GLENDIVE AIRPORT

Branch: 40A **APRON** **A-1**

Length: 0 LF **Width:** 0 LF **Area:** 145,700 SF **Last Const:** 2003 **Family:** ACAH
From: 0+00A **To:** 6+50A **Surface:** AAC

Inspections

Samples Surveyed: 5 **Total Samples:** 30 **Last Inspection Date:** 7/4/1905 **PCI: 62**

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

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	49 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	18 LF
PATCHING	L	15 SF
RAVELING	L	100 SF
WEATHERING	L	5,000 SF
RAVELING	M	15 SF
WEATHERING	M	5,000 SF

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

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	153 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	48 LF
RAVELING	L	100 SF
WEATHERING	M	5,000 SF

Sample # 14 **Area:** 5,000 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	147 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	35 LF
RAVELING	L	100 SF
WEATHERING	M	5,000 SF

Sample # 20 **Area:** 5,000 SF

Distress Description	Severity	Quantity
BLOCK CRACKING	M	2 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	183 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	17 LF
RAVELING	L	250 SF
WEATHERING	M	5,000 SF

Sample # 26 **Area:** 5,000 SF

Distress Description	Severity	Quantity
BLEEDING	N	1 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	78 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	150 LF
RAVELING	L	250 SF
WEATHERING	M	5,000 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
BLEEDING	N	6 SF	0.00%	0.00
BLOCK CRACKING	M	12 SF	0.01%	7.80
LONGITUDINAL/TRANSVERSE CRACKING	L	3,555 LF	2.44%	8.58
LONGITUDINAL/TRANSVERSE CRACKING	M	1,620 LF	0.06%	4.00
PATCHING	M	87 SF	0.06%	2.00
RAVELING	L	2,914 SF	5.00%	6.80
WEATHERING	M	145,700 SF	100.00%	20.34
RAVELING	L	7,258 SF	5.00%	6.80

* 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

GLENDIVE AIRPORT

Branch: 40A **APRON** **A-2**

Length: 0 LF **Width:** 0 LF **Area:** 50,000 SF **Last Const:** 2002 **Family:** ACAM
From: 6+50A **To:** 9+00A **Surface:** AAC

Inspections

Samples Surveyed: 4 **Total Samples:** 10 **Last Inspection Date:** 8/24/2012 **PCI: 57**

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

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	34 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	75 LF
LONGITUDINAL/TRANSVERSE CRACKING	H	8 LF
PATCHING	M	13 SF
RAVELING	L	250 SF
WEATHERING	M	5,000 SF

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

Distress Description	Severity	Quantity
ALLIGATOR CRACKING	L	25 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	49 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	79 LF
PATCHING	L	3 SF
RAVELING	L	250 SF
WEATHERING	M	5,000 SF

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

Distress Description	Severity	Quantity
ALLIGATOR CRACKING	L	8 SF
BLEEDING	N	1 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	196 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	17 LF
LONGITUDINAL/TRANSVERSE CRACKING	H	2 LF
RAVELING	L	250 SF
WEATHERING	M	5,000 SF

Sample # 10 **Area:** 5,000 SF

Distress Description	Severity	Quantity
BLOCK CRACKING	L	8 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	162 LF
LONGITUDINAL/TRANSVERSE CRACKING	L	4 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	30 LF
RAVELING	L	250 SF
WEATHERING	M	5,000 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
ALLIGATOR CRACKING	L	83 LF	0.16%	7.84
BLEEDING	N	3 LF	0.00%	0.00
BLOCK CRACKING	L	20 LF	0.04%	4.50
LONGITUDINAL/TRANSVERSE CRACKING	L	1,113 LF	2.23%	8.01
LONGITUDINAL/TRANSVERSE CRACKING	M	503 LF	1.01%	11.26
LONGITUDINAL/TRANSVERSE CRACKING	H	25 LF	0.05%	7.50
PATCHING	L	8 LF	0.02%	2.00
PATCHING	M	32 LF	0.06%	6.20
RAVELING	L	2,500 LF	5.00%	6.80
WEATHERING	M	50,000 LF	10.00%	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

11.0 **% Load** 89.0 **% Climate/Durability** 0.0 **% Other**

GLENDIVE AIRPORT

Branch: 40R1 **RUNWAY** **R-1**

Length: 4,650 LF **Width:** 100 LF **Area:** 465,000 SF **Last Const:** 2007 **Family:** ACRH
From: RWY 30-12 STA 6+00 **To:** RWY 30-12 STA 52+50 **Surface:** AAC

Inspections

Samples Surveyed: 7 **Total Samples:** 92 **Last Inspection Date:** 8/24/2012 **PCI:** 74

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

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	239 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	63 LF
WEATHERING	L	5,000 SF

Sample # 17 **Area:** 5,000 SF

Distress Description	Severity	Quantity
BLOCK CRACKING	L	2 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	232 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	18 LF
WEATHERING	L	5,000 SF

