

CUT BANK AIRPORT

Branch: 13A **APRON**

A-1

Length: 300 LF Width: 300 LF Area: 102,000 SF Last Const: 1942 Family: PCAA
 From: ENTIRE APRON To: Surface: PCC

Inspections

Samples Surveyed: 10 Total Samples: 34 Last Inspection Date: 12/6/2012 **PCI: 27**

Sample # 2 Area: 20 SLABS

Distress Description	Severity	Quantity
JOINT SEAL DAMAGE	H	20 SLABS
JOINT SPALLING	L	4 SLABS
JOINT SPALLING	M	10 SLABS
JOINT SPALLING	H	6 SLABS

Sample # 5 Area: 20 SLABS

Distress Description	Severity	Quantity
JOINT SEAL DAMAGE	H	20 SLABS
FAULTING	L	5 SLABS
JOINT SPALLING	L	3 SLABS
JOINT SPALLING	M	3 SLABS
JOINT SPALLING	M	10 SLABS
CORNER SPALLING	L	3 SLABS
CORNER SPALLING	M	5 SLABS
CORNER SPALLING	M	7 SLABS

Sample # 8 Area: 20 SLABS

Distress Description	Severity	Quantity
JOINT SEAL DAMAGE	H	20 SLABS
FAULTING	L	2 SLABS
JOINT SPALLING	L	6 SLABS
JOINT SPALLING	M	2 SLABS
JOINT SPALLING	H	8 SLABS
CORNER SPALLING	L	4 SLABS
CORNER SPALLING	M	4 SLABS
CORNER SPALLING	H	9 SLABS

Sample # 11 Area: 20 SLABS

Distress Description	Severity	Quantity
JOINT SEAL DAMAGE	H	20 SLABS
FAULTING	L	2 SLABS
JOINT SPALLING	L	8 SLABS
JOINT SPALLING	M	3 SLABS
JOINT SPALLING	H	8 SLABS
CORNER SPALLING	L	5 SLABS
CORNER SPALLING	M	2 SLABS
CORNER SPALLING	H	3 SLABS

Sample # 14 Area: 20 SLABS

Distress Description	Severity	Quantity
LINEAR CRACKING	L	3 SLABS
JOINT SEAL DAMAGE	H	20 SLABS
FAULTING	L	5 SLABS
FAULTING	M	1 SLABS
JOINT SPALLING	L	1 SLABS
JOINT SPALLING	M	4 SLABS
JOINT SPALLING	H	15 SLABS
CORNER SPALLING	L	5 SLABS
CORNER SPALLING	M	4 SLABS
CORNER SPALLING	H	11 SLABS

CUT BANK AIRPORT

Branch: 13A

APRON

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Sample #	Distress Description	Severity	Quantity	Area:
17				20 SLABS
	JOINT SEAL DAMAGE	H	20 SLABS	
	SMALL PATCH	L	4 SLABS	
	JOINT SPALLING	L	4 SLABS	
	JOINT SPALLING	M	12 SLABS	
	JOINT SPALLING	M	4 SLABS	
	CORNER SPALLING	L	3 SLABS	
	CORNER SPALLING	M	11 SLABS	
	CORNER SPALLING	H	6 SLABS	
20				20 SLABS
	LINEAR CRACKING	M	1 SLABS	
	JOINT SEAL DAMAGE	H	20 SLABS	
	SMALL PATCH	L	3 SLABS	
	FAULTING	L	2 SLABS	
	JOINT SPALLING	L	7 SLABS	
	JOINT SPALLING	M	5 SLABS	
	JOINT SPALLING	H	8 SLABS	
	CORNER SPALLING	L	3 SLABS	
	CORNER SPALLING	M	3 SLABS	
		CORNER SPALLING	H	
23				20 SLABS
	JOINT SEAL DAMAGE	H	20 SLABS	
	FAULTING	L	2 SLABS	
	JOINT SPALLING	L	10 SLABS	
	JOINT SPALLING	M	8 SLABS	
	JOINT SPALLING	H	2 SLABS	
	CORNER SPALLING	L	10 SLABS	
	CORNER SPALLING	M	8 SLABS	
	CORNER SPALLING	H	2 SLABS	
26				20 SLABS
	JOINT SEAL DAMAGE	H	20 SLABS	
	FAULTING	L	1 SLABS	
	JOINT SPALLING	L	2 SLABS	
	JOINT SPALLING	H	16 SLABS	
	CORNER SPALLING	L	2 SLABS	
	CORNER SPALLING	M	4 SLABS	
		CORNER SPALLING	H	
29				20 SLABS
	JOINT SEAL DAMAGE	H	20 SLABS	
	SMALL PATCH	L	3 SLABS	
	FAULTING	L	2 SLABS	
	JOINT SPALLING	L	8 SLABS	
	JOINT SPALLING	M	9 SLABS	
	CORNER SPALLING	L	5 SLABS	
	CORNER SPALLING	M	3 SLABS	
	CORNER SPALLING	M	4 SLABS	

