

SIDNEY AIRPORT

Branch: 39A APRON

A-11

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

Inspections

Samples Surveyed: 9 Total Samples: 27 Last Inspection Date: 9/9/2012 **PCI: 72**

Sample # 3	<p>Distress Description JOINT SEAL DAMAGE POPOUTS JOINT SPALLING CORNER SPALLING</p>	<p>Severity L N L L</p>	<p>Quantity 19 SLABS 7 SLABS 14 SLABS 4 SLABS</p>	Area: 19 SLABS
Sample # 6	<p>Distress Description LINEAR CRACKING JOINT SEAL DAMAGE SMALL PATCH POPOUTS JOINT SPALLING CORNER SPALLING</p>	<p>Severity L L L N L L</p>	<p>Quantity 1 SLABS 19 SLABS 1 SLABS 4 SLABS 11 SLABS 2 SLABS</p>	Area: 19 SLABS
Sample # 9	<p>Distress Description JOINT SEAL DAMAGE POPOUTS JOINT SPALLING CORNER SPALLING</p>	<p>Severity L N L L</p>	<p>Quantity 19 SLABS 7 SLABS 12 SLABS 1 SLABS</p>	Area: 19 SLABS
Sample # 12	<p>Distress Description JOINT SEAL DAMAGE POPOUTS JOINT SPALLING CORNER SPALLING</p>	<p>Severity L N L L</p>	<p>Quantity 19 SLABS 4 SLABS 10 SLABS 1 SLABS</p>	Area: 19 SLABS
Sample # 15	<p>Distress Description JOINT SEAL DAMAGE POPOUTS JOINT SPALLING CORNER SPALLING</p>	<p>Severity L N L L</p>	<p>Quantity 19 SLABS 5 SLABS 11 SLABS 1 SLABS</p>	Area: 19 SLABS
Sample # 18	<p>Distress Description JOINT SEAL DAMAGE SMALL PATCH POPOUTS JOINT SPALLING CORNER SPALLING</p>	<p>Severity L L N L L</p>	<p>Quantity 19 SLABS 2 SLABS 5 SLABS 13 SLABS 2 SLABS</p>	Area: 19 SLABS
Sample # 21	<p>Distress Description JOINT SEAL DAMAGE POPOUTS FAULTING JOINT SPALLING CORNER SPALLING</p>	<p>Severity L N L L L</p>	<p>Quantity 19 SLABS 6 SLABS 1 SLABS 14 SLABS 5 SLABS</p>	Area: 19 SLABS

SIDNEY AIRPORT

Branch: 39A

APRON

A-11

Sample # 24 Area: 19 SLABS

Distress Description	Severity	Quantity
JOINT SEAL DAMAGE	L	19 SLABS
POPOUTS	N	2 SLABS
JOINT SPALLING	L	14 SLABS
CORNER SPALLING	L	2 SLABS

Sample # 27 Area: 19 SLABS

Distress Description	Severity	Quantity
DURABILITY CRACKING	L	1 SLABS
JOINT SEAL DAMAGE	L	19 SLABS
POPOUTS	N	2 SLABS
JOINT SPALLING	L	18 SLABS
CORNER SPALLING	L	5 SLABS

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
LINEAR CRACKING	L	3 SLABS	0.58%	1.07
DURABILITY CRACKING	L	3 SLABS	0.58%	0.74
JOINT SEAL DAMAGE	L	513 SLABS	100.00%	2.00
SMALL PATCH	L	9 SLABS	1.75%	0.41
POPOUTS	N	126 SLABS	24.56%	13.50
FAULTING	L	3 SLABS	0.58%	0.99
JOINT SPALLING	L	351 SLABS	68.42%	12.76
CORNER SPALLING	L	69 SLABS	13.45%	5.21

* 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

3.0 % Load

7.0 % Climate/Durability

90.0 % Other

SIDNEY AIRPORT

Branch: 39A APRON

A-12

Length: 250 LF Width: 84 LF Area: 21,100 SF Last Const: 2004 Family: ACAH
 From: A-11 To: A-13 Surface: AC

Inspections

Samples Surveyed: 3 Total Samples: 3 Last Inspection Date: 9/9/2012 **PCI: 79**

Sample # 2 Area: 5,250 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	2 LF
PATCHING	L	54 SF
RAVELING	M	30 SF
WEATHERING	L	4,988 SF
WEATHERING	M	262 SF
RAVELING	L	105 SF

Sample # 3 Area: 5,250 SF

Distress Description	Severity	Quantity
OIL SPILLAGE	N	3 SF
WEATHERING	L	4,988 SF
WEATHERING	M	262 SF
RAVELING	L	105 SF

Sample # 4 Area: 5,250 SF

LONGITUDINAL/TRANSVERSE CRACKING	L	24 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	5 LF
WEATHERING	L	4,988 SF
WEATHERING	M	262 SF
RAVELING	L	105 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
LONGITUDINAL/TRANSVERSE CRACKING	L	35 LF	0.17%	2.85
LONGITUDINAL/TRANSVERSE CRACKING	M	7 LF	0.03%	4.00
OIL SPILLAGE	N	4 SF	0.02%	2.00
PATCHING	L	72 SF	0.34%	2.18
RAVELING	M	40 SF	0.19%	4.60
WEATHERING	L	19,952 SF	95.01%	5.92
WEATHERING	M	1,048 SF	4.99%	3.47
RAVELING	L	420 SF	2.00%	3.99