Sample # 30 **Area:** 5,000 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	297 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	18 LF
RAVELING	L	3 SF
WEATHERING	L	5,000 SF

Sample # 43 **Area:** 5,000 SF

Distress Description	Severity	Quantity
BLOCK CRACKING	L	1 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	157 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	59 LF
WEATHERING	L	5,000 SF

Sample # 56 **Area:** 5,000 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	199 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	48 LF
RAVELING	L	1 SF
WEATHERING	L	5,000 SF

Sample # 69 **Area:** 5,000 SF

Distress Description	Severity	Quantity
BLOCK CRACKING	L	1 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	260 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	39 LF
WEATHERING	L	5,000 SF

Sample # 82 **Area:** 5,000 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	159 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	31 LF
WEATHERING	L	5,000 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
LONGITUDINAL/TRANSVERSE CRACKING	L	20,500 LF	4.41%	13.46
LONGITUDINAL/TRANSVERSE CRACKING	M	3,667 LF	0.79%	10.12
WEATHERING	L	465,000 SF	100.00%	5.96
BLOCK CRACKING	L	54 SF	0.01%	4.50
RAVELING	L	54 SF	0.01%	1.00

* 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**

GLENDIVE AIRPORT

Branch: 40R1 **RUNWAY** **R-2**

Length: 1,054 LF **Width:** 100 LF **Area:** 105,400 SF **Last Const:** 2007 **Family:** ACRH
From: RWY 30-12 STA 0+00/52+50 **To:** RWY 30-12 STA 6+00/57+04 **Surface:** AAC

Inspections

Samples Surveyed: 5 **Total Samples:** 21 **Last Inspection Date:** **PCI:** 77

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

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	260 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	82 LF
WEATHERING	L	5,000 SF

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

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	165 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	62 LF
WEATHERING	L	5,000 SF

Sample # 12 **Area:** 5,000 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	204 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	57 LF
WEATHERING	L	5,000 SF

Sample # 16 **Area:** 5,000 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	215 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	27 LF
WEATHERING	L	5,000 SF

Sample # 20 **Area:** 5,000 SF

Distress Description	Severity	Quantity
BLOCK CRACKING	L	2 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	136 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	10 LF
WEATHERING	L	5,000 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
BLOCK CRACKING	L	8 SF	6.07%	4.50
LONGITUDINAL/TRANSVERSE CRACKING	L	4,132 LF	3.52%	12.33
LONGITUDINAL/TRANSVERSE CRACKING	M	1,003 LF	0.01%	10.99
WEATHERING	L	105,400 SF	49.28%	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

GLENDIVE AIRPORT

Branch: 40R2 **RUNWAY** **R-3**

Length: 2,900 LF **Width:** 60 LF **Area:** 174,000 SF **Last Const:** 2003 **Family:** ACRMU
From: RWY 2-20 STA 0+00 **To:** RWY 2-20 STA 29+00 **Surface:** AAC

Inspections

Samples Surveyed: 7 **Total Samples:** 36 **Last Inspection Date:** 8/24/2012 **PCI:** 71

Sample # 2 **Area:** 4,800 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	284 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	15 LF
WEATHERING	L	4,800 SF

Sample # 7 **Area:** 4,800 SF

Distress Description	Severity	Quantity
ALLIGATOR CRACKING	L	2 SF
BLEEDING	N	1 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	276 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	15 LF
LONGITUDINAL/TRANSVERSE CRACKING	H	2 LF
WEATHERING	L	4,800 SF

Sample # 12 **Area:** 4,800 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	244 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	3 LF
WEATHERING	L	4,800 SF

Sample # 17 **Area:** 4,800 SF

Distress Description	Severity	Quantity
ALLIGATOR CRACKING	L	60 SF
BLEEDING	N	1 SF
BLOCK CRACKING	L	2 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	254 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	20 LF
WEATHERING	L	4,800 SF

Sample # 22 **Area:** 4,800 SF

Distress Description	Severity	Quantity
ALLIGATOR CRACKING	L	7 SF
BLEEDING	N	15 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	95 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	34 LF
WEATHERING	L	4,800 SF

Sample # 27 **Area:** 4,800 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	176 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	21 LF
WEATHERING	L	4,800 SF

Sample # 32 **Area:** 4,800 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	130 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	58 LF
WEATHERING	L	4,800 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
ALLIGATOR CRACKING	L	357 SF	0.31%	8.71
BLEEDING	N	88 SF	0.01%	0.00
BLOCK CRACKING	L	10 SF	0.14%	4.50
LONGITUDINAL/TRANSVERSE CRACKING	L	7,556 LF	1.75%	13.31
LONGITUDINAL/TRANSVERSE CRACKING	M	860 LF	1.32%	8.25
LONGITUDINAL/TRANSVERSE CRACKING	H	10 LF	93.44%	7.50
WEATHERING	L	174,000 SF	0.80%	5.96

