

LAUREL AIRPORT

Branch: 27A APRON

A-3

Length: 680 LF **Width:** 243 LF **Area:** 171,360 SF **Last Const:** 2001 **Family:** ACAM
From: T-1 & T-9 **To:** HANGARS **Surface:** AC

Inspections

Samples Surveyed: 6 **Total Samples:** 37 **Last Inspection Date:** 8/30/2012 **PCI:** 81

Sample #	Distress Description	Severity	Quantity	Area:
6	LONGITUDINAL/TRANSVERSE CRACKING	L	229 LF	4,705 SF
	OIL SPILLAGE	N	1 SF	
12	LONGITUDINAL/TRANSVERSE CRACKING	L	268 LF	4,705 SF
18	LONGITUDINAL/TRANSVERSE CRACKING	L	189 LF	4,705 SF
22	LONGITUDINAL/TRANSVERSE CRACKING	L	143 LF	4,705 SF
	LONGITUDINAL/TRANSVERSE CRACKING	M	108 LF	
24	LONGITUDINAL/TRANSVERSE CRACKING	L	205 LF	4,705 SF
	LONGITUDINAL/TRANSVERSE CRACKING	M	92 LF	
30	LONGITUDINAL/TRANSVERSE CRACKING	L	193 LF	4,705 SF
	LONGITUDINAL/TRANSVERSE CRACKING	M	164 LF	

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
LONGITUDINAL/TRANSVERSE CRACKING	L	7,448 LF	4.35%	13.32
LONGITUDINAL/TRANSVERSE CRACKING	M	2,210 LF	1.29%	12.63
OIL SPILLAGE	N	6 SF	0.00%	2.00

* 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 93.0 % Climate/Durability 7.0 % Other

LAUREL AIRPORT

Branch: 27R1

RUNWAY

R-4

Length: 5,200 LF Width: 75 LF Area: 390,000 SF Last Const: 2000 Family: ACRMU
 From: 10+00 To: 62+00 Surface: AC

Inspections

Samples Surveyed: 7 Total Samples: 80 Last Inspection Date: 8/30/2012 **PCI: 79**

Sample # 10 Area: 4,875 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	132 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	106 LF

Sample # 21 Area: 4,875 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	147 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	86 LF

Sample # 32 Area: 4,875 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	83 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	77 LF

Sample # 43 Area: 4,875 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	82 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	111 LF

Sample # 55 Area: 4,875 SF

Distress Description	Severity	Quantity
DEPRESSION	L	0 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	100 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	101 LF

Sample # 65 Area: 4,875 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	267 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	37 LF

Sample # 76 Area: 4,875 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	102 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	100 LF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
DEPRESSION	L	3 SF	0.00%	0.30
LONGITUDINAL/TRANSVERSE CRACKING	L	10,434 LF	2.68%	9.20
LONGITUDINAL/TRANSVERSE CRACKING	M	7,063 LF	1.81%	14.93

* 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

99.0 % Climate/Durability

1.0 % Other

LAUREL AIRPORT

Branch: 27T

TAXIWAY

T-1

Length: 2,380 LF **Width:** 36 LF **Area:** 85,680 SF **Last Const:** 1988 **Family:** ACRMU
From: R/W 13-31 AND T-2 **To:** A-1 AND T-2 **Surface:** AC

Inspections

Samples Surveyed: 4 **Total Samples:** 15 **Last Inspection Date:** 8/30/2012 **PCI:** 64

Sample # 7 **Area:** 5,040 SF

Distress Description	Severity	Quantity
ALLIGATOR CRACKING	L	52 SF
ALLIGATOR CRACKING	M	48 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	177 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	136 LF
PATCHING	L	282 SF

Sample # 9 **Area:** 5,040 SF

Distress Description	Severity	Quantity
ALLIGATOR CRACKING	M	24 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	117 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	241 LF
PATCHING	L	830 SF

Sample # 13 **Area:** 5,040 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	119 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	172 LF

Sample # 14 **Area:** 5,040 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	293 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	159 LF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
ALLIGATOR CRACKING	L	221 SF	0.26%	9.88
ALLIGATOR CRACKING	M	306 SF	0.36%	20.05
LONGITUDINAL/TRANSVERSE CRACKING	L	3,001 LF	3.50%	11.31
LONGITUDINAL/TRANSVERSE CRACKING	M	3,009 LF	3.51%	21.23
PATCHING	L	4,726 SF	5.52%	10.49