* 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-13

Length: 660 LF

Width: 135 LF

Area: 114,774 SF

Last Const: 2006

Family: ACAH

From: T-2

To: A-3A

Surface: AC

Inspections

Samples Surveyed: 5

Total Samples: 24

Last Inspection Date: 9/9/2012

PCI: 81

Sample # 3

Area: 4,810 SF

Distress Description

Severity

Quantity

RAVELING

M

3 SF

WEATHERING

L

4,329 SF

WEATHERING

M

481 SF

Sample # 8

Area: 5,520 SF

Distress Description

Severity

Quantity

WEATHERING

L

4,968 SF

WEATHERING

M

552 SF

Sample # 13

Area: 4,810 SF

Distress Description

Severity

Quantity

RAVELING

L

3 SF

WEATHERING

L

4,329 SF

WEATHERING

M

481 SF

Sample # 18

Area: 5,180 SF

Distress Description

Severity

Quantity

LONGITUDINAL/TRANSVERSE CRACKING

L

101 LF

RAVELING

M

55 SF

WEATHERING

L

4,662 SF

WEATHERING

M

518 SF

Sample # 24

Area: 5,180 SF

Distress Description

Severity

Quantity

RAVELING

L

52 SF

WEATHERING

L

4,662 SF

WEATHERING

M

518 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
LONGITUDINAL/TRANSVERSE CRACKING	L	455 LF	0.40%	3.87
RAVELING	L	2,223 SF	1.94%	3.91
RAVELING	M	275 SF	0.24%	4.89
WEATHERING	L	103,297 SF	90.00%	5.86
WEATHERING	M	11,477 SF	10.00%	5.42

* 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: 39A

APRON

A-14

Length: 300 LF Width: 100 LF

Area: 30,000 SF

Last Const: 2006

Family: PCAA

From: A-11 A-11

To: A-3A AND A-15

Surface: PCC

Inspections

Samples Surveyed: 6

Total Samples: 6

Last Inspection Date: 9/9/2012

PCI: 67

Sample # 1

Area: 16 SLABS

Distress Description	Severity	Quantity
JOINT SEAL DAMAGE	L	16 SLABS
POPOUTS	N	16 SLABS
JOINT SPALLING	L	11 SLABS

Sample # 3

Area: 16 SLABS

Distress Description	Severity	Quantity
JOINT SEAL DAMAGE	L	16 SLABS
POPOUTS	N	16 SLABS
JOINT SPALLING	L	13 SLABS
JOINT SPALLING	M	2 SLABS

Sample # 5

Area: 16 SLABS

Distress Description	Severity	Quantity
JOINT SEAL DAMAGE	M	16 SLABS
POPOUTS	N	16 SLABS
FAULTING	L	2 SLABS
JOINT SPALLING	L	16 SLABS

Sample # 9

Area: 16 SLABS

Distress Description	Severity	Quantity
JOINT SEAL DAMAGE	M	16 SLABS
POPOUTS	N	16 SLABS
JOINT SPALLING	L	16 SLABS

Sample # 11

Area: 16 SLABS

Distress Description	Severity	Quantity
JOINT SEAL DAMAGE	M	16 SLABS
POPOUTS	N	13 SLABS
JOINT SPALLING	L	16 SLABS

Sample # 12

Area: 24 SLABS

Distress Description	Severity	Quantity
JOINT SEAL DAMAGE	M	24 SLABS
POPOUTS	N	11 SLABS
JOINT SPALLING	L	16 SLABS

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
JOINT SEAL DAMAGE	L	59 SLABS	30.77%	2.00
JOINT SEAL DAMAGE	M	133 SLABS	69.23%	7.00
POPOUTS	N	162 SLABS	84.62%	21.59
FAULTING	L	4 SLABS	1.92%	1.87
JOINT SPALLING	L	162 SLABS	84.62%	13.47
JOINT SPALLING	M	4 SLABS	1.92%	1.53

* 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

19.0 % Climate/Durability

81.0 % Other

SIDNEY AIRPORT

Branch: 39A APRON

A-15

Length: 300 LF Width: 28 LF Area: 9,375 SF Last Const: 2006 Family: PCAA
 From: SOUTHWESTERN APRON To: A-11 AND A-14 Surface: PCC

Inspections

Samples Surveyed: 4 Total Samples: 4 Last Inspection Date: 9/9/2012 **PCI: 74**

Sample # 1	Distress Description FAULTING JOINT SPALLING	Severity L L	Quantity 1 SLABS 8 SLABS	Area: 20 SLABS
Sample # 2	Distress Description JOINT SEAL DAMAGE POPOUTS FAULTING JOINT SPALLING	Severity L N L L	Quantity 14 SLABS 7 SLABS 1 SLABS 11 SLABS	Area: 14 SLABS
Sample # 3	Distress Description LINEAR CRACKING POPOUTS FAULTING JOINT SPALLING	Severity L N L L	Quantity 2 SLABS 12 SLABS 2 SLABS 6 SLABS	Area: 12 SLABS
Sample # 4	Distress Description LINEAR CRACKING JOINT SEAL DAMAGE POPOUTS JOINT SPALLING	Severity L L N L	Quantity 1 SLABS 16 SLABS 1 SLABS 8 SLABS	Area: 16 SLABS

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
LINEAR CRACKING	L	4 SLABS	4.84%	4.68
JOINT SEAL DAMAGE	L	40 SLABS	48.39%	2.00
POPOUTS	N	26 SLABS	32.26%	15.86
FAULTING	L	5 SLABS	6.45%	5.80
JOINT SPALLING	L	44 SLABS	53.23%	11.47