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

Percent of Deduct Values Based on Distress Mechanism

18.0 **% Load** 82.0 **% Climate/Durability** 0.0 **% Other**

GLENDIVE AIRPORT

Branch: 40T **TAXIWAY** **T-1**

Length: 620 LF **Width:** 50 LF **Area:** 311,000 SF **Last Const:** 2007 **Family:** ACRH
From: RUNWAY 12-30 **To:** APRON **Surface:** AC

Inspections

Samples Surveyed: 3 **Total Samples:** 6 **Last Inspection Date:** 8/24/2012 **PCI: 63**

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

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	206 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	27 LF
RAVELING	M	100 SF
WEATHERING	L	5,000 SF

Sample # 3 **Area:** 5,000 SF

Distress Description	Severity	Quantity
BLEEDING	N	1 SF
BLOCK CRACKING	L	7 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	138 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	23 LF
RAVELING	L	50 SF
RAVELING	L	5 SF
WEATHERING	M	5,000 SF

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

Distress Description	Severity	Quantity
BLEEDING	N	1 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	48 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	12 LF
LONGITUDINAL/TRANSVERSE CRACKING	H	5 LF
RAVELING	M	3 SF
RAVELING	M	50 SF
WEATHERING	M	5,000 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
BLEEDING	N	4 SF	0.01%	0.00
BLOCK CRACKING	L	14 SF	0.05%	4.50
LONGITUDINAL/TRANSVERSE CRACKING	L	810 LF	2.61%	9.04
LONGITUDINAL/TRANSVERSE CRACKING	M	128 LF	0.41%	7.60
LONGITUDINAL/TRANSVERSE CRACKING	H	10 LF	0.03%	7.50
RAVELING	L	320 SF	1.03%	2.67
RAVELING	M	110 SF	0.35%	5.49
WEATHERING	M	31,000 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 100.0 % Climate/Durability 0.0 % Other

GLENDIVE AIRPORT

Branch: 40T **TAXIWAY** **T-2**

Length: 950 LF **Width:** 40 LF **Area:** 38,000 SF **Last Const:** 2002 **Family:** ACRMU
From: APRON **To:** RUNWAY 2-20 **Surface:** AAC

Inspections

Samples Surveyed: 4 **Total Samples:** 8 **Last Inspection Date:** 8/24/2012 **PCI: 58**

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

Distress Description	Severity	Quantity
BLOCK CRACKING	L	25 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	217 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	11 LF
RAVELING	L	50 SF
RAVELING	M	4 SF
WEATHERING	M	5,000 SF

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

Distress Description	Severity	Quantity
ALLIGATOR CRACKING	L	6 SF
BLEEDING	N	1 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	128 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	15 LF
RAVELING	L	50 SF
WEATHERING	M	5,000 SF

Sample # 6 **Area:** 5,000 SF

Distress Description	Severity	Quantity
BLEEDING	N	1 SF
BLOCK CRACKING	L	20 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	251 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	10 LF
RAVELING	L	50 SF
RAVELING	M	5 SF
WEATHERING	M	5,000 SF

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

Distress Description	Severity	Quantity
ALLIGATOR CRACKING	L	6 SF
BLEEDING	N	1 SF
BLOCK CRACKING	L	12 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	185 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	10 LF
RAVELING	L	50 SF
WEATHERING	M	5,000 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
ALLIGATOR CRACKING	L	70 SF	44.15%	8.26
BLEEDING	N	6 SF	3.96%	0.00
BLOCK CRACKING	L	108 SF	0.04%	5.26
LONGITUDINAL/TRANSVERSE CRACKING	L	1,484 LF	8.50%	12.29
LONGITUDINAL/TRANSVERSE CRACKING	M	87 LF	2.47%	5.59
RAVELING	L	380 SF	4.39%	2.62
RAVELING	M	17 SF	0.24%	4.00
WEATHERING	M	38,000 SF	17.78%	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

14.0 **% Load** 86.0 **% Climate/Durability** 0.0 **% Other**

GLENDIVE AIRPORT

Branch: 40T **TAXIWAY** **T-5**

Length: 1,692 LF **Width:** 35 LF **Area:** 59,220 SF **Last Const:** 2007 **Family:** ACRMU
From: RUNWAY 12-30 **To:** RUNWAY 2-20 **Surface:** AC

Inspections

Samples Surveyed: 4 **Total Samples:** 12 **Last Inspection Date:** 8/24/2012 **PCI: 94**

Sample # 2 **Area:** 4,935 SF

Distress Description	Severity	Quantity
WEATHERING	L	4,935 SF

Sample # 5 **Area:** 4,935 SF

Distress Description	Severity	Quantity
WEATHERING	L	4,935 SF

Sample # 8 **Area:** 4,935 SF

Distress Description	Severity	Quantity
WEATHERING	L	4,935 SF

Sample # 11 **Area:** 4,935 SF

Distress Description	Severity	Quantity
WEATHERING	L	4,935 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
WEATHERING	L	59,220 SF	0.06%	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

