SIDNEY AIRPORT

Branch: 39A **APRON** **A-11**

Length: 238 LF **Width:** 338 LF **Area:** 80,156 SF **Last Const. :** 2004 **Family:** 9PCAA
From: A-14 & A-15 **To:** A-12 **Surface:** PCC

Inspections

Samples Surveyed: 5 **Total Samples:** 27 **Last Inspection Date:** 6/18/2009 **PCI: 92**

Sample # 4 **Area:** 19 Slabs

Distress Description	Severity	Quantity
JOINT SPALLING	L	5 Slabs
CORNER SPALLING	L	1 Slabs
JOINT SPALLING	M	1 Slabs

Sample # 9 **Area:** 19 Slabs

Distress Description	Severity	Quantity
JOINT SPALLING	L	6 Slabs
SMALL PATCH	L	2 Slabs
CORNER SPALLING	L	1 Slabs

Sample # 14 **Area:** 19 Slabs

Distress Description	Severity	Quantity
JOINT SPALLING	L	2 Slabs
SMALL PATCH	L	1 Slabs

Sample # 19 **Area:** 19 Slabs

Distress Description	Severity	Quantity
JOINT SPALLING	L	5 Slabs
CORNER SPALLING	L	1 Slabs

Sample # 24 **Area:** 19 Slabs

Distress Description	Severity	Quantity
JOINT SPALLING	L	1 Slabs

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
JOINT SPALLING	L	4 Slabs	20.00 %	5.98
JOINT SPALLING	M	0 Slabs	1.05 %	1.19
CORNER SPALLING	L	1 Slabs	3.16 %	1.19
SMALL PATCH	L	1 Slabs	3.16 %	0.44

* 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** 100.0 **% Other**

SIDNEY AIRPORT

Branch: 39A **APRON** **A-12**

Length: 250 LF **Width:** 84 LF **Area:** 21,000 SF **Last Const. :** 2004 **Family:** 9ACAH
From: A-11 **To:** A-13 **Surface:** AC

Inspections

Samples Surveyed: 3 **Total Samples:** 4 **Last Inspection Date:** 6/17/2009 **PCI: 71**

Sample # 1 **Area:** 5250 SF

Distress Description	Severity	Quantity
WEATHERING/RAVELING	L	263 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	60 LF
WEATHERING/RAVELING	M	93 SF
WEATHERING/RAVELING	H	65 SF
PATCHING	L	1 SF

Sample # 2 **Area:** 5250 SF

Distress Description	Severity	Quantity
WEATHERING/RAVELING	L	263 SF
WEATHERING/RAVELING	M	92 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	22 LF
PATCHING	M	60 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	3 LF
WEATHERING/RAVELING	H	3 SF

Sample # 3 **Area:** 5250 SF

Distress Description	Severity	Quantity
WEATHERING/RAVELING	L	263 SF
WEATHERING/RAVELING	M	55 SF
PATCHING	L	1 SF
OIL SPILLAGE	N	1 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
WEATHERING/RAVELING	H	45 SF	0.43 %	10.16
WEATHERING/RAVELING	M	160 SF	1.52 %	9.27
PATCHING	M	40 SF	0.38 %	7.71
WEATHERING/RAVELING	L	526 SF	5.01 %	6.81
LONGITUDINAL/TRANSVERSE CRACKING	M	15 LF	0.14 %	4.24
LONGITUDINAL/TRANSVERSE CRACKING	L	42 LF	0.40 %	3.88
OIL SPILLAGE	N	1 SF	0.01 %	2.00
PATCHING	L	1 SF	0.01 %	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** 96.0 **% Climate/Durability** 4.0 **% Other**

SIDNEY AIRPORT

Branch: 39A **APRON** **A-13**

Length: 660 LF **Width:** 135 LF **Area:** 114,774 SF **Last Const. :** 2006 **Family:** 9ACAH
From: T-2 **To:** A-3A **Surface:** AC

Inspections

Samples Surveyed: 5 **Total Samples:** 24 **Last Inspection Date:** 6/18/2009 **PCI: 77**

Sample # 1 **Area:** 4745 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	M	108 LF
LONGITUDINAL/TRANSVERSE CRACKING	L	69 LF
WEATHERING/RAVELING	L	47 SF
DEPRESSION	L	6 SF
WEATHERING/RAVELING	M	3 SF
OIL SPILLAGE	N	1 SF

Sample # 6 **Area:** 5520 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	47 LF
WEATHERING/RAVELING	L	56 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	4 LF
PATCHING	L	6 SF
DEPRESSION	L	5 SF
WEATHERING/RAVELING	M	1 SF
OIL SPILLAGE	N	1 SF

Sample # 10 **Area:** 4680 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	47 LF
WEATHERING/RAVELING	L	57 SF
WEATHERING/RAVELING	M	30 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	8 LF
OIL SPILLAGE	N	1 SF

Sample # 17 **Area:** 5460 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	94 LF
WEATHERING/RAVELING	L	55 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	10 LF
WEATHERING/RAVELING	M	2 SF
PATCHING	M	2 SF
OIL SPILLAGE	N	1 SF

Sample # 21 **Area:** 5460 SF

Distress Description	Severity	Quantity
WEATHERING/RAVELING	L	93 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	14 LF
LONGITUDINAL/TRANSVERSE CRACKING	L	6 LF
WEATHERING/RAVELING	M	11 SF
DEPRESSION	L	11 SF
PATCHING	L	6 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
LONGITUDINAL/TRANSVERSE CRACKING	M	639 LF	0.56 %	8.70
PATCHING	M	9 SF	0.01 %	6.20
LONGITUDINAL/TRANSVERSE CRACKING	L	1167 LF	1.02 %	4.98
WEATHERING/RAVELING	M	209 SF	0.18 %	4.54
WEATHERING/RAVELING	L	1367 SF	1.19 %	2.91
OIL SPILLAGE	N	18 SF	0.02 %	2.00
PATCHING	L	53 SF	0.05 %	2.00
DEPRESSION	L	98 SF	0.09 %	0.30

