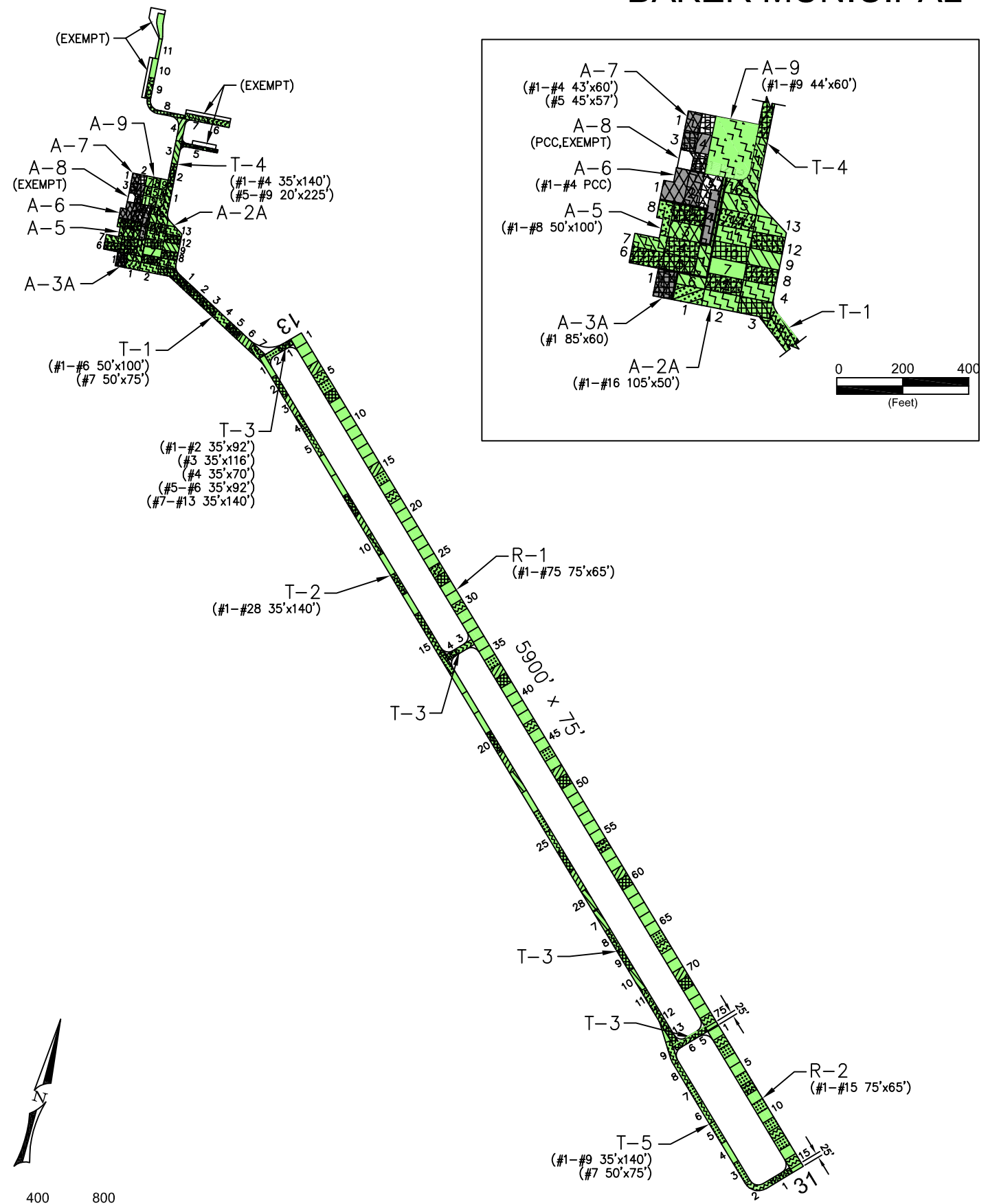


BAKER MUNICIPAL

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-1			12" COMPACTED SUBGRADE + 35" SAND	12" P-208 + 12" CEMENT	5" P-401	4" P-403	17,500			3,4,6,7,8,9,11
R-2				10" P-208	5" P-401		17,500			8,9,11
TAXIWAYS										
T-1				11" P-208	2" P-401	3" P-401	12,500			2,4,6,7,9,11
T-2				6" AGG.	P-609/2" RM	3" P-401	12,500			2,4,6,7,9,11
T-3				11" P-208	2" P-401/P-609	4.5" P-401	12,500			4,6,7,9,11
T-4			GEOGRID 18" P-153	GEOTEXTILE FABRIC 16" P-208	4" P-401					5,7,9,11
T-5			GEOGRID 18" P-153	10" P-208	4" P-401					8,9,11
APRONS										
A-2A				11" P-208	2" P-401	5.25" P-401	12,500			2,5,7,9,11
A-3A			FILTER FABRIC	6" AGG	P-609/2" RM	P-609, 5.25" P-401				2,5,7,9,11
A-5			GEOGRID 18" P-153	GEOTEXTILE FABRIC 16" P-208	4" P-401					5,7,9,11
A-6			GEOGRID 22" P-153	GEOTEXTILE FABRIC 8" P-208	8" P-501					5,7
A-7			GEOGRID 18" P-153	GEOTEXTILE FABRIC 16" P-208	4" P-401					6,9,11
A-8					" P-501					7
A-9			GEOGRID 18" P-153	16" P-208	4" P-401					8,9,11