GLENDIVE AIRPORT

Branch: 40T **TAXIWAY** **T-6**

Length: 587 LF **Width:** 35 LF **Area:** 20,545 SF **Last Const:** 2007 **Family:** ACRMU
From: RUNWAY 12-30 **To:** JUGHANDLE **Surface:** AC

Inspections

Samples Surveyed: 3 **Total Samples:** 6 **Last Inspection Date:** 8/24/2012 **PCI: 85**

Sample # 2 **Area:** 3,500 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	102 LF
WEATHERING	L	3,500 SF

Sample # 4 **Area:** 3,272 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	70 LF
WEATHERING	L	3,272 SF

Sample # 6 **Area:** 3,500 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	110 LF
RAVELING	L	10 SF
WEATHERING	L	3,500 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
LONGITUDINAL/TRANSVERSE CRACKING	L	564 LF	0.09%	9.38
RAVELING	L	20 SF	1.04%	1.00
WEATHERING	L	20,545 SF	1.38%	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

GLENDIVE AIRPORT

Branch: 40T **TAXIWAY** **T-7**

Length: 2,440 LF **Width:** 35 LF **Area:** 85,400 SF **Last Const:** 2012 **Family:** ACRMU
From: A-1 **To:** T-6 **Surface:** AC

Inspections

Samples Surveyed: 0 **Total Samples:** 17 **Last Inspection Date:**

PCI: 100

Sample # **Area:** 3,500 SF

Distress Description	Severity	Quantity
NONE		

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct

* 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**

GLENDIVE AIRPORT

FIRST YEAR LOCAL: 2013 **LOCAL REPAIR COST: $22,117**

Section	Distress Description	Severity	Quantity	Work Description	Quantity	Cost	Policy
A-1	BLOCK CR	M	12 SF	Crack Sealing - AC	4 LF	$9	PREV.
A-1	L & T CR	M	1,620 LF	Crack Sealing - AC	1,620 LF	$4,050	PREV.
A-2	L & T CR	M	503 LF	Crack Sealing - AC	503 LF	$1,256	PREV.
A-2	L & T CR	H	25 LF	Crack Sealing - AC	25 LF	$63	PREV.
A-2	PATCHING	M	32 SF	Patching - AC Deep	58 SF	$2,324	PREV.
R-1	L & T CR	M	3,667 LF	Crack Sealing - AC	3,667 LF	$9,167	PREV.
R-2	L & T CR	M	1,003 LF	Crack Sealing - AC	1,003 LF	$2,509	PREV.
R-3	L & T CR	M	860 LF	Crack Sealing - AC	860 LF	$2,149	PREV.
R-3	L & T CR	H	10 LF	Crack Sealing - AC	10 LF	$26	PREV.
T-1	L & T CR	M	128 LF	Crack Sealing - AC	128 LF	$320	PREV.
T-1	L & T CR	H	10.3 LF	Crack Sealing - AC	10.3 LF	25.83	PREV.
T-2	L & T CR	M	87.4 LF	Crack Sealing - AC	87.4 LF	218.5	PREV.

FIFTEEN YEAR PROJECTIONS **ESTIMATED AVERAGE ANNUAL COST: $278,505**

Plan Year: 2013 Estimated Cost: $218,612

Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	PCI Before	PCI After
A-1	Preventive	$19,509	$0	$0	$0	$19,509	62	62
A-2	Preventive	$10,567	$0	$0	$0	$10,567	56	56
R-1	Global MR + Preventive	$17,708	$116,251	$0	$0	$133,959	73	77
R-2	Global MR + Preventive	$2,833	$26,350	$0	$0	$29,183	76	80
R-3	Preventive	$8,736	$0	$0	$0	$8,736	70	70
T-1	Preventive	$3,894	$0	$0	$0	$3,894	62	62
T-2	Preventive	$7,490	$0	$0	$0	$7,490	57	57
T-6	Global MR + Preventive	$138	$5,136	$0	$0	$5,274	83	89

Plan Year: 2014 Estimated Cost: $74,986

Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	PCI Before	PCI After
A-1	Preventive	$20,860	$0	$0	$0	$20,860	61	61
A-2	Preventive	$12,221	$0	$0	$0	$12,221	54	54
R-1	Preventive	$14,826	$0	$0	$0	$14,826	75	75
R-2	Preventive	$1,993	$0	$0	$0	$1,993	78	78
R-3	Preventive	$11,793	$0	$0	$0	$11,793	68	69
T-1	Preventive	$4,285	$0	$0	$0	$4,285	62	62
T-2	Preventive	$8,836	$0	$0	$0	$8.836	55	55
T-5	Preventive	$94	$0	$0	$0	$94	88	89
T-6	Preventive	$78	$0	$0	$0	$78	86	86

