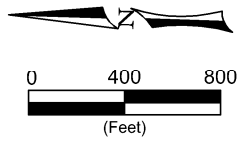
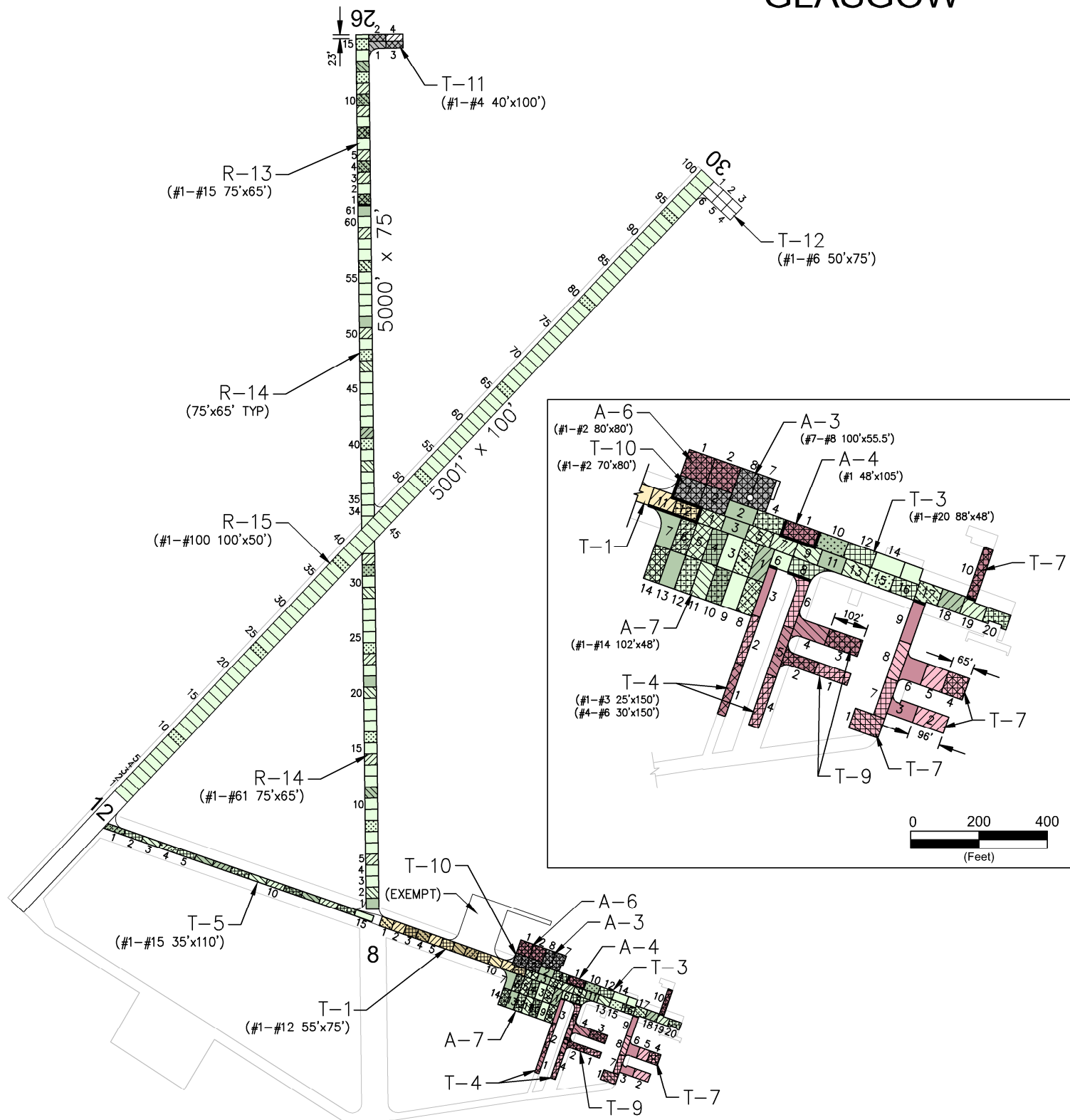