* 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

41.0 % Load

59.0 % Climate/Durability

0.0 % Other

LAUREL AIRPORT

Branch: 27T TAXIWAY

T-2

Length: 1,357 LF **Width:** 38 LF **Area:** 51,566 SF **Last Const:** 1988 **Family:** ACRMU
From: T-3 @ R-1 STA 14+50 END **To:** T-1 @ R-1 STA 21+50 END **Surface:** AC

Inspections

Samples Surveyed: 3 **Total Samples:** 6 **Last Inspection Date:** 8/30/2012 **PCI:** 49

Sample # 1

Distress Description	Severity	Quantity	Area: 5,040 SF
ALLIGATOR CRACKING	L	320 SF	
LONGITUDINAL/TRANSVERSE CRACKING	L	183 LF	
RAVELING	L	250 SF	

Sample # 3

Distress Description	Severity	Quantity	Area: 5,040 SF
ALLIGATOR CRACKING	L	700 SF	
ALLIGATOR CRACKING	M	79 SF	
LONGITUDINAL/TRANSVERSE CRACKING	L	203 LF	
LONGITUDINAL/TRANSVERSE CRACKING	M	18 LF	
RAVELING	L	287 SF	

Sample # 5

Distress Description	Severity	Quantity	Area: 5,040 SF
ALLIGATOR CRACKING	L	108 SF	
LONGITUDINAL/TRANSVERSE CRACKING	L	213 LF	
LONGITUDINAL/TRANSVERSE CRACKING	M	73 LF	

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
ALLIGATOR CRACKING	L	3,847 SF	7.46%	40.22
ALLIGATOR CRACKING	M	269 SF	0.52%	23.24
LONGITUDINAL/TRANSVERSE CRACKING	L	2,043 LF	3.96%	12.43
LONGITUDINAL/TRANSVERSE CRACKING	M	310 LF	0.60%	9
RAVELING	L	1,831 SF	3.55%	5.6

* 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

58.0 % Load 42.0 % Climate/Durability 0.0 % Other

LAUREL AIRPORT

Branch: 27T TAXIWAY

T-8

Length: 2,700 LF Width: 35 LF Area: 98,550 SF Last Const: 2000 Family: ACRMU
 From: R-4 To: T-1 Surface: AC

Inspections

Samples Surveyed: 5 Total Samples: 20 Last Inspection Date: 8/30/2012 **PCI: 87**

Sample # 4	Distress Description LONGITUDINAL/TRANSVERSE CRACKING	Severity L	Quantity 140 LF	Area: 4,900 SF
Sample # 7	Distress Description LONGITUDINAL/TRANSVERSE CRACKING LONGITUDINAL/TRANSVERSE CRACKING	Severity L M	Quantity 159 LF 39 LF	Area: 4,900 SF
Sample # 12	Distress Description LONGITUDINAL/TRANSVERSE CRACKING LONGITUDINAL/TRANSVERSE CRACKING	Severity L M	Quantity 203 LF 5 LF	Area: 4,900 SF
Sample # 16	Distress Description LONGITUDINAL/TRANSVERSE CRACKING	Severity L	Quantity 100 LF	Area: 4,800 SF
Sample # 18	Distress Description LONGITUDINAL/TRANSVERSE CRACKING LONGITUDINAL/TRANSVERSE CRACKING	Severity L M	Quantity 12 LF 35 LF	Area: 4,900 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
LONGITUDINAL/TRANSVERSE CRACKING	L	2,480 LF	2.52%	8.78
LONGITUDINAL/TRANSVERSE CRACKING	M	319 LF	0.32%	6.74

* 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

LAUREL AIRPORT

Branch: 27T TAXIWAY

T-9

Length: 1,891 LF Width: 35 LF Area: 67,060 SF Last Const: 2001 Family: ACRMU
 From: R-4 To: A-3 & T-1 Surface: AC

Inspections

Samples Surveyed: 5 Total Samples: 14 Last Inspection Date: 8/30/2012 **PCI: 91**

Sample #	Distress Description	Severity	Quantity	Area:
1	LONGITUDINAL/TRANSVERSE CRACKING	L	29 LF	4,388 SF
	LONGITUDINAL/TRANSVERSE CRACKING	M	38 LF	
	RAVELING	L	32 SF	
4	LONGITUDINAL/TRANSVERSE CRACKING	L	23 LF	4,900 SF
7	NONE			4,900 SF
10	LONGITUDINAL/TRANSVERSE CRACKING	L	131 LF	4,900 SF
14	LONGITUDINAL/TRANSVERSE CRACKING	L	116 LF	4,900 SF
	LONGITUDINAL/TRANSVERSE CRACKING	M	31 LF	