- REMARKS:**
- 1971, RM = ROAD MIX
 - AIP-002-1988, CONSTRUCT PARTIAL PARALLEL TAXIWAY.
 - AIP-003-1992, RECONSTRUCT PORTION OF RUNWAY.
 - AIP-004-1993, RECONSTRUCT PORTION OF RUNWAY, REHABILITATE PARALLEL TAXIWAY, AND WIDEN CONNECTING TAXIWAY.
 - AIP-006-1996, RECONSTRUCT PORTION OF APRON, OVERLAY APRON, AND CONSTRUCT TAXIWAY.
 - AIP-007-2001, OVERLAY RUNWAY 13/31 AND TAXIWAYS, CONSTRUCT APRON (A-7).
 - AIP-008-2003, CRACK SEAL; CONSTRUCT CONCRETE APRON (A-8).
 - AIP-015-2012, EXTEND RUNWAY 31 (R-2) AND TAXIWAY A (T-5); OVERLAY RUNWAY (R-1); APRON EXPANSION (A-9).
 - AIP-017-2013, GROOVE RUNWAY 13/31 (R-1,R-2) AND CRACK SEAL, SURFACE SEAL AND REMARK ALL PAVEMENTS.
 - AIP-018-2015, REHABILITATE APRON (A-5 PATCHED).
 - AIP-019-2017, CRACK SEAL, SURFACE SEAL AND REMARK ALL PAVEMENTS.

LEGEND 2006 SURVEY AREA 2009 SURVEY AREA 2012 SURVEY AREA 2015 SURVEY AREA 2018 SURVEY AREA MAINTAIN: PCI > 60 TRANSITION: PCI 45 TO 60 RECONSTRUCT: PCI < 45	DATE OF PAVEMENT STRENGTH SURVEY:		MONTANA AVIATION SYSTEM PLAN 2018 UPDATE - PAVEMENT CONDITION INDEXES BAKER MUNICIPAL (BHK)
	EVALUATED BY:		
	DATE OF MOST RECENT PAVEMENT CONDITION SURVEY:	AUG. 13, 2018	
	EVALUATED BY:	S. BROWN	
LOCATION:	BAKER MONTANA		Date: DECEMBER 2018 Prepared For: MONTANA MDT DEPARTMENT OF TRANSPORTATION Prepared By: KLJ



A-2A, Overview



A-2A, Cracks



A-6, Overview



A-6, Joint Spall



R-1, Overview



R-1, Grooved Surface and Crack



T-4, Overview



T-4, Depression with Cracks



T-5, Overview



T-5, Depression

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: 6 **Total Samples:** 16 **Last Inspection Date:** 8/13/2018 **PCI:** 79

Sample # 2 **Area:** 5,250 SF

Distress Description	Severity	Quantity
WEATHERING	L	5,250 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	258 LF

Sample # 4 **Area:** 5,250 SF

Distress Description	Severity	Quantity
WEATHERING	L	5,250 SF
PATCHING	L	2 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	187 LF

Sample # 11 **Area:** 5,250 SF

Distress Description	Severity	Quantity
WEATHERING	L	5,250 SF
PATCHING	L	5 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	191 LF

Sample # 13 **Area:** 5,250 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	305 LF
RAVELING	H	1 SF
DEPRESSION	L	2 SF
WEATHERING	L	5,250 SF

Sample # 14 **Area:** 5,250 SF

Distress Description	Severity	Quantity
WEATHERING	L	5,250 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	213 LF

Sample # 16 **Area:** 5,250 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	367 LF
WEATHERING	L	5,250 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
DEPRESSION	LOW	8 SF	0.01%	0.30
LONGITUDINAL/TRANSVERSE CRACKING	LOW	5,794 LF	4.83%	14.40
PATCHING	LOW	27 SF	0.02%	2.00
RAVELING	HIGH	4 SF	0.00%	6.00
WEATHERING	LOW	120,000 SF	100.00%	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 99.0 % 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: 8/13/2018

PCI: **65**

Sample # 1

Area: 5,100 SF

Distress Description	Severity	Quantity
WEATHERING	L	5,100 SF
ALLIGATOR	L	4 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	370 LF
DEPRESSION	L	11 SF
RAVELING	H	2 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
ALLIGATOR	LOW	12 SF	0.08%	7.00
DEPRESSION	LOW	30 SF	0.21%	0.83
LONGITUDINAL/TRANSVERSE CRACKING	LOW	1,066 LF	7.25%	19.10
RAVELING	HIGH	6 SF	0.04%	6.00
WEATHERING	LOW	14,700 SF	100.00%	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

80.0 % Climate/Durability

2.0 % 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:** 8/13/2018 **PCI:** **63**

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

Distress Description	Severity	Quantity
PATCHING	L	3 SF
WEATHERING	L	5,000 SF
DEPRESSION	L	30 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	358 LF

Sample # 2 **Area:** 5,000 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	204 LF
RAVELING	H	17 SF
WEATHERING	L	5,000 SF
RAVELING	L	7 SF
PATCHING	L	900 SF
PATCHING	M	600 SF

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

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	421 LF
RAVELING	H	3 SF
PATCHING	L	273 SF
WEATHERING	L	5,000 SF
DEPRESSION	L	30 SF

