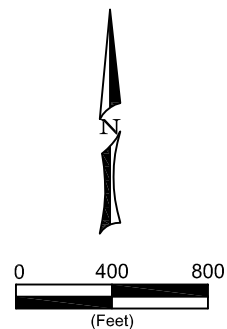
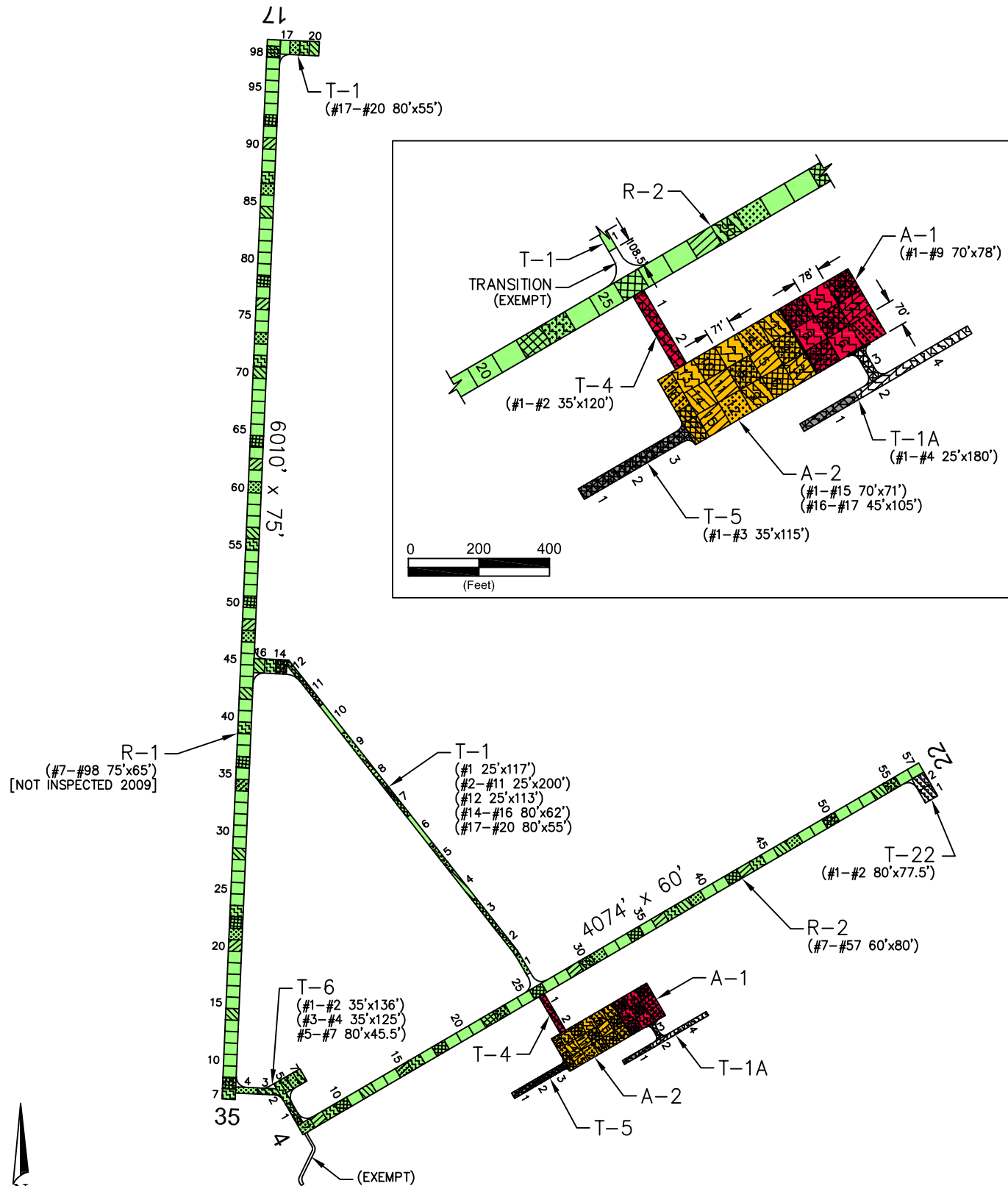