GLASGOW



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-13	E-7	F7	8" GRAVEL	5" AC	4" P-401	P-609	25,000	45,000	75,000	9,10,11,12,13
R-14		CBR=1.4	GEOGRID, FABRIC 11" P-154	4" P-208	3" P-401	P-609	25,000	45,000	75,000	9,10,11,12,13
R-15		CBR=1.4	11" P-154	8" P-209	4" P-401		55,000	70,000	100,000	13
TAXIWAYS										
T-1	E-7	F7	8" GRAVEL	5" AC	4" AC	2" P-401, P-609	75,000	160,000	230,000	2,5,8,10,11,13
T-3	E-7	F7	8" GRAVEL	5" AC	4" AC	2" P-401, P-609	75,000	160,000	230,000	A,2,6,8,10,11,13
T-4				UNKNOWN	UNKNOWN	P-609				8
T-5	E-7	F7	6" P-154	6" P-208	4" P-401	2" P-401, P-609	75,000	135,000	195,000	5,8,10,11,13
T-7				10" P-208	3" P-401	P-609				4,8,10,11,13
T-9				UNKNOWN	UNKNOWN	P-609				8,10,11,13
T-10		CBR=4	FABRIC 12" P-154	13" P-208	5" P-401	P-609	55,000	65,000	100,000	7,10,11,13
T-11		CBR=4	FABRIC 15" P-154	6" P-208	4" P-401	P-609	25,000	45,000	75,000	9,13
T-12		CBR=1.4	11" P-154	8" P-209	4" P-401		55,000	70,000	100,000	13
APRONS										
A-3	E-7	F7	6" P-154	3" P-208	3" P-401	2" P-401, P-609	23,000			1,9,10,11,12
A-4	E-7	F7	UNKNOWN	UNKNOWN	8" PCC		30,000			4
A-6		K=75	FABRIC 12" P-154	14" P-208	9" P-501		55,000	65,000	100,000	7
A-7		CBR=4	FABRIC 25" P-154	5" P-208	3" P-401	P-609	12,500			9,12,13

REMARKS:

- A. CENTER 100' OVERLAY WITH OPEN-GRADED EMULSIFIED AC; PRIOR TO OVERLAY, CRACKS SEALED, STRESS-RELIEF CRACKS WERE CONSTRUCTED AND PETRO MAT LAID AND TACKED; OVERLAY ALSO INCLUDES P-609 (SINGLE APPLICATION).
1. 1980
2. AIP-01, 1986
3. AIP-02, 1987
4. NON-AIP, 1993, CONSTRUCT HANGAR ACCESS TAXIWAYS AND CONCRETE PARKING PAD.
5. AIP-04, 1996, REHABILITATE RUNWAY 12/30 AND TAXIWAYS; CONSTRUCT RUNWAY 30 TURNAROUND.
6. AIP-04, 1997, 45'-WIDTH, CENTERLINE ONLY 2" OVERLAY.
7. AIP-06, 2000, CONSTRUCT HEAVY APRON (A-6) AND CONNECTIONS.
8. AIP-07, 2001, CRACK SEAL, FOG SEAL, AND REMARK.
9. AIP-008/009-2002/03, RECONSTRUCT 4000'(W), MILL AND OVERLAY 1000'(E) RUNWAY 8/26; MILL AND OVERLAY FUELING APRON (A-3); RECONSTRUCT G.A. APRON (A-7).
10. AIP-010-2005, CRACK SEAL.
11. AIP-011-2006, GROOVE RUNWAY 8/26 (R-13,R-14); FOG SEAL AND REMARK OTHER AIRPORT PAVEMENTS.
12. AIP-013-2008, CRACK SEAL, FOG SEAL, AND REMARK.
13. AIP-017-2012, RECONSTRUCT RUNWAY 12/30 (R-15); RECONSTRUCT TURNAROUND (T-12); CRACK SEAL, FOG SEAL, AND REMARK TAXIWAYS; CRACK SEAL RUNWAY 8/26 (R-13,R-14) AND APRON (A-7).

LEGEND 	DATE OF PAVEMENT STRENGTH SURVEY:	SEPT. 24, 1987	MONTANA AVIATION SYSTEM PLAN 2015 UPDATE - PAVEMENT CONDITION INDEXES
	EVALUATED BY:	C. NEW	
	DATE OF MOST RECENT PAVEMENT CONDITION SURVEY:	AUG. 31, 2015	Date: DECEMBER 2015 Prepared For:
	EVALUATED BY:	B. BURKLAND	Prepared By:
MAINTAIN: PCI > 60 TRANSITION: PCI 45 TO 60 RECONSTRUCT: PCI < 45	LOCATION:	GLASGOW MONTANA	

