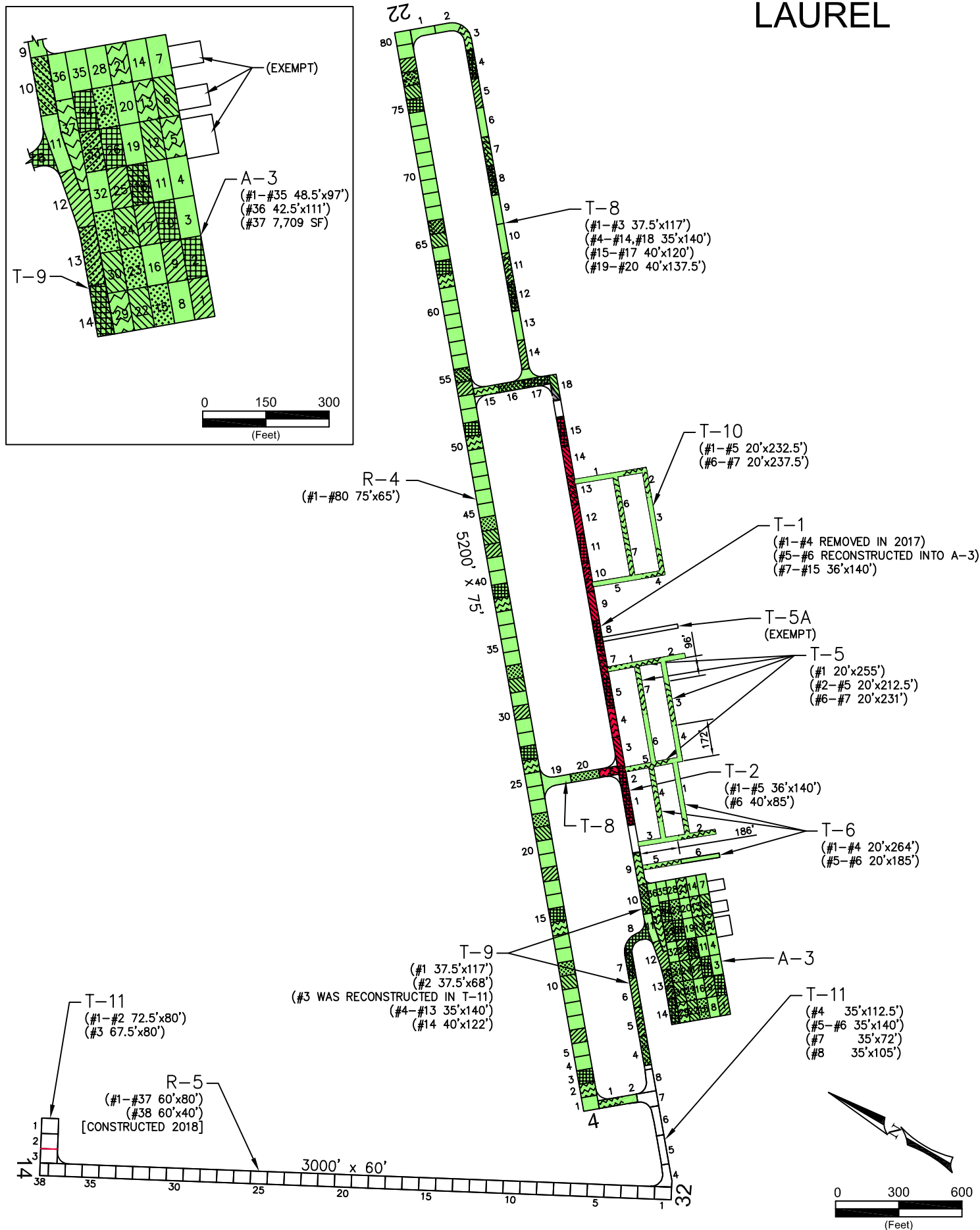


# LAUREL



## 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.	
<b>RUNWAYS</b>										
R-4		CBR=4	FABRIC	12" P-208	4" P-401	P-609	12,500			6,9,10
R-5		CBR=2	FABRIC	10" P-208	4" P-401		12,500			11
<b>TAXIWAYS</b>										
T-1		F7, CBR=6.5		6.5" P-208	2" P-401	P-609	12,500			5,8,9,10
T-2		F7, CBR=6.5		6" P-208		2"P-401, P-609	14,000			4,5,8,9,10
T-5			FABRIC	12" P-208	4" P-401		12,500			8,9,10
T-6			FABRIC	12" P-208	4" P-401		12,500			8,9,10
T-8		CBR=4	FABRIC	12" P-208	4" P-401	P-609	12,500			
T-9		CBR=4	FABRIC	12" P-208	4" P-401	P-609	12,500			
T-10			FABRIC	12" P-208	4" P-401		12,500			8,9,10
T-11		CBR=2	FABRIC	10" P-208	4" P-401		12,500			11
<b>APRONS</b>										
A-3		CBR=4	FABRIC	12" P-208	4" P-401	P-609	6,000			7,9,10

**REMARKS:**

- 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 AND TAXIWAY (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.
- 11. AIP-018-2017, CONSTRUCT RUNWAY 14-32 (R-5), CONSTRUCT TAXIWAY A EXTENSION (T-11).