ANACONDA



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			CBR=3.5	9" P-208	3" P-401	2.75" P-401	16,000			2,4,5,6
R-2				9" P-208	4" P-401	3" P-401	18,000	25,000		3,4,5,7
TAXIWAYS										
T-1			CBR=3.5	9" P-208	3" P-401	2.75" P-401	16,000			2,4,5,6
T-1A				9" P-208	3" P-401	P-609	12,500			2,4,5
T-4	E-1	F1		6" P-208	2" P-401	3" P-401	30,000			1,4,5,7
T-5				9.7" P-208	4" P-401	P-609	12,500			3,4,5
T-6				9" P-208	4" P-401		12,500			7
T-22				27" P-208	4" P-401		18,000	25,000		7
APRONS										
A-1				9" P-208	3" P-401	P-609	12,500			2,4,5
A-2				9.7" P-208	4" P-401	P-609	12,500			3,4,5

REMARKS:

- AIP-001, 1985, REHABILITATE RUNWAY 4/22, TURNAROUNDS, APRON, AND CONNECTING TAXIWAY.
- AIP-002, 1992, CONSTRUCT RUNWAY 16/34, CONNECTING AND ACCESS TAXIWAYS; APRON EXPANSION.
- AIP-003, 1993, REHABILITATE RUNWAY (R-2) AND APRON, CONSTRUCT TAXIWAY (T-5).
- AIP-004, 2001, CRACK SEAL, FOG SEAL, AND REMARK ALL PAVEMENTS.
- AIP-009-2007, CRACK SEAL, FOG SEAL, AND REMARK ALL PAVEMENTS [RE-BID AIP-008-2006].
- AIP-010/011-2009, OVERLAY RUNWAY 16/34 (R-1) AND TAXIWAY (T-1).
- AIP-014-2011, OVERLAY RUNWAY 4/22 (R-2) AND TAXIWAY (T-4); CONSTRUCT TAXIWAYS (T-6,T-22).

LEGEND

- 2006 SURVEY AREA
- 2009 SURVEY AREA
- 2012 SURVEY AREA
- 2015 SURVEY AREA
- 2018 SURVEY AREA
- MAINTAIN: PCI > 60
- TRANSITION: PCI 45 TO 60
- RECONSTRUCT: PCI < 45

DATE OF PAVEMENT STRENGTH SURVEY:	
EVALUATED BY:	
DATE OF MOST RECENT PAVEMENT CONDITION SURVEY:	OCT. 9, 2018
EVALUATED BY:	S. BROWN
LOCATION:	ANACONDA MONTANA

**MONTANA AVIATION SYSTEM PLAN
2018 UPDATE - PAVEMENT CONDITION INDEXES**

**BOWMAN FIELD
(3U3)**

Date: Prepared For: Prepared By:

DECEMBER 2018





A-1, Overview



A-1, Surface Weathering with Cracks



A-2, Overview



A-2, Crack with Depression



R-1, Overview



R-1, Longitudinal Crack



R-2, Overview



R-2, Cracks



T-1, Overview



T-1 Surface, Swell and Transverse Crack



T-4, Overview



T-4, Depression

ANACONDA AIRPORT

Branch: 09A APRON

A-1

Length: 234 LF **Width:** 210 LF **Area:** 49,140 SF **Last Const:** 1992 **Family:** ACAM
From: STA 0+00A **To:** STA 2+34A **Surface:** AC

Inspections

Samples Surveyed: 4 **Total Samples:** 9 **Last Inspection Date:** 10/9/2018 **PCI:** 37

Sample # 2 **Area:** 5,460 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	94 LF
DEPRESSION	M	130 SF
RAVELING	L	5,460 SF
WEATHERING	M	5,460 SF
LONGITUDINAL/TRANSVERSE CRACKING	H	6 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	253 LF
ALLIGATOR	M	98 SF

Sample # 4 **Area:** 5,460 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	H	14 LF
DEPRESSION	M	30 SF
RAVELING	L	5,460 SF
WEATHERING	M	5,460 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	353 LF
PATCHING	L	11 SF
PATCHING	M	5 SF
DEPRESSION	L	28 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	122 LF