Sample # 8 **Area:** 5,000 SF

Distress Description	Severity	Quantity
WEATHERING	L	5,000 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	262 LF
PATCHING	L	645 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
DEPRESSION	LOW	120 SF	0.30%	1.63
LONGITUDINAL/TRANSVERSE CRACKING	LOW	2,490 LF	6.23%	17.24
PATCHING	LOW	3,642 SF	9.11%	13.86
PATCHING	MEDIUM	1,200 SF	3.00%	15.07
RAVELING	HIGH	40 SF	0.10%	6.00
RAVELING	LOW	14 SF	0.04%	1.00
WEATHERING	LOW	40,000 SF	100.00%	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 97.0 % Climate/Durability 3.0 % 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:** 8/13/2018 **PCI:** 71

Sample # 2	Distress Description	Severity	Quantity	Area: 21 SLABS
	JOINT SEAL DAMAGE	LOW	21 SLABS	
	PATCH, SMALL	LOW	1 SLABS	
	SETTLEMENT/FAULTING	LOW	6 SLABS	
	JOINT SPALLING	LOW	14 SLABS	
	FALSE		0	
	FALSE		0	
	FALSE		0	
	FALSE		0	
	FALSE		0	
	FALSE		0	

Sample # 3	Distress Description	Severity	Quantity	Area: 20 SLABS
	L&T CRACKS	LOW	1 SLABS	
	L&T CRACKS	MEDIUM	2 SLABS	
	JOINT SEAL DAMAGE	LOW	20 SLABS	
	JOINT SPALLING	HIGH	1 SLABS	
	JOINT SPALLING	LOW	15 SLABS	

Sample # 4	Distress Description	Severity	Quantity	Area: 20 SLABS
	JOINT SEAL DAMAGE	LOW	20 SLABS	
	PATCH, SMALL	LOW	8 SLABS	
	JOINT SPALLING	LOW	14 SLABS	

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
L&T CRACKS	LOW	1 SLABS	0.00%	0.00
L&T CRACKS	MEDIUM	2 SLABS	0.00%	0.00
JOINT SEAL DAMAGE	LOW	67 SLABS	0.00%	0.00
PATCH, SMALL	LOW	12 SLABS	0.00%	0.00
SETTLEMENT/FAULTING	LOW	7 SLABS	0.00%	0.00
JOINT SPALLING	HIGH	1 SLABS	0.00%	0.00
JOINT SPALLING	LOW	47 SLABS	0.00%	0.00

* 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

23.0 % Load

5.0 % Climate/Durability

72.0 % 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:** 8/13/2018 **PCI:** **90**

Sample # 2

Distress Description

WEATHERING

RAVELING

Severity

L

H

Quantity

2,580 SF

3 SF

Area: 2,580 SF

Sample # 3

Distress Description

LONGITUDINAL/TRANSVERSE CRACKING

WEATHERING

Severity

L

L

Quantity

5 LF

2,580 SF

Area: 2,580 SF

Sample # 5

Distress Description

WEATHERING

LONGITUDINAL/TRANSVERSE CRACKING

Severity

L

L

Quantity

2,565 SF

10 LF

Area: 2,565 SF

Extrapolated Distress Quantities*

Distress Description

LONGITUDINAL/TRANSVERSE CRACKING

RAVELING

WEATHERING

Severity

LOW

HIGH

LOW

Quantity

25 LF

5 SF

12,885 SF

Density

0.19%

0.04%

100.00%

Deduct

3.07

6.00

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: 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: 4

Total Samples: 9

Last Inspection Date: 8/13/2018

PCI: 94

Sample # 2

Distress Description
WEATHERING

Severity **Quantity**
L 2,640 SF

Area: 2,640 SF

Sample # 4

Distress Description
WEATHERING

Severity **Quantity**
L 2,640 SF

Area: 2,640 SF

Sample # 6

Distress Description
WEATHERING

Severity **Quantity**
L 2,640 SF

Area: 2,640 SF

Sample # 8

Distress Description
WEATHERING

Severity **Quantity**
L 2,640 SF

Area: 2,640 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
WEATHERING	LOW	23,056 SF	100.00%	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: 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: 7	Total Samples: 75	Last Inspection Date: 8/13/2018	PCI: 90	
Sample # 5	Distress Description	Severity	Quantity	Area: 4,875 SF
	LONGITUDINAL/TRANSVERSE CRACKING	M	3 LF	
	LONGITUDINAL/TRANSVERSE CRACKING	L	145 LF	
	PATCHING	L	0 SF	
Sample # 18	Distress Description	Severity	Quantity	Area: 4,875 SF
	LONGITUDINAL/TRANSVERSE CRACKING	L	144 LF	
Sample # 30	Distress Description	Severity	Quantity	Area: 4,875 SF
	LONGITUDINAL/TRANSVERSE CRACKING	1	69 LF	
Sample # 43	Distress Description	Severity	Quantity	Area: 4,875 SF
	PATCHING	L	0.136 SF	
	RAVELING	H	1 SF	
	LONGITUDINAL/TRANSVERSE CRACKING	L	38 LF	
Sample # 56	Distress Description	Severity	Quantity	Area: 4,875 SF
	LONGITUDINAL/TRANSVERSE CRACKING	L	77 LF	
	LONGITUDINAL/TRANSVERSE CRACKING	M	3 LF	
Sample # 67	Distress Description	Severity	Quantity	Area: 4,875 SF
	LONGITUDINAL/TRANSVERSE CRACKING	L	76 LF	
Sample # 75	Distress Description	Severity	Quantity	Area: 4,875 SF
	LONGITUDINAL/TRANSVERSE CRACKING	M	2 LF	
	LONGITUDINAL/TRANSVERSE CRACKING	L	74 LF	