**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:	
EVALUATED BY:	
DATE OF MOST RECENT PAVEMENT CONDITION SURVEY:	AUG. 28, 2018
EVALUATED BY:	N. SCHROHT
LOCATION:	LAUREL MONTANA

**MONTANA AVIATION SYSTEM PLAN  
2018 UPDATE - PAVEMENT CONDITION INDEXES  
LAUREL MUNICIPAL AIRPORT  
(6S8)**

Date: \_\_\_\_\_ Prepared For: \_\_\_\_\_ Prepared By: \_\_\_\_\_

DECEMBER 2018





**A-3, Overview**



**A-3, Raveling-Dense Mix**



**R-4, Overview**



**R-4, Cracking-Failed Sealant**



**T-1, Overview**



**T-1, Alligator Cracking**



**T-2, Overview**



**T-2, Rutting**

# 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:** 5      **Total Samples:** 37      **Last Inspection Date:** 9/6/2018      **PCI:** 71

<b>Sample # 5</b>	<p><b>Distress Description</b>                  LONGITUDINAL/TRANSVERSE CRACKING                  RAVELING                  RAVELING                  RAVELING</p>	<p><b>Severity</b>                  L                  L                  H                  M</p>	<p><b>Quantity</b>                  270 LF                  69 SF                  1 SF                  7 SF</p>	<b>Area:</b> 4,705 SF
<b>Sample # 13</b>	<p><b>Distress Description</b>                  RAVELING                  RAVELING                  RAVELING                  PATCHING                  LONGITUDINAL/TRANSVERSE CRACKING                  LONGITUDINAL/TRANSVERSE CRACKING</p>	<p><b>Severity</b>                  H                  M                  L                  L                  M                  L</p>	<p><b>Quantity</b>                  4 SF                  19 SF                  361 SF                  7 SF                  14 LF                  330 LF</p>	<b>Area:</b> 4,705 SF
<b>Sample # 21</b>	<p><b>Distress Description</b>                  RAVELING                  LONGITUDINAL/TRANSVERSE CRACKING                  LONGITUDINAL/TRANSVERSE CRACKING                  RAVELING                  RAVELING</p>	<p><b>Severity</b>                  H                  M                  L                  L                  M</p>	<p><b>Quantity</b>                  53 SF                  28 LF                  316 LF                  2,347 SF                  267 SF</p>	<b>Area:</b> 4,705 SF
<b>Sample # 29</b>	<p><b>Distress Description</b>                  LONGITUDINAL/TRANSVERSE CRACKING                  RAVELING                  LONGITUDINAL/TRANSVERSE CRACKING</p>	<p><b>Severity</b>                  L                  H                  M</p>	<p><b>Quantity</b>                  217 LF                  1 SF                  60 LF</p>	<b>Area:</b> 4,705 SF
<b>Sample # 37</b>	<p><b>Distress Description</b>                  LONGITUDINAL/TRANSVERSE CRACKING                  LONGITUDINAL/TRANSVERSE CRACKING</p>	<p><b>Severity</b>                  M                  L</p>	<p><b>Quantity</b>                  20 LF                  500 LF</p>	<b>Area:</b> 7,709 SF

**Extrapolated Distress Quantities\***

<b>Distress Description</b>	<b>Severity</b>	<b>Quantity</b>	<b>Density</b>	<b>Deduct</b>
LONGITUDINAL/TRANSVERSE CRACKING	LOW	10,548 LF	6.16%	17.11
LONGITUDINAL/TRANSVERSE CRACKING	MEDIUM	788 LF	0.46%	7.99
PATCHING	LOW	46 SF	0.03%	2.00
RAVELING	HIGH	380 SF	0.22%	8.11
RAVELING	LOW	17,940 SF	10.47%	10.05
RAVELING	MEDIUM	1,892 SF	1.10%	8.18

\* 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: 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:** 8/28/2018      **PCI:** **67**

