	$5,418	$0	$0	$0	$5,418	52	52
A-5	Preventive	$11,121	$0	$0	$0	$11,121	57	57
A-6	Preventive	$4,795	$0	$0	$0	$4,795	55	55
A-7	Preventive	$1,727	$0	$0	$0	$1,727	65	65
A-9	Preventive	$2,863	$0	$0	$0	$2,863	66	66
R-1	Preventive	$25,790	$0	$0	$0	$25,790	70	70
R-2	Preventive	$7,859	$0	$0	$0	$7,859	67	68
T-1	Preventive	$4,060	$0	$0	$0	$4,060	66	66
T-2	Preventive	$19,599	$0	$0	$0	$19,599	65	65
T-3	Preventive	$2,746	$0	$0	$0	$2,746	73	73
T-4	Preventive	$7,035	$0	$0	$0	$7,035	64	64
T-5	Preventive	$4,804	$0	$0	$0	$4,804	67	68

BAKER AIRPORT

Plan Year: 2025 Estimated Cost: $123,881

Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	PCI Before	PCI After
A-2A	Stopgap	$1,949	$0	$0	$0	$1,949	49	49
A-3A	Preventive	$6,102	$0	$0	$0	$6,102	51	51
A-5	Preventive	$12,926	$0	$0	$0	$12,926	55	55
A-6	Preventive	$5,115	$0	$0	$0	$5,115	54	54
A-7	Preventive	$2,122	$0	$0	$0	$2,122	63	64
A-9	Preventive	$3,573	$0	$0	$0	$3,573	64	64
R-1	Preventive	$34,742	$0	$0	$0	$34,742	68	68
R-2	Preventive	$11,014	$0	$0	$0	$11,014	65	65
T-1	Preventive	$4,899	$0	$0	$0	$4,899	65	65
T-2	Preventive	$23,122	$0	$0	$0	$23,122	63	63
T-3	Preventive	$3,354	$0	$0	$0	$3,354	72	72
T-4	Preventive	$8,230	$0	$0	$0	$8,230	62	62
T-5	Preventive	$6,733	$0	$0	$0	$6,733	65	65

Plan Year: 2026 Estimated Cost: $228,264

Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	PCI Before	PCI After
A-2A	Stopgap	$2,374	$0	$0	$0	$2,374	47	47
A-3A	Major Below Critical	$0	$0	$85,452	$0	$85,452	49	100
A-5	Preventive	$14,847	$0	$0	$0	$14,847	53	53
A-6	Preventive	$5,433	$0	$0	$0	$5,433	54	54
A-7	Preventive	$2,526	$0	$0	$0	$2,526	62	62
A-9	Preventive	$4,297	$0	$0	$0	$4,297	62	62
R-1	Preventive	$43,931	$0	$0	$0	$43,931	67	67
R-2	Preventive	$14,351	$0	$0	$0	$14,351	62	62
T-1	Preventive	$5,789	$0	$0	$0	$5,789	63	63
T-2	Preventive	$26,938	$0	$0	$0	$26,938	62	62
T-3	Preventive	$4,016	$0	$0	$0	$4,016	70	70
T-4	Preventive	$9,538	$0	$0	$0	$9,538	61	61
T-5	Preventive	$8,773	$0	$0	$0	$8,773	62	62

Plan Year: 2027 Estimated Cost: $667,369

Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	PCI Before	PCI After
A-2A	Stopgap	$2,843	$0	$0	$0	$2,843	44	44
A-3A		$0	$0	$0	$0	$0	94	94
A-5	Preventive	$16,917	$0	$0	$0	$16,917	51	51
A-6	Preventive	$5,749	$0	$0	$0	$5,749	53	53
A-7	Preventive	$2,956	$0	$0	$0	$2,956	60	60
A-9	Preventive	$5,043	$0	$0	$0	$5,043	61	61
R-1	Preventive	$53,590	$0	$0	$0	$53,590	65	65
R-2	Major Below Critical	$0	$0	$326,266	$0	$326,266	59	100
T-1	Preventive	$6,754	$0	$0	$0	$6,754	62	62
T-2	Preventive	$31,108	$0	$0	$0	$31,108	60	60
T-3	Preventive	$5,393	$0	$0	$0	$5,393	68	68
T-4	Preventive	$11,293	$0	$0	$0	$11,293	59	59
T-5	Major Below Critical	$0	$0	$199,457	$0	$199,457	59	100