CUT BANK AIRPORT

Branch: 13A

APRON

A-1

Extrapolated Distress Quantities*				
Distress Description	Severity	Quantity	Density	Deduct
LINEAR CRACKING	L	10 SLABS	100.00%	1.59
LINEAR CRACKING	M	3 SLABS	2.50%	2.52
JOINT SEAL DAMAGE	H	680 SLABS	0.75%	12.00
SMALL PATCH	L	34 SLABS	2.48%	1.02
FAULTING	L	71 SLABS	100.00%	8.83
FAULTING	M	3 SLABS	0.13%	1.77
JOINT SPALLING	L	180 SLABS	0.21%	7.27
JOINT SPALLING	M	238 SLABS	4.74%	20.75
JOINT SPALLING	H	214 SLABS	1.45%	34.85
CORNER SPALLING	L	136 SLABS	2.37%	7.21
CORNER SPALLING	M	187 SLABS	4.75%	15.01
CORNER SPALLING	H	194 SLABS	5.25%	21.65

* 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	9.0 % Climate/Durability	88.0 % Other

CUT BANK AIRPORT

Branch: 13R3 RUNWAY

R-21

Length: 5,785 LF Width: 75 LF
From: 12+00 RWY 5-23

Area: 437,850 SF
To: 65+00 RWY 5-23

Last Const: 2007

Family: ACRMU
Surface: AC

Inspections

Samples Surveyed: 7 Total Samples: 89 Last Inspection Date: 12/1/2012 **PCI: 93**

Sample #	Distress Description	Severity	Quantity	Area:
3	LONGITUDINAL/TRANSVERSE CRACKING	L	65 LF	4,875 SF
	RAVELING	M	300 SF	
16	RAVELING	M	17 SF	4,875 SF
29	LONGITUDINAL/TRANSVERSE CRACKING	L	53 LF	4,875 SF
42	LONGITUDINAL/TRANSVERSE CRACKING	L	43 LF	4,875 SF
55	LONGITUDINAL/TRANSVERSE CRACKING	L	24 LF	4,875 SF
68	LONGITUDINAL/TRANSVERSE CRACKING	L	39 LF	4,875 SF
81	NONE			4,875 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
LONGITUDINAL/TRANSVERSE CRACKING	L	2,874 LF	0.20%	4.31
RAVELING	M	4,061 LF	70.91%	7.66

* 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

CUT BANK AIRPORT

Branch: 13T TAXIWAY T-1

Length: 910 LF Width: 38 LF Area: 34,125 SF Last Const: 1990 Family: ACRMU
 From: APRON A-1 To: R/W 18-36 Surface: AC

Inspections

Samples Surveyed: 4 Total Samples: 7 Last Inspection Date: 12/6/2012 **PCI: 25**

Sample # 2

Area: 5,750 SF

Distress Description	Severity	Quantity
ALLIGATOR CRACKING	L	695 SF
DEPRESSION	L	649 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	215 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	35 LF
RAVELING	L	1,438 SF
RAVELING	M	288 SF
WEATHERING	L	5,750 SF

Sample # 4

Area: 5,750 SF

Distress Description	Severity	Quantity
ALLIGATOR CRACKING	L	1,438 SF
DEPRESSION	L	1,130 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	223 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	20 LF
PATCHING	L	70 SF
RAVELING	L	1,438 SF
RAVELING	M	288 SF
WEATHERING	M	5,750 SF

Sample # 6

Area: 5,750 SF

Distress Description	Severity	Quantity
ALLIGATOR CRACKING	L	1,313 SF
ALLIGATOR CRACKING	H	2 SF
BLOCK CRACKING	L	150 SF
DEPRESSION	L	635 SF
DEPRESSION	H	1 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	234 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	30 LF
RAVELING	L	2,625 SF
RAVELING	M	525 SF
WEATHERING	L	5,250 SF

Sample # 7

Area: 5,750 SF

Distress Description	Severity	Quantity
ALLIGATOR CRACKING	L	2,100 SF
DEPRESSION	L	600 SF
DEPRESSION	H	3 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	302 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	30 LF
RAVELING	L	1,313 SF
RAVELING	M	525 SF
WEATHERING	L	5,250 SF

CUT BANK AIRPORT

Branch: 13T

TAXIWAY

T-1

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
ALLIGATOR CRACKING	L	8,603 LF	1.46%	53.58
ALLIGATOR CRACKING	H	3 LF	3.46%	16.00
BLOCK CRACKING	L	233 LF	0.03%	6.92
DEPRESSION	L	4,675 LF	0.55%	30.79
DEPRESSION	H	6 LF	3.85%	12.00
LONGITUDINAL/TRANSVERSE CRACKING	L	1,511 LF	1.15%	13.51
LONGITUDINAL/TRANSVERSE CRACKING	M	178 LF	0.01%	8.46
PATCHING	L	109 LF	0.03%	2.14
RAVELING	L	10,569 LF	0.08%	16.63
RAVELING	M	2,522 LF	0.29%	18.09
WEATHERING	L	25,206 LF	0.00%	5.58
WEATHERING	M	8,919 LF	0.10%	10.45

* 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

36.0 % Load

42.0 % Climate/Durability

22.0 % Other

CUT BANK AIRPORT

Branch: 13T

TAXIWAY

T-2

Length: 2,300 LF

Width: 40 LF

Area: 92,000 SF

Last Const: 1990

Family: ACRMU

From: INTERSECTION R/WS 4-22/13-31

To: T-4 (OLD R/W 18-36)