<b>Sample #</b> 2	<b>Distress Description</b> RAVELING WEATHERING LONGITUDINAL/TRANSVERSE CRACKING DEPRESSION LONGITUDINAL/TRANSVERSE CRACKING	<b>Severity</b> H L L M M	<b>Quantity</b> 90 SF 4,875 SF 135 LF 32 SF 130 LF	<b>Area:</b> 4,875 SF
<b>Sample #</b> 14	<b>Distress Description</b> LONGITUDINAL/TRANSVERSE CRACKING LONGITUDINAL/TRANSVERSE CRACKING WEATHERING	<b>Severity</b> L M L	<b>Quantity</b> 167 LF 89 LF 4,875 SF	<b>Area:</b> 4,875 SF
<b>Sample #</b> 26	<b>Distress Description</b> LONGITUDINAL/TRANSVERSE CRACKING WEATHERING LONGITUDINAL/TRANSVERSE CRACKING	<b>Severity</b> L L M	<b>Quantity</b> 127 LF 4,875 SF 125 LF	<b>Area:</b> 4,875 SF
<b>Sample #</b> 38	<b>Distress Description</b> WEATHERING LONGITUDINAL/TRANSVERSE CRACKING LONGITUDINAL/TRANSVERSE CRACKING	<b>Severity</b> L M L	<b>Quantity</b> 4,875 SF 141 LF 205 LF	<b>Area:</b> 4,875 SF
<b>Sample #</b> 50	<b>Distress Description</b> WEATHERING LONGITUDINAL/TRANSVERSE CRACKING LONGITUDINAL/TRANSVERSE CRACKING LONGITUDINAL/TRANSVERSE CRACKING	<b>Severity</b> L M H L	<b>Quantity</b> 4,875 SF 157 LF 19 LF 106 LF	<b>Area:</b> 4,875 SF
<b>Sample #</b> 62	<b>Distress Description</b> LONGITUDINAL/TRANSVERSE CRACKING RAVELING LONGITUDINAL/TRANSVERSE CRACKING LONGITUDINAL/TRANSVERSE CRACKING WEATHERING	<b>Severity</b> M H L H L	<b>Quantity</b> 99 LF 5 SF 194 LF 25 LF 4,875 SF	<b>Area:</b> 4,875 SF
<b>Sample #</b> 77	<b>Distress Description</b> LONGITUDINAL/TRANSVERSE CRACKING RAVELING WEATHERING LONGITUDINAL/TRANSVERSE CRACKING	<b>Severity</b> L H L M	<b>Quantity</b> 320 LF 2 SF 4,875 SF 107 LF	<b>Area:</b> 4,875 SF

**Extrapolated Distress Quantities\***

Distress Description	Severity	Quantity	Density	Deduct
DEPRESSION	MEDIUM	366 SF	0.09%	5.20
LONGITUDINAL/TRANSVERSE CRACKING	HIGH	503 LF	0.13%	8.56
LONGITUDINAL/TRANSVERSE CRACKING	LOW	14,331 LF	3.67%	11.74

**LAUREL AIRPORT**

Branch: 27R1

**RUNWAY**

**R-4**

LONGITUDINAL/TRANSVERSE CRACKING	MEDIUM	9,691 LF	2.48%	17.61
RAVELING	HIGH	1,109 SF	0.28%	8.64
WEATHERING	LOW	390,000 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

91.0 % Climate/Durability

9.0 % 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:** 11      **Last Inspection Date:** 9/2/2018      **PCI:** 36

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

Distress Description	Severity	Quantity
DEPRESSION	M	84 SF
RAVELING	H	28 SF
RUTTING	H	90 SF
ALLIGATOR	M	96 SF
DEPRESSION	L	30 SF
ALLIGATOR	H	112 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	265 LF
PATCHING	L	240 SF
ALLIGATOR	L	120 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	249 LF

**Sample # 10**      **Area:** 5,040 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	136 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	200 LF
RAVELING	H	2 SF
PATCHING	L	180 SF
ALLIGATOR	M	20 SF
RUTTING	L	33 SF
ALLIGATOR	L	250 SF

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

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	170 LF
DEPRESSION	M	6 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	130 LF
RUTTING	L	20 SF
PATCHING	L	100 SF
DEPRESSION	L	29 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	450 LF
RAVELING	H	9 SF
BLEEDING	NA	30 SF

**Sample # 15**      **Area:** 5,040 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	M	150 LF
ALLIGATOR	L	185 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	149 LF
DEPRESSION	L	40 SF

**Extrapolated Distress Quantities\***

Distress Description	Severity	Quantity	Density	Deduct
ALLIGATOR	HIGH	476 SF	0.56%	30.60
ALLIGATOR	LOW	2,359 SF	2.75%	30.23
ALLIGATOR	MEDIUM	493 SF	0.58%	24.08
BLEEDING	N/A	128 SF	0.15%	0.40
DEPRESSION	LOW	421 SF	0.49%	3.22
DEPRESSION	MEDIUM	383 SF	0.45%	9.90
LONGITUDINAL/TRANSVERSE CRACKING	LOW	4,973 LF	5.80%	16.42
LONGITUDINAL/TRANSVERSE CRACKING	MEDIUM	3,098 LF	3.62%	21.56
PATCHING	LOW	2,210 SF	2.58%	6.56
RAVELING	HIGH	166 SF	0.19%	7.87
RUTTING	HIGH	383 SF	0.00%	27.91

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**LAUREL AIRPORT**

Branch: 27T

**TAXIWAY**

**T-1**

RUTTING

LOW 225 SF

0.00%

10.61

\* 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**

65.0 % Load

28.0 % Climate/Durability

7.0 % 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:** 9/2/2018      **PCI:** 31