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
LONGITUDINAL/TRANSVERSE CRACKING	L	836 LF	1.25%	5.49
LONGITUDINAL/TRANSVERSE CRACKING	M	192 LF	0.29%	6.31
RAVELING	L	89 SF	0.13%	1.08

* 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

LAUREL AIRPORT

FIRST YEAR LOCAL: 2013 **LOCAL REPAIR COST: \$66,487**

Section	Distress Description	Severity	Quantity	Work Description	Quantity	Cost	Policv
A-3	L & T CR	M	2,210 LF	Crack Sealing - AC	2,210 LF	\$5,524	PREV.
A-3	OIL SPILLAGE	N	6 SF	Patching - AC Shallow	20 SF	\$400	PREV.
R-1	ALLIGATOR CR	H	378 SF	Patching - AC Deep	460 SF	\$18,388	SAFETY
R-1	RAVELING	H	25 SF	Patching - AC Shallow	25 SF	\$503	SAFETY
R-4	L & T CR	M	7,063 LF	Crack Sealing - AC	7,063 LF	\$17,657	PREV.
T-1	ALLIGATOR CR	M	306 SF	Patching - AC Deep	380 SF	\$15,216	PREV.
T-1	L & T CR	M	3,009 LF	Crack Sealing - AC	3,009 LF	\$7,523	PREV.
T-8	L & T CR	M	319 LF	Crack Sealing - AC	319 LF	\$798	PREV.
T-9	L & T CR	M	192 LF	Crack Sealing - AC	192 LF	\$479	PREV.

FIFTEEN YEAR PROJECTIONS **ESTIMATED AVERAGE ANNUAL COST: \$125,261**

Plan Year: 2013		Estimated Cost: \$729,879				PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After
A-3	Global MR + Preventive	\$2,227	\$42,840	\$0	\$0	\$45,068	79	86
R-4	Global MR + Preventive	\$7,551	\$97,501	\$0	\$0	\$105,052	78	83
T-1	Major Above Critical	\$0	\$0	\$0	\$260,424	\$260,424	63	100
T-2	Major Below Critical	\$0	\$0	\$277,400	\$0	\$277,400	47	100
T-8	Global MR + Preventive	\$469	\$24,638	\$0	\$0	\$25,106	85	92
T-9	Global MR + Preventive	\$65	\$16,765	\$0	\$0	\$16,830	89	96

Plan Year: 2014		Estimated Cost: \$5,466				PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After
A-3	Preventive	\$1,333	\$0	\$0	\$0	\$1,333	82	83
R-4	Preventive	\$3,974	\$0	\$0	\$0	\$3,974	80	80
T-8	Preventive	\$158	\$0	\$0	\$0	\$158	88	89

Plan Year: 2015		Estimated Cost: \$10,333				PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After
A-3	Preventive	\$2,145	\$0	\$0	\$0	\$2,145	80	80
R-4	Preventive	\$7,661	\$0	\$0	\$0	\$7,661	78	78
T-8	Preventive	\$468	\$0	\$0	\$0	\$468	86	86
T-9	Preventive	\$59	\$0	\$0	\$0	\$59	89	89

Plan Year: 2016		Estimated Cost: \$16,847				PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After
A-3	Preventive	\$4,224	\$0	\$0	\$0	\$4,224	77	77
R-4	Preventive	\$11,402	\$0	\$0	\$0	\$11,402	76	76
T-1	Preventive	\$106	\$0	\$0	\$0	\$106	89	89
T-2	Preventive	\$64	\$0	\$0	\$0	\$64	89	89
T-8	Preventive	\$771	\$0	\$0	\$0	\$771	83	83
T-9	Preventive	\$279	\$0	\$0	\$0	\$279	86	86

Plan Year: 2017		Estimated Cost: \$23,564				PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After
A-3	Preventive	\$6,287	\$0	\$0	\$0	\$6,287	74	74
R-4	Preventive	\$15,084	\$0	\$0	\$0	\$15,084	74	74
T-1	Preventive	\$394	\$0	\$0	\$0	\$394	86	86
T-2	Preventive	\$237	\$0	\$0	\$0	\$237	86	86
T-8	Preventive	\$1,067	\$0	\$0	\$0	\$1,067	80	81
T-9	Preventive	\$494	\$0	\$0	\$0	\$494	83	84