Surface: AC

Inspections

Samples Surveyed: 5

Total Samples: 18

Last Inspection Date: 12/1/2012

PCI: 43

Sample # 3

Distress Description

ALLIGATOR CRACKING
 LONGITUDINAL/TRANSVERSE CRACKING
 LONGITUDINAL/TRANSVERSE CRACKING
 RAVELING
 RAVELING
 WEATHERING

Severity

L
 L
 M
 L
 M
 M

Quantity

8 SF
 668 LF
 35 LF
 250 SF
 500 SF
 5,000 SF

Area: 5,000 SF

Sample # 6

Distress Description

BLOCK CRACKING
 LONGITUDINAL/TRANSVERSE CRACKING
 LONGITUDINAL/TRANSVERSE CRACKING
 RAVELING
 RAVELING
 WEATHERING

Severity

L
 L
 M
 L
 M
 L

Quantity

20 SF
 561 LF
 20 LF
 250 SF
 500 SF
 5,000 SF

Area: 5,000 SF

Sample # 9

Distress Description

BLOCK CRACKING
 LONGITUDINAL/TRANSVERSE CRACKING
 LONGITUDINAL/TRANSVERSE CRACKING
 RAVELING
 RAVELING
 WEATHERING

Severity

L
 L
 M
 L
 M
 M

Quantity

21 SF
 538 LF
 25 LF
 250 SF
 5,000 SF
 5,000 SF

Area: 5,000 SF

Sample # 12

Distress Description

ALLIGATOR CRACKING
 LONGITUDINAL/TRANSVERSE CRACKING
 LONGITUDINAL/TRANSVERSE CRACKING
 RAVELING
 RAVELING
 WEATHERING

Severity

L
 L
 M
 L
 M
 L

Quantity

7 SF
 520 LF
 35 LF
 250 SF
 500 SF
 5,000 SF

Area: 5,000 SF

Sample # 15

Distress Description

BLOCK CRACKING
 DEPRESSION
 LONGITUDINAL/TRANSVERSE CRACKING
 LONGITUDINAL/TRANSVERSE CRACKING
 RAVELING
 RAVELING
 RUTTING
 WEATHERING

Severity

L
 L
 L
 M
 L
 M
 L
 M

Quantity

10 SF
 2 SF
 498 LF
 24 LF
 250 SF
 500 SF
 250 SF
 5,000 SF

Area: 5,000 SF

CUT BANK AIRPORT

Branch: 13T

TAXIWAY

T-2

Extrapolated Distress Quantities*				
Distress Description	Severity	Quantity	Density	Deduct
ALLIGATOR CRACKING	L	55 LF	3.37%	7.00
BLOCK CRACKING	L	188 LF	0.36%	4.86
DEPRESSION	L	7 LF	0.33%	0.30
LONGITUDINAL/TRANSVERSE CRACKING	L	10,249 LF	0.71%	24.74
LONGITUDINAL/TRANSVERSE CRACKING	M	512 LF	3.30%	8.69
RAVELING	L	4,600 LF	100.00%	6.80
RAVELING	M	25,760 LF	0.15%	32.70
RUTTING	L	920 LF	0.01%	15.32
WEATHERING	L	36,800 LF	2.21%	4.30
WEATHERING	M	55,200 LF	0.01%	16.68

* 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	82.0 % Climate/Durability	0.0 % Other

CUT BANK AIRPORT

Branch: 13T TAXIWAY **T-4**

Length: 4,480 LF Width: 35 LF Area: 156,800 SF Last Const: 1991 Family: ACRMU
 From: R/W 31-13 To: R/W 22-4 Surface: AC

Inspections

Samples Surveyed: 5 Total Samples: 32 Last Inspection Date: 12/1/2012 **PCI: 57**

Sample # 5 Area: 4,900 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	52 LF
RAVELING	L	1,960 SF
RAVELING	M	735 SF
WEATHERING	L	4,900 SF

Sample # 11 Area: 4,900 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	151 LF
RAVELING	L	1,960 SF
RAVELING	M	980 SF
WEATHERING	L	4,900 SF

Sample # 17 Area: 4,900 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	158 LF
RAVELING	L	1,960 SF
RAVELING	M	980 SF
WEATHERING	L	4,410 SF
WEATHERING	M	490 SF

Sample # 23 Area: 4,900 SF

Distress Description	Severity	Quantity
ALLIGATOR CRACKING	L	3 SF
BLOCK CRACKING	L	3 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	107 LF
RAVELING	L	1,960 SF
RAVELING	M	490 SF
WEATHERING	L	4,900 SF

Sample # 29 Area: 4,900 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	109 LF
PATCHING	M	15 SF
RAVELING	L	1,960 SF
RAVELING	M	490 SF
WEATHERING	L	4,900 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
ALLIGATOR CRACKING	L	19 LF	6.42%	7.00
BLOCK CRACKING	L	19 LF	0.46%	4.50
LONGITUDINAL/TRANSVERSE CRACKING	L	3,693 LF	100.00%	8.35
PATCHING	M	96 LF	100.00%	6.20
RAVELING	L	62,720 LF	100.00%	18.51
RAVELING	M	23,520 LF	100.00%	24.77
WEATHERING	L	153,664 LF	3.05%	5.95
WEATHERING	M	3,136 LF	0.01%	2.25