**Sample # 2**      **Area:** 5,040 SF

Distress Description	Severity	Quantity
DEPRESSION	L	94 SF
RUTTING	H	40 SF
ALLIGATOR	H	46 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	720 LF
ALLIGATOR	M	118 SF
RUTTING	M	80 SF
ALLIGATOR	L	230 SF
RAVELING	H	57 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	59 LF
RUTTING	L	120 SF

**Sample # 4**      **Area:** 5,040 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	327 LF
PATCHING	L	0 SF
ALLIGATOR	L	35 SF
RAVELING	L	280 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	98 LF
RUTTING	L	40 SF

**Sample # 6**      **Area:** 3,400 SF

Distress Description	Severity	Quantity
ALLIGATOR	M	100 SF
PATCHING	L	680 SF
ALLIGATOR	L	191 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	837 LF
BLEEDING	NA	10 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	45 LF
DEPRESSION	L	2 SF

**Extrapolated Distress Quantities\***

Distress Description	Severity	Quantity	Density	Deduct
ALLIGATOR	HIGH	176 SF	0.34%	26.59
ALLIGATOR	LOW	1,744 SF	3.38%	32.27
ALLIGATOR	MEDIUM	834 SF	1.62%	34.06
BLEEDING	N/A	38 SF	0.07%	0.00
DEPRESSION	LOW	367 SF	0.71%	4.85
LONGITUDINAL/TRANSVERSE CRACKING	LOW	7,207 LF	13.98%	27.88
LONGITUDINAL/TRANSVERSE CRACKING	MEDIUM	773 LF	1.50%	13.58
PATCHING	LOW	2,602 SF	5.05%	9.95
RAVELING	HIGH	218 SF	0.42%	10.06
RAVELING	LOW	1,071 SF	2.08%	4.08
RUTTING	HIGH	153 SF	0.00%	25.33
RUTTING	LOW	612 SF	0.00%	16.06
RUTTING	MEDIUM	306 SF	0.00%	21.13

\* 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**

69.0 % Load      29.0 % Climate/Durability      2.0 % Other

# LAUREL AIRPORT

Branch: 27T TAXIWAY

**T-5**

**Length:** 1,567 LF      **Width:** 20 LF      **Area:** 31,340 SF      **Last Const:** 2002      **Family:** ACRML  
**From:** T-2      **To:** HANGARS      **Surface:** AC

**Inspections**

**Samples Surveyed:** 4      **Total Samples:** 7      **Last Inspection Date:** 9/6/2018      **PCI:** 75

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

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	16 LF
WEATHERING	M	5,100 SF
RAVELING	H	14 SF

**Sample # 3**      **Area:** 4,250 SF

Distress Description	Severity	Quantity
WEATHERING	M	4250 SF

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

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	39 LF
WEATHERING	M	4250 SF

**Sample # 7**      **Area:** 4,620 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	15 LF
WEATHERING	M	4620 SF
PATCHING	L	0.09 SF
DEPRESSION	L	6 SF

**Extrapolated Distress Quantities\***

Distress Description	Severity	Quantity	Density	Deduct
DEPRESSION	LOW	10 SF	0.03%	0.30
LONGITUDINAL/TRANSVERSE CRACKING	LOW	120 LF	0.38%	3.84
PATCHING	LOW	0 SF	0.00%	2.00
RAVELING	HIGH	24 SF	0.08%	6.00
WEATHERING	MEDIUM	31,340 SF	100.00%	20.34

\* 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-6**

**Length:** 1,426 LF      **Width:** 20 LF      **Area:** 28,520 SF      **Last Const:** 2002      **Family:** ACRML  
**From:** T-2      **To:** HANGARS      **Surface:** AC

**Inspections**

**Samples Surveyed:** 3      **Total Samples:** 6      **Last Inspection Date:** 9/6/2018      **PCI:** 69

**Sample # 2**      **Area:** 5,280 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	64 LF
WEATHERING	M	5,280 SF
RAVELING	H	2 SF
PATCHING	L	0.09 SF

**Sample # 4**      **Area:** 5,280 SF

Distress Description	Severity	Quantity
WEATHERING	M	5,280 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	10 LF
LONGITUDINAL/TRANSVERSE CRACKING	L	60 LF

**Sample # 5**      **Area:** 3,700 SF

Distress Description	Severity	Quantity
ALLIGATOR	L	37 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	24 LF
WEATHERING	M	3,700 SF

**Extrapolated Distress Quantities\***

Distress Description	Severity	Quantity	Density	Deduct
ALLIGATOR	LOW	74 SF	0.26%	9.92
LONGITUDINAL/TRANSVERSE CRACKING	LOW	296 LF	1.04%	5.02
LONGITUDINAL/TRANSVERSE CRACKING	MEDIUM	20 LF	0.07%	4.00
PATCHING	LOW	0 SF	0.00%	2.00
RAVELING	HIGH	4 SF	0.01%	6.00
WEATHERING	MEDIUM	28,520 SF	100.00%	20.34