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

Percent of Deduct Values Based on Distress Mechanism

12.0 % Load 5.0 % Climate/Durability 83.0 % Other

SIDNEY AIRPORT

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

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

Inspections

Samples Surveyed: 4 Total Samples: 4 Last Inspection Date: 9/9/2012 **PCI: 86**

Sample # 1 Area: 5,250 SF

Distress Description	Severity	Quantity
RAVELING	M	30 SF
WEATHERING	L	4,725 SF
WEATHERING	M	525 SF

Sample # 4 Area: 5,250 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	20 LF
RAVELING	M	10 SF
WEATHERING	L	4,725 SF
WEATHERING	M	525 SF

Sample # 7 Area: 5,250 SF

Distress Description	Severity	Quantity
WEATHERING	L	4,725 SF
WEATHERING	M	525 SF

Sample # 10 Area: 5,250 SF

Distress Description	Severity	Quantity
WEATHERING	L	4,725 SF
WEATHERING	M	525 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
LONGITUDINAL/TRANSVERSE CRACKING	L	52 LF	0.10%	2.50
RAVELING	M	105 SF	0.19%	4.60
WEATHERING	L	49,500 SF	90.00%	5.86
WEATHERING	M	5,500 SF	10.00%	5.42

* 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: 39R1	RUNWAY	R-11
Length: 4,020 LF	Width: 100 LF	Area: 402,000 SF	Last Const: 2003		Family: ACRH		
From: RWY 28-10 STA 0+00	To: RWY 28-10 STA 40+20				Surface: AAC		

Inspections

Samples Surveyed: 7	Total Samples: 7	Last Inspection Date: 9/9/2012	PCI: 81
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Sample #	Distress Description	Severity	Quantity	Area:
5	LONGITUDINAL/TRANSVERSE CRACKING	L	140 LF	5,000 SF
	WEATHERING	L	4,000 SF	
16	LONGITUDINAL/TRANSVERSE CRACKING	L	90 LF	5,000 SF
	RAVELING	L	100 SF	
	WEATHERING	L	4,000 SF	
27	LONGITUDINAL/TRANSVERSE CRACKING	L	142 LF	5,000 SF
	RAVELING	L	100 SF	
	WEATHERING	L	4,000 SF	
38	LONGITUDINAL/TRANSVERSE CRACKING	L	264 LF	5,000 SF
	RAVELING	L	100 SF	
	WEATHERING	L	4,000 SF	
49	LONGITUDINAL/TRANSVERSE CRACKING	L	250 LF	5,000 SF
	RAVELING	L	100 SF	
	WEATHERING	L	4,000 SF	
60	LONGITUDINAL/TRANSVERSE CRACKING	L	25 LF	5,000 SF
	RAVELING	L	150 SF	
	WEATHERING	L	4,000 SF	
71	LONGITUDINAL/TRANSVERSE CRACKING	L	188 LF	5,000 SF
	RAVELING	L	100 SF	
	WEATHERING	L	4,000 SF	

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
LONGITUDINAL/TRANSVERSE CRACKING	L	12,623 LF	3.14%	10.40
RAVELING	L	7,466 SF	1.86%	3.81
WEATHERING	L	321,600 SF	80.00%	5.71

* 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
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SIDNEY AIRPORT				Branch: 39R2	RUNWAY	R-12
Length: 5,705 LF	Width: 100 LF	Area: 570,500 SF	Last Const: 2003	Family: ACRH		
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: 9/9/2012	PCI: 82
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Sample #	Distress Description	Severity	Quantity	Area:
11	LONGITUDINAL/TRANSVERSE CRACKING	L	56 LF	5,000 SF
	WEATHERING	L	4,500 SF	
27	LONGITUDINAL/TRANSVERSE CRACKING	L	199 LF	5,000 SF
	WEATHERING	L	4,500 SF	
43	LONGITUDINAL/TRANSVERSE CRACKING	L	106 LF	5,000 SF
	WEATHERING	L	4,500 SF	
59	LONGITUDINAL/TRANSVERSE CRACKING	L	70 LF	5,000 SF
	RAVELING	L	100 SF	
	WEATHERING	L	4,500 SF	
75	LONGITUDINAL/TRANSVERSE CRACKING	L	113 LF	5,000 SF
	WEATHERING	L	4,500 SF	
91	LONGITUDINAL/TRANSVERSE CRACKING	L	188 LF	5,000 SF
	RAVELING	L	100 SF	
	WEATHERING	L	4,500 SF	
107	BLEEDING	N	3 SF	5,000 SF
	LONGITUDINAL/TRANSVERSE CRACKING	L	95 LF	
	RAVELING	L	4,750 SF	
	WEATHERING	L	4,500 SF	

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
BLEEDING	N	49 LF	0.01%	0.00
LONGITUDINAL/TRANSVERSE CRACKING	L	13,480 SF	2.36%	8.37
RAVELING	L	80,685 SF	14.14%	11.65
WEATHERING	L	513,450 SF	90.00%	5.86

* 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: ACRH
 From: RWY 28-10 STA 7+50 To: APRON Surface: AAC

Inspections

Samples Surveyed: 3 Total Samples: 3 Last Inspection Date: 9/9/2012 **PCI: 66**

Sample # 1 Area: 5,000 SF

Distress Description	Severity	Quantity
ALLIGATOR CRACKING	L	50 SF
BLEEDING	N	3 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	324 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	10 LF
RAVELING	L	100 SF
WEATHERING	L	2,500 SF

Sample # 3 Area: 5,000 SF

Distress Description	Severity	Quantity
BLOCK CRACKING	L	665 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	159 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	10 LF
RAVELING	L	50 SF
WEATHERING	L	. SF