Plan Year: 2018		Estimated Cost: \$241,537				PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After
A-3	Global MR + Preventive	\$8,344	\$49,664	\$0	\$0	\$58,007	72	77
R-4	Global MR + Preventive	\$18,717	\$113,030	\$0	\$0	\$131,747	72	76
T-1	Preventive	\$675	\$0	\$0	\$0	\$675	83	83
T-2	Preventive	\$407	\$0	\$0	\$0	\$407	83	83
T-8	Global MR + Preventive	\$2,001	\$28,562	\$0	\$0	\$30,563	78	83
T-9	Global MR + Preventive	\$703	\$19,435	\$0	\$0	\$20,138	81	87

Plan Year: 2019		Estimated Cost: \$25,252				PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After
A-3	Preventive	\$6,457	\$0	\$0	\$0	\$6,457	75	75
R-4	Preventive	\$15,666	\$0	\$0	\$0	\$15,666	74	74
T-1	Preventive	\$950	\$0	\$0	\$0	\$950	81	81
T-2	Preventive	\$571	\$0	\$0	\$0	\$571	81	81
T-8	Preventive	\$1,104	\$0	\$0	\$0	\$1,104	81	81
T-9	Preventive	\$504	\$0	\$0	\$0	\$504	84	84

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Plan Year: 2020		Estimated Cost: \$33,696				PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After
A-3	Preventive	\$8,650	\$0	\$0	\$0	\$8,650	72	72
R-4	Preventive	\$19,549	\$0	\$0	\$0	\$19,549	72	72
T-1	Preventive	\$1,715	\$0	\$0	\$0	\$1,715	78	79
T-2	Preventive	\$1,032	\$0	\$0	\$0	\$1,032	78	79
T-8	Preventive	\$2,021	\$0	\$0	\$0	\$2,021	78	78
T-9	Preventive	\$728	\$0	\$0	\$0	\$728	81	81

Plan Year: 2021		Estimated Cost: \$42,927				PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After
A-3	Preventive	\$10,836	\$0	\$0	\$0	\$10,836	70	70
R-4	Preventive	\$23,435	\$0	\$0	\$0	\$23,435	71	71
T-1	Preventive	\$2,678	\$0	\$0	\$0	\$2,678	76	76
T-2	Preventive	\$1,612	\$0	\$0	\$0	\$1,612	76	76
T-8	Preventive	\$3,126	\$0	\$0	\$0	\$3,126	76	76
T-9	Preventive	\$1,241	\$0	\$0	\$0	\$1,241	79	79

Plan Year: 2022		Estimated Cost: \$58,142				PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After
A-3	Preventive	\$15,830	\$0	\$0	\$0	\$15,830	68	68
R-4	Preventive	\$30,275	\$0	\$0	\$0	\$30,275	69	69
T-1	Preventive	\$3,623	\$0	\$0	\$0	\$3,623	74	75
T-2	Preventive	\$2,180	\$0	\$0	\$0	\$2,180	74	75
T-8	Preventive	\$4,212	\$0	\$0	\$0	\$4,212	74	74
T-9	Preventive	\$2,022	\$0	\$0	\$0	\$2,022	77	77

Plan Year: 2023		Estimated Cost: \$319,698				PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After
A-3	Global MR + Preventive	\$20,867	\$57,574	\$0	\$0	\$78,440	66	68
R-4	Global MR + Preventive	\$39,203	\$131,033	\$0	\$0	\$170,236	68	71
T-1	Preventive	\$4,559	\$0	\$0	\$0	\$4,559	73	73
T-2	Preventive	\$2,744	\$0	\$0	\$0	\$2,744	73	73
T-8	Global MR + Preventive	\$5,287	\$33,111	\$0	\$0	\$38,398	73	77
T-9	Global MR + Preventive	\$2,790	\$22,531	\$0	\$0	\$25,321	75	79

Plan Year: 2024		Estimated Cost: \$62,782				PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After
A-3	Preventive	\$16,272	\$0	\$0	\$0	\$16,272	68	68
R-4	Preventive	\$31,256	\$0	\$0	\$0	\$31,256	69	69
T-1	Preventive	\$5,498	\$0	\$0	\$0	\$5,498	71	71
T-2	Preventive	\$3,309	\$0	\$0	\$0	\$3,309	71	71
T-8	Preventive	\$4,371	\$0	\$0	\$0	\$4,371	74	75
T-9	Preventive	\$2,076	\$0	\$0	\$0	\$2,076	77	77