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
LONGITUDINAL/TRANSVERSE CRACKING	LOW	6,709 LF	1.83%	6.95
LONGITUDINAL/TRANSVERSE CRACKING	MEDIUM	86 LF	0.02%	4.00
PATCHING	LOW	3 SF	0.00%	2.00
RAVELING	HIGH	7 SF	0.00%	6.00

* 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 100.0 % 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: 5 **Total Samples:** 15 **Last Inspection Date:** 8/13/2018 **PCI:** 100

Sample # 2	Distress Description NO DISTRESSES	Severity	Quantity	Area: 4,875 SF
Sample # 6	Distress Description NO DISTRESSES	Severity	Quantity	Area: 4,875 SF
Sample # 7	Distress Description NO DISTRESSES	Severity	Quantity	Area: 4,875 SF
Sample # 12	Distress Description NO DISTRESSES	Severity	Quantity	Area: 4,875 SF
Sample # 15	Distress Description NO DISTRESSES	Severity	Quantity	Area: 4,875 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
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* 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
From: APRON A-1

Width: 50 LF

Area: 33,750 SF
To: T-2 AND T-3

Last Const: 2001

Family: ACRMU
Surface: AAC

Inspections

Samples Surveyed: 4 **Total Samples:** 7 **Last Inspection Date:** 8/13/2018 **PCI:** 78

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

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	430 LF
DEPRESSION	L	50 SF
WEATHERING	L	5,000 SF

Sample # 2 **Area:** 5,000 SF

Distress Description	Severity	Quantity
DEPRESSION	L	5 SF
WEATHERING	L	5,000 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	174 LF

Sample # 4 **Area:** 5,000 SF

Distress Description	Severity	Quantity
DEPRESSION	L	25 SF
WEATHERING	L	5,000 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	184 LF
PATCHING	L	22 SF

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

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	156 LF
WEATHERING	L	3,750 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
DEPRESSION	LOW	144 SF	0.43%	2.70
LONGITUDINAL/TRANSVERSE CRACKING	LOW	1,699 LF	5.03%	14.84
PATCHING	LOW	40 SF	0.12%	2.00
WEATHERING	LOW	33,750 SF	100.00%	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 89.0 % Climate/Durability 11.0 % 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: 6 **Total Samples:** 28 **Last Inspection Date:** 8/13/2018 **PCI:** 82

Sample # 5	Distress Description LONGITUDINAL/TRANSVERSE CRACKING	Severity L	Quantity 163 LF	Area: 4,900 SF
Sample # 10	Distress Description LONGITUDINAL/TRANSVERSE CRACKING	Severity L	Quantity 132 LF	Area: 4,900 SF
Sample # 12	Distress Description DEPRESSION LONGITUDINAL/TRANSVERSE CRACKING	Severity L L	Quantity 6 SF 122 LF	Area: 4,900 SF
Sample # 15	Distress Description DEPRESSION LONGITUDINAL/TRANSVERSE CRACKING	Severity L L	Quantity 51 SF 140 LF	Area: 4,900 SF
Sample # 20	Distress Description PATCHING LONGITUDINAL/TRANSVERSE CRACKING DEPRESSION	Severity L L L	Quantity 19 SF 111 LF 57 SF	Area: 4,900 SF
Sample # 25	Distress Description LONGITUDINAL/TRANSVERSE CRACKING LONGITUDINAL/TRANSVERSE CRACKING PATCHING DEPRESSION	Severity L H L L	Quantity 110 LF 135 LF 105 SF 105 SF	Area: 4,900 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
DEPRESSION	LOW	1,022 SF	0.74%	5.07
LONGITUDINAL/TRANSVERSE CRACKING	HIGH	630 LF	0.46%	13.95
LONGITUDINAL/TRANSVERSE CRACKING	LOW	3,631 LF	2.65%	9.12
PATCHING	LOW	579 SF	0.42%	2.31

* 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 83.0 % Climate/Durability 17.0 % 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: 5 **Total Samples:** 13 **Last Inspection Date:** 8/13/2018 **PCI:** **87**

Sample # 2	<p>Distress Description PATCHING WEATHERING LONGITUDINAL/TRANSVERSE CRACKING LONGITUDINAL/TRANSVERSE CRACKING</p>	<p>Severity L L M L</p>	<p>Quantity 9 SF 3,220 SF 1 LF 165 LF</p>	Area: 3,220 SF
Sample # 3	<p>Distress Description LONGITUDINAL/TRANSVERSE CRACKING WEATHERING</p>	<p>Severity L L</p>	<p>Quantity 50 LF 4,060 SF</p>	Area: 4,060 SF
Sample # 6	<p>Distress Description WEATHERING LONGITUDINAL/TRANSVERSE CRACKING</p>	<p>Severity L L</p>	<p>Quantity 3,220 SF 17 LF</p>	Area: 3,220 SF
Sample # 8	<p>Distress Description WEATHERING LONGITUDINAL/TRANSVERSE CRACKING</p>	<p>Severity L L</p>	<p>Quantity 4,900 SF 29 LF</p>	Area: 4,900 SF
Sample # 12	<p>Distress Description WEATHERING LONGITUDINAL/TRANSVERSE CRACKING PATCHING</p>	<p>Severity L L L</p>	<p>Quantity 4,900 SF 41 LF 2 SF</p>	Area: 4,900 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
LONGITUDINAL/TRANSVERSE CRACKING	LOW	798 LF	1.49%	6.08
LONGITUDINAL/TRANSVERSE CRACKING	MEDIUM	3 LF	0.00%	4.00
PATCHING	LOW	29 SF	0.05%	2.00
WEATHERING	LOW	53,620 SF	100.00%	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-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:** 8/13/2018 **PCI:** 79