BAKER AIRPORT

9/7/2012

A-2A, Bleeding

A-2A, Overview

A-2A, Surface detail with previously filled crack

A-5, Overview

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9/7/2012

A-5, With patch area

A-6, Joint spalling

A-6, Overview

A-7, Overview

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9/7/2012

T-1, Overview

T-1, Surface detail with raveling, weathering and cracking

T-2, Alligator cracking along transverse crack

T-2, Overview

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9/7/2012

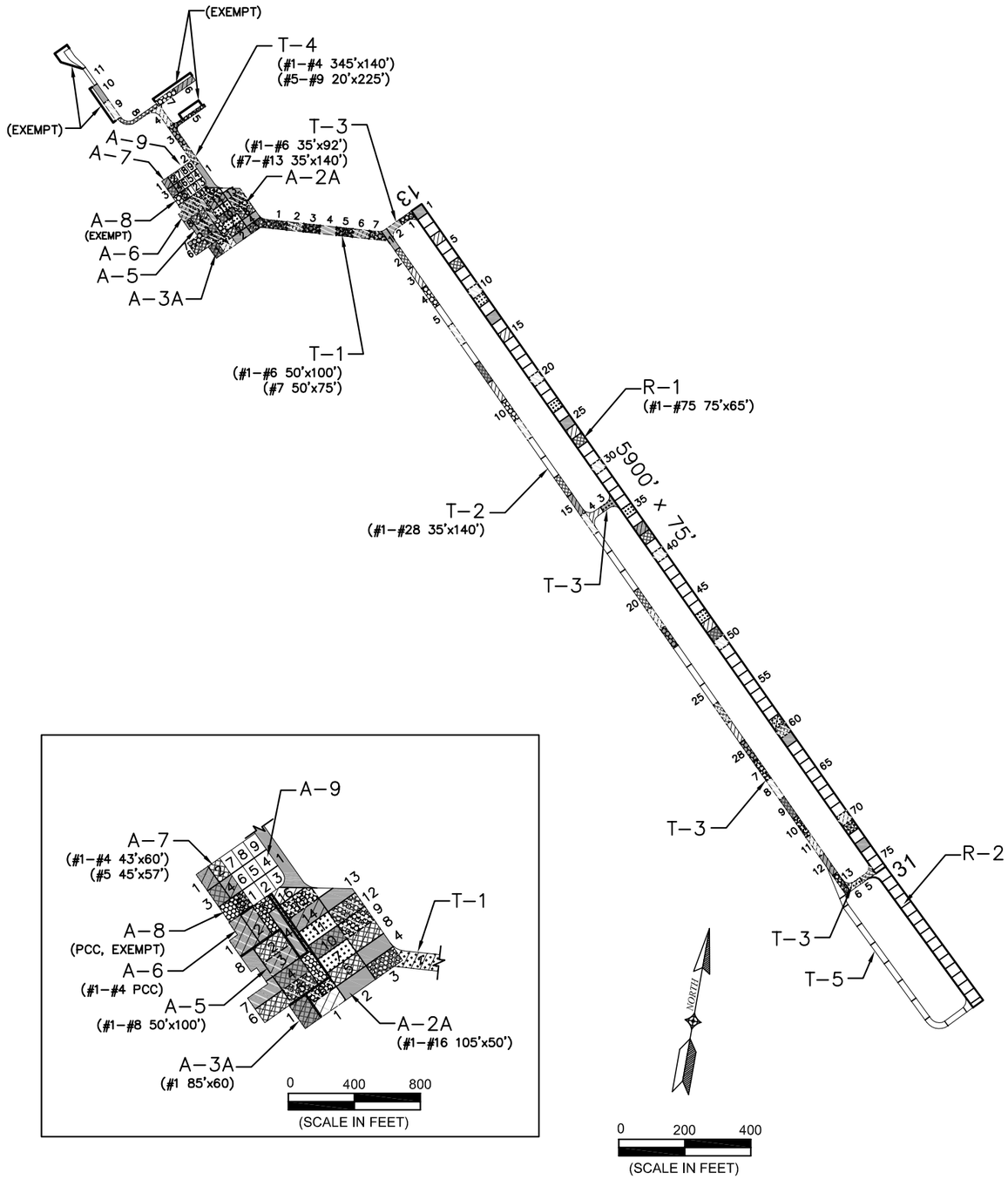
T-2, Surface detail with raveling, weathering and previously filled crack