Sample # 6 **Area:** 5,460 SF

Distress Description	Severity	Quantity
PATCHING	L	0 SF
DEPRESSION	M	14 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	136 LF
RAVELING	L	5,460 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	203 LF
WEATHERING	M	5,460 SF
LONGITUDINAL/TRANSVERSE CRACKING	H	4 LF

Sample # 8 **Area:** 5,460 SF

Distress Description	Severity	Quantity
DEPRESSION	M	10 SF
PATCHING	M	5 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	328 LF
ALLIGATOR	M	10 SF
RAVELING	L	5,460 SF
LONGITUDINAL/TRANSVERSE CRACKING	H	10 LF
WEATHERING	M	5,460 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	132 LF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
ALLIGATOR	MEDIUM	242 SF	0.49%	22.73
DEPRESSION	LOW	64 SF	0.13%	0.34
DEPRESSION	MEDIUM	413 SF	0.84%	14.25
LONGITUDINAL/TRANSVERSE CRACKING	HIGH	77 LF	0.16%	9.28
LONGITUDINAL/TRANSVERSE CRACKING	LOW	1,240 LF	2.52%	8.80
LONGITUDINAL/TRANSVERSE CRACKING	MEDIUM	2,408 LF	4.90%	25.41
PATCHING	LOW	25 SF	0.05%	2.00
PATCHING	MEDIUM	24 SF	0.05%	6.20
RAVELING	LOW	49,140 SF	100.00%	26.35
WEATHERING	MEDIUM	49,140 SF	100.00%	20.34

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

ANACONDA AIRPORT

Branch: 09A

APRON

A-1

Percent of Deduct Values Based on Distress Mechanism

17.0 % Load

72.0 % Climate/Durability

11.0 % Other

ANACONDA AIRPORT

Branch: 09A APRON

A-2

Length: 400 LF **Width:** 210 LF **Area:** 84,000 SF **Last Const:** 1993 **Family:** ACAM
From: STA 2+34A **To:** STA 6+34A **Surface:** AC

Inspections

Samples Surveyed: 5 **Total Samples:** 17 **Last Inspection Date:** 10/9/2018 **PCI:** 47

Sample # 1 **Area:** 4,970 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	H	8 LF
LONGITUDINAL/TRANSVERSE CRACKING	L	109 LF
WEATHERING	M	4,970 SF
DEPRESSION	L	117 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	322 LF
PATCHING	M	3 SF
PATCHING	L	17 SF

Sample # 3 **Area:** 4,970 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	M	263 LF
WEATHERING	M	4,970 SF
DEPRESSION	M	48 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	217 LF
DEPRESSION	L	32 SF
LONGITUDINAL/TRANSVERSE CRACKING	H	8 LF

Sample # 7 **Area:** 4,970 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	103 LF
WEATHERING	M	4,970 SF
DEPRESSION	L	67 SF
LONGITUDINAL/TRANSVERSE CRACKING	H	6 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	318 LF

Sample # 9 **Area:** 4,970 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	104 LF
WEATHERING	M	4,970 SF
LONGITUDINAL/TRANSVERSE CRACKING	H	10 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	363 LF

Sample # 13 **Area:** 4,970 SF

Distress Description	Severity	Quantity
DEPRESSION	M	75 SF
WEATHERING	M	4,970 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	307 LF
LONGITUDINAL/TRANSVERSE CRACKING	L	56 LF
LONGITUDINAL/TRANSVERSE CRACKING	H	12 LF
PATCHING	M	168 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
DEPRESSION	LOW	732 SF	0.87%	5.88
DEPRESSION	MEDIUM	417 SF	0.50%	10.55
LONGITUDINAL/TRANSVERSE CRACKING	HIGH	149 LF	0.18%	9.76
LONGITUDINAL/TRANSVERSE CRACKING	LOW	1,991 LF	2.37%	8.39
LONGITUDINAL/TRANSVERSE CRACKING	MEDIUM	5,317 LF	6.33%	29.09
PATCHING	LOW	59 SF	0.07%	2.00
PATCHING	MEDIUM	577 SF	0.69%	8.51
WEATHERING	MEDIUM	84,000 SF	100.00%	20.34