Sample # 1	<p>Distress Description WEATHERING DEPRESSION</p>	<p>Severity L L</p>	<p>Quantity 4,900 SF 8 SF</p>	Area: 4,900 SF
Sample # 5	<p>Distress Description PATCHING LONGITUDINAL/TRANSVERSE CRACKING WEATHERING</p>	<p>Severity M L L</p>	<p>Quantity 140 SF 381 LF 4,500 SF</p>	Area: 4,500 SF
Sample # 7	<p>Distress Description DEPRESSION WEATHERING LONGITUDINAL/TRANSVERSE CRACKING</p>	<p>Severity L L L</p>	<p>Quantity 40 SF 4,500 SF 267 LF</p>	Area: 4,500 SF
Sample # 9	<p>Distress Description DEPRESSION LONGITUDINAL/TRANSVERSE CRACKING PATCHING WEATHERING</p>	<p>Severity L L L L</p>	<p>Quantity 6 SF 168 LF 240 SF 4,500 SF</p>	Area: 4,500 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
DEPRESSION	LOW	133 SF	0.29%	1.57
LONGITUDINAL/TRANSVERSE CRACKING	LOW	2,014 LF	4.43%	13.52
PATCHING	LOW	592 SF	1.30%	4.20
PATCHING	MEDIUM	346 SF	0.76%	8.73
WEATHERING	LOW	45,415 SF	100.00%	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 95.0 % Climate/Durability 5.0 % 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: 5 **Total Samples:** 9 **Last Inspection Date:** 8/13/2018 **PCI:** 94

Sample # 1	Distress Description LONGITUDINAL/TRANSVERSE CRACKING	Severity L	Quantity 54 LF	Area: 4,900 SF
Sample # 2	Distress Description LONGITUDINAL/TRANSVERSE CRACKING	Severity L	Quantity 3 LF	Area: 4,900 SF
Sample # 6	Distress Description PATCHING LONGITUDINAL/TRANSVERSE CRACKING	Severity L L	Quantity 0.136 SF 32 LF	Area: 4,900 SF
Sample # 8	Distress Description LONGITUDINAL/TRANSVERSE CRACKING PATCHING	Severity L L	Quantity 83 LF 0.087 SF	Area: 4,900 SF
Sample # 9	Distress Description LONGITUDINAL/TRANSVERSE CRACKING	Severity L	Quantity 96 LF	Area: 4,900 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
LONGITUDINAL/TRANSVERSE CRACKING	LOW	502 LF	1.09%	5.15
PATCHING	LOW	0 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 100.0 % Climate/Durability 0.0 % Other

BAKER AIRPORT (56)

FIFTEEN YEAR PROJECTIONS ESTIMATED AVERAGE ANNUAL COST: \$100,115

Plan Year: 2019						Estimated Cost:	\$314,180	PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-2A	Preventive + Global MR	\$1,838	\$40,800	\$0	\$0	\$42,638	79	81	
A-3A	Preventive + Global MR	\$1,143	\$4,998	\$0	\$0	\$6,141	64	69	
A-5	Preventive + Global MR	\$3,544	\$13,600	\$0	\$0	\$17,144	62	68	
A-6	Preventive	\$723	\$0	\$0	\$0	\$723	70	70	
A-7	Preventive + Global MR	\$3	\$4,381	\$0	\$0	\$4,384	90	92	
A-9	Global MR	\$0	\$7,839	\$0	\$0	\$7,839	94	97	
R-1	Preventive + Global MR	\$256	\$124,949	\$0	\$0	\$125,205	89	94	
R-2	None	\$0	\$0	\$0	\$0	\$0	99	99	
T-1	Preventive + Global MR	\$679	\$11,475	\$0	\$0	\$12,154	77	81	
T-2	Preventive + Global MR	\$1,156	\$46,648	\$0	\$0	\$47,804	82	85	
T-3	Preventive + Global MR	\$177	\$18,231	\$0	\$0	\$18,408	87	89	
T-4	Preventive + Global MR	\$710	\$15,441	\$0	\$0	\$16,151	79	82	
T-5	Global MR	\$0	\$15,589	\$0	\$0	\$15,589	93.59	96.62	

Plan Year: 2020						Estimated Cost:	\$7,452	PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-2A	Preventive	\$1,163	\$0	\$0	\$0	\$1,163	80	80	
A-3A	Preventive	\$940	\$0	\$0	\$0	\$940	67	67	
A-5	Preventive	\$2,818	\$0	\$0	\$0	\$2,818	66	66	
A-6	Preventive	\$816	\$0	\$0	\$0	\$816	69	69	
A-7	None	\$0	\$0	\$0	\$0	\$0	91	91	
A-9	None	\$0	\$0	\$0	\$0	\$0	96	96	
R-1	None	\$0	\$0	\$0	\$0	\$0	93	93	
R-2	None	\$0	\$0	\$0	\$0	\$0	96	96	
T-1	Preventive	\$334	\$0	\$0	\$0	\$334	80	80	
T-2	Preventive	\$862	\$0	\$0	\$0	\$862	84	84	
T-3	Preventive	\$95	\$0	\$0	\$0	\$95	88	88	
T-4	Preventive	\$425	\$0	\$0	\$0	\$425	81	81	
T-5	None	\$0	\$0	\$0	\$0	\$0	95.61	95.61	