T-3, Overview

T-4, Overview

T-4, Surface detail with high severity raveling and previously filled crack

BAKER



PAVEMENT STRENGTH SURVEY/PAVEMENT CONDITION SURVEY

PAVE. IDENT.	SOIL CLASS	SUB GRADE CLASS	SUBBASE COURSE	BASE COURSE	SURFACE COURSE	OVERLAY	PAVEMENT STRENGTH MAX. GROSS LOAD (LBS) SINGLE	DUAL	DUAL TAN.	REMARKS
RUNWAYS										
R-1			12" COMPACTED	10" P-208+	4" P-401	4" P-403	17,500			3 4 6 7 8
			SUBGRADE+	12" CEMENT						
			35" SAND	TREATED SAND						
R-2			40" SAND P-152	10" P-208	5" P-401		17,500			8
TAXIWAYS										
T-1				11" P-208	2" P-401	3" P-401	12,500			2 4 6
T-2				6" AGG.	P-609/2"RM	3" P-401	12,500			2 4 6
T-3				11" P-208	2"P-401/P-609	4.5" P-401	12,500			4 6
T-4			GEOGRID 18" P-153	GEOTEXTILE FABRIC 16" P-208	4" P-401					5 7
T-5			GEOGRID 31" P-158	10" P-208	4" P-401					8
APRONS										
A-2A				11" P-208	2" P-401	5.25" P-401	12,500			2 5 7
A-3A			FILTER FABRIC	6" AGG	P-609/2" RM	P-609,5.25"P-401				2 5 7
A-5			GEOGRID 18" P-153	GEOTEXTILE FABRIC 16" P-208	4" P-401					2 6 7
A-6			GEOGRID 22" P-153	GEOTEXTILE FABRIC 8" P-208	8" P-501					2 6 7
A-7			GEOGRID 18" P-153	GEOTEXTILE FABRIC 16" P-208	4" P-401					6
A-8					_" P-501					7
A-9			GEOTEXTILE FABRIC 18" P-158	16" P-208	4" P-401					6

REMARKS:

1. 1971, RM = ROAD MIX
2. AIP-002, 1988, CONSTRUCT PARTIAL PARALLEL TAXIWAY.
3. AIP-003, 1992, RECONSTRUCT PORTION OF RUNWAY.
4. AIP-004, 1993, RECONSTRUCT PORTION OF RUNWAY, REHABILITATE PARALLEL TAXIWAY, AND WIDEN CONNECTING TAXIWAY.
5. AIP-006, 1996, RECONSTRUCT PORTION OF APRON, OVERLAY APRON, AND CONSTRUCT TAXIWAY.
6. AIP-007, 2001, OVERLAY RUNWAY 13-31 AND TAXIWAYS, CONSTRUCT APRON (A-7).
7. AIP-008, 2003, CRACK SEAL; CONSTRUCT CONCRETE APRON (A-8).
8. AIP-015, 2012, RUNWAY 31 AND TAXIWAY A EXTENSION, OVERLAY RUNWAY 13/31, APRON EXPANSION

LEGEND

- 1997 SURVEY AREA
- 2000 SURVEY AREA
- 2003 SURVEY AREA
- 2006 SURVEY AREA
- 2009 SURVEY AREA
- 2012 SURVEY AREA

DATE OF PAVEMENT STRENGTH SURVEY:	SEPT. 8, 1988
EVALUATED BY:	J. STYBA
DATE OF MOST RECENT PAVEMENT CONDITION SURVEY:	SEPT. 8, 2012
EVALUATED BY:	M. BECKHOFF

MONTANA AVIATION SYSTEM PLAN
2012 UPDATE - PAVEMENT CONDITION INDEXES

BAKER MUNICIPAL

PREPARED FOR: MONTANA AERONAUTICS DIVISION

BAKER MONTANA

DATE: NOV. 2012

PREPARED BY: SE Engineering Planning Consulting

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