* 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**

SIDNEY AIRPORT

Branch: 39A **APRON** **A-14**

Length: 300 LF **Width:** 100 LF **Area:** 30,000 SF **Last Const. :** 2006 **Family:** 9PCAA
From: A-11 **To:** A-3A and A-15 **Surface:** PCC

Inspections

Samples Surveyed: 4 **Total Samples:** 12 **Last Inspection Date:** 6/18/2009 **PCI: 97**

Sample # 3 **Area:** 156 Slabs

Distress Description	Severity	Quantity
JOINT SPALLING	L	5 Slabs
SMALL PATCH	L	4 Slabs
POPOUTS	N	3 Slabs

Sample # 6 **Area:** 156 Slabs

Distress Description	Severity	Quantity
JOINT SEAL DAMAGE	L	156 Slabs
JOINT SPALLING	L	3 Slabs

Sample # 9 **Area:** 156 Slabs

Distress Description	Severity	Quantity
JOINT SPALLING	L	6 Slabs

Sample # 12 **Area:** 138 Slabs

Distress Description	Severity	Quantity
JOINT SPALLING	L	7 Slabs

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
JOINT SEAL DAMAGE	L	49 Slabs	25.75 %	2.00
JOINT SPALLING	L	7 Slabs	3.47 %	1.82
POPOUTS	N	1 Slabs	0.50 %	0.90
SMALL PATCH	L	1 Slabs	0.66 %	0.15

* 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** 41.0 **% Climate/Durability** 59.0 **% Other**

SIDNEY AIRPORT

Branch: 39A **APRON** **A-15**

Length: 300 LF **Width:** 29 LF **Area:** 9,375 SF **Last Const. :** 2006 **Family:** 9PCAA
From: SOUTHWESTERN APRON **To:** A-11 AND A-14 **Surface:** PCC

Inspections

Samples Surveyed: 3 **Total Samples:** 5 **Last Inspection Date:** 6/18/2009 **PCI: 88**

Sample # 2 **Area:** 16 Slabs

Distress Description	Severity	Quantity
FAULTING	L	1 Slabs

Sample # 3 **Area:** 12 Slabs

Distress Description	Severity	Quantity
LINEAR CRACKING	L	2 Slabs
FAULTING	M	1 Slabs

Sample # 4 **Area:** 16 Slabs

Distress Description	Severity	Quantity
LINEAR CRACKING	L	3 Slabs

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
LINEAR CRACKING	L	9 Slabs	11.36 %	9.43
FAULTING	M	2 Slabs	2.27 %	4.79
FAULTING	L	2 Slabs	2.27 %	2.55

* 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

56.0 **% Load** 0.0 **% Climate/Durability** 44.0 **% Other**

SIDNEY AIRPORT

Branch: 39A **APRON** **A-3A**

Length: 450 LF **Width:** 140 LF **Area:** 55,000 SF **Last Const. :** 2007 **Family:** 9ACAM
From: A-13 and A-15 **To:** T-3 **Surface:** AC

Inspections

Samples Surveyed: 4 **Total Samples:** 11 **Last Inspection Date:** 6/18/2009 **PCI: 84**

Sample # 2 **Area:** 5850 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	35 LF
WEATHERING/RAVELING	L	58 SF
WEATHERING/RAVELING	M	39 SF
DEPRESSION	L	3 SF
PATCHING	M	2 SF
OIL SPILLAGE	N	2 SF

Sample # 3 **Area:** 5850 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	43 LF
WEATHERING/RAVELING	L	58 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	5 LF
WEATHERING/RAVELING	M	3 SF
DEPRESSION	L	3 SF
PATCHING	L	1 SF

Sample # 9 **Area:** 5850 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	40 LF
WEATHERING/RAVELING	L	58 SF
DEPRESSION	L	4 SF
PATCHING	L	4 SF

Sample # 10 **Area:** 5850 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	56 LF
WEATHERING/RAVELING	L	58 SF
WEATHERING/RAVELING	M	2 SF
DEPRESSION	L	2 SF
PATCHING	M	1 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
PATCHING	M	7 SF	0.01 %	6.20
WEATHERING/RAVELING	M	103 SF	0.19 %	4.58
LONGITUDINAL/TRANSVERSE CRACKING	L	409 LF	0.74 %	4.46
LONGITUDINAL/TRANSVERSE CRACKING	M	12 LF	0.02 %	4.00
WEATHERING/RAVELING	L	545 SF	0.99 %	2.60
OIL SPILLAGE	N	5 SF	0.01 %	2.00
PATCHING	L	12 SF	0.02 %	2.00
DEPRESSION	L	28 SF	0.05 %	0.30

* 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**

SIDNEY AIRPORT

Branch: 39R1 **RUNWAY** **R-11**

Length: 4,020 LF **Width:** 100 LF **Area:** 402,000 SF **Last Const. :** 2003 **Family:** 9ACRH
From: RWY 28-10 STA 0+00 **To:** RWY 28-10 STA 40+20 **Surface:** AAC

Inspections

Samples Surveyed: 7 **Total Samples:** 80 **Last Inspection Date:** 6/18/2009 **PCI: 73**

Sample # 2 **Area:** 5000 SF

Distress Description	Severity	Quantity
WEATHERING/RAVELING	L	1000 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	69 LF
WEATHERING/RAVELING	M	75 SF
WEATHERING/RAVELING	H	15 SF
PATCHING	L	2 SF

Sample # 15 **Area:** 5000 SF

Distress Description	Severity	Quantity
WEATHERING/RAVELING	L	1000 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	45 LF
WEATHERING/RAVELING	M	75 SF
WEATHERING/RAVELING	H	8 SF

Sample # 28 **Area:** 5000 SF

Distress Description	Severity	Quantity
WEATHERING/RAVELING	L	1000 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	97 LF
WEATHERING/RAVELING	M	75 SF

Sample # 41 **Area:** 5000 SF

Distress Description	Severity	Quantity
WEATHERING/RAVELING	L	1000 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	197 LF
WEATHERING/RAVELING	M	75 SF
WEATHERING/RAVELING	H	1 SF