* 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

9.0 % Load 91.0 % Climate/Durability 0.0 % Other

CUT BANK AIRPORT

Branch: 13T TAXIWAY

T-5

Length: 2,798 LF Width: 35 LF Area: 104,013 SF Last Const: 2000 Family: ACRMU
 From: T-4 To: HANGARS Surface: AC

Inspections

Samples Surveyed: 5 Total Samples: 21 Last Inspection Date: 12/1/2012 **PCI: 37**

Sample # 2	Distress Description ALLIGATOR CRACKING LONGITUDINAL/TRANSVERSE CRACKING	Severity L L	Quantity 2,575 SF 328 LF	Area: 5,005 SF
Sample # 6	Distress Description ALLIGATOR CRACKING DEPRESSION LONGITUDINAL/TRANSVERSE CRACKING	Severity L L L	Quantity 1,251 SF 5 SF 144 LF	Area: 5,005 SF
Sample # 10	Distress Description ALLIGATOR CRACKING DEPRESSION LONGITUDINAL/TRANSVERSE CRACKING	Severity L L L	Quantity 1,033 SF 270 SF 316 LF	Area: 4,130 SF
Sample # 14	Distress Description ALLIGATOR CRACKING DEPRESSION LONGITUDINAL/TRANSVERSE CRACKING	Severity L L L	Quantity 1,001 SF 35 SF 75 LF	Area: 5,005 SF
Sample # 18	Distress Description ALLIGATOR CRACKING LONGITUDINAL/TRANSVERSE CRACKING	Severity L L	Quantity 2,002 SF 265 LF	Area: 5,005 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
ALLIGATOR CRACKING	L	33,861 LF	0.10%	56.79
DEPRESSION	L	1,335 LF	1.58%	8.16
LONGITUDINAL/TRANSVERSE CRACKING	L	4,858 LF	1.72%	14.05

* 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

72.0 % Load 18.0 % Climate/Durability 10.0 % Other

CUT BANK AIRPORT

Branch: 13T TAXIWAY **T-6**

Length: 560 LF Width: 35 LF Area: 19,600 SF Last Const: 2007 Family: ACRMU
 From: RUNWAY 5 TURNAROUND To: Surface: AC

Inspections

Samples Surveyed: 3 Total Samples: 4 Last Inspection Date: 12/1/2012 **PCI: 100**

Sample #	Distress Description	Severity	Quantity	Area:
2	NONE			4,900 SF
4	NONE			4,900 SF
6	NONE			4,900 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

CUT BANK AIRPORT

FIRST YEAR LOCAL: 2013 **LOCAL REPAIR COST: \$222,133**

Section	Distress Description	Severity	Quantity	Work Description	Quantity	Cost	Policy
A-1	CORNER SPALL	H	194 Slabs	Patching - PCC Partial Depth	522 SF	\$44,328	SAFETY
A-1	JOINT SPALL	H	214 Slabs	Patching - PCC Partial Depth	1,729 SF	\$146,984	SAFETY
R-1	L & T CR	M	186 LF	Crack Sealing - AC	186 LF	\$466	PREV.
R-2	L & T CR	H	240 LF	Crack Sealing - AC	240 LF	\$600	SAFETY
R-2	RAVELING	H	1,140 SF	Patching - AC Shallow	1,140 SF	\$22,800	SAFETY
T-1	ALLIGATOR CR	H	3 SF	Patching - AC Deep	14 SF	\$568	SAFETY
T-1	DEPRESSION	H	6 SF	Patching - AC Deep	20 SF	\$809	SAFETY
T-4	PATCHING	M	96 SF	Patching - AC Deep	139 SF	\$5,577	PREV.

FIFTEEN YEAR PROJECTIONS **ESTIMATED AVERAGE ANNUAL COST: \$547,828**

Plan Year: 2013				Estimated Cost: \$2,757,454			PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After
A-1	Major Below Critical	\$0	\$0	\$816,000	\$0	\$816,000	26	100
R-1	Global MR + Preventive	\$77,097	\$99,376	\$0	\$0	\$176,472	57	61
R-21	Global MR	\$0	\$109,463	\$0	\$0	\$109,463	92	99
T-1	Major Below Critical	\$0	\$0	\$273,000	\$0	\$273,000	24	100
T-2	Major Below Critical	\$0	\$0	\$570,537	\$0	\$570,537	42	100
T-4	Global MR + Preventive	\$32,105	\$39,200	\$0	\$0	\$71,305	56	60
T-5	Major Below Critical	\$0	\$0	\$740,677	\$0	\$740,677	36	100

Plan Year: 2014				Estimated Cost: \$95,485			PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After
R-1	Preventive	\$67,310	\$0	\$0	\$0	\$67,310	59	59
T-4	Preventive	\$28,175	\$0	\$0	\$0	\$28,175	58	58