Plan Year: 2025		Estimated Cost: \$81,865				PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After
A-3	Preventive	\$21,622	\$0	\$0	\$0	\$21,622	66	66
R-4	Preventive	\$40,702	\$0	\$0	\$0	\$40,702	68	68
T-1	Preventive	\$6,950	\$0	\$0	\$0	\$6,950	69	69
T-2	Preventive	\$4,183	\$0	\$0	\$0	\$4,183	69	69
T-8	Preventive	\$5,514	\$0	\$0	\$0	\$5,514	73	73
T-9	Preventive	\$2,895	\$0	\$0	\$0	\$2,895	75	75

Plan Year: 2026		Estimated Cost: \$102,480				PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After
A-3	Preventive	\$27,052	\$0	\$0	\$0	\$27,052	64	64
R-4	Preventive	\$50,516	\$0	\$0	\$0	\$50,516	66	66
T-1	Preventive	\$9,085	\$0	\$0	\$0	\$9,085	68	68
T-2	Preventive	\$5,468	\$0	\$0	\$0	\$5,468	68	68
T-8	Preventive	\$6,657	\$0	\$0	\$0	\$6,657	71	71
T-9	Preventive	\$3,703	\$0	\$0	\$0	\$3,703	73	73

Plan Year: 2027		Estimated Cost: \$124,446				PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After
A-3	Preventive	\$32,607	\$0	\$0	\$0	\$32,607	62	63
R-4	Preventive	\$60,877	\$0	\$0	\$0	\$60,877	65	65
T-1	Preventive	\$11,301	\$0	\$0	\$0	\$11,301	66	66
T-2	Preventive	\$6,801	\$0	\$0	\$0	\$6,801	66	66
T-8	Preventive	\$8,348	\$0	\$0	\$0	\$8,348	69	69
T-9	Preventive	\$4,512	\$0	\$0	\$0	\$4,512	71	71

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8/30/2012



A-3, Overview



A-3, Surface detail with crack



A-3, Surface detail with raveling



R-4, Overview

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R-4, Surface detail with crack



R-4, Surface detail with cracking 2



T-1, Overview



T-1, Surface detail with crack

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T-1, Surface detail with patch