Sample # 5 Area: 5,000 SF

Distress Description	Severity	Quantity
BLOCK CRACKING	L	590 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	137 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	10 LF
RAVELING	L	100 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
ALLIGATOR CRACKING	L	100 SF	0.33%	11.48
BLEEDING	N	6 SF	0.02%	0.00
BLOCK CRACKING	L	2,510 LF	8.37%	16.05
LONGITUDINAL/TRANSVERSE CRACKING	L	1,240 LF	4.13%	12.83
LONGITUDINAL/TRANSVERSE CRACKING	M	60 LF	0.20%	5.15
RAVELING	L	500 SF	1.67%	3.57
WEATHERING	L	5,000 SF	16.67%	2.48

* 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

22.0 % Load

78.0 % Climate/Durability

0.0 % Other

SIDNEY AIRPORT

FIRST YEAR LOCAL: 2013 **LOCAL REPAIR COST: \$11,092**

Section	Distress Description	Severity	Quantity	Work Description	Quantity	Cost	Policy
A-12	L & T CR	M	7 LF	Crack Sealing - AC	7 LF	\$17	PREV.
A-12	OIL SPILLAGE	N	4 SF	Patching - AC Shallow	16 SF	\$321	PREV.
A-14	JOINT SPALL	M	4 Slabs	Patching - PCC Partial Depth	24 SF	\$2,027	PREV.
T-2	L & T CR	M	60 LF	Crack Sealing - AC	60 LF	\$150	PREV.
T-4	L & T CR	H	177 LF	Crack Sealing - AC	177 LF	\$442	PREV.
T-4	L & T CR	M	1,270 LF	Crack Sealing - AC	1,270 LF	\$3,175	PREV.
T-4	DEPRESSION	M	83 SF	Patching - AC Deep	124 SF	\$4,959	PREV.

FIFTEEN YEAR PROJECTIONS **ESTIMATED AVERAGE ANNUAL COST: \$275,528**

Plan Year: 2013		Estimated Cost: \$1,880,231				PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After
A-11	Preventive	\$3,722	\$0	\$0	\$0	\$3,722	71	71
A-12	Global MR + Preventive	\$443	\$5,250	\$0	\$0	\$5,693	77	84
A-13	Global MR + Preventive	\$1,561	\$28,694	\$0	\$0	\$30,255	79	87
A-14	Preventive	\$2,655	\$0	\$0	\$0	\$2,655	66	66
A-15	Preventive	\$365	\$0	\$0	\$0	\$365	73	73
A-3A	Global MR + Preventive	\$323	\$13,750	\$0	\$0	\$14,074	84	91
R-11	Global MR + Preventive	\$4,661	\$100,501	\$0	\$0	\$105,162	80	85
R-12	Preventive	\$5,401	\$0	\$0	\$0	\$5,401	81	81
T-2	Preventive	\$2,880	\$0	\$0	\$0	\$2,880	65	65
T-4	Major Below Critical	\$0	\$0	\$1,710,024	\$0	\$1,710,024	50	100

Plan Year: 2014		Estimated Cost: \$26,232				PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After
A-11	Preventive	\$4,887	\$0	\$0	\$0	\$4,887	69	69
A-12	Preventive	\$204	\$0	\$0	\$0	\$204	81	81
A-13	Preventive	\$863	\$0	\$0	\$0	\$863	83	83
A-14	Preventive	\$3,161	\$0	\$0	\$0	\$3,161	65	65
A-15	Preventive	\$452	\$0	\$0	\$0	\$452	71	71
A-3A	Preventive	\$129	\$0	\$0	\$0	\$129	88	88
R-11	Preventive	\$3,208	\$0	\$0	\$0	\$3,208	82	82
R-12	Preventive	\$10,056	\$0	\$0	\$0	\$10,056	78	78
T-2	Preventive	\$3,272	\$0	\$0	\$0	\$3,272	64	64

Plan Year: 2015		Estimated Cost: \$36,708				PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After
A-11	Preventive	\$6,429	\$0	\$0	\$0	\$6,429	67	67
A-12	Preventive	\$455	\$0	\$0	\$0	\$455	77	78
A-13	Preventive	\$1,563	\$0	\$0	\$0	\$1,563	79	79
A-14	Preventive	\$3,660	\$0	\$0	\$0	\$3,660	64	64
A-15	Preventive	\$598	\$0	\$0	\$0	\$598	69	69
A-3A	Preventive	\$323	\$0	\$0	\$0	\$323	84	85
R-11	Preventive	\$4,707	\$0	\$0	\$0	\$4,707	80	80
R-12	Preventive	\$15,300	\$0	\$0	\$0	\$15,300	76	76
T-2	Preventive	\$3,673	\$0	\$0	\$0	\$3,673	63	63

Plan Year: 2016		Estimated Cost: \$51,442				PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After
A-11	Preventive	\$7,936	\$0	\$0	\$0	\$7,936	66	66
A-12	Preventive	\$727	\$0	\$0	\$0	\$727	75	75
A-13	Preventive	\$3,130	\$0	\$0	\$0	\$3,130	76	76
A-14	Preventive	\$4,157	\$0	\$0	\$0	\$4,157	62	62
A-15	Preventive	\$784	\$0	\$0	\$0	\$784	67	67
A-3A	Preventive	\$515	\$0	\$0	\$0	\$515	81	82
R-11	Preventive	\$8,750	\$0	\$0	\$0	\$8,750	78	78
R-12	Preventive	\$20,346	\$0	\$0	\$0	\$20,346	74	74
T-2	Preventive	\$4,081	\$0	\$0	\$0	\$4,081	63	63
T-4	Preventive	\$1,016	\$0	\$0	\$0	\$1,016	87	87