Sample # 54 **Area:** 5000 SF

Distress Description	Severity	Quantity
WEATHERING/RAVELING	L	1000 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	97 LF
WEATHERING/RAVELING	M	75 SF

Sample # 67 **Area:** 5000 SF

Distress Description	Severity	Quantity
WEATHERING/RAVELING	L	1000 SF
WEATHERING/RAVELING	M	75 SF
WEATHERING/RAVELING	H	19 SF

Sample # 80 **Area:** 5000 SF

Distress Description	Severity	Quantity
WEATHERING/RAVELING	L	1000 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	76 LF
WEATHERING/RAVELING	M	75 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	7 LF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
WEATHERING/RAVELING	L	80399 SF	20.00 %	13.71
WEATHERING/RAVELING	M	6030 SF	1.50 %	9.21
WEATHERING/RAVELING	H	494 SF	0.12 %	6.87
LONGITUDINAL/TRANSVERSE CRACKING	L	6675 LF	1.66 %	6.52
LONGITUDINAL/TRANSVERSE CRACKING	M	80 LF	0.02 %	4.00
PATCHING	L	23 SF	0.01 %	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**

SIDNEY AIRPORT

Branch: 39R2 **RUNWAY** **R-12**

Length: 5,705 LF **Width:** 100 LF **Area:** 570,500 SF **Last Const. :** 2003 **Family:** 9ACRH
From: RWY 1-19 STA 0+00 **To:** RWY 1-19 STA 57+05 **Surface:** AAC

Inspections

Samples Surveyed: 7 **Total Samples:** 112 **Last Inspection Date:** 6/18/2009 **PCI: 72**

Sample # 6 **Area:** 5000 SF

Distress Description	Severity	Quantity
WEATHERING/RAVELING	L	1500 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	157 LF
WEATHERING/RAVELING	M	100 SF
WEATHERING/RAVELING	H	4 SF

Sample # 23 **Area:** 5000 SF

Distress Description	Severity	Quantity
WEATHERING/RAVELING	L	1500 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	139 LF
WEATHERING/RAVELING	M	100 SF

Sample # 40 **Area:** 5000 SF

Distress Description	Severity	Quantity
WEATHERING/RAVELING	L	1500 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	63 LF
WEATHERING/RAVELING	M	100 SF

Sample # 57 **Area:** 5000 SF

Distress Description	Severity	Quantity
WEATHERING/RAVELING	L	1500 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	129 LF
WEATHERING/RAVELING	M	100 SF

Sample # 74 **Area:** 5000 SF

Distress Description	Severity	Quantity
WEATHERING/RAVELING	L	1500 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	59 LF
WEATHERING/RAVELING	M	100 SF
PATCHING	L	1 SF

Sample # 91 **Area:** 5000 SF

Distress Description	Severity	Quantity
WEATHERING/RAVELING	L	1500 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	162 LF
WEATHERING/RAVELING	M	100 SF

Sample # 108 **Area:** 5000 SF

Distress Description	Severity	Quantity
WEATHERING/RAVELING	L	1000 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	189 LF
WEATHERING/RAVELING	M	95 SF
WEATHERING/RAVELING	H	2 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
WEATHERING/RAVELING	L	162999 SF	28.57 %	16.06
WEATHERING/RAVELING	M	11328 SF	1.99 %	10.31
LONGITUDINAL/TRANSVERSE CRACKING	L	14641 LF	2.57 %	8.91
WEATHERING/RAVELING	H	98 SF	0.02 %	6.00
PATCHING	L	16 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**

SIDNEY AIRPORT

Branch: 39T **TAXIWAY** **T-2**

Length: 750 LF **Width:** 40 LF **Area:** 30,000 SF **Last Const. :** 1997 **Family:** 9ACRH
From: RWY 28-10 STA 7+50 **To:** APRON **Surface:** AAC

Inspections

Samples Surveyed: 3 **Total Samples:** 3 **Last Inspection Date:** 6/18/2009 **PCI: 69**

Sample # 2 **Area:** 5000 SF

Distress Description	Severity	Quantity
WEATHERING/RAVELING	L	250 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	69 LF
LONGITUDINAL/TRANSVERSE CRACKING	H	13 LF
WEATHERING/RAVELING	M	25 SF
DEPRESSION	L	20 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	3 LF

Sample # 3 **Area:** 5000 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	113 LF
WEATHERING/RAVELING	L	250 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	31 LF
WEATHERING/RAVELING	M	25 SF
LONGITUDINAL/TRANSVERSE CRACKING	H	6 LF
PATCHING	L	3 SF

Sample # 4 **Area:** 5000 SF

Distress Description	Severity	Quantity
WEATHERING/RAVELING	L	250 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	66 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	27 LF
WEATHERING/RAVELING	M	25 SF
LONGITUDINAL/TRANSVERSE CRACKING	H	6 LF
DEPRESSION	L	17 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
LONGITUDINAL/TRANSVERSE CRACKING	H	50 LF	0.17 %	9.53
LONGITUDINAL/TRANSVERSE CRACKING	M	122 LF	0.41 %	7.55
WEATHERING/RAVELING	L	1500 SF	5.00 %	6.80
LONGITUDINAL/TRANSVERSE CRACKING	L	496 LF	1.65 %	6.50
WEATHERING/RAVELING	M	150 SF	0.50 %	6.15
PATCHING	L	6 SF	0.02 %	2.00
DEPRESSION	L	74 SF	0.25 %	1.17

* 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**

SIDNEY AIRPORT

Branch: 39T **TAXIWAY** **T-3**

Length: 600 LF **Width:** 50 LF **Area:** 30,000 SF **Last Const. :** 1984 **Family:** 9ACRMU

From: RWY 28-10 STA 25+50 **To:** APRON (WEST END) **Surface:** AC

Inspections

Samples Surveyed: 3 **Total Samples:** 6 **Last Inspection Date:** 6/18/2009 **PCI: 27**