Plan Year: 2021						Estimated Cost:	\$8,673	PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-2A	Preventive	\$1,430	\$0	\$0	\$0	\$1,430	80	80	
A-3A	Preventive	\$1,035	\$0	\$0	\$0	\$1,035	66	66	
A-5	Preventive	\$3,152	\$0	\$0	\$0	\$3,152	64	64	
A-6	Preventive	\$915	\$0	\$0	\$0	\$915	68	68	
A-7	None	\$0	\$0	\$0	\$0	\$0	90	90	
A-9	None	\$0	\$0	\$0	\$0	\$0	95	95	
R-1	None	\$0	\$0	\$0	\$0	\$0	91	91	
R-2	None	\$0	\$0	\$0	\$0	\$0	93	93	
T-1	Preventive	\$490	\$0	\$0	\$0	\$490	79	79	
T-2	Preventive	\$1,001	\$0	\$0	\$0	\$1,001	83	83	
T-3	Preventive	\$134	\$0	\$0	\$0	\$134	87	88	
T-4	Preventive	\$516	\$0	\$0	\$0	\$516	80	80	
T-5	None	\$0	\$0	\$0	\$0	\$0	94.6	94.6	

Plan Year: 2022						Estimated Cost:	\$171,588	PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-2A	Preventive	\$1,809	\$0	\$0	\$0	\$1,809	79	79	
A-3A	Preventive	\$1,130	\$0	\$0	\$0	\$1,130	65	65	
A-5	Preventive	\$3,482	\$0	\$0	\$0	\$3,482	63	63	
A-6	Preventive	\$1,014	\$0	\$0	\$0	\$1,014	66	67	
A-7	Preventive	\$3	\$0	\$0	\$0	\$3	90	90	
A-9	None	\$0	\$0	\$0	\$0	\$0	94	94	
R-1	Preventive	\$219	\$0	\$0	\$0	\$219	89	90	
R-2	Preventive + Global MR	\$17	\$161,250	\$0	\$0	\$161,267	90	100	
T-1	Preventive	\$656	\$0	\$0	\$0	\$656	78	78	
T-2	Preventive	\$1,141	\$0	\$0	\$0	\$1,141	82	82	
T-3	Preventive	\$175	\$0	\$0	\$0	\$175	87	87	
T-4	Preventive	\$692	\$0	\$0	\$0	\$692	79	79	
T-5	None	\$0	\$0	\$0	\$0	\$0	93.59	93.59	

Plan Year: 2023						Estimated Cost:	\$12,334	PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-2A	Preventive	\$2,188	\$0	\$0	\$0	\$2,188	78	78	
A-3A	Preventive	\$1,225	\$0	\$0	\$0	\$1,225	63	63	
A-5	Preventive	\$3,814	\$0	\$0	\$0	\$3,814	61	61	
A-6	Preventive	\$1,113	\$0	\$0	\$0	\$1,113	65	65	
A-7	Preventive	\$10	\$0	\$0	\$0	\$10	89	89	
A-9	None	\$0	\$0	\$0	\$0	\$0	93	93	
R-1	Preventive	\$799	\$0	\$0	\$0	\$799	88	88	
R-2	None	\$0	\$0	\$0	\$0	\$0	97	97	
T-1	Preventive	\$823	\$0	\$0	\$0	\$823	76	76	
T-2	Preventive	\$1,281	\$0	\$0	\$0	\$1,281	81	81	
T-3	Preventive	\$214	\$0	\$0	\$0	\$214	86	86	
T-4	Preventive	\$866	\$0	\$0	\$0	\$866	78	78	
T-5	None	\$0	\$0	\$0	\$0	\$0	92.58	92.58	

BAKER AIRPORT (56)

FIFTEEN YEAR PROJECTIONS ESTIMATED AVERAGE ANNUAL COST: \$100,115

Plan Year: 2024		Estimated Cost:				\$425,085	PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After
A-2A	Preventive + Global MR	\$2,567	\$40,800	\$0	\$0	\$43,367	77	80
A-3A	Preventive + Global MR	\$1,320	\$4,998	\$0	\$0	\$6,318	62	66
A-5	Major Below Critical	\$0	\$0	\$124,380	\$0	\$124,380	59	100
A-6	Preventive	\$1,211	\$0	\$0	\$0	\$1,211	64	64
A-7	Preventive + Global MR	\$18	\$4,381	\$0	\$0	\$4,399	89	90
A-9	Global MR	\$0	\$7,839	\$0	\$0	\$7,839	92	95
R-1	Preventive + Global MR	\$1,383	\$124,949	\$0	\$0	\$126,332	86	91
R-2	None	\$0	\$0	\$0	\$0	\$0	94	94
T-1	Preventive + Global MR	\$991	\$11,475	\$0	\$0	\$12,466	75	79
T-2	Preventive + Global MR	\$1,569	\$46,648	\$0	\$0	\$48,217	80	83
T-3	Preventive + Global MR	\$254	\$18,231	\$0	\$0	\$18,485	85	88
T-4	Preventive + Global MR	\$1,043	\$15,441	\$0	\$0	\$16,484	77	80
T-5	Global MR	\$0	\$15,589	\$0	\$0	\$15,589	91.57	94.6