Plan Year: 2017		Estimated Cost: \$66,074				PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After
A-11	Preventive	\$9,410	\$0	\$0	\$0	\$9,410	65	65
A-12	Preventive	\$984	\$0	\$0	\$0	\$984	72	72
A-13	Preventive	\$4,614	\$0	\$0	\$0	\$4,614	74	74
A-14	Preventive	\$4,646	\$0	\$0	\$0	\$4,646	61	61
A-15	Preventive	\$965	\$0	\$0	\$0	\$965	66	66
A-3A	Preventive	\$963	\$0	\$0	\$0	\$963	79	79
R-11	Preventive	\$12,594	\$0	\$0	\$0	\$12,594	76	76
R-12	Preventive	\$25,168	\$0	\$0	\$0	\$25,168	73	73
T-2	Preventive	\$4,498	\$0	\$0	\$0	\$4,498	62	62
T-4	Preventive	\$2,232	\$0	\$0	\$0	\$2,232	84	84

SIDNEY AIRPORT

Plan Year: 2018		Estimated Cost: \$252,267					PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-11	Preventive	\$10,853	\$0	\$0	\$0	\$10,853	63	63	
A-12	Global MR + Preventive	\$1,242	\$6,086	\$0	\$0	\$7,328	70	75	
A-13	Global MR + Preventive	\$6,014	\$33,264	\$0	\$0	\$39,278	71	77	
A-14	Preventive	\$5,137	\$0	\$0	\$0	\$5,137	60	60	
A-15	Preventive	\$1,141	\$0	\$0	\$0	\$1,141	65	65	
A-3A	Global MR + Preventive	\$1,663	\$15,940	\$0	\$0	\$17,603	76	82	
R-11	Global MR + Preventive	\$16,257	\$116,508	\$0	\$0	\$132,765	74	78	
R-12	Preventive	\$29,867	\$0	\$0	\$0	\$29,867	71	71	
T-2	Preventive	\$4,925	\$0	\$0	\$0	\$4,925	61	61	
T-4	Preventive	\$3,370	\$0	\$0	\$0	\$3,370	81	81	

Plan Year: 2019		Estimated Cost: \$85,476					PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-11	Preventive	\$12,289	\$0	\$0	\$0	\$12,289	62	62	
A-12	Preventive	\$1,031	\$0	\$0	\$0	\$1,031	72	72	
A-13	Preventive	\$4,819	\$0	\$0	\$0	\$4,819	74	74	
A-14	Preventive	\$5,750	\$0	\$0	\$0	\$5,750	59	59	
A-15	Preventive	\$1,315	\$0	\$0	\$0	\$1,315	63	63	
A-3A	Preventive	\$943	\$0	\$0	\$0	\$943	79	79	
R-11	Preventive	\$13,151	\$0	\$0	\$0	\$13,151	76	76	
R-12	Preventive	\$35,149	\$0	\$0	\$0	\$35,149	70	70	
T-2	Preventive	\$5,359	\$0	\$0	\$0	\$5,359	60	60	
T-4	Preventive	\$5,670	\$0	\$0	\$0	\$5,670	79	79	

Plan Year: 2020		Estimated Cost: \$108,368					PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-11	Preventive	\$13,723	\$0	\$0	\$0	\$13,723	61	61	
A-12	Preventive	\$1,290	\$0	\$0	\$0	\$1,290	70	70	
A-13	Preventive	\$6,318	\$0	\$0	\$0	\$6,318	71	71	
A-14	Preventive	\$6,409	\$0	\$0	\$0	\$6,409	58	58	
A-15	Preventive	\$1,487	\$0	\$0	\$0	\$1,487	62	62	
A-3A	Preventive	\$1,688	\$0	\$0	\$0	\$1,688	76	76	
R-11	Preventive	\$17,068	\$0	\$0	\$0	\$17,068	74	74	
R-12	Preventive	\$45,043	\$0	\$0	\$0	\$45,043	69	69	
T-2	Preventive	\$5,939	\$0	\$0	\$0	\$5,939	59	59	
T-4	Preventive	\$9,403	\$0	\$0	\$0	\$9,403	77	77	

Plan Year: 2021		Estimated Cost: \$131,699					PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-11	Preventive	\$15,140	\$0	\$0	\$0	\$15,140	60	60	
A-12	Preventive	\$1,836	\$0	\$0	\$0	\$1,836	68	68	
A-13	Preventive	\$8,389	\$0	\$0	\$0	\$8,389	69	69	
A-14	Preventive	\$7,069	\$0	\$0	\$0	\$7,069	58	58	
A-15	Preventive	\$1,659	\$0	\$0	\$0	\$1,659	61	61	
A-3A	Preventive	\$2,427	\$0	\$0	\$0	\$2,427	74	74	
R-11	Preventive	\$20,840	\$0	\$0	\$0	\$20,840	72	72	
R-12	Preventive	\$54,854	\$0	\$0	\$0	\$54,854	67	67	
T-2	Preventive	\$6,544	\$0	\$0	\$0	\$6,544	59	59	
T-4	Preventive	\$12,941	\$0	\$0	\$0	\$12,941	75	75	