\* 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**

21.0 % Load      79.0 % 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:** 9/1/2018      **PCI:** 68

**Sample # 3**      **Area:** 4,387 SF

Distress Description	Severity	Quantity
WEATHERING	M	4,388 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	141 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	35 LF

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

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	197 LF
RAVELING	H	14 SF
WEATHERING	M	4,900 SF
PATCHING	L	0 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	13 LF

**Sample # 11**      **Area:** 4,900 SF

Distress Description	Severity	Quantity
WEATHERING	M	4,900 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	190 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	43 LF

**Sample # 15**      **Area:** 4,800 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	214 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	24 LF
WEATHERING	M	4,800 SF

**Sample # 19**      **Area:** 5,500 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	214 LF
PATCHING	L	0 SF
BLEEDING	NA	2 SF
RAVELING	H	4 SF
DEPRESSION	L	14 SF
WEATHERING	M	5,500 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	70 LF

**Extrapolated Distress Quantities\***

Distress Description	Severity	Quantity	Density	Deduct
BLEEDING	N/A	8 SF	0.01%	0.00
DEPRESSION	LOW	56 SF	0.06%	0.30
LONGITUDINAL/TRANSVERSE CRACKING	LOW	3,847 LF	3.90%	12.29
LONGITUDINAL/TRANSVERSE CRACKING	MEDIUM	745 LF	0.76%	9.93
PATCHING	LOW	1 SF	0.00%	2.00
RAVELING	HIGH	72 SF	0.07%	6.00
WEATHERING	MEDIUM	98,550 SF	100.00%	20.34

\* 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-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:** 4      **Total Samples:** 13      **Last Inspection Date:** 8/31/2018      **PCI:** **66**

<b>Sample # 1</b>	<p><b>Distress Description</b>                  WEATHERING                  LONGITUDINAL/TRANSVERSE CRACKING                  RAVELING                  LONGITUDINAL/TRANSVERSE CRACKING                  LONGITUDINAL/TRANSVERSE CRACKING</p>	<p><b>Severity</b>                  M                  H                  H                  L                  M</p>	<p><b>Quantity</b>                  4,388 SF                  5 LF                  7 SF                  101 LF                  18 LF</p>	<b>Area:</b> 4,387 SF
<b>Sample # 5</b>	<p><b>Distress Description</b>                  WEATHERING                  LONGITUDINAL/TRANSVERSE CRACKING</p>	<p><b>Severity</b>                  M                  L</p>	<p><b>Quantity</b>                  4,900 SF                  140 LF</p>	<b>Area:</b> 4,900 SF
<b>Sample # 9</b>	<p><b>Distress Description</b>                  WEATHERING                  LONGITUDINAL/TRANSVERSE CRACKING                  LONGITUDINAL/TRANSVERSE CRACKING                  ALLIGATOR</p>	<p><b>Severity</b>                  M                  M                  L                  L</p>	<p><b>Quantity</b>                  4,900 SF                  2 LF                  278 LF                  25 SF</p>	<b>Area:</b> 4,900 SF
<b>Sample # 13</b>	<p><b>Distress Description</b>                  LONGITUDINAL/TRANSVERSE CRACKING                  WEATHERING                  LONGITUDINAL/TRANSVERSE CRACKING</p>	<p><b>Severity</b>                  L                  M                  M</p>	<p><b>Quantity</b>                  234 LF                  4,900 SF                  2 LF</p>	<b>Area:</b> 4,900 SF

**Extrapolated Distress Quantities\***

Distress Description	Severity	Quantity	Density	Deduct
ALLIGATOR	LOW	88 SF	0.13%	7.24
LONGITUDINAL/TRANSVERSE CRACKING	HIGH	18 LF	0.03%	7.50
LONGITUDINAL/TRANSVERSE CRACKING	LOW	2,646 LF	3.94%	12.39
LONGITUDINAL/TRANSVERSE CRACKING	MEDIUM	77 LF	0.12%	4.00
RAVELING	HIGH	25 SF	0.04%	6.00
WEATHERING	MEDIUM	67,060 SF	100.00%	20.34

\* 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**

13.0 % Load      87.0 % Climate/Durability      0.0 % Other

# LAUREL AIRPORT

Branch: 27T TAXIWAY

**T-10**

Length: 1,638 LF      Width: 20 LF      Area: 32,750 SF      Last Const: 2002      Family: ACRML  
 From: T-1      To: HANGARS      Surface: AC

**Inspections**

Samples Surveyed: 4      Total Samples: 7      Last Inspection Date: 9/6/2018      **PCI: 86**

Sample # 2      Area: 4,650 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	27 LF
WEATHERING	L	4,650 SF
PATCHING	L	0 SF

Sample # 4      Area: 4,650 SF

Distress Description	Severity	Quantity
PATCHING	L	0 SF
WEATHERING	L	4,650 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	47 LF