GLASGOW

GLASGOW AIRPORT

8/31/2015



T-1, Overview



T-1, Surface detail



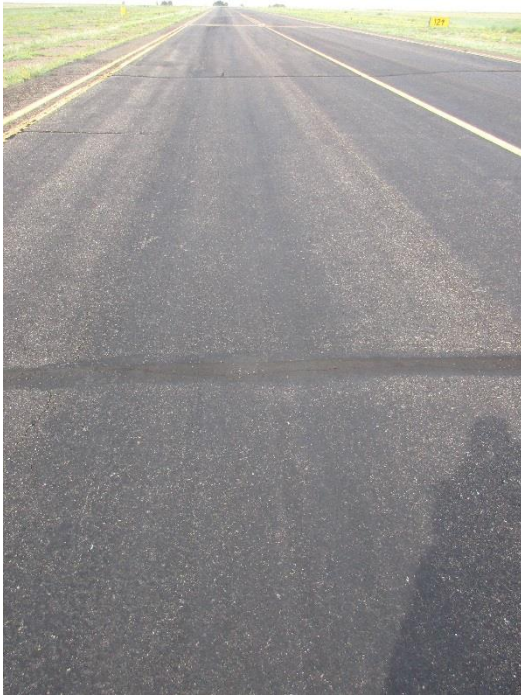
T-3, Surface detail with depression



T-3, Overview

GLASGOW AIRPORT

8/31/2015



T-5, Overview



T-5, Surface detail with raveling and cracking



A-7, Surface detail with tie down



A-7, Overview

GLASGOW AIRPORT

8/31/2015



R-13, Overview



R-13, Surface detail with grooves



R-14, Overview



R-14, Surface detail with cracking

GLASGOW AIRPORT

8/31/2015



R-15, Overview



R-15, Surface detail with grooves

GLASGOW AIRPORT

Branch: 31A

APRON

A-7

Length: 335 LF **Width:** 205 LF **Area:** 68,675 SF **Last Const. :** 2002 **Family:** ACAM15
From: T-1, T-3 **To:** T-4 **Surface:** AC

Inspections

Samples Surveyed: 5 **Total Samples:** 14 **Last Inspection Date (RPA)** 8/31/2015 **PCI:** **66**

Sample # 2 **Area:** 4896 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	272 LF
PATCHING	L	97 SF
RAVELING	L	61 SF
WEATHERING	L	41 SF
PATCHING	M	3 SF
OIL SPILLAGE	N	2 SF

Sample # 6 **Area:** 4896 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	298 LF
PATCHING	L	175 SF
RAVELING	L	51 SF
WEATHERING	L	39 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	8 LF
DEPRESSION	H	20 SF
DEPRESSION	M	4 SF

Sample # 8 **Area:** 4896 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	342 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	28 LF
RAVELING	L	41 SF
PATCHING	L	37 SF
WEATHERING	L	26 SF
PATCHING	L	20 SF
PATCHING	M	15 SF
PATCHING	H	10 SF

Sample # 10 **Area:** 4896 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	339 LF
PATCHING	L	58 SF
RAVELING	L	51 SF
WEATHERING	L	41 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	1 LF
PATCHING	M	3 SF

Sample # 12 **Area:** 4896 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	162 LF
PATCHING	L	75 SF
RAVELING	L	62 SF
WEATHERING	L	41 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	5 LF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
LONGITUDINAL/TRANSVERSE CRACKING	L	3964 LF	5.77 %	16.36
PATCHING	H	28 SF	0.04 %	15.50
DEPRESSION	H	56 SF	0.08 %	12.00
PATCHING	M	59 SF	0.09 %	6.20
PATCHING	L	1296 SF	1.89 %	5.35
DEPRESSION	M	11 SF	0.02 %	5.20
LONGITUDINAL/TRANSVERSE CRACKING	M	118 LF	0.17 %	4.71
RAVELING	L	746 SF	1.09 %	2.75
OIL SPILLAGE	N	6 SF	0.01 %	2.00
WEATHERING	L	527 SF	0.77 %	0.43

* 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 73.0 % Climate/Durability 27.0 % Other

GLASGOW AIRPORT

Branch: 31R1

RUNWAY

R-15

Length: 5,001 LF **Width:** 100 LF **Area:** 500,100 SF **Last Const. :** 2012 **Family:** ACRH15
From: RW 12 AT T-5 **To:** RW 30 AT T-8 **Surface:** AC

Inspections

Samples Surveyed: 7 **Total Samples:** 100 **Last Inspection Date (RPA)** 8/31/2015 **PCI:** 93