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

ANACONDA AIRPORT

Branch: 09A

APRON

A-2

Percent of Deduct Values Based on Distress Mechanism

0.0 % Load

83.0 % Climate/Durability

17.0 % Other

ANACONDA AIRPORT

Branch: 09R RUNWAY

R-1

Length: 6,000 LF **Width:** 75 LF **Area:** 450,000 SF **Last Const:** 2009 **Family:** ACRML
From: STA 0+00 RWY 16-34 **To:** STA 60+00 RWY 16-34 **Surface:** AAC

Inspections

Samples Surveyed: 7 **Total Samples:** 92 **Last Inspection Date:** 10/9/2018 **PCI:** 90

Sample #	Distress Description	Severity	Quantity	Area:
7	LONGITUDINAL/TRANSVERSE CRACKING	M	27 LF	4,875 SF
	PATCHING	L	0 SF	
	LONGITUDINAL/TRANSVERSE CRACKING	L	96 LF	
23	LONGITUDINAL/TRANSVERSE CRACKING	M	17 LF	4,875 SF
	LONGITUDINAL/TRANSVERSE CRACKING	L	74 LF	
	RAVELING	H	0 SF	
39	LONGITUDINAL/TRANSVERSE CRACKING	L	72 LF	4,875 SF
	LONGITUDINAL/TRANSVERSE CRACKING	M	10 LF	
55	LONGITUDINAL/TRANSVERSE CRACKING	M	3 LF	4,875 SF
	LONGITUDINAL/TRANSVERSE CRACKING	L	106 LF	
71	LONGITUDINAL/TRANSVERSE CRACKING	L	36 LF	4,875 SF
87	LONGITUDINAL/TRANSVERSE CRACKING	L	12 LF	4,875 SF
98	LONGITUDINAL/TRANSVERSE CRACKING	M	33 LF	4,875 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
LONGITUDINAL/TRANSVERSE CRACKING	LOW	5,222 LF	1.16%	5.29
LONGITUDINAL/TRANSVERSE CRACKING	MEDIUM	1,180 LF	0.26%	6.02
PATCHING	LOW	3 SF	0.00%	2.00
RAVELING	HIGH	1 SF	0.00%	6.00

* 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

ANACONDA AIRPORT

Branch: 09R RUNWAY

R-2

Length: 4,520 LF **Width:** 60 LF **Area:** 271,200 SF **Last Const:** 1993 **Family:** ACRML
From: STA 0+00 RWY 4-22 **To:** STA 45+20 RWY 4-22 **Surface:** AC

Inspections

Samples Surveyed: 7 **Total Samples:** 50 **Last Inspection Date:** 10/9/2018 **PCI:** 84

Sample # 9	<p>Distress Description LONGITUDINAL/TRANSVERSE CRACKING LONGITUDINAL/TRANSVERSE CRACKING</p>	<p>Severity L M</p>	<p>Quantity 151 LF 5 LF</p>	Area: 4,800 SF
Sample # 16	<p>Distress Description PATCHING LONGITUDINAL/TRANSVERSE CRACKING LONGITUDINAL/TRANSVERSE CRACKING</p>	<p>Severity L M L</p>	<p>Quantity 0 SF 33 LF 152 LF</p>	Area: 4,800 SF
Sample # 23	<p>Distress Description LONGITUDINAL/TRANSVERSE CRACKING</p>	<p>Severity L</p>	<p>Quantity 189 LF</p>	Area: 4,800 SF
Sample # 30	<p>Distress Description LONGITUDINAL/TRANSVERSE CRACKING PATCHING LONGITUDINAL/TRANSVERSE CRACKING LONGITUDINAL/TRANSVERSE CRACKING</p>	<p>Severity H L L M</p>	<p>Quantity 2 LF 0 SF 144 LF 75 LF</p>	Area: 4,800 SF
Sample # 37	<p>Distress Description PATCHING LONGITUDINAL/TRANSVERSE CRACKING LONGITUDINAL/TRANSVERSE CRACKING</p>	<p>Severity L L M</p>	<p>Quantity 0 SF 145 LF 39 LF</p>	Area: 4,800 SF
Sample # 44	<p>Distress Description LONGITUDINAL/TRANSVERSE CRACKING LONGITUDINAL/TRANSVERSE CRACKING</p>	<p>Severity M L</p>	<p>Quantity 3 LF 92 LF</p>	Area: 4,800 SF
Sample # 55	<p>Distress Description LONGITUDINAL/TRANSVERSE CRACKING LONGITUDINAL/TRANSVERSE CRACKING</p>	<p>Severity L M</p>	<p>Quantity 120 LF 39 LF</p>	Area: 4,800 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
LONGITUDINAL/TRANSVERSE CRACKING	HIGH	16 LF	0.01%	7.50
LONGITUDINAL/TRANSVERSE CRACKING	LOW	8,015 LF	2.96%	9.93
LONGITUDINAL/TRANSVERSE CRACKING	MEDIUM	1,566 LF	0.58%	8.84
PATCHING	LOW	5 SF	0.00%	2.00