Plan Year: 2015				Estimated Cost: \$113,975			PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After
R-1	Preventive	\$80,464	\$0	\$0	\$0	\$80,464	57	57
T-4	Preventive	\$33,511	\$0	\$0	\$0	\$33,511	57	57

Plan Year: 2016				Estimated Cost: \$136,037			PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After
A-1	Preventive	\$338	\$0	\$0	\$0	\$338	87	87
R-1	Preventive	\$95,125	\$0	\$0	\$0	\$95,125	55	56
R-21	Preventive	\$738	\$0	\$0	\$0	\$738	88	89
T-1	Preventive	\$42	\$0	\$0	\$0	\$42	89	89
T-2	Preventive	\$114	\$0	\$0	\$0	\$114	89	89
T-4	Preventive	\$39,504	\$0	\$0	\$0	\$39,504	55	55
T-5	Preventive	\$129	\$0	\$0	\$0	\$129	89	89
T-6	Preventive	\$47	\$0	\$0	\$0	\$47	88	88

Plan Year: 2017				Estimated Cost: \$161,812			PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After
A-1	Preventive	\$739	\$0	\$0	\$0	\$739	84	84
R-1	Preventive	\$111,537	\$0	\$0	\$0	\$111,537	53	53
R-21	Preventive	\$2,198	\$0	\$0	\$0	\$2,198	86	86
T-1	Preventive	\$157	\$0	\$0	\$0	\$157	86	86
T-2	Preventive	\$423	\$0	\$0	\$0	\$423	86	86
T-4	Preventive	\$46,168	\$0	\$0	\$0	\$46,168	53	53
T-5	Preventive	\$479	\$0	\$0	\$0	\$479	86	86
T-6	Preventive	\$111	\$0	\$0	\$0	\$111	85	85

Plan Year: 2018				Estimated Cost: \$477,820			PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After
A-1	Preventive	\$1,124	\$0	\$0	\$0	\$1,124	80	81
R-1	Global MR + Preventive	\$129,879	\$115,204	\$0	\$0	\$245,083	51	56
R-21	Global MR + Preventive	\$3,622	\$126,898	\$0	\$0	\$130,520	83	89
T-1	Preventive	\$269	\$0	\$0	\$0	\$269	83	83
T-2	Preventive	\$725	\$0	\$0	\$0	\$725	83	83
T-4	Global MR + Preventive	\$53,660	\$45,444	\$0	\$0	\$99,104	50	55
T-5	Preventive	\$820	\$0	\$0	\$0	\$820	83	83
T-6	Preventive	\$175	\$0	\$0	\$0	\$175	82	82

CUT BANK AIRPORT

Plan Year: 2019		Estimated Cost: \$172,226					PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-1	Preventive	\$2,318	\$0	\$0	\$0	\$2,318	78	78	
R-1	Preventive	\$116,618	\$0	\$0	\$0	\$116,618	54	54	
R-21	Preventive	\$2,191	\$0	\$0	\$0	\$2,191	86	86	
T-1	Preventive	\$378	\$0	\$0	\$0	\$378	81	81	
T-2	Preventive	\$1,020	\$0	\$0	\$0	\$1,020	81	81	
T-4	Preventive	\$48,305	\$0	\$0	\$0	\$48,305	53	53	
T-5	Preventive	\$1,153	\$0	\$0	\$0	\$1,153	81	81	
T-6	Preventive	\$243	\$0	\$0	\$0	\$243	80	80	

Plan Year: 2020		Estimated Cost: \$204,473					PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-1	Preventive	\$3,633	\$0	\$0	\$0	\$3,633	75	75	
R-1	Preventive	\$135,881	\$0	\$0	\$0	\$135,881	51	52	
R-21	Preventive	\$3,712	\$0	\$0	\$0	\$3,712	83	83	
T-1	Preventive	\$683	\$0	\$0	\$0	\$683	78	79	
T-2	Preventive	\$1,842	\$0	\$0	\$0	\$1,842	78	79	
T-4	Preventive	\$56,175	\$0	\$0	\$0	\$56,175	51	51	
T-5	Preventive	\$2,082	\$0	\$0	\$0	\$2,082	78	79	
T-6	Preventive	\$465	\$0	\$0	\$0	\$465	78	78	

Plan Year: 2021		Estimated Cost: \$3,646,954					PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-1	Preventive	\$4,894	\$0	\$0	\$0	\$4,894	73	73	
R-1	Major Below Critical	\$0	\$0	\$2,581,909	\$0	\$2,581,909	49	100	
R-21	Preventive	\$5,199	\$0	\$0	\$0	\$5,199	81	81	
T-1	Preventive	\$1,067	\$0	\$0	\$0	\$1,067	76	76	
T-2	Preventive	\$2,876	\$0	\$0	\$0	\$2,876	76	76	
T-4	Major Below Critical	\$0	\$0	\$1,047,077	\$0	\$1,047,077	48	100	
T-5	Preventive	\$3,251	\$0	\$0	\$0	\$3,251	76	76	
T-6	Preventive	\$681	\$0	\$0	\$0	\$681	76	76	