Sample # 6      Area: 4,750 SF

Distress Description	Severity	Quantity
PATCHING	L	48 SF
WEATHERING	L	4,750 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	116 LF

Sample # 7      Area: 4,750 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	111 LF
WEATHERING	L	4,750 SF
PATCHING	L	0 SF

**Extrapolated Distress Quantities\***

Distress Description	Severity	Quantity	Density	Deduct
LONGITUDINAL/TRANSVERSE CRACKING	LOW	524 LF	1.60%	6.37
PATCHING	LOW	84 SF	0.26%	2.06
WEATHERING	LOW	32,750 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      100.0 % Climate/Durability      0.0 % Other

**LAUREL AIRPORT (27)**

**FIFTEEN YEAR PROJECTIONS** **ESTIMATED AVERAGE ANNUAL COST: \$317,038**

Plan Year: 2019		Estimated Cost:					\$1,174,017	PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-3	Preventive + Global MR	\$8,280	\$58,262	\$0	\$0	\$66,542	70	76	
R-4	Preventive + Global MR	\$26,656	\$132,599	\$0	\$0	\$159,255	66	72	
T-1	Major Below Critical	\$0	\$0	\$511,937	\$0	\$511,937	35	100	
T-10	Preventive + Global MR	\$141	\$11,135	\$0	\$0	\$11,275	86	88	
T-2	Major Below Critical	\$0	\$0	\$334,199	\$0	\$334,199	30	100	
T-5	Preventive + Global MR	\$1,008	\$10,656	\$0	\$0	\$11,664	74	79	
T-6	Preventive + Global MR	\$1,664	\$9,697	\$0	\$0	\$11,361	68	74	
T-8	Preventive + Global MR	\$7,228	\$33,507	\$0	\$0	\$40,735	65	71	
T-9	Preventive + Global MR	\$4,248	\$22,800	\$0	\$0	\$27,049	67	73	

Plan Year: 2020		Estimated Cost:					\$35,438	PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-3	Preventive	\$5,889	\$0	\$0	\$0	\$5,889	74	74	
R-4	Preventive	\$19,359	\$0	\$0	\$0	\$19,359	70	70	
T-1	None	\$0	\$0	\$0	\$0	\$0	97	97	
T-10	Preventive	\$82	\$0	\$0	\$0	\$82	87	88	
T-2	None	\$0	\$0	\$0	\$0	\$0	97	97	
T-5	Preventive	\$602	\$0	\$0	\$0	\$602	78	78	
T-6	Preventive	\$1,157	\$0	\$0	\$0	\$1,157	72	72	
T-8	Preventive	\$5,317	\$0	\$0	\$0	\$5,317	69	69	
T-9	Preventive	\$3,033	\$0	\$0	\$0	\$3,033	71	71	

Plan Year: 2021		Estimated Cost:					\$41,691	PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-3	Preventive	\$6,992	\$0	\$0	\$0	\$6,992	72	72	
R-4	Preventive	\$22,696	\$0	\$0	\$0	\$22,696	68	68	
T-1	None	\$0	\$0	\$0	\$0	\$0	94	94	
T-10	Preventive	\$110	\$0	\$0	\$0	\$110	87	87	
T-2	None	\$0	\$0	\$0	\$0	\$0	94	94	
T-5	Preventive	\$790	\$0	\$0	\$0	\$790	76	76	
T-6	Preventive	\$1,367	\$0	\$0	\$0	\$1,367	71	71	
T-8	Preventive	\$6,189	\$0	\$0	\$0	\$6,189	67	68	
T-9	Preventive	\$3,547	\$0	\$0	\$0	\$3,547	69	70	

Plan Year: 2022		Estimated Cost:					\$48,048	PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-3	Preventive	\$8,087	\$0	\$0	\$0	\$8,087	71	71	
R-4	Preventive	\$26,033	\$0	\$0	\$0	\$26,033	67	67	
T-1	None	\$0	\$0	\$0	\$0	\$0	91	91	
T-10	Preventive	\$138	\$0	\$0	\$0	\$138	86	86	
T-2	None	\$0	\$0	\$0	\$0	\$0	91	91	
T-5	Preventive	\$977	\$0	\$0	\$0	\$977	75	75	
T-6	Preventive	\$1,614	\$0	\$0	\$0	\$1,614	69	69	
T-8	Preventive	\$7,062	\$0	\$0	\$0	\$7,062	66	66	
T-9	Preventive	\$4,137	\$0	\$0	\$0	\$4,137	68	68	

Plan Year: 2023		Estimated Cost:					\$54,860	PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-3	Preventive	\$9,339	\$0	\$0	\$0	\$9,339	69	69	
R-4	Preventive	\$29,388	\$0	\$0	\$0	\$29,388	65	65	
T-1	Preventive	\$171	\$0	\$0	\$0	\$171	88	88	
T-10	Preventive	\$167	\$0	\$0	\$0	\$167	85	85	
T-2	Preventive	\$103	\$0	\$0	\$0	\$103	88	88	
T-5	Preventive	\$1,165	\$0	\$0	\$0	\$1,165	73	73	
T-6	Preventive	\$1,875	\$0	\$0	\$0	\$1,875	67	67	
T-8	Preventive	\$7,928	\$0	\$0	\$0	\$7,928	64	64	
T-9	Preventive	\$4,724	\$0	\$0	\$0	\$4,724	66	66	