Sample # 1 **Area:** 5000 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	699 LF
WEATHERING/RAVELING	L	2000 SF
ALLIGATOR CRACKING	M	375 SF
WEATHERING/RAVELING	M	150 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	37 LF
DEPRESSION	L	76 SF
DEPRESSION	M	12 SF

Sample # 2 **Area:** 5000 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	650 LF
WEATHERING/RAVELING	L	2000 SF
ALLIGATOR CRACKING	M	228 SF
WEATHERING/RAVELING	M	150 SF
DEPRESSION	L	148 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	44 LF
DEPRESSION	M	9 SF
DEPRESSION	H	6 SF

Sample # 3 **Area:** 5000 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	714 LF
WEATHERING/RAVELING	L	2000 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	178 LF
ALLIGATOR CRACKING	M	284 SF
WEATHERING/RAVELING	M	150 SF
DEPRESSION	L	125 SF
RUTTING	L	50 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
ALLIGATOR CRACKING	M	1774 SF	5.91 %	49.35
LONGITUDINAL/TRANSVERSE CRACKING	L	4127 LF	13.76 %	27.66
WEATHERING/RAVELING	L	12000 SF	40.00 %	18.51
LONGITUDINAL/TRANSVERSE CRACKING	M	518 LF	1.73 %	14.58
DEPRESSION	L	698 SF	2.33 %	12.43
WEATHERING/RAVELING	M	900 SF	3.00 %	12.24
DEPRESSION	H	12 SF	0.04 %	12.00
RUTTING	L	100 SF	0.33 %	11.31
DEPRESSION	M	42 SF	0.14 %	5.38

* 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

37.0 **% Load** 45.0 **% Climate/Durability** 18.0 **% Other**

SIDNEY AIRPORT

Branch: 39T **TAXIWAY** **T-4**

Length: 6,150 LF **Width:** 55 LF **Area:** 338,250 SF **Last Const. :** 1992 **Family:** 9ACRH
From: PARALLEL to RWY 1/19 **To:** **Surface:** AC

Inspections

Samples Surveyed: 6 **Total Samples:** 67 **Last Inspection Date:** 6/18/2009 **PCI: 53**

Sample # 3 **Area:** 5500 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	499 LF
WEATHERING/RAVELING	L	1000 SF
BLEEDING	N	420 SF
WEATHERING/RAVELING	M	100 SF
SWELLING	L	2 SF

Sample # 16 **Area:** 5500 SF

Distress Description	Severity	Quantity
WEATHERING/RAVELING	L	1000 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	184 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	48 LF
WEATHERING/RAVELING	M	100 SF
DEPRESSION	L	32 SF
BLEEDING	N	24 SF
LONGITUDINAL/TRANSVERSE CRACKING	H	5 LF

Sample # 30 **Area:** 5500 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	479 LF
WEATHERING/RAVELING	L	1000 SF
BLEEDING	N	210 SF
WEATHERING/RAVELING	M	100 SF

Sample # 33 **Area:** 5500 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	517 LF
BLEEDING	N	1027 SF
WEATHERING/RAVELING	L	750 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	67 LF
PATCHING	L	99 SF
DEPRESSION	L	86 SF
WEATHERING/RAVELING	M	50 SF
LONGITUDINAL/TRANSVERSE CRACKING	H	12 LF
DEPRESSION	M	8 SF

Sample # 47 **Area:** 5500 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	293 LF
WEATHERING/RAVELING	L	750 SF
BLEEDING	N	400 SF
WEATHERING/RAVELING	M	100 SF

Sample # 61 **Area:** 5000 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	315 LF
WEATHERING/RAVELING	L	1000 SF
WEATHERING/RAVELING	M	100 SF
BLEEDING	N	80 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	7 LF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
BLEEDING	N	22491 SF	6.65 %	29.74
LONGITUDINAL/TRANSVERSE CRACKING	L	23808 LF	7.04 %	18.72
WEATHERING/RAVELING	L	57242 SF	16.92 %	12.69
WEATHERING/RAVELING	M	5724 SF	1.69 %	9.67
LONGITUDINAL/TRANSVERSE CRACKING	H	177 LF	0.05 %	7.50
LONGITUDINAL/TRANSVERSE CRACKING	M	1270 LF	0.38 %	7.26
DEPRESSION	M	83 SF	0.02 %	5.20
DEPRESSION	L	1228 SF	0.36 %	2.17
PATCHING	L	1030 SF	0.30 %	2.12
SWELLING	L	21 SF	0.01 %	1.00

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

SIDNEY AIRPORT

Branch: 39T **TAXIWAY** **T-4**

Percent of Deduct Values Based on Distress Mechanism

0.0 **% Load**	60.0 **% Climate/Durability**	40.0 **% Other**

SIDNEY AIRPORT

FIRST YEAR LOCAL:2010 LOCAL REPAIR COST: $14,604

Section	Distress Description	Severity	Quantity	Work Description	Quantity	Cost	Policy
A-11	JOINT SPALL	M	0 Err	Patching - PCC Partial Dept	2 SF	$106	PREV.
A-12	L & T CR	M	15 LF	Crack Sealing - AC	15 LF	$22	PREV.
A-12	OIL SPILLAGE	N	1 SF	Patching - AC Shallow	8 SF	$119	PREV.
A-12	PATCHING	M	40 SF	Patching - AC Deep	70 SF	$2,570	PREV.
A-13	OIL SPILLAGE	N	18 SF	Patching - AC Shallow	39 SF	$581	PREV.
A-13	PATCHING	M	9 SF	Patching - AC Deep	25 SF	$920	PREV.
A-13	L & T CR	M	640 LF	Crack Sealing - AC	640 LF	$959	PREV.
A-3A	L & T CR	M	12 LF	Crack Sealing - AC	12 LF	$18	PREV.
A-3A	OIL SPILLAGE	N	5 SF	Patching - AC Shallow	18 SF	$261	PREV.
A-3A	PATCHING	M	8 SF	Patching - AC Deep	22 SF	$804	PREV.
R-11	L & T CR	M	81 LF	Crack Sealing - AC	81 LF	$121	PREV.
T-2	L & T CR	H	51 LF	Crack Sealing - AC	51 LF	$75	PREV.
T-2	L & T CR	M	123 LF	Crack Sealing - AC	123 LF	$183	PREV.
T-3	DEPRESSION	H	12 SF	Patching - AC Deep	30 SF	$1,108	SAFET
T-4	L & T CR	H	177 LF	Crack Sealing - AC	177 LF	$265	PREV.
T-4	L & T CR	M	1271 LF	Crack Sealing - AC	1271 LF	$1,905	PREV.
T-4	DEPRESSION	M	84 SF	Patching - AC Deep	124 SF	$4,588	PREV.