Plan Year: 2022		Estimated Cost: \$26,227					PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-1	Preventive	\$6,117	\$0	\$0	\$0	\$6,117	71	71	
R-21	Preventive	\$9,485	\$0	\$0	\$0	\$9,485	78	78	
T-1	Preventive	\$1,443	\$0	\$0	\$0	\$1,443	74	75	
T-2	Preventive	\$3,890	\$0	\$0	\$0	\$3,890	74	75	
T-5	Preventive	\$4,398	\$0	\$0	\$0	\$4,398	74	75	
T-6	Preventive	\$894	\$0	\$0	\$0	\$894	74	74	

Plan Year: 2023		Estimated Cost: \$183,111					PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-1	Preventive	\$7,965	\$0	\$0	\$0	\$7,965	69	69	
R-21	Global MR + Preventive	\$14,684	\$147,110	\$0	\$0	\$161,793	76	81	
T-1	Preventive	\$1,816	\$0	\$0	\$0	\$1,816	73	73	
T-2	Preventive	\$4,896	\$0	\$0	\$0	\$4,896	73	73	
T-5	Preventive	\$5,535	\$0	\$0	\$0	\$5,535	73	73	
T-6	Preventive	\$1,106	\$0	\$0	\$0	\$1,106	72	72	

Plan Year: 2024		Estimated Cost: \$37,063					PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-1	Preventive	\$10,533	\$0	\$0	\$0	\$10,533	68	68	
R-1	Preventive	\$624	\$0	\$0	\$0	\$624	89	89	
R-21	Preventive	\$9,572	\$0	\$0	\$0	\$9,572	79	79	
T-1	Preventive	\$2,190	\$0	\$0	\$0	\$2,190	71	71	
T-2	Preventive	\$5,904	\$0	\$0	\$0	\$5,904	71	71	
T-4	Preventive	\$246	\$0	\$0	\$0	\$246	89	89	
T-5	Preventive	\$6,675	\$0	\$0	\$0	\$6,675	71	71	
T-6	Preventive	\$1,319	\$0	\$0	\$0	\$1,319	70	70	

Plan Year: 2025		Estimated Cost: \$51,817					PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-1	Preventive	\$13,046	\$0	\$0	\$0	\$13,046	66	66	
R-1	Preventive	\$2,317	\$0	\$0	\$0	\$2,317	86	86	
R-21	Preventive	\$15,131	\$0	\$0	\$0	\$15,131	76	77	
T-1	Preventive	\$2,768	\$0	\$0	\$0	\$2,768	69	69	
T-2	Preventive	\$7,463	\$0	\$0	\$0	\$7,463	69	69	
T-4	Preventive	\$914	\$0	\$0	\$0	\$914	86	86	
T-5	Preventive	\$8,437	\$0	\$0	\$0	\$8,437	69	69	
T-6	Preventive	\$1,741	\$0	\$0	\$0	\$1,741	69	69	

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Plan Year: 2026		Estimated Cost: \$68,230				PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After
A-1	Preventive	\$15,488	\$0	\$0	\$0	\$15,488	65	65
R-1	Preventive	\$3,970	\$0	\$0	\$0	\$3,970	83	83
R-21	Preventive	\$20,573	\$0	\$0	\$0	\$20,573	75	75
T-1	Preventive	\$3,618	\$0	\$0	\$0	\$3,618	68	68
T-2	Preventive	\$9,755	\$0	\$0	\$0	\$9,755	68	68
T-4	Preventive	\$1,566	\$0	\$0	\$0	\$1,566	83	83
T-5	Preventive	\$11,029	\$0	\$0	\$0	\$11,029	68	68
T-6	Preventive	\$2,231	\$0	\$0	\$0	\$2,231	67	67

Plan Year: 2027		Estimated Cost: \$84,730				PCI		
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After
A-1	Preventive	\$17,897	\$0	\$0	\$0	\$17,897	63	63
R-1	Preventive	\$5,580	\$0	\$0	\$0	\$5,580	81	81
R-21	Preventive	\$25,959	\$0	\$0	\$0	\$25,959	73	73
T-1	Preventive	\$4,501	\$0	\$0	\$0	\$4,501	66	66
T-2	Preventive	\$12,134	\$0	\$0	\$0	\$12,134	66	66
T-4	Preventive	\$2,201	\$0	\$0	\$0	\$2,201	81	81
T-5	Preventive	\$13,719	\$0	\$0	\$0	\$13,719	66	66
T-6	Preventive	\$2,739	\$0	\$0	\$0	\$2,739	66	66

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12/1/2012



A-1, Overview



A-1, Surface detail spalling corners



A-1, Surface detail spalling joints



R-21, Overview

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R-21, Surface detail raveling from grinding