Plan Year: 2015 Estimated Cost: $88,039

Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	PCI Before	PCI After
A-1	Preventive	$22,089	$0	$0	$0	$22,089	61	61
A-2	Preventive	$13,988	$0	$0	$0	$13,988	52	53
R-1	Preventive	$18,607	$0	$0	$0	$18,607	73	73
R-2	Preventive	$2,951	$0	$0	$0	$2,951	76	76
R-3	Preventive	$14,953	$0	$0	$0	$14,953	67	67
T-1	Preventive	$4,690	$0	$0	$0	$4,690	61	61
T-2	Preventive	$10,340	$0	$0	$0	$10,340	53	53
T-5	Preventive	$280	$0	$0	$0	$280	86	86
T-6	Preventive	$140	$0	$0	$0	$140	84	84

Plan Year: 2016 Estimated Cost: $101,572

Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	PCI Before	PCI After
A-1	Preventive	$23,197	$0	$0	$0	$23,197	60	60
A-2	Preventive	$15,891	$0	$0	$0	$15,891	51	51
R-1	Preventive	$22,276	$0	$0	$0	$22,276	72	72
R-2	Preventive	$3,874	$0	$0	$0	$3,874	74	74
R-3	Preventive	$18,235	$0	$0	$0	$18,235	65	65
T-1	Preventive	$5,112	$0	$0	$0	$5,112	60	60
T-2	Preventive	$12,034	$0	$0	$0	$12,034	51	51
T-5	Preventive	$462	$0	$0	$0	$462	83	83
T-6	Preventive	$201	$0	$0	$0	$201	81	81
T-7	Preventive	$290	$0	$0	$0	$290	87	87

GLENDIVE AIRPORT

Plan Year: 2017 — Estimated Cost: $600,542

Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	PCI Before	PCI After
A-1	Preventive	$24,222	$0	$0	$0	$24,222	60	60
A-2	Major Below Critical	$0	$0	$292,014	$0	$292,014	49	100
R-1	Preventive	$25,852	$0	$0	$0	$25,852	70	70
R-2	Preventive	$4,759	$0	$0	$0	$4,759	72	73
R-3	Preventive	$21,718	$0	$0	$0	$21,718	64	64
T-1	Preventive	$5,668	$0	$0	$0	$5,668	59	59
T-2	Major Below Critical	$0	$0	$224,753	$0	$224,753	48	100
T-5	Preventive	$640	$0	$0	$0	$640	80	81
T-6	Preventive	$349	$0	$0	$0	$349	79	79
T-7	Preventive	$568	$0	$0	$0	$568	84	84

Plan Year: 2018 — Estimated Cost: $269,384

Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	PCI Before	PCI After
A-1	Preventive	$25,167	$0	$0	$0	$25,167	60	60
R-1	Global MR + Preventive	$33,043	$134,767	$0	$0	$167,810	69	72
R-2	Global MR + Preventive	$5,620	$30,547	$0	$0	$36,167	71	74
R-3	Preventive	$25,456	$0	$0	$0	$25,456	62	62
T-1	Preventive	$6,237	$0	$0	$0	$6,237	58	58
T-5	Preventive	$1,194	$0	$0	$0	$1,194	78	78
T-6	Global MR + Preventive	$561	$5,954	$0	$0	$6,516	77	81
T-7	Preventive	$838	$0	$0	$0	$838	82	82

Plan Year: 2019 — Estimated Cost: $98,169

Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	PCI Before	PCI After
A-1	Preventive	$26,096	$0	$0	$0	$26,096	60	60
R-1	Preventive	$27,251	$0	$0	$0	$27,251	70	70
R-2	Preventive	$5,004	$0	$0	$0	$5,004	73	73
R-3	Preventive	$29,482	$0	$0	$0	$29,482	61	61
T-1	Preventive	$6,818	$0	$0	$0	$6,818	58	58
T-5	Preventive	$1,818	$0	$0	$0	$1,818	76	76
T-6	Preventive	$348	$0	$0	$0	$348	79	79
T-7	Preventive	$1,350	$0	$0	$0	$1,350	79	79

Plan Year: 2020 — Estimated Cost: $115,376

Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	PCI Before	PCI After
A-1	Preventive	$27,067	$0	$0	$0	$27,067	60	60
A-2	Preventive	$130	$0	$0	$0	$130	88	88
R-1	Preventive	$34,657	$0	$0	$0	$34,657	69	69
R-2	Preventive	$5,921	$0	$0	$0	$5,921	71	71
R-3	Preventive	$34,830	$0	$0	$0	$34,830	59	59
T-1	Preventive	$7,412	$0	$0	$0	$7,412	57	57
T-2	Preventive	$53	$0	$0	$0	$53	89	89
T-5	Preventive	$2,433	$0	$0	$0	$2,433	74	74
T-6	Preventive	$576	$0	$0	$0	$576	77	77
T-7	Preventive	$2,298	$0	$0	$0	$2,298	77	77