FIFTEEN YEAR PROJECTIONS: ESTIMATED AVERAGE ANNUAL COST: $363,048

PLAN YEAR: 2010 ESTIMATED COST: $164,024

SectionI	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	PCI before	PCI after
A-11	Basic Prev.	$106				$106	90	90
A-12	Basic Prev.	$2,711				$2,711	70	70
A-13	Basic Prev.	$2,459				$2,459	75	75
A-3A	Basic Prev.	$1,083				$1,083	82	82
R-11	Basic Prev.	$121				$121	72	72
T-2	Prev. & Thin AC	$258	$48,000			$48,258	68	77
T-3	Reconstruct			$102,527		$102,527	23	100
T-4	Basic Prev.	$6,758				$6,758	53	53

PLAN YEAR: 2011 ESTIMATED COST: $74,062

SectionI	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	PCI before	PCI after
A-11	Basic Prev.	$518				$518	86	86
A-12	Basic Prev.	$939				$939	67	67
A-13	Basic Prev.	$4,093				$4,093	72	72
A-15	Basic Prev.	$117				$117	82	82
A-3A	Basic Prev.	$1,062				$1,062	79	79
R-11	Basic Prev.	$16,205				$16,205	70	70
R-12	Basic Prev.	$23,882				$23,882	70	70
T-2	Basic Prev.	$870				$870	75	75
T-4	Basic Prev.	$26,375				$26,375	52	52

PLAN YEAR: 2012 ESTIMATED COST: $79,148

SectionI	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	PCI before	PCI after
A-11	Basic Prev.	$985				$985	83	83
A-12	Basic Prev.	$992				$992	65	65
A-13	Basic Prev.	$4,783				$4,783	70	70
A-14	Basic Prev.	$155				$155	87	87
A-15	Basic Prev.	$175				$175	79	79
A-3A	Basic Prev.	$1,485				$1,485	76	76
R-11	Basic Prev.	$17,168				$17,168	69	69
R-12	Basic Prev.	$24,953				$24,953	68	68
T-2	Basic Prev.	$1,014				$1,014	73	73
T-4	Basic Prev.	$27,437				$27,437	50	50

PLAN YEAR: 2013 ESTIMATED COST: $2,319,950

SectionI	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	PCI before	PCI after
A-11	Basic Prev.	$1,475				$1,475	79	79
A-12	Basic Prev.	$1,039				$1,039	64	64
A-13	Basic Prev.	$5,127				$5,127	67	67
A-14	Basic Prev.	$333				$333	83	83
A-15	Basic Prev.	$246				$246	76	76
A-3A	Basic Prev.	$1,890				$1,890	73	73
R-11	Prev. & Thin AC	$17,893	$643,202			$661,095	67	76
R-12	Prev. & Thin AC	$25,928	$912,802			$938,730	67	75
T-2	Basic Prev.	$1,144				$1,144	71	71
T-3	Basic Prev.	$59				$59	89	89
T-4	Reconstruct			$708,813		$708,813	49	100

SIDNEY AIRPORT

PLAN YEAR: 2014 ESTIMATED COST: $79,002

SectionI	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	PCI before	PCI after
A-11	Basic Prev.	$2,085				$2,085	76	76
A-12	Prev. & Thin AC	$1,077	$33,600			$34,677	62	72
A-13	Basic Prev.	$5,422				$5,422	65	65
A-14	Basic Prev.	$500				$500	80	80
A-15	Basic Prev.	$312				$312	73	73
A-3A	Basic Prev.	$2,275				$2,275	70	70
R-11	Basic Prev.	$12,739				$12,739	74	74
R-12	Basic Prev.	$19,557				$19,557	73	73
T-2	Basic Prev.	$1,249				$1,249	70	70
T-3	Basic Prev.	$185				$185	86	86

PLAN YEAR: 2015 ESTIMATED COST: $56,945

SectionI	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	PCI before	PCI after
A-11	Basic Prev.	$2,651				$2,651	73	73
A-12	Basic Prev.	$876				$876	70	70
A-13	Basic Prev.	$5,674				$5,674	64	64
A-14	Basic Prev.	$732				$732	77	77
A-15	Basic Prev.	$373				$373	71	71
A-3A	Basic Prev.	$2,479				$2,479	67	67
R-11	Basic Prev.	$14,558				$14,558	72	72
R-12	Basic Prev.	$21,995				$21,995	71	71
T-2	Basic Prev.	$1,306				$1,306	68	68
T-3	Prev. & Fog Seal	$300	$6,000			$6,300	84	89

PLAN YEAR: 2016 ESTIMATED COST: $240,666

SectionI	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	PCI before	PCI after
A-11	Basic Prev.	$3,176				$3,176	71	71
A-12	Basic Prev.	$939				$939	67	67
A-13	Prev. & Thin AC	$5,883	$183,639			$189,522	62	72
A-14	Basic Prev.	$948				$948	74	74
A-15	Basic Prev.	$409				$409	68	68
A-3A	Basic Prev.	$2,681				$2,681	64	64
R-11	Basic Prev.	$16,205				$16,205	70	70
R-12	Basic Prev.	$23,877				$23,877	70	70
T-2	Basic Prev.	$1,358				$1,358	67	67
T-3	Basic Prev.	$185				$185	86	86
T-4	Basic Prev.	$1,367				$1,367	88	88