Plan Year: 2022		Estimated Cost: \$156,105					PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-11	Preventive	\$17,007	\$0	\$0	\$0	\$17,007	59	59	
A-12	Preventive	\$2,343	\$0	\$0	\$0	\$2,343	66	67	
A-13	Preventive	\$11,351	\$0	\$0	\$0	\$11,351	67	67	
A-14	Preventive	\$7,727	\$0	\$0	\$0	\$7,727	57	57	
A-15	Preventive	\$1,830	\$0	\$0	\$0	\$1,830	60	60	
A-3A	Preventive	\$3,166	\$0	\$0	\$0	\$3,166	71	72	
R-11	Preventive	\$24,506	\$0	\$0	\$0	\$24,506	71	71	
R-12	Preventive	\$64,687	\$0	\$0	\$0	\$64,687	66	66	
T-2	Preventive	\$7,157	\$0	\$0	\$0	\$7,157	58	58	
T-4	Preventive	\$16,331	\$0	\$0	\$0	\$16,331	73	73	

Plan Year: 2023		Estimated Cost: \$381,456					PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-11	Preventive	\$18,922	\$0	\$0	\$0	\$18,922	58	58	
A-12	Global MR + Preventive	\$2,808	\$7,056	\$0	\$0	\$9,864	65	68	
A-13	Global MR + Preventive	\$14,068	\$38,562	\$0	\$0	\$52,630	66	69	
A-14	Preventive	\$8,394	\$0	\$0	\$0	\$8,394	56	56	
A-15	Preventive	\$2,058	\$0	\$0	\$0	\$2,058	59	59	
A-3A	Global MR + Preventive	\$4,213	\$18,479	\$0	\$0	\$22,692	69	74	
R-11	Global MR + Preventive	\$29,824	\$135,065	\$0	\$0	\$164,888	69	72	
R-12	Preventive	\$74,598	\$0	\$0	\$0	\$74,598	65	65	
T-2	Preventive	\$7,789	\$0	\$0	\$0	\$7,789	57	57	
T-4	Preventive	\$19,621	\$0	\$0	\$0	\$19,621	72	72	

SIDNEY AIRPORT

Plan Year: 2024		Estimated Cost: \$191,621					PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-11	Preventive	\$20,838	\$0	\$0	\$0	\$20,838	57	58	
A-12	Preventive	\$2,462	\$0	\$0	\$0	\$2,462	67	67	
A-13	Preventive	\$11,899	\$0	\$0	\$0	\$11,899	68	68	
A-14	Preventive	\$9,063	\$0	\$0	\$0	\$9,063	55	55	
A-15	Preventive	\$2,287	\$0	\$0	\$0	\$2,287	58	58	
A-3A	Preventive	\$3,286	\$0	\$0	\$0	\$3,286	72	72	
R-11	Preventive	\$25,838	\$0	\$0	\$0	\$25,838	71	71	
R-12	Preventive	\$84,657	\$0	\$0	\$0	\$84,657	64	64	
T-2	Preventive	\$8,441	\$0	\$0	\$0	\$8,441	56	56	
T-4	Preventive	\$22,850	\$0	\$0	\$0	\$22,850	70	70	

Plan Year: 2025		Estimated Cost: \$221,117					PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-11	Preventive	\$22,749	\$0	\$0	\$0	\$22,749	57	57	
A-12	Preventive	\$2,958	\$0	\$0	\$0	\$2,958	65	65	
A-13	Preventive	\$14,810	\$0	\$0	\$0	\$14,810	66	66	
A-14	Preventive	\$9,726	\$0	\$0	\$0	\$9,726	55	55	
A-15	Preventive	\$2,518	\$0	\$0	\$0	\$2,518	57	57	
A-3A	Preventive	\$4,297	\$0	\$0	\$0	\$4,297	70	70	
R-11	Preventive	\$31,177	\$0	\$0	\$0	\$31,177	70	70	
R-12	Preventive	\$94,844	\$0	\$0	\$0	\$94,844	63	63	
T-2	Preventive	\$9,104	\$0	\$0	\$0	\$9,104	56	56	
T-4	Preventive	\$28,934	\$0	\$0	\$0	\$28,934	69	69	

Plan Year: 2026		Estimated Cost: \$255,126					PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-11	Preventive	\$24,684	\$0	\$0	\$0	\$24,684	56	56	
A-12	Preventive	\$3,414	\$0	\$0	\$0	\$3,414	64	64	
A-13	Preventive	\$17,478	\$0	\$0	\$0	\$17,478	65	65	
A-14	Preventive	\$10,395	\$0	\$0	\$0	\$10,395	54	54	
A-15	Preventive	\$2,749	\$0	\$0	\$0	\$2,749	57	57	
A-3A	Preventive	\$6,098	\$0	\$0	\$0	\$6,098	67	68	
R-11	Preventive	\$39,434	\$0	\$0	\$0	\$39,434	68	68	
R-12	Preventive	\$105,309	\$0	\$0	\$0	\$105,309	62	62	
T-2	Preventive	\$9,800	\$0	\$0	\$0	\$9,800	55	55	
T-4	Preventive	\$35,765	\$0	\$0	\$0	\$35,765	68	68	