Sample # 10	Distress Description WEATHERING LONGITUDINAL/TRANSVERSE CRACKING	Severity L L	Quantity 250 SF 9 LF	Area: 5000 SF
Sample # 24	Distress Description WEATHERING RAVELING PATCHING	Severity L M L	Quantity 250 SF 2 SF 1 SF	Area: 5000 SF
Sample # 38	Distress Description WEATHERING PATCHING	Severity L L	Quantity 250 SF 1 SF	Area: 5000 SF
Sample # 52	Distress Description WEATHERING RAVELING	Severity L M	Quantity 250 SF 2 SF	Area: 5000 SF
Sample # 66	Distress Description WEATHERING LONGITUDINAL/TRANSVERSE CRACKING	Severity L L	Quantity 250 SF 39 LF	Area: 5000 SF
Sample # 80	Distress Description LONGITUDINAL/TRANSVERSE CRACKING WEATHERING	Severity L L	Quantity 103 LF 250 SF	Area: 5000 SF
Sample # 94	Distress Description LONGITUDINAL/TRANSVERSE CRACKING WEATHERING PATCHING	Severity L L L	Quantity 133 LF 250 SF 1 SF	Area: 5000 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
LONGITUDINAL/TRANSVERSE CRACKING	L	4058 LF	0.81 %	4.58
RAVELING	M	57 SF	0.01 %	4.00
PATCHING	L	43 SF	0.01 %	2.00
WEATHERING	L	25005 SF	5.00 %	1.09
RAVELING	L	0 SF	0.00 %	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

GLASGOW AIRPORT

Branch: 31R2

RUNWAY**R13**

Length: 1,350 LF **Width:** 75 LF **Area:** 101,250 SF **Last Const. :** 2003 **Family:** ACRMU15
From: STA 50+00 RWY 8-26 **To:** STA 62+00 RWY 8-26 **Surface:** AC

Inspections

Samples Surveyed: 6 **Total Samples:** 15 **Last Inspection Date (RPA)** 8/31/2015 **PCI:** 86

Sample # 1 **Distress Description** **Severity** **Quantity** **Area:** 4875 SF

WEATHERING	L	1463 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	122 LF
WEATHERING	L	97 SF
RAVELING	M	3 SF

Sample # 4 **Distress Description** **Severity** **Quantity** **Area:** 4875 SF

WEATHERING	L	1463 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	70 LF

Sample # 7 **Distress Description** **Severity** **Quantity** **Area:** 4875 SF

WEATHERING	L	1463 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	226 LF
PATCHING	L	2 SF
RAVELING	M	2 SF

Sample # 10 **Distress Description** **Severity** **Quantity** **Area:** 4875 SF

WEATHERING	L	1463 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	106 LF

Sample # 12 **Distress Description** **Severity** **Quantity** **Area:** 4875 SF

WEATHERING	L	1463 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	23 LF

Sample # 15 **Distress Description** **Severity** **Quantity** **Area:** 4875 SF

WEATHERING	L	1463 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	131 LF
RAVELING	M	2 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
LONGITUDINAL/TRANSVERSE CRACKING	L	2347 LF	2.32 %	8.26
RAVELING	M	24 SF	0.02 %	4.00
WEATHERING	L	30721 SF	30.34 %	3.68
PATCHING	L	7 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

GLASGOW AIRPORT

Branch: 31R2

RUNWAY

R14

Length: 3,975 LF **Width:** 75 LF **Area:** 298,125 SF **Last Const. :** 2003 **Family:** ACRMU15
From: STA 10+25 RWY 8-26 **To:** STA 50+00 RWY 8-26 **Surface:** AC

Inspections

Samples Surveyed: 7 **Total Samples:** 61 **Last Inspection Date (RPA)** 8/31/2015 **PCI:** 90

Sample # 8 **Distress Description** **Severity** **Quantity** **Area:** 4875 SF

LONGITUDINAL/TRANSVERSE CRACKING	L	30 LF
WEATHERING	L	97 SF
PATCHING	L	1 SF

Sample # 16 **Distress Description** **Severity** **Quantity** **Area:** 4875 SF

WEATHERING	L	97 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	25 LF
PATCHING	L	1 SF
RAVELING	M	1 SF

Sample # 24 **Distress Description** **Severity** **Quantity** **Area:** 4875 SF

WEATHERING	L	97 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	3 LF
RAVELING	L	5 SF