Plan Year: 2021 — Estimated Cost: $135,215

Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	PCI Before	PCI After
A-1	Preventive	$28,073	$0	$0	$0	$28,073	60	60
A-2	Preventive	$341	$0	$0	$0	$341	85	85
R-1	Preventive	$42,767	$0	$0	$0	$42,767	68	68
R-2	Preventive	$7,049	$0	$0	$0	$7,049	70	70
R-3	Preventive	$41,692	$0	$0	$0	$41,692	57	57
T-1	Preventive	$8,029	$0	$0	$0	$8,029	56	56
T-2	Preventive	$197	$0	$0	$0	$197	86	86
T-5	Preventive	$3,040	$0	$0	$0	$3,040	72	72
T-6	Preventive	$798	$0	$0	$0	$798	75	75
T-7	Preventive	$3,228	$0	$0	$0	$3,228	75	75

Plan Year: 2022 — Estimated Cost: $156,657

Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	PCI Before	PCI After
A-1	Preventive	$29,171	$0	$0	$0	$29,171	60	60
A-2	Preventive	$549	$0	$0	$0	$549	82	82
R-1	Preventive	$50,842	$0	$0	$0	$50,842	67	67
R-2	Preventive	$8,980	$0	$0	$0	$8,980	68	69
R-3	Preventive	$49,311	$0	$0	$0	$49,311	56	56
T-1	Preventive	$8,658	$0	$0	$0	$8,658	56	56
T-2	Preventive	$337	$0	$0	$0	$337	83	83
T-5	Preventive	$3,647	$0	$0	$0	$3,647	71	71
T-6	Preventive	$1,018	$0	$0	$0	$1,018	73	73
T-7	Preventive	$4,145	$0	$0	$0	$4,145	73	73

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Plan Year: 2023 — Estimated Cost: $378,420

Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	PCI Before	PCI After
A-1	Preventive	$30,459	$0	$0	$0	$30,459	60	60
A-2	Preventive	$1,005	$0	$0	$0	$1,005	79	79
R-1	Global MR + Preventive	$58,934	$156,232	$0	$0	$215,165	66	68
R-2	Global MR + Preventive	$10,892	$35,412	$0	$0	$46,305	67	70
R-3	Preventive	$57,807	$0	$0	$0	$57,807	54	54
T-1	Preventive	$9,318	$0	$0	$0	$9,318	55	55
T-2	Preventive	$474	$0	$0	$0	$474	81	81
T-5	Preventive	$4,688	$0	$0	$0	$4,688	69	69
T-6	Global MR + Preventive	$1,237	$6,903	$0	$0	$8,140	71	75
T-7	Preventive	$5,059	$0	$0	$0	$5,059	71	72

Plan Year: 2024 — Estimated Cost: $188,204

Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	PCI Before	PCI After
A-1	Preventive	$31,978	$0	$0	$0	$31,978	59	59
A-2	Preventive	$1,769	$0	$0	$0	$1,769	76	76
R-1	Preventive	$53,556	$0	$0	$0	$53,556	67	67
R-2	Preventive	$9,424	$0	$0	$0	$9,424	69	69
R-3	Preventive	$67,380	$0	$0	$0	$67,380	51	51
T-1	Preventive	$10,009	$0	$0	$0	$10,009	54	54
T-2	Preventive	$856	$0	$0	$0	$856	78	79
T-5	Preventive	$6,083	$0	$0	$0	$6,083	68	68
T-6	Preventive	$1,061	$0	$0	$0	$1,061	73	73
T-7	Preventive	$6,088	$0	$0	$0	$6,088	70	70

Plan Year: 2025 — Estimated Cost: $1,415,939

Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	PCI Before	PCI After
A-1	Preventive	$33,810	$0	$0	$0	$33,810	59	59
A-2	Preventive	$2,523	$0	$0	$0	$2,523	74	74
R-1	Preventive	$62,190	$0	$0	$0	$62,190	66	66
R-2	Preventive	$11,466	$0	$0	$0	$11,466	67	67
R-3	Major Below Critical	$0	$0	$1,276,881	$0	$1,276,881	49	100
T-1	Preventive	$10,734	$0	$0	$0	$10,734	54	54
T-2	Preventive	$1,337	$0	$0	$0	$1,337	76	76
T-5	Preventive	$7,532	$0	$0	$0	$7,532	66	66
T-6	Preventive	$1,295	$0	$0	$0	$1,295	71	72
T-7	Preventive	$8,171	$0	$0	$0	$8,171	68	68

Plan Year: 2026 — Estimated Cost: $157,963

Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	PCI Before	PCI After
A-1	Preventive	$36,043	$0	$0	$0	$36,043	59	59
A-2	Preventive	$3,275	$0	$0	$0	$3,275	71	71
R-1	Preventive	$70,882	$0	$0	$0	$70,882	65	65
R-2	Preventive	$13,513	$0	$0	$0	$13,513	66	66
T-1	Preventive	$11,520	$0	$0	$0	$11,520	53	53
T-2	Preventive	$1,808	$0	$0	$0	$1,808	74	75
T-5	Preventive	$9,053	$0	$0	$0	$9,053	65	65
T-6	Preventive	$1,560	$0	$0	$0	$1,560	70	70
T-7	Preventive	$10,309	$0	$0	$0	$10,309	67	67