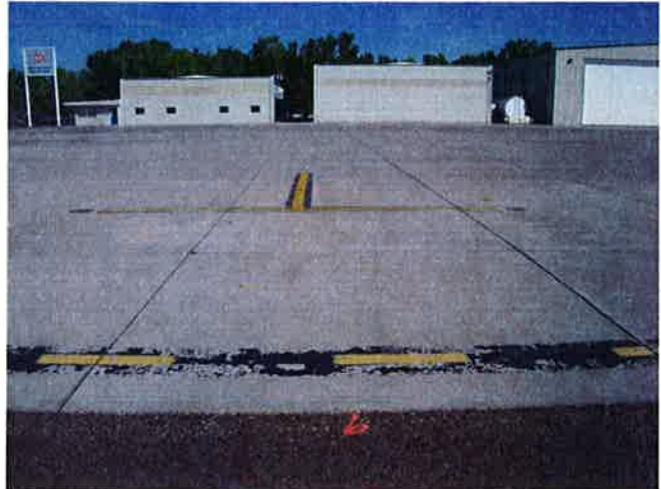
Plan Year: 2027		Estimated Cost: \$288,997					PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-11	Preventive	\$26,626	\$0	\$0	\$0	\$26,626	55	55	
A-12	Preventive	\$3,828	\$0	\$0	\$0	\$3,828	63	63	
A-13	Preventive	\$19,930	\$0	\$0	\$0	\$19,930	64	64	
A-14	Preventive	\$11,061	\$0	\$0	\$0	\$11,061	54	54	
A-15	Preventive	\$2,982	\$0	\$0	\$0	\$2,982	56	56	
A-3A	Preventive	\$7,912	\$0	\$0	\$0	\$7,912	65	66	
R-11	Preventive	\$47,673	\$0	\$0	\$0	\$47,673	67	67	
R-12	Preventive	\$115,892	\$0	\$0	\$0	\$115,892	62	62	
T-2	Preventive	\$10,523	\$0	\$0	\$0	\$10,523	55	55	
T-4	Preventive	\$42,570	\$0	\$0	\$0	\$42,570	67	67	

SIDNEY AIRPORT

9/8/2012



A-3A, Overview



A-11, Overview



A-11, Surface detail cracking – footprints that were finished over



A-11, Surface detail joint spalling

SIDNEY AIRPORT

9/8/2012



A-11, Surface detail popouts



A-12, Overview



A-12, Surface detail with cracking



A-13, Overview

SIDNEY AIRPORT

9/8/2012



A-13, Surface detail cracking at saw cut joint



A-13, Surface detail with raveling from snow plow



A-14, Overview



A-14, Surface detail joint spalling

SIDNEY AIRPORT

9/8/2012



A-13, Surface detail popouts



A-15, Overview



A-15, Surface detail popouts and faulting



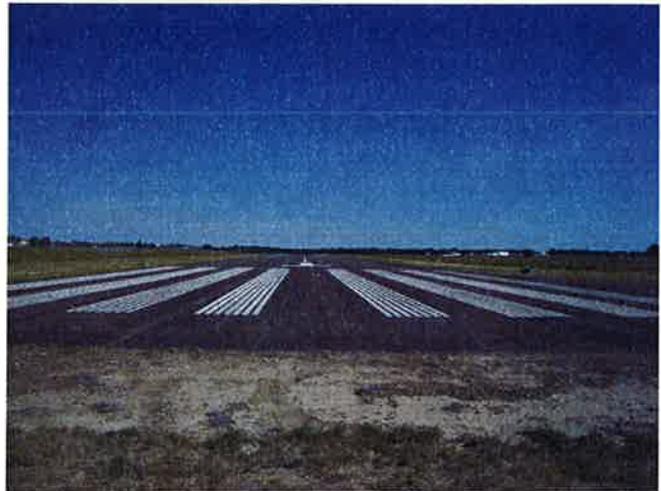
R-11, Overview

SIDNEY AIRPORT

9/8/2012



R-11, Surface detail with cracking



R-12, Overview



R-12, Surface detail with cracking



T-2, Overview

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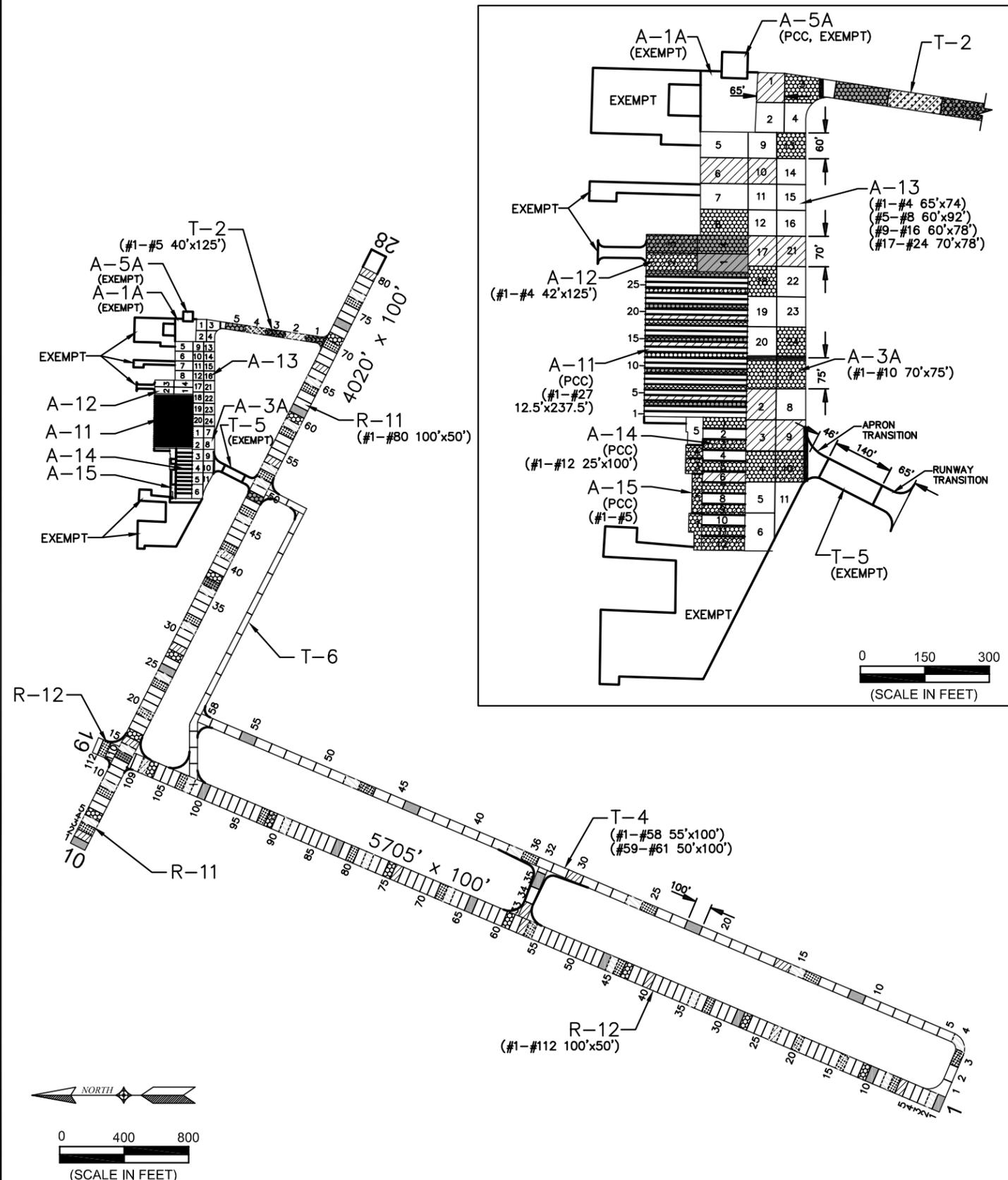
9/8/2012