Sample # 31 **Distress Description** **Severity** **Quantity** **Area:** 4875 SF

WEATHERING	L	97 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	3 LF
RAVELING	L	5 SF

Sample # 40 **Distress Description** **Severity** **Quantity** **Area:** 4875 SF

LONGITUDINAL/TRANSVERSE CRACKING	L	55 LF
WEATHERING	L	97 SF

Sample # 48 **Distress Description** **Severity** **Quantity** **Area:** 4875 SF

LONGITUDINAL/TRANSVERSE CRACKING	L	41 LF
WEATHERING	L	97 SF
PATCHING	L	2 SF

Sample # 56 **Distress Description** **Severity** **Quantity** **Area:** 4875 SF

LONGITUDINAL/TRANSVERSE CRACKING	L	158 LF
WEATHERING	L	97 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	22 LF
LONGITUDINAL/TRANSVERSE CRACKING	H	10 LF
DEPRESSION	L	17 SF
DEPRESSION	M	7 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
LONGITUDINAL/TRANSVERSE CRACKING	H	87 LF	0.03 %	7.50
DEPRESSION	M	61 SF	0.02 %	5.20
LONGITUDINAL/TRANSVERSE CRACKING	L	2752 LF	0.92 %	4.79
RAVELING	M	9 SF	0.00 %	4.00
LONGITUDINAL/TRANSVERSE CRACKING	M	192 LF	0.06 %	4.00
PATCHING	L	35 SF	0.01 %	2.00
RAVELING	L	87 SF	0.03 %	1.00
WEATHERING	L	5932 SF	1.99 %	0.68
DEPRESSION	L	149 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** 81.0 % **Climate/Durability** 19.0 % **Other**

GLASGOW AIRPORT

Branch: 31T

TAXIWAY

T-1

Length: 900 LF **Width:** 65 LF **Area:** 58,500 SF **Last Const. :** 1986 **Family:** ACRH15
From: NORTH END OF APRON **To:** INTERSECTION W/ RWY 7-25 **Surface:** AAC

Inspections

Samples Surveyed: 4 **Total Samples:** 12 **Last Inspection Date (RPA)** 8/31/2015 **PCI:** **60**

Sample # 1 **Area:** 4125 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	280 LF
BLEEDING	N	225 SF
WEATHERING	L	84 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	12 LF

Sample # 4 **Area:** 4125 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	245 LF
BLEEDING	N	225 SF
WEATHERING	L	84 SF
DEPRESSION	L	14 SF
PATCHING	L	2 SF
RAVELING	M	2 SF

Sample # 8 **Area:** 4125 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	165 LF
BLEEDING	N	225 SF
WEATHERING	L	84 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	4 LF
DEPRESSION	L	5 SF

Sample # 12 **Area:** 4125 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	310 LF
BLEEDING	N	450 SF
WEATHERING	L	84 SF
PATCHING	L	2 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
BLEEDING	N	3989 SF	6.82 %	30.23
LONGITUDINAL/TRANSVERSE CRACKING	L	3545 LF	6.06 %	16.92
RAVELING	M	7 SF	0.01 %	4.00
LONGITUDINAL/TRANSVERSE CRACKING	M	57 LF	0.10 %	4.00
PATCHING	L	14 SF	0.02 %	2.00
WEATHERING	L	1191 SF	2.04 %	0.69
DEPRESSION	L	67 SF	0.12 %	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 47.0 % Climate/Durability 53.0 % Other

GLASGOW AIRPORT Branch: 31T **TAXIWAY T-3**

Length: 900 LF **Width:** 65 LF **Area:** 70,900 SF **Last Const. :** 1996 **Family:** ACRH15
From: T-1 **To:** HANGAR TW'S **Surface:** AAC

Inspections

Samples Surveyed: 5 **Total Samples:** 20 **Last Inspection Date (RPA)** 8/31/2015 **PCI:** 63