T-1, Surface detail with raveling



T-8, Overview



T-8, Surface detail with crack

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T-9, Overview 2

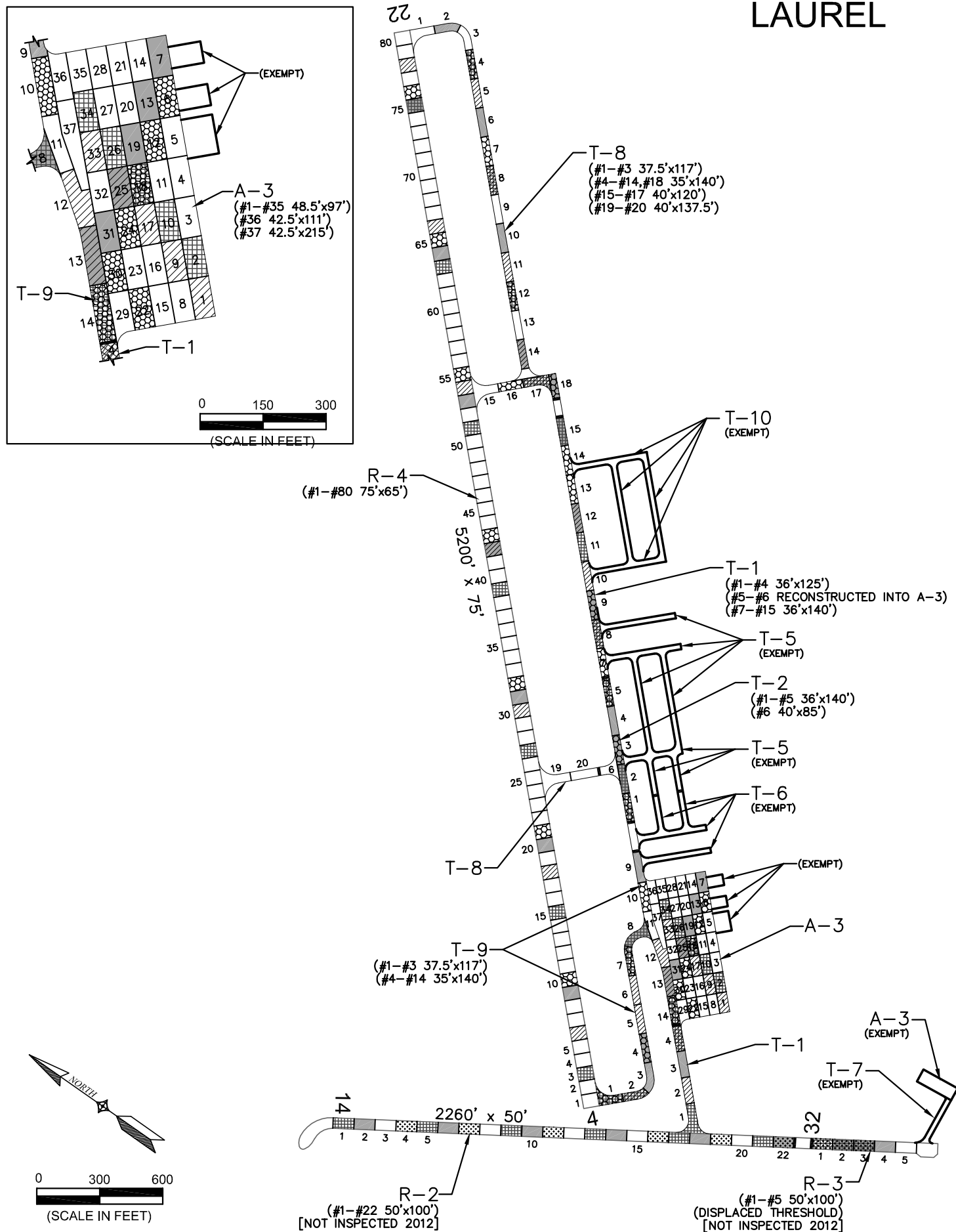


T-9, Overview



T-9, Surface detail with crack

LAUREL



PAVEMENT STRENGTH SURVEY/PAVEMENT CONDITION SURVEY

PAVE. IDENT.	SOIL CLASS	SUB GRADE CLASS	SUBBASE COURSE	BASE COURSE	SURFACE COURSE	OVERLAY	PAVEMENT STRENGTH			REMARKS
							MAX. GROSS LOAD (LBS)			
							SINGLE	DUAL	DUAL TAN.	
RUNWAYS										
R-2	E-7	F7, CBR=6.5			6" ROAD MIX		3,000			
R-3			UNKNOWN							
R-4		CBR=4	FABRIC	12" P-208	4" P-401		12,500			△6-9-10
TAXIWAYS										
T-1		F7, CBR=6.5		6.5" P-208	2" P-401		12,500			△5-8-9-10
T-2		F7, CBR=6.5		6" P-208	P-609	2" P-401	14,000			△4-5-8-9-10
T-8		CBR=4	FABRIC	12" P-208	4" P-401		12,500			△6-9-10
T-9		CBR=4	FABRIC	12" P-208	4" P-401		12,500			△7-9-10
APRONS										
A-3		CBR=4	FABRIC	12" P-208	4" P-401		6,000			△7-9-10

REMARKS:

- 1 RUNWAY 3-21 POOR CONDITION, RUNWAY 13-31 FAIR CONDITION
- 1 FAAP, 1967
- 2 ADAP-01, 1980
- 3 ADAP-02, 1981
- 4 AIP-001, 1983
- 5 AIP-002, 1988
- 6 AIP-006, 2000, CONSTRUCT RUNWAY 4-22, CONSTRUCT TAXIWAY A "EAST" (T-8).
- 7 AIP-007, 2001, CONSTRUCT TAXIWAY A "WEST" (T-9), EXPAND APRON (A-3).
- 8 AIP-008, 2002, RECONSTRUCT TAXILANES (T-5, T-6); CONSTRUCT TAXILANES (T-10); CRACK SEAL, FOG SEAL, AND REMARK TAXIWAYS (T-1, T-2).
- 9 AIP-012, 2007, CRACK SEAL AND REMARK PAVEMENTS.
- 10 AIP-013, 2012, CRACK SEAL, FOG SEAL, AND REMARK PAVEMENTS.

LEGEND

- 1997 SURVEY AREA
- 2000 SURVEY AREA (NOT SURVEYED)
- 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:	AUG. 29, 2012
EVALUATED BY:	S. BROWN

MONTANA AVIATION SYSTEM PLAN 2012 UPDATE - PAVEMENT CONDITION INDEXES

LAUREL MUNICIPAL

PREPARED FOR: 	LAUREL MONTANA	PREPARED BY:
DATE: DEC. 2012		