Plan Year: 2024		Estimated Cost:					\$340,562	PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-3	Preventive + Global MR	\$10,719	\$58,262	\$0	\$0	\$68,981	67	73	
R-4	Preventive + Global MR	\$32,739	\$132,599	\$0	\$0	\$165,338	63	69	
T-1	Preventive	\$405	\$0	\$0	\$0	\$405	85	86	
T-10	Preventive + Global MR	\$195	\$11,135	\$0	\$0	\$11,330	84	87	
T-2	Preventive	\$244	\$0	\$0	\$0	\$244	85	86	
T-5	Preventive + Global MR	\$1,351	\$10,656	\$0	\$0	\$12,007	72	77	
T-6	Preventive + Global MR	\$2,138	\$9,697	\$0	\$0	\$11,834	65	71	
T-8	Preventive + Global MR	\$8,801	\$33,507	\$0	\$0	\$42,308	62	68	
T-9	Preventive + Global MR	\$5,314	\$22,800	\$0	\$0	\$28,114	64	70	

**LAUREL AIRPORT (27)**

**FIFTEEN YEAR PROJECTIONS** **ESTIMATED AVERAGE ANNUAL COST: \$317,038**

Plan Year: 2025		Estimated Cost:					\$47,937	PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-3	Preventive	\$7,896	\$0	\$0	\$0	\$7,896	71	71	
R-4	Preventive	\$25,449	\$0	\$0	\$0	\$25,449	67	67	
T-1	Preventive	\$639	\$0	\$0	\$0	\$639	83	83	
T-10	Preventive	\$136	\$0	\$0	\$0	\$136	86	86	
T-2	Preventive	\$385	\$0	\$0	\$0	\$385	83	83	
T-5	Preventive	\$947	\$0	\$0	\$0	\$947	75	75	
T-6	Preventive	\$1,564	\$0	\$0	\$0	\$1,564	69	69	
T-8	Preventive	\$6,894	\$0	\$0	\$0	\$6,894	66	66	
T-9	Preventive	\$4,026	\$0	\$0	\$0	\$4,026	68	68	

Plan Year: 2026		Estimated Cost:					\$54,889	PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-3	Preventive	\$9,108	\$0	\$0	\$0	\$9,108	69	69	
R-4	Preventive	\$28,801	\$0	\$0	\$0	\$28,801	65	65	
T-1	Preventive	\$922	\$0	\$0	\$0	\$922	80	80	
T-10	Preventive	\$164	\$0	\$0	\$0	\$164	85	85	
T-2	Preventive	\$555	\$0	\$0	\$0	\$555	80	80	
T-5	Preventive	\$1,134	\$0	\$0	\$0	\$1,134	73	74	
T-6	Preventive	\$1,825	\$0	\$0	\$0	\$1,825	67	67	
T-8	Preventive	\$7,766	\$0	\$0	\$0	\$7,766	64	64	
T-9	Preventive	\$4,614	\$0	\$0	\$0	\$4,614	66	66	

Plan Year: 2027		Estimated Cost:					\$63,054	PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-3	Preventive	\$10,478	\$0	\$0	\$0	\$10,478	68	68	
R-4	Preventive	\$32,156	\$0	\$0	\$0	\$32,156	64	64	
T-1	Preventive	\$1,858	\$0	\$0	\$0	\$1,858	77	77	
T-10	Preventive	\$193	\$0	\$0	\$0	\$193	84	84	
T-2	Preventive	\$1,118	\$0	\$0	\$0	\$1,118	77	77	
T-5	Preventive	\$1,321	\$0	\$0	\$0	\$1,321	72	72	
T-6	Preventive	\$2,088	\$0	\$0	\$0	\$2,088	65	65	
T-8	Preventive	\$8,638	\$0	\$0	\$0	\$8,638	62	63	
T-9	Preventive	\$5,204	\$0	\$0	\$0	\$5,204	64	65	

Plan Year: 2028		Estimated Cost:					\$71,210	PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-3	Preventive	\$11,851	\$0	\$0	\$0	\$11,851	66	66	
R-4	Preventive	\$35,511	\$0	\$0	\$0	\$35,511	62	62	
T-1	Preventive	\$2,790	\$0	\$0	\$0	\$2,790	74	75	
T-10	Preventive	\$221	\$0	\$0	\$0	\$221	83	83	
T-2	Preventive	\$1,679	\$0	\$0	\$0	\$1,679	74	75	
T-5	Preventive	\$1,509	\$0	\$0	\$0	\$1,509	70	71	
T-6	Preventive	\$2,350	\$0	\$0	\$0	\$2,350	64	64	
T-8	Preventive	\$9,505	\$0	\$0	\$0	\$9,505	61	61	
T-9	Preventive	\$5,794	\$0	\$0	\$0	\$5,794	63	63	