PLAN YEAR: 2017 ESTIMATED COST: $148,766

SectionI	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	PCI before	PCI after
A-11	Basic Prev.	$3,493				$3,493	68	68
A-12	Basic Prev.	$993				$993	65	65
A-13	Basic Prev.	$4,785				$4,785	70	70
A-14	Basic Prev.	$1,148				$1,148	71	71
A-15	Basic Prev.	$437				$437	66	66
A-3A	Prev. & Thin AC	$2,883	$88,000			$90,884	62	76
R-11	Basic Prev.	$17,168				$17,168	69	69
R-12	Basic Prev.	$24,953				$24,953	68	68
T-2	Basic Prev.	$1,405				$1,405	66	66
T-3	Basic Prev.	$300				$300	84	84
T-4	Basic Prev.	$3,199				$3,199	84	84

PLAN YEAR: 2018 ESTIMATED COST: $131,683

SectionI	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	PCI before	PCI after
A-11	Basic Prev.	$3,730				$3,730	66	66
A-12	Basic Prev.	$1,039				$1,039	64	64
A-13	Basic Prev.	$5,127				$5,127	67	67
A-14	Basic Prev.	$1,287				$1,287	69	69
A-15	Basic Prev.	$462				$462	64	64
A-3A	Basic Prev.	$1,890				$1,890	73	73
R-11	Basic Prev.	$17,889				$17,889	67	67
R-12	Basic Prev.	$25,923				$25,923	67	67
T-2	Basic Prev.	$1,449				$1,449	65	65
T-3	Basic Prev.	$411				$411	82	82
T-4	Prev. & Fog Seal	$4,827	$67,651			$72,477	81	88

SIDNEY AIRPORT

PLAN YEAR: 2019 ESTIMATED COST: $65,157

SectionI	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	PCI before	PCI after
A-11	Basic Prev.	$3,946				$3,946	64	64
A-12	Basic Prev.	$1,077				$1,077	62	62
A-13	Basic Prev.	$5,422				$5,422	65	65
A-14	Basic Prev.	$1,377				$1,377	66	66
A-15	Basic Prev.	$485				$485	62	62
A-3A	Basic Prev.	$2,274				$2,274	70	70
R-11	Basic Prev.	$18,550				$18,550	66	66
R-12	Basic Prev.	$26,808				$26,808	66	66
T-2	Basic Prev.	$1,489				$1,489	64	64
T-3	Basic Prev.	$535				$535	79	79
T-4	Basic Prev.	$3,193				$3,193	84	84

PLAN YEAR: 2020 ESTIMATED COST: $123,195

SectionI	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	PCI before	PCI after
A-11	Basic Prev.	$4,143				$4,143	62	62
A-12	Basic Prev.	$1,108				$1,108	61	61
A-13	Basic Prev.	$5,674				$5,674	64	64
A-14	Basic Prev.	$1,460				$1,460	64	64
A-15	Basic Prev.	$506				$506	60	60
A-3A	Basic Prev.	$2,478				$2,478	67	67
R-11	Basic Prev.	$19,152				$19,152	65	65
R-12	Basic Prev.	$27,624				$27,624	65	65
T-2	Prev. & Thin AC	$1,525	$48,000			$49,525	63	68
T-3	Prev. & Fog Seal	$705	$6,000			$6,705	77	82
T-4	Basic Prev.	$4,821				$4,821	81	81

PLAN YEAR: 2021 ESTIMATED COST: $72,718

SectionI	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	PCI before	PCI after
A-11	Basic Prev.	$4,321				$4,321	60	60
A-12	Basic Prev.	$1,134				$1,134	60	60
A-13	Basic Prev.	$5,884				$5,884	62	62
A-14	Basic Prev.	$1,536				$1,536	62	62
A-15	Basic Prev.	$542				$542	59	59
A-3A	Basic Prev.	$2,681				$2,681	64	64
R-11	Basic Prev.	$19,712				$19,712	64	64
R-12	Basic Prev.	$28,382				$28,382	64	64
T-2	Basic Prev.	$1,358				$1,358	67	67
T-3	Basic Prev.	$535				$535	79	79
T-4	Basic Prev.	$6,634				$6,634	79	79

PLAN YEAR: 2022 ESTIMATED COST: $76,880

SectionI	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	PCI before	PCI after
A-11	Basic Prev.	$4,621				$4,621	59	59
A-12	Basic Prev.	$1,166				$1,166	60	60
A-13	Basic Prev.	$6,054				$6,054	61	61
A-14	Basic Prev.	$1,604				$1,604	61	61
A-15	Basic Prev.	$578				$578	57	57
A-3A	Basic Prev.	$2,883				$2,883	62	62
R-11	Basic Prev.	$20,216				$20,216	63	63
R-12	Basic Prev.	$29,066				$29,066	63	63
T-2	Basic Prev.	$1,405				$1,405	66	66
T-3	Basic Prev.	$705				$705	77	77
T-4	Basic Prev.	$8,582				$8,582	76	76

PLAN YEAR: 2023 ESTIMATED COST:$1,704,530

SectionI	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	PCI before	PCI after
A-11	Basic Prev.	$4,931				$4,931	57	57
A-12	Basic Prev.	$1,198				$1,198	59	59
A-13	Basic Prev.	$6,194				$6,194	60	60
A-14	Basic Prev.	$1,703				$1,703	59	59
A-15	Basic Prev.	$610				$610	56	56
A-3A	Basic Prev.	$3,191				$3,191	59	59
R-11	Prev. & Thin AC	$20,683	$643,202			$663,884	62	67
R-12	Prev. & Thin AC	$29,707	$912,802			$942,509	62	67
T-2	Basic Prev.	$1,449				$1,449	65	65
T-3	Basic Prev.	$884				$884	75	75
T-4	Prev. & Fog Seal	$10,326	$67,651			$77,977	74	79