R-21, Surface detail



T-1, Overview



T-1, Surface detail

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12/1/2012



T-2, Overview



T-2, Surface detail with alligator cracking along transverse crack



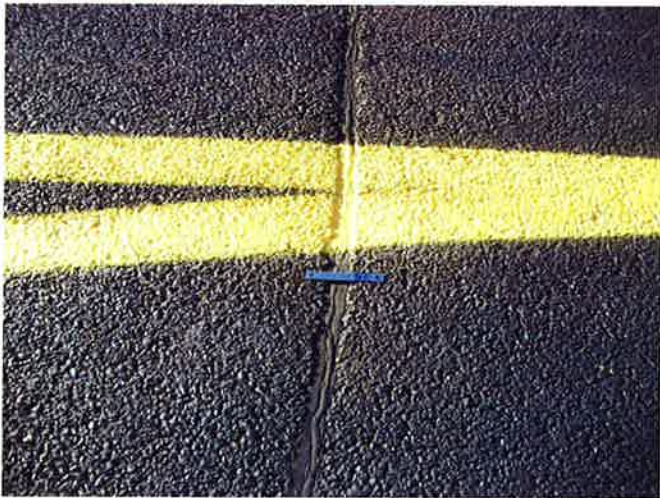
T-4, Overview



T-4, Surface detail patching

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12/1/2012



T-4, Surface detail



T-5, North overview



T-5, North surface detail



T-5, Overview

CUT BANK AIRPORT

12/1/2012



T-5, Surface detail alligator cracking from over rolling

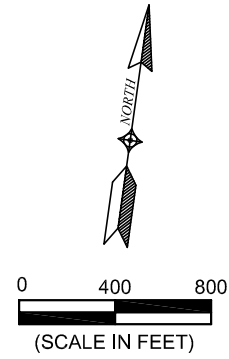
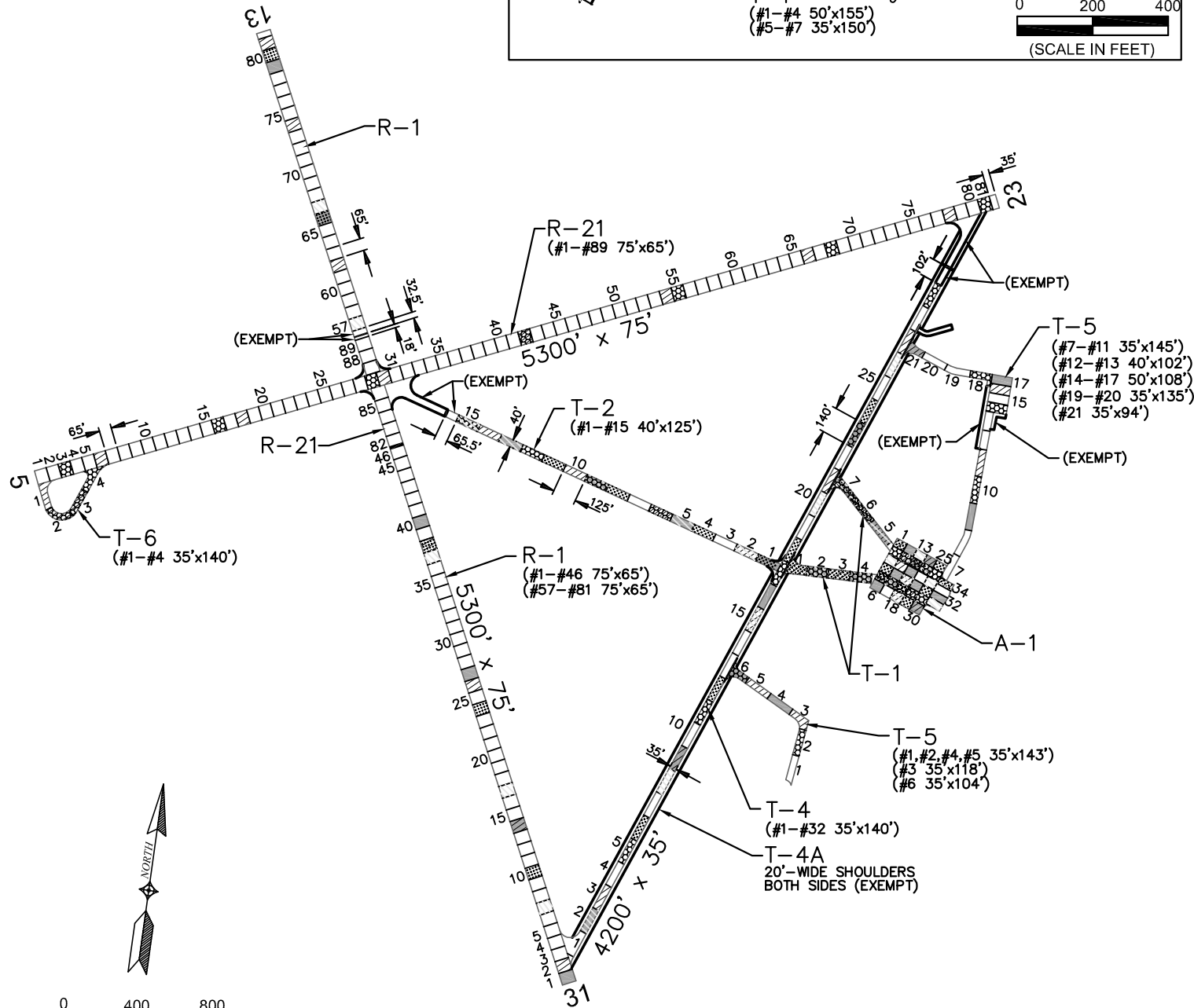
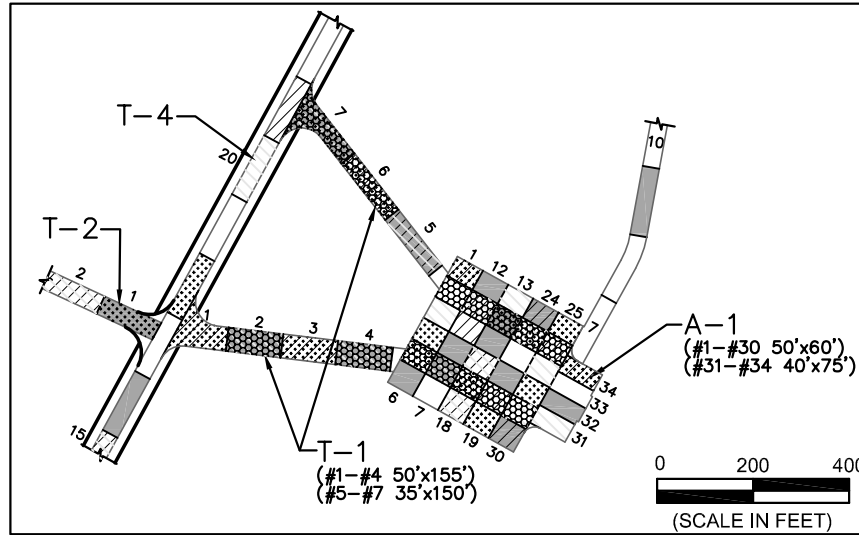