T-2, Surface detail alligator cracking from over rolling

SIDNEY

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-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	▲▲▲▲▲
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	▲▲▲▲▲
TAXIWAYS										
T-2	E-5	F5		6" P-209	4" P-401	4.5" P-401	40,000			▲▲▲▲▲
T-4	E-7		16" P-154	6" P-208	3.5" P-401	3.5" P-401	40,000	55,000	85,000	▲▲▲▲▲
T-5	E-5	F5	FABRIC	9" P-208	4" P-401		40,000	55,000	85,000	▲▲▲▲▲
T-6			24" P-154	4" P-209	5" P-401		40,000	55,000	85,000	▲▲▲▲▲
APRONS										
A-3A	F-3	CBR=4	FABRIC 12" P-152	10" P-208	4" P-401		25,000			▲▲▲▲▲
A-5A	F-3	K=25	8" P-152	6" P-208	6" PCC					▲▲▲▲▲
A-11		CBR=5	FABRIC	8" P-208	8" P-501		40,000			▲▲▲▲▲
A-12		CBR=5	FABRIC	10" P-208	4" P-401		25,000			▲▲▲▲▲
A-13		CBR=5	FABRIC 12" P-152	10" P-208	4" P-401		25,000			▲▲▲▲▲
A-14		CBR=5	FABRIC	8" P-208	8" P-501		40,000			▲▲▲▲▲
A-15		CBR=5	FABRIC	6" P-208	6" P-501		40,000			▲▲▲▲▲

REMARKS:

- CRITICAL AIRCRAFT IS 25,000 LBS. ON SINGLE GEAR. (JAN. 1968)
- ADAP-05, 1980, RESURFACE RUNWAY 10-28; APRON OVERLAY AND EXPANSION.
- AIP-001, 1984, REHABILITATE RUNWAY 1-19, APRON, AND TAXIWAYS; EXPAND APRON (A-2,A-3); CONSTRUCT HELIPAD (A-5).
- AIP-005, 1992, CONSTRUCT PARALLEL TAXIWAY.
- AIP-007, 1997, OVERLAY TAXIWAY (T-2); RECONSTRUCT TAXIWAY (T-5).
- AIP-011, 2003, OVERLAY AND GROOVE RUNWAYS; CRACK SEAL, FOG SEAL, AND REMARK TAXIWAY (T-4).
- AIP-012, 2004, CONSTRUCT APRONS (A-11,A-12).
- AIP-013, 2005, CONSTRUCT APRON (A-14).
- AIP-014, 2006, RECONSTRUCT APRONS (A-13, A-15); CONSTRUCT HELIPAD (A-5A, EXEMPT); REMOVE HELIPAD (A-5).
- AIP-015, 2007, RECONSTRUCT APRON (A-3A).
- AIP-017, 2010, SEAL COAT, CRACK SEAL, AND REMARK RUNWAYS AND TAXIWAYS.
- AIP-019, 2012, REHABILITATE TAXIWAY D (T-4), CONSTRUCT NEW TAXIWAY C (T-6)

LEGEND [Pattern] 1997 SURVEY AREA [Pattern] 2000 SURVEY AREA [Pattern] 2003 SURVEY AREA (NOT SURVEYED) [Pattern] 2006 SURVEY AREA [Pattern] 2009 SURVEY AREA [Pattern] 2012 SURVEY AREA	DATE OF PAVEMENT STRENGTH SURVEY:	DEC. 15, 1988	MONTANA AVIATION SYSTEM PLAN 2012 UPDATE - PAVEMENT CONDITION INDEXES SIDNEY - RICHLAND AIRPORT
	EVALUATED BY:	J. STYBA	
	DATE OF MOST RECENT PAVEMENT CONDITION SURVEY:	SEPT. 10, 2012	PREPARED FOR: 
	EVALUATED BY:	M. BECKHOFF	
			PREPARED BY: 
			SIDNEY MONTANA DATE: NOV. 2012