Plan Year: 2027 — Estimated Cost: $178,503

Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	PCI Before	PCI After
A-1	Preventive	$38,809	$0	$0	$0	$38,809	58	58
A-2	Preventive	$4,401	$0	$0	$0	$4,401	69	69
R-1	Preventive	$79,759	$0	$0	$0	$79,759	64	64
R-2	Preventive	$15,577	$0	$0	$0	$15,577	65	65
T-1	Preventive	$12,372	$0	$0	$0	$12,372	52	52
T-2	Preventive	$2,276	$0	$0	$0	$2,276	73	73
T-5	Preventive	$10,678	$0	$0	$0	$10,678	63	63
T-6	Preventive	$2,088	$0	$0	$0	$2,088	68	68
T-7	Preventive	$12,543	$0	$0	$0	$12,543	65	65

A-1, Overview

A-1, Surface detail

A-2, Overview

A-2, Surface detail with cracking and patching

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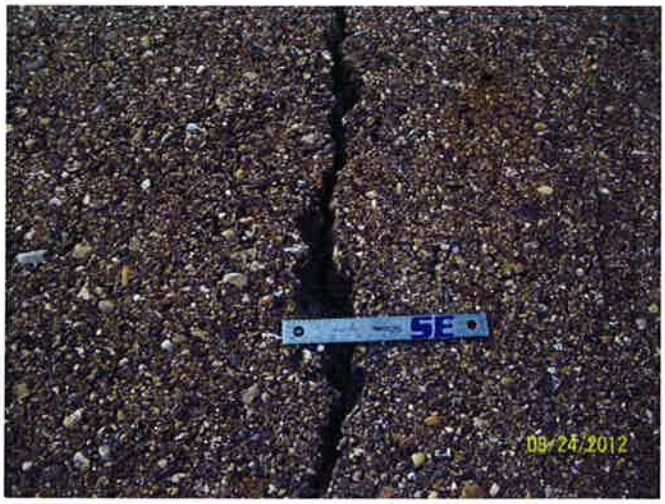
R-1, Overview

R-2, Overview

R-2, Surface detail with cracking

R-3, Overview

R-3, Surface detail alligator cracking from over rolling



R-3, Surface detail with cracking

T-1, Overview

T-1, Surface detail with cracking and bleeding

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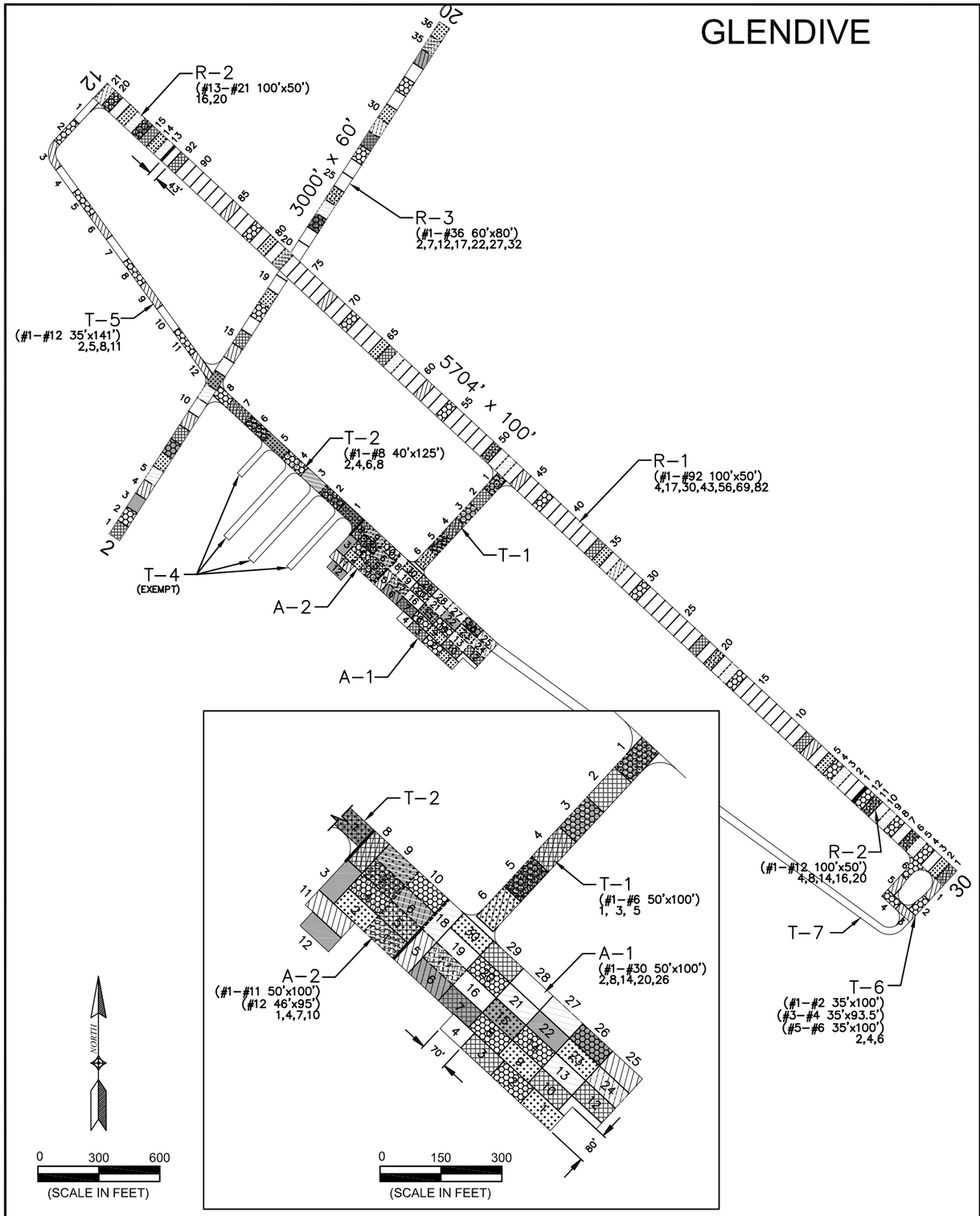
T-2, Overview