Plan Year: 2025		Estimated Cost:				\$6,942	PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After
A-2A	Preventive	\$1,786	\$0	\$0	\$0	\$1,786	79	79
A-3A	Preventive	\$1,117	\$0	\$0	\$0	\$1,117	65	65
A-5	None	\$0	\$0	\$0	\$0	\$0	97	97
A-6	Preventive	\$1,310	\$0	\$0	\$0	\$1,310	63	63
A-7	Preventive	\$3	\$0	\$0	\$0	\$3	90	90
A-9	None	\$0	\$0	\$0	\$0	\$0	94	94
R-1	Preventive	\$119	\$0	\$0	\$0	\$119	90	90
R-2	None	\$0	\$0	\$0	\$0	\$0	91	91
T-1	Preventive	\$636	\$0	\$0	\$0	\$636	78	78
T-2	Preventive	\$1,125	\$0	\$0	\$0	\$1,125	82	82
T-3	Preventive	\$172	\$0	\$0	\$0	\$172	87	87
T-4	Preventive	\$674	\$0	\$0	\$0	\$674	79	79
T-5	None	\$0	\$0	\$0	\$0	\$0	93.59	93.59

Plan Year: 2026		Estimated Cost:				\$8,769	PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After
A-2A	Preventive	\$2,164	\$0	\$0	\$0	\$2,164	78	78
A-3A	Preventive	\$1,213	\$0	\$0	\$0	\$1,213	64	64
A-5	None	\$0	\$0	\$0	\$0	\$0	94	94
A-6	Preventive	\$1,409	\$0	\$0	\$0	\$1,409	61	61
A-7	Preventive	\$10	\$0	\$0	\$0	\$10	89	89
A-9	None	\$0	\$0	\$0	\$0	\$0	93	93
R-1	Preventive	\$696	\$0	\$0	\$0	\$696	88	88
R-2	Preventive	\$150	\$0	\$0	\$0	\$150	88	88
T-1	Preventive	\$803	\$0	\$0	\$0	\$803	77	77
T-2	Preventive	\$1,264	\$0	\$0	\$0	\$1,264	81	81
T-3	Preventive	\$212	\$0	\$0	\$0	\$212	86	86
T-4	Preventive	\$848	\$0	\$0	\$0	\$848	78	78
T-5	None	\$0	\$0	\$0	\$0	\$0	92.58	92.58

Plan Year: 2027		Estimated Cost:				\$54,500	PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After
A-2A	Preventive	\$2,544	\$0	\$0	\$0	\$2,544	77	77
A-3A	Preventive	\$1,308	\$0	\$0	\$0	\$1,308	62	62
A-5	None	\$0	\$0	\$0	\$0	\$0	91	91
A-6	Major Below Critical	\$0	\$0	\$45,229	\$0	\$45,229	60	100
A-7	Preventive	\$17	\$0	\$0	\$0	\$17	89	89
A-9	None	\$0	\$0	\$0	\$0	\$0	92	92
R-1	Preventive	\$1,280	\$0	\$0	\$0	\$1,280	87	87
R-2	Preventive	\$373	\$0	\$0	\$0	\$373	85	85
T-1	Preventive	\$969	\$0	\$0	\$0	\$969	75	75
T-2	Preventive	\$1,503	\$0	\$0	\$0	\$1,503	80	80
T-3	Preventive	\$252	\$0	\$0	\$0	\$252	85	85
T-4	Preventive	\$1,024	\$0	\$0	\$0	\$1,024	77	77
T-5	None	\$0	\$0	\$0	\$0	\$0	91.57	91.57

Plan Year: 2028		Estimated Cost:				\$11,586	PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After
A-2A	Preventive	\$2,923	\$0	\$0	\$0	\$2,923	76	76
A-3A	Preventive	\$1,402	\$0	\$0	\$0	\$1,402	61	61
A-5	Preventive	\$80	\$0	\$0	\$0	\$80	88	88
A-6	None	\$0	\$0	\$0	\$0	\$0	97	97
A-7	Preventive	\$25	\$0	\$0	\$0	\$25	88	88
A-9	None	\$0	\$0	\$0	\$0	\$0	91	91
R-1	Preventive	\$1,868	\$0	\$0	\$0	\$1,868	85	85
R-2	Preventive	\$597	\$0	\$0	\$0	\$597	82	82
T-1	Preventive	\$1,137	\$0	\$0	\$0	\$1,137	74	74
T-2	Preventive	\$2,064	\$0	\$0	\$0	\$2,064	79	79
T-3	Preventive	\$292	\$0	\$0	\$0	\$292	85	85
T-4	Preventive	\$1,199	\$0	\$0	\$0	\$1,199	76	76
T-5	None	\$0	\$0	\$0	\$0	\$0	90.56	90.56

BAKER AIRPORT (56)

FIFTEEN YEAR PROJECTIONS ESTIMATED AVERAGE ANNUAL COST: \$100,115

Plan Year: 2029		Estimated Cost: \$342,972					PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After
A-2A	Preventive + Global MR	\$3,307	\$40,800	\$0	\$0	\$44,106	76	78
A-3A	Major Below Critical	\$0	\$0	\$44,938	\$0	\$44,938	60	100
A-5	Preventive	\$193	\$0	\$0	\$0	\$193	85	85
A-6	None	\$0	\$0	\$0	\$0	\$0	94	94
A-7	Preventive + Global MR	\$32	\$4,381	\$0	\$0	\$4,413	88	89
A-9	Preventive + Global MR	\$10	\$7,839	\$0	\$0	\$7,849	90	93
R-1	Preventive + Global MR	\$2,451	\$124,949	\$0	\$0	\$127,400	83	88
R-2	Preventive	\$1,035	\$0	\$0	\$0	\$1,035	79	79
T-1	Preventive + Global MR	\$1,304	\$11,475	\$0	\$0	\$12,779	73	77
T-2	Preventive + Global MR	\$2,623	\$46,648	\$0	\$0	\$49,271	78	81
T-3	Preventive + Global MR	\$331	\$18,231	\$0	\$0	\$18,562	84	86
T-4	Preventive + Global MR	\$1,375	\$15,441	\$0	\$0	\$16,816	75	78
T-5	Preventive + Global MR	\$21	\$15,589	\$0	\$0	\$15,610	89.55	92.61