Sample # 4	Distress Description	Severity	Quantity	Area: 4224 SF
	LONGITUDINAL/TRANSVERSE CRACKING	L	285 LF	
	WEATHERING	L	126 SF	
	RAVELING	L	63 SF	
	LONGITUDINAL/TRANSVERSE CRACKING	M	10 LF	
	DEPRESSION	H	8 SF	
	RAVELING	H	3 SF	
Sample # 10	Distress Description	Severity	Quantity	Area: 4224 SF
	LONGITUDINAL/TRANSVERSE CRACKING	L	391 LF	
	WEATHERING	L	126 SF	
	RAVELING	L	63 SF	
	RAVELING	H	20 SF	
	DEPRESSION	L	5 SF	
	RAVELING	M	2 SF	
Sample # 15	Distress Description	Severity	Quantity	Area: 4224 SF
	LONGITUDINAL/TRANSVERSE CRACKING	L	279 LF	
	RAVELING	L	63 SF	
	WEATHERING	L	42 SF	
	LONGITUDINAL/TRANSVERSE CRACKING	M	5 LF	
	SWELLING	L	1 SF	
	OIL SPILLAGE	N	1 SF	
Sample # 17	Distress Description	Severity	Quantity	Area: 4224 SF
	LONGITUDINAL/TRANSVERSE CRACKING	L	388 LF	
	RAVELING	L	63 SF	
	WEATHERING	L	42 SF	
	LONGITUDINAL/TRANSVERSE CRACKING	M	10 LF	
	ALLIGATOR CRACKING	M	26 SF	
Sample # 20	Distress Description	Severity	Quantity	Area: 4224 SF
	LONGITUDINAL/TRANSVERSE CRACKING	L	425 LF	
	WEATHERING	L	148 SF	
	RAVELING	L	98 SF	
	LONGITUDINAL/TRANSVERSE CRACKING	M	28 LF	
	RAVELING	M	28 SF	
	RAVELING	H	23 SF	

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
LONGITUDINAL/TRANSVERSE CRACKING	L	5935 LF	8.37 %	20.92
DEPRESSION	H	27 SF	0.04 %	12.00
ALLIGATOR CRACKING	M	87 SF	0.12 %	11.66
RAVELING	H	154 SF	0.22 %	8.08
LONGITUDINAL/TRANSVERSE CRACKING	M	178 LF	0.25 %	5.87
RAVELING	M	101 SF	0.14 %	4.29
RAVELING	L	1175 SF	1.66 %	3.56
OIL SPILLAGE	N	3 SF	0.00 %	2.00
SWELLING	L	3 SF	0.00 %	1.00
WEATHERING	L	1625 SF	2.29 %	0.73
DEPRESSION	L	17 SF	0.02 %	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

17.0 % Load 61.0 % Climate/Durability 22.0 % Other

GLASGOW AIRPORT

Branch: 31T

TAXIWAY

T-5

Length: 1,650 LF **Width:** 45 LF **Area:** 74,250 SF **Last Const. :** 1996 **Family:** ACRH15
From: RWY 7-25 STA 11+50 **To:** RWY 12-30 STA 7+00 **Surface:** AAC

Inspections

Samples Surveyed: 5 **Total Samples:** 15 **Last Inspection Date (RPA)** 8/31/2015 **PCI:** 68

Sample # 1 **Area:** 3850 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	390 LF
RAVELING	L	57 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	14 LF
WEATHERING	L	39 SF
PATCHING	L	3 SF

Sample # 4 **Area:** 3850 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	212 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	19 LF
RAVELING	L	57 SF
WEATHERING	L	39 SF

Sample # 8 **Area:** 3850 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	393 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	20 LF
RAVELING	L	57 SF
WEATHERING	L	39 SF
BLEEDING	N	3 SF

Sample # 11 **Area:** 3850 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	302 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	18 LF
RAVELING	L	57 SF
WEATHERING	L	39 SF
LONGITUDINAL/TRANSVERSE CRACKING	H	2 LF
PATCHING	L	2 SF

Sample # 14 **Area:** 3850 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	309 LF
RAVELING	L	57 SF
WEATHERING	L	39 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	11 LF
RAVELING	H	7 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
LONGITUDINAL/TRANSVERSE CRACKING	L	6195 LF	8.34 %	20.87
LONGITUDINAL/TRANSVERSE CRACKING	M	316 LF	0.43 %	7.71
LONGITUDINAL/TRANSVERSE CRACKING	H	8 LF	0.01 %	7.50
RAVELING	H	27 SF	0.04 %	6.00
RAVELING	L	1099 SF	1.48 %	3.32
PATCHING	L	19 SF	0.03 %	2.00
WEATHERING	L	752 SF	1.01 %	0.50
BLEEDING	N	12 SF	0.02 %	0.00