T-5, Surface detail



T-6, Overview

CUT BANK



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	E-5	F5	-	12" Agg.	5.5" AC	3"P-401,1"P-402	12,500			▲▲▲▲▲
R-21		CBR=3	8" GRAVEL	12" P-208 W/P-669 FABRIC	3" P-401		28,000	40,000	60,000	▲▲▲▲▲
TAXIWAYS										
T-1	E-5	F-5		8" AGG.	5" AC		12,500			▲▲▲▲▲
T-2	E-5	F-5		5" PULV. ASP.	2" P-401	1" P-402	12,500			▲▲▲▲▲
T-4				6" PULV. ASP.	3" P-208	1" P-402	12,500			▲▲▲▲▲
T-4A					6.5" AC	P-609	12,500			▲▲▲▲▲
T-5		CBR=5		6" COMP. P-152 W/P-669 FABRIC	7" P-207, 4" P-208	3" P-401	12,500			▲▲▲▲▲
T-6		CBR=3			12" P-208 W/P-669 FABRIC	3" P-401	20,000	22,000	34,000	▲▲▲▲▲
APRONS										
A-1	E-5	Rb			7" TO 10" PCC		4,000			▲▲▲▲▲

REMARKS:

- 5" A.C. WAS NOT UPGRADED 1½ TO 1 BECAUSE OF ITS AGE.
- ▲ NTL'S REPORT JULY, 1969 SHOWS THAT THE ASPHALTIC CONCRETE HAS COMPLETELY DETERIORATED AND THE BASE IS 'G-1' DUE TO PUMPING ACTION WITH CLAY SUBGRADE ON RUNWAY 4-22. ASSUME THE SAME HOLDS TRUE FOR THE OTHER RUNWAYS AS WELL AS THE APRON.
- ▲ ADAP-01, 1980, REHABILITATE RUNWAY 4-22 AND TAXIWAY.
- ▲ AIP-001, 1984, REHABILITATE RUNWAY 13-31, OVERLAY RUNWAY 4-22.
- ▲ AIP-002, 1990, REMOVED AND ABANDONDED 75'-WIDE OLD PAVEMENT ALONG SIDE RUNWAY 13-31.
- ▲ AIP-003, 1991, CONVERT RUNWAY 18-36 TO TAXIWAY-C 35' WIDE WITH 20' WIDE SHOULDERS.
- ▲ AIP-004, 2000, CONSTRUCT HANGAR ACCESS TAXIWAY, REPLACE SELECT CONCRETE APRON PANELS.
- ▲ AIP-005, 2003, CRACK SEAL, FOG SEAL, AND REMARK (R-1,R-11,T-1,T-2,T-4), REPLACE SELECT CONC. PANELS (A-1)
- ▲ AIP-008, 2007, RECONSTRUCT RUNWAY 5-23 AND TRANSITIONS (R-21), CONSTRUCT TURNAROUND (T-6), CRACK SEAL OTHER PAVEMENTS.
- ▲ AIP-010, 2012, CRACK SEAL, FOG SEAL, AND REMARK (R-21,T-6,T-4,T-5)

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:	SEPT. 22, 1987	MONTANA AVIATION SYSTEM PLAN 2012 UPDATE - PAVEMENT CONDITION INDEXES
	EVALUATED BY:	C. NEW	
	DATE OF MOST RECENT PAVEMENT CONDITION SURVEY:	DEC. 1, 2012	CUT BANK MUNICIPAL
	EVALUATED BY:	M. BECKHOFF	
			PREPARED FOR:
			PREPARED BY:
			DATE: DEC. 2012