Plan Year: 2030		Estimated Cost: \$9,598					PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After
A-2A	Preventive	\$2,515	\$0	\$0	\$0	\$2,515	77	77
A-3A	None	\$0	\$0	\$0	\$0	\$0	97	97
A-5	Preventive	\$306	\$0	\$0	\$0	\$306	82	83
A-6	None	\$0	\$0	\$0	\$0	\$0	91	91
A-7	Preventive	\$17	\$0	\$0	\$0	\$17	89	89
A-9	None	\$0	\$0	\$0	\$0	\$0	92	92
R-1	Preventive	\$1,185	\$0	\$0	\$0	\$1,185	87	87
R-2	Preventive	\$1,929	\$0	\$0	\$0	\$1,929	76	76
T-1	Preventive	\$949	\$0	\$0	\$0	\$949	75	76
T-2	Preventive	\$1,443	\$0	\$0	\$0	\$1,443	80	80
T-3	Preventive	\$249	\$0	\$0	\$0	\$249	85	85
T-4	Preventive	\$1,006	\$0	\$0	\$0	\$1,006	77	77
T-5	None	\$0	\$0	\$0	\$0	\$0	91.6	91.6

Plan Year: 2031		Estimated Cost: \$12,606					PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After
A-2A	Preventive	\$2,894	\$0	\$0	\$0	\$2,894	76	76
A-3A	None	\$0	\$0	\$0	\$0	\$0	94	94
A-5	Preventive	\$477	\$0	\$0	\$0	\$477	80	80
A-6	Preventive	\$30	\$0	\$0	\$0	\$30	88	88
A-7	Preventive	\$24	\$0	\$0	\$0	\$24	88	88
A-9	None	\$0	\$0	\$0	\$0	\$0	91	91
R-1	Preventive	\$1,765	\$0	\$0	\$0	\$1,765	85	85
R-2	Preventive	\$2,826	\$0	\$0	\$0	\$2,826	73	73
T-1	Preventive	\$1,117	\$0	\$0	\$0	\$1,117	74	74
T-2	Preventive	\$2,004	\$0	\$0	\$0	\$2,004	79	79
T-3	Preventive	\$289	\$0	\$0	\$0	\$289	85	85
T-4	Preventive	\$1,181	\$0	\$0	\$0	\$1,181	76	76
T-5	None	\$0	\$0	\$0	\$0	\$0	90.59	90.59

Plan Year: 2032		Estimated Cost: \$177,188					PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After
A-2A	Preventive	\$3,273	\$0	\$0	\$0	\$3,273	76	76
A-3A	None	\$0	\$0	\$0	\$0	\$0	91	91
A-5	Preventive	\$929	\$0	\$0	\$0	\$929	77	77
A-6	Preventive	\$73	\$0	\$0	\$0	\$73	85	85
A-7	Preventive	\$32	\$0	\$0	\$0	\$32	88	88
A-9	Preventive	\$9	\$0	\$0	\$0	\$9	90	90
R-1	Preventive	\$2,352	\$0	\$0	\$0	\$2,352	84	84
R-2	Preventive + Global MR	\$3,720	\$161,250	\$0	\$0	\$164,970	70	85
T-1	Preventive	\$1,282	\$0	\$0	\$0	\$1,282	73	73
T-2	Preventive	\$2,562	\$0	\$0	\$0	\$2,562	78	78
T-3	Preventive	\$329	\$0	\$0	\$0	\$329	84	84
T-4	Preventive	\$1,357	\$0	\$0	\$0	\$1,357	75	75
T-5	Preventive	\$19	\$0	\$0	\$0	\$19	89.59	89.62

Plan Year: 2033		Estimated Cost: \$15,319					PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After
A-2A	Preventive	\$3,652	\$0	\$0	\$0	\$3,652	75	75
A-3A	Preventive	\$29	\$0	\$0	\$0	\$29	88	88
A-5	Preventive	\$1,382	\$0	\$0	\$0	\$1,382	74	74
A-6	Preventive	\$116	\$0	\$0	\$0	\$116	82	82
A-7	Preventive	\$39	\$0	\$0	\$0	\$39	87	87
A-9	Preventive	\$32	\$0	\$0	\$0	\$32	89	89
R-1	Preventive	\$2,936	\$0	\$0	\$0	\$2,936	82	82
R-2	Preventive	\$592	\$0	\$0	\$0	\$592	82	82
T-1	Preventive	\$1,451	\$0	\$0	\$0	\$1,451	72	72
T-2	Preventive	\$3,123	\$0	\$0	\$0	\$3,123	77	77
T-3	Preventive	\$369	\$0	\$0	\$0	\$369	83	83
T-4	Preventive	\$1,533	\$0	\$0	\$0	\$1,533	74	74
T-5	Preventive	\$64	\$0	\$0	\$0	\$64	88.61	88.64