* 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

GLASGOW AIRPORT**FIFTEEN YEAR PROJECTIONS: ESTIMATED AVERAGE ANNUAL COST: \$268,876**

PLAN YEAR: 2016			ESTIMATED COST:			\$444,151	PCI	
SectionID	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	before	after
A-7	Prev. & Seal Coat	\$7,465	\$19,229			\$26,694	64	69
R-15	Basic Prev.	\$316				\$316	89	90
R14	Prev. & Seal Coat	\$778	\$83,475			\$84,253	87	94
T-3	Prev. & Seal Coat	\$9,253	\$19,852			\$29,105	62	64
T-1	Prev. & Thin AC	\$9,916	\$114,075			\$123,991	59	65
T-5	Prev. & Thin AC	\$5,999	\$144,787			\$150,787	67	75
R13	Prev. & Seal Coat	\$655	\$28,350			\$29,005	84	90

PLAN YEAR: 2017			ESTIMATED COST:			\$170,767	PCI	
SectionID	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	before	after
A-7	Basic Prev.	\$6,006				\$6,006	67	67
R13	Basic Prev.	\$349				\$349	87	87
T-1	Basic Prev.	\$6,514				\$6,514	64	64
R-15	Prev. & Seal Coat	\$2,230	\$144,229			\$146,459	86	94
T-3	Basic Prev.	\$8,573				\$8,573	63	63
T-5	Basic Prev.	\$2,866				\$2,866	73	73

PLAN YEAR: 2018			ESTIMATED COST:			\$29,954	PCI	
SectionID	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	before	after
R13	Basic Prev.	\$663				\$663	84	84
R14	Basic Prev.	\$779				\$779	88	88
T-5	Basic Prev.	\$3,500				\$3,500	71	71
A-7	Basic Prev.	\$7,723				\$7,723	64	65
T-3	Basic Prev.	\$9,718				\$9,718	62	62
T-1	Basic Prev.	\$7,423				\$7,423	63	63
R-15	Basic Prev.	\$148				\$148	90	90

PLAN YEAR: 2019			ESTIMATED COST:			\$38,046	PCI	
SectionID	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	before	after
R14	Basic Prev.	\$1,734				\$1,734	85	85
T-1	Basic Prev.	\$8,412				\$8,412	62	62
R13	Basic Prev.	\$981				\$981	81	81
A-7	Basic Prev.	\$9,538				\$9,538	62	62
T-3	Basic Prev.	\$11,002				\$11,002	61	61
T-5	Basic Prev.	\$4,186				\$4,186	70	70
R-15	Basic Prev.	\$2,193				\$2,193	86	86

PLAN YEAR: 2020			ESTIMATED COST:			\$47,825	PCI	
SectionID	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	before	after
T-1	Basic Prev.	\$9,521				\$9,521	61	61
T-5	Basic Prev.	\$5,473				\$5,473	68	69
R-15	Basic Prev.	\$4,131				\$4,131	83	83
R13	Basic Prev.	\$1,791				\$1,791	79	79
R14	Basic Prev.	\$2,703				\$2,703	82	82
T-3	Basic Prev.	\$12,712				\$12,712	59	59
A-7	Basic Prev.	\$11,494				\$11,494	60	60

PLAN YEAR: 2021			ESTIMATED COST:			\$235,961	PCI	
SectionID	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	before	after
R13	Prev. & Seal Coat	\$2,986	\$32,865			\$35,851	76	82
R14	Prev. & Seal Coat	\$4,367	\$96,771			\$101,137	79	85
T-3	Prev. & Seal Coat	\$15,029	\$23,014			\$38,043	58	61
T-5	Basic Prev.	\$6,723				\$6,723	67	67
T-1	Basic Prev.	\$11,089				\$11,089	59	59
A-7	Prev. & Seal Coat	\$14,449	\$22,292			\$36,741	58	63
R-15	Basic Prev.	\$6,377				\$6,377	80	80

PLAN YEAR: 2022			ESTIMATED COST:			\$230,729	PCI	
SectionID	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	before	after
R13	Basic Prev.	\$1,770				\$1,770	79	79
R-15	Prev. & Seal Coat	\$12,682	\$167,201			\$179,883	77	83
T-1	Basic Prev.	\$13,118				\$13,118	57	58
T-3	Basic Prev.	\$13,271				\$13,271	60	60
A-7	Basic Prev.	\$11,948				\$11,948	60	61
T-5	Basic Prev.	\$7,971				\$7,971	66	66
R14	Basic Prev.	\$2,768				\$2,768	82	82