SIDNEY AIRPORT

PLAN YEAR: 2024 ESTIMATED COST: $108,988

SectionI	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	PCI before	PCI after
A-11	Basic Prev.	$5,209				$5,209	56	56
A-12	Prev. & Thin AC	$1,221	$33,600			$34,821	59	62
A-13	Basic Prev.	$6,369				$6,369	60	60
A-14	Basic Prev.	$1,821				$1,821	58	58
A-15	Basic Prev.	$639				$639	55	55
A-3A	Basic Prev.	$3,631				$3,631	56	56
R-11	Basic Prev.	$18,550				$18,550	66	66
R-12	Basic Prev.	$26,808				$26,808	66	66
T-2	Basic Prev.	$1,489				$1,489	64	64
T-3	Basic Prev.	$1,069				$1,069	72	72
T-4	Basic Prev.	$8,582				$8,582	76	76

SIDNEY AIRPORT

6/18/2009

A-3A, overview

A-3A & A-11, surface detail with gouging & settlement

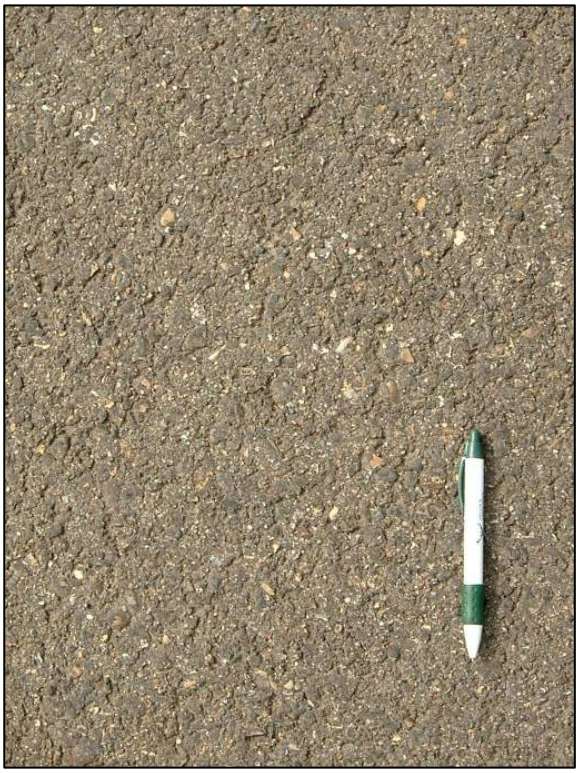
A-11, surface detail with edge spall

A-12, drainage inlet with scrapes

SIDNEY AIRPORT

6/18/2009

A-12, surface detail



A-13, surface detail

A-13, overview

A-14, overview with drainage inlet

SIDNEY AIRPORT

6/18/2009

A-14, surface detail

A-15, overview

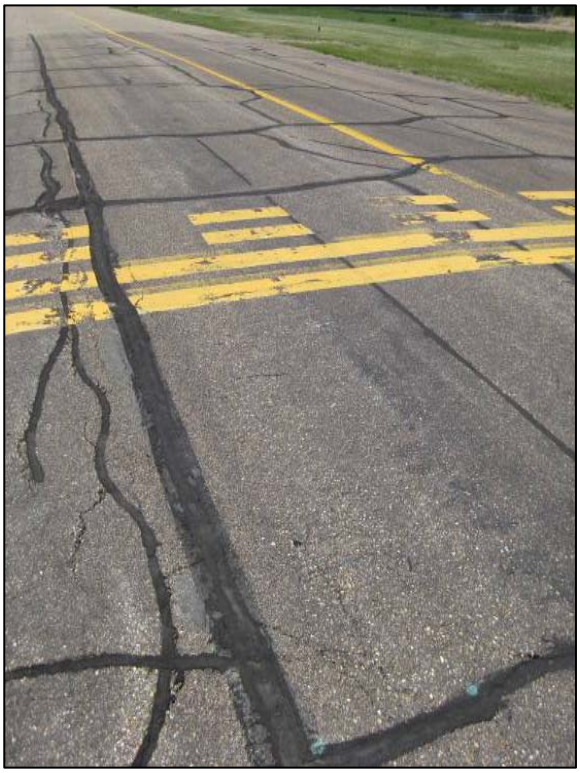
A-15, surface detail

T-2, surface detail with gouging

SIDNEY AIRPORT

6/18/2009

T-2, overview



T-3, overview

T-3, surface detail with alligator cracking

T-4, overview

SIDNEY AIRPORT

6/18/2009

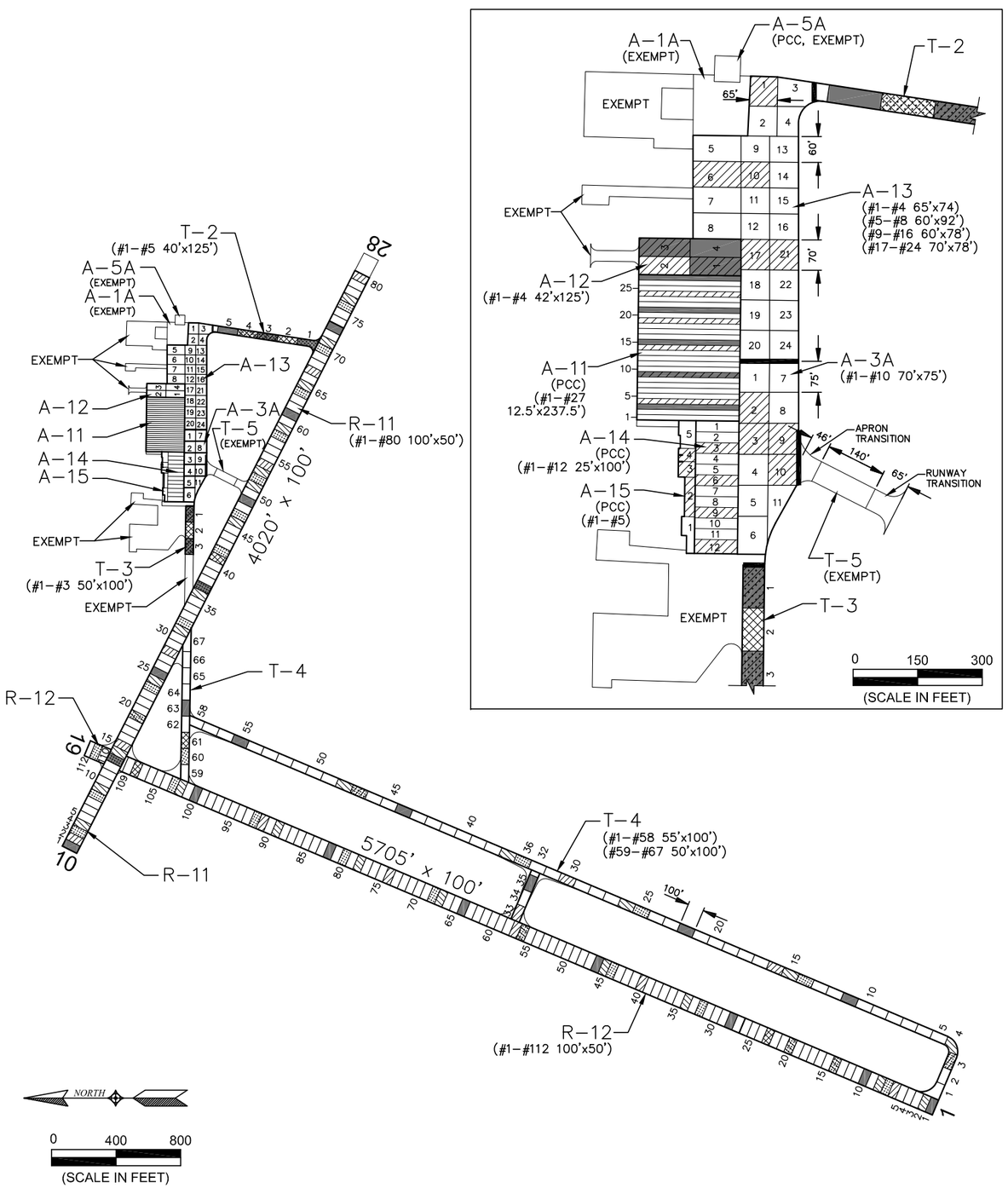
T-4, surface detail with bleeding

R-11, surface detail with grooving & raveling

R-12, overview

R-12, surface detail with loose chips & grooving

SIDNEY



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-11	E-5	F5	6" P-154	3" P-209	2"P-609, 4"P-401	4.5" P-401	40,000	55,000	85,000	<1<5
R-12	E-6	F6	6" P-154	6" P-209	2"P-609, 4"P-401	4.5" P-401	40,000	55,000	85,000	<2<5
TAXIWAYS										
T-2	E-5	F5		6" P-209	4" P-401	4.5" P-401	40,000			<2<4