T-2, Surface detail with cracking

T-5, Overview

T-6, Overview

T-7, Overview



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-1	E-6	F6	6" GRAVEL	6" CR. AGG.	4" AC	2" P-401	53,000	70,000	100,000	1 2 5
R-2	E-6	F6	5" GRAVEL	5" CR. AGG.	3" AC	2" P-401	38,000	50,000		1 2 5
R-3		CBR=5		6" P-208	3" P-401	2" P-401	12,500			3 6
TAXIWAYS										
T-1	E-6	F6	6" GRAVEL	6" CR. AGG.	4" AC	P-609	44,000	60,000	100,000	5
T-2	E-6	F6			5" AC	2.5" P-401	12,500			3 5
T-4		CBR=5	6" P-152	6" P-208	3" P-401	2.5" P-401	12,500			4 5
T-5			6" P-152, FILTER FABRIC	12" P-208	5" P-401		30,000			4
T-6			6" P-152, FILTER FABRIC	12" P-208	5" P-401		30,000			4
T-7			6" P-152	10" P-208	4" P-401		30,000			8
APRONS										
A-1	E-6	F6	6" GRAVEL	6" CR. AGG.	4" BIT.	2" P-401	44,000	60,000	100,000	6
A-2					5" AC	2.5" P-401	12,500			5

REMARKS:

ADAP 03-R-1, T-1, A-1, ALL HEATER SCARIFIED AND CHIP SEALED.
CBR=7 ASSUMED UNLESS OTHERWISE NOTED.

1. EXTENDED 1968
2. AIP-001, 1986, OVERLAY RUNWAY 12-30, TAXIWAY, AND APRON
3. AIP-002, 1988, CONSTRUCT RUNWAY 2-20.
4. AIP-003, 1989, EXTEND ACCESS TAXILANES, REHABILITATE PORTION OF PARALLEL TAXIWAY.
5. AIP-004, 2002, MILL AND OVERLAY APRON (A-2), TAXIWAY (T-2), AND TAXILANES (T-4). CRACK SEAL, FOG SEAL, AND REMARK RUNWAY 12-30 AND TAXIWAY (T-1).
6. AIP-005, 2003, MILL AND OVERLAY APRON (A-1), OVERLAY RUNWAY (R-3).
7. AIP-008, 2007, MILL, OVERLAY, AND GROOVE RUNWAY 12-30 (R-1,R-2); CONSTRUCT TAXIWAY (T-5) AND JUGHANDLE (T-6).
8. AIP-011, 2012, CONSTRUCT TAXIWAY (T-7).

LEGEND

- 1997 SURVEY AREA
- 2000 SURVEY AREA
- 2003 SURVEY AREA
- 2006 SURVEY AREA
- 2009 SURVEY AREA
- 2012 SURVEY AREA

DATE OF PAVEMENT STRENGTH SURVEY:	AUG. 12, 1997
EVALUATED BY:	J. STYBA
DATE OF MOST RECENT PAVEMENT CONDITION SURVEY:	AUG. 24, 2012
EVALUATED BY:	M. BECKHOFF

MONTANA AVIATION SYSTEM PLAN
2012 UPDATE - PAVEMENT CONDITION INDEXES

DAWSON COMMUNITY AIRPORT

PREPARED FOR: MONTANA AERONAUTICS DIVISION

GLENDIVE
MONTANA

DATE: NOV. 2012

PREPARED BY: SE Engineering Planning Consulting

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