Plan Year: 2029		Estimated Cost:					\$920,590	PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-3	Preventive + Global MR	\$13,229	\$58,262	\$0	\$0	\$71,491	65	70	
R-4	Preventive + Global MR	\$38,863	\$132,599	\$0	\$0	\$171,462	60	66	
T-1	Preventive + Global MR	\$3,728	\$184,212	\$0	\$0	\$187,940	72	87	
T-10	Preventive + Global MR	\$249	\$11,135	\$0	\$0	\$11,384	82	85	
T-2	Preventive + Global MR	\$2,244	\$110,867	\$0	\$0	\$113,111	72	87	
T-5	Preventive + Global MR	\$1,730	\$10,656	\$0	\$0	\$12,386	69	74	
T-6	Preventive + Global MR	\$2,613	\$9,697	\$0	\$0	\$12,309	62	68	
T-8	Major Below Critical	\$0	\$0	\$311,320	\$0	\$311,320	59	100	
T-9	Preventive + Global MR	\$6,388	\$22,800	\$0	\$0	\$29,188	61	67	

Plan Year: 2030		Estimated Cost:					\$51,234	PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-3	Preventive	\$10,238	\$0	\$0	\$0	\$10,238	68	68	
R-4	Preventive	\$31,551	\$0	\$0	\$0	\$31,551	64	64	
T-1	Preventive	\$523	\$0	\$0	\$0	\$523	84	84	
T-10	Preventive	\$190	\$0	\$0	\$0	\$190	84	84	
T-2	Preventive	\$315	\$0	\$0	\$0	\$315	84	84	
T-5	Preventive	\$1,290	\$0	\$0	\$0	\$1,290	72	72	
T-6	Preventive	\$2,038	\$0	\$0	\$0	\$2,038	66	66	
T-8	None	\$0	\$0	\$0	\$0	\$0	97	97	
T-9	Preventive	\$5,090	\$0	\$0	\$0	\$5,090	65	65	



**LAUREL AIRPORT (27)**

**FIFTEEN YEAR PROJECTIONS** **ESTIMATED AVERAGE ANNUAL COST: \$317,038**

Plan Year: 2031		Estimated Cost: \$57,403					PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After
A-3	Preventive	\$11,610	\$0	\$0	\$0	\$11,610	66	67
R-4	Preventive	\$34,906	\$0	\$0	\$0	\$34,906	62	62
T-1	Preventive	\$755	\$0	\$0	\$0	\$755	81	81
T-10	Preventive	\$218	\$0	\$0	\$0	\$218	83	83
T-2	Preventive	\$455	\$0	\$0	\$0	\$455	81	81
T-5	Preventive	\$1,478	\$0	\$0	\$0	\$1,478	71	71
T-6	Preventive	\$2,300	\$0	\$0	\$0	\$2,300	64	64
T-8	None	\$0	\$0	\$0	\$0	\$0	94	94
T-9	Preventive	\$5,680	\$0	\$0	\$0	\$5,680	63	63

Plan Year: 2032		Estimated Cost: \$64,232					PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After
A-3	Preventive	\$12,981	\$0	\$0	\$0	\$12,981	65	65
R-4	Preventive	\$38,261	\$0	\$0	\$0	\$38,261	60	60
T-1	Preventive	\$1,387	\$0	\$0	\$0	\$1,387	78	79
T-10	Preventive	\$246	\$0	\$0	\$0	\$246	82	83
T-2	Preventive	\$835	\$0	\$0	\$0	\$835	78	79
T-5	Preventive	\$1,689	\$0	\$0	\$0	\$1,689	69	69
T-6	Preventive	\$2,561	\$0	\$0	\$0	\$2,561	62	62
T-8	None	\$0	\$0	\$0	\$0	\$0	91	91
T-9	Preventive	\$6,271	\$0	\$0	\$0	\$6,271	61	61

Plan Year: 2033		Estimated Cost: \$1,477,604					PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After
A-3	Preventive	\$14,360	\$0	\$0	\$0	\$14,360	63	63
R-4	Major Below Critical	\$0	\$0	\$1,248,391	\$0	\$1,248,391	59	100
T-1	Preventive	\$2,327	\$0	\$0	\$0	\$2,327	76	76
T-10	Preventive	\$274	\$0	\$0	\$0	\$274	82	82
T-2	Preventive	\$1,400	\$0	\$0	\$0	\$1,400	76	76
T-5	Preventive	\$1,924	\$0	\$0	\$0	\$1,924	68	68
T-6	Preventive	\$2,823	\$0	\$0	\$0	\$2,823	60	60
T-8	Preventive	\$197	\$0	\$0	\$0	\$197	88	88
T-9	Major Below Critical	\$0	\$0	\$205,908	\$0	\$205,908	60	100