T-3	E-6	F6	12" P-154		5" P-201, P-609		12,500			<2
T-4	E-7		16" P-154	6" P-208	4" P-401		40,000	55,000	85,000	<3<5
T-5	E-5	F5	FABRIC	9" P-208	4" P-401		40,000	55,000	85,000	<2<4
APRONS										
A-3A	F-3	CBR=4	FABRIC 12" P-152	10" P-208	4" P-401		25,000			<2<9
A-5A	F-3	K=25	8" P-152	6" P-208	6" PCC					<8
A-11		CBR=5	FABRIC	8" P-208	8" P-501		40,000			<6
A-12		CBR=5	FABRIC	10" P-208	4" P-401		25,000			<6
A-13		CBR=5	FABRIC 12" P-152	10" P-208	4" P-401		25,000			<8
A-14		CBR=5	FABRIC	8" P-208	8" P-501		40,000			<7
A-15		CBR=5	FABRIC	6" P-208	6" P-501		40,000			<8

REMARKS:

CRITICAL AIRCRAFT IS 25,000 LBS. ON SINGLE GEAR. (JAN. 1968)

1> ADAP-05, 1980, RESURFACE RUNWAY 10-28; APRON OVERLAY AND EXPANSION.

2> AIP-01, 1984, REHABILITATE RUNWAY 1-19, APRON, AND TAXIWAYS; EXPAND APRON (A-2,A-3); CONSTRUCT HELIPAD (A-5).

3> AIP 05, 1992, CONSTRUCT PARALLEL TAXIWAY.

4> AIP 07, 1997, OVERLAY TAXIWAY (T-2); RECONSTRUCT TAXIWAY (T-5).

5> AIP 011-2003, OVERLAY AND GROOVE RUNWAYS; CRACK SEAL, FOG SEAL, AND REMARK TAXIWAY (T-4).

6> AIP 012-2004, CONSTRUCT APRONS (A-11,A-12).

7> AIP 013-2005, CONSTRUCT APRON (A-14).

8> AIP 014-2006, RECONSTRUCT APRONS (A-13, A-15); CONSTRUCT HELIPAD (A-5A, EXEMPT); REMOVE HELIPAD (A-5).

9> AIP 015-2007, RECONSTRUCT APRON (A-3A).

LEGEND

- 1997 SURVEY AREA
- 2000 SURVEY AREA
- 2003 SURVEY AREA (NOT SURVEYED)
- 2006 SURVEY AREA
- 2009 SURVEY AREA

DATE OF PAVEMENT STRENGTH SURVEY:	
EVALUATED BY:	
DATE OF MOST RECENT PAVEMENT CONDITION SURVEY:	JUNE 18, 2009
EVALUATED BY:	B. BURKLAND

MONTANA AVIATION SYSTEM PLAN
2009 UPDATE - PAVEMENT CONDITION INDEXES

SIDNEY - RICHLAND AIRPORT

PREPARED FOR: MONTANA AERONAUTICS DIVISION ORO Y PLATA

SIDNEY MONTANA

DATE: NOV. 2009

PREPARED BY: RPA

SIDNEY