PLAN YEAR: 2023			ESTIMATED COST:			\$68,849	PCI	
SectionID	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	before	after
R14	Basic Prev.	\$4,237				\$4,237	80	80
T-1	Basic Prev.	\$15,487				\$15,487	56	56
R-15	Basic Prev.	\$6,200				\$6,200	80	80
T-5	Basic Prev.	\$9,241				\$9,241	65	65
A-7	Basic Prev.	\$14,937				\$14,937	58	58
R13	Basic Prev.	\$3,038				\$3,038	76	77
T-3	Basic Prev.	\$15,709				\$15,709	58	58
PLAN YEAR: 2024			ESTIMATED COST:			\$91,236	PCI	
SectionID	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	before	after
R13	Basic Prev.	\$4,315				\$4,315	74	74
T-5	Basic Prev.	\$10,581				\$10,581	64	64
R-15	Basic Prev.	\$12,948				\$12,948	77	78
T-3	Basic Prev.	\$18,565				\$18,565	56	56
R14	Basic Prev.	\$8,126				\$8,126	77	77
T-1	Basic Prev.	\$18,275				\$18,275	54	54
A-7	Basic Prev.	\$18,426				\$18,426	56	56
PLAN YEAR: 2025			ESTIMATED COST:			\$114,613	PCI	
SectionID	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	before	after
T-1	Basic Prev.	\$21,547				\$21,547	51	51
R-15	Basic Prev.	\$19,259				\$19,259	75	75
T-5	Basic Prev.	\$12,023				\$12,023	63	63
T-3	Basic Prev.	\$21,897				\$21,897	54	54
R14	Basic Prev.	\$12,012				\$12,012	75	75
A-7	Basic Prev.	\$22,285				\$22,285	53	54
R13	Basic Prev.	\$5,590				\$5,590	72	72
PLAN YEAR: 2026			ESTIMATED COST:			\$922,649	PCI	
SectionID	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	before	after
T-5	Prev. & Thin AC	\$13,621	\$194,582			\$208,203	61	68
A-7	Prev. & Seal Coat	\$26,608	\$25,842			\$52,450	51	56
R-15	Basic Prev.	\$25,188				\$25,188	73	73
T-3	Prev. & Seal Coat	\$25,827	\$26,679			\$52,506	52	57
R14	Prev. & Seal Coat	\$15,912	\$112,184			\$128,096	73	78
T-1	Reconstruct			\$411,139		\$411,139	48	100
R13	Prev. & Seal Coat	\$6,967	\$38,100			\$45,067	70	74
PLAN YEAR: 2027			ESTIMATED COST:			\$297,743	PCI	
SectionID	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	before	after
R14	Basic Prev.	\$12,364				\$12,364	75	75
R13	Basic Prev.	\$5,809				\$5,809	72	72
T-5	Basic Prev.	\$8,942				\$8,942	66	66
A-7	Basic Prev.	\$23,143				\$23,143	54	54
R-15	Prev. & Seal Coat	\$30,761	\$193,832			\$224,593	71	75
T-3	Basic Prev.	\$22,892				\$22,892	54	55
PLAN YEAR: 2028			ESTIMATED COST:			\$115,076	PCI	
SectionID	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	before	after
R13	Basic Prev.	\$7,178				\$7,178	70	70
T-5	Basic Prev.	\$10,417				\$10,417	65	65
A-7	Basic Prev.	\$27,685				\$27,685	51	51
T-3	Basic Prev.	\$27,005				\$27,005	52	52
R14	Basic Prev.	\$16,526				\$16,526	73	73
R-15	Basic Prev.	\$26,265				\$26,265	73	73
PLAN YEAR: 2029			ESTIMATED COST:			\$1,131,474	PCI	
SectionID	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	before	after
R14	Basic Prev.	\$20,683				\$20,683	71	71
T-5	Basic Prev.	\$11,962				\$11,962	64	64
R-15	Basic Prev.	\$32,252				\$32,252	72	72
T-1	Basic Prev.	\$310				\$310	86	87
T-3	Reconstruct			\$526,530		\$526,530	50	100
A-7	Reconstruct			\$529,522		\$529,522	48	100
R13	Basic Prev.	\$10,215				\$10,215	68	68

PLAN YEAR: 2030		ESTIMATED COST:				\$94,070	PCI	
SectionID	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	before	after
R13	Basic Prev.	\$13,354				\$13,354	66	66
T-1	Basic Prev.	\$617				\$617	83	83
R14	Basic Prev.	\$28,362				\$28,362	69	69
T-5	Basic Prev.	\$13,612				\$13,612	63	63
R-15	Basic Prev.	\$38,125				\$38,125	70	70