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

Percent of Deduct Values Based on Distress Mechanism

0.0 % Load 100.0 % Climate/Durability 0.0 % Other

ANACONDA AIRPORT

Branch: 09T TAXIWAY

T-1

Length: 4,352 LF **Width:** 25 LF **Area:** 108,800 SF **Last Const:** 2009 **Family:** ACRML
From: RWY 4-22 **To:** RWY34-16 AND HANGARS **Surface:** AC

Inspections

Samples Surveyed: 5 **Total Samples:** 20 **Last Inspection Date:** 10/9/2018 **PCI:** **85**

Sample # 2	Distress Description LONGITUDINAL/TRANSVERSE CRACKING SWELL	Severity L L	Quantity 203 LF 6 SF	Area: 5,000 SF
Sample # 7	Distress Description LONGITUDINAL/TRANSVERSE CRACKING LONGITUDINAL/TRANSVERSE CRACKING	Severity L M	Quantity 167 LF 44 LF	Area: 5,000 SF
Sample # 12	Distress Description SWELL LONGITUDINAL/TRANSVERSE CRACKING	Severity H L	Quantity 6 SF 15 LF	Area: 2,825 SF
Sample # 15	Distress Description LONGITUDINAL/TRANSVERSE CRACKING	Severity L	Quantity 12 LF	Area: 4,960 SF
Sample # 19	Distress Description LONGITUDINAL/TRANSVERSE CRACKING PATCHING LONGITUDINAL/TRANSVERSE CRACKING	Severity M L L	Quantity 39 LF 0 SF 71 LF	Area: 4,400 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
LONGITUDINAL/TRANSVERSE CRACKING	LOW	2,295 LF	2.11%	7.70
LONGITUDINAL/TRANSVERSE CRACKING	MEDIUM	407 LF	0.37%	7.25
PATCHING	LOW	2 SF	0.00%	2.00
SWELL	HIGH	29 SF	0.03%	28.00
SWELL	LOW	29 SF	0.03%	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 37.0 % Climate/Durability 63.0 % Other

ANACONDA AIRPORT

Branch: 09T TAXIWAY **T-1A**

Length: 618 LF **Width:** 25 LF **Area:** 15,450 SF **Last Const:** 1992 **Family:** ACRML
From: SOUTHEAST CORNER **To:** A-1 **Surface:** AC

Inspections

Samples Surveyed: 3 **Total Samples:** 4 **Last Inspection Date:** 10/31/2018 **PCI:** **62**

Sample # 1 **Area:** 4,500 SF

Distress Description	Severity	Quantity
WEATHERING	M	4,500 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	4 LF
LONGITUDINAL/TRANSVERSE CRACKING	L	18 LF
RAVELING	L	4,500 SF

Sample # 2 **Area:** 4,500 SF

Distress Description	Severity	Quantity
RAVELING	L	4,500 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	57 LF
LONGITUDINAL/TRANSVERSE CRACKING	L	16 LF
PATCHING	L	0 SF
WEATHERING	M	4,500 SF

Sample # 4 **Area:** 4,500 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	M	44 LF
DEPRESSION	L	0 SF
WEATHERING	M	4,500 SF
RAVELING	L	4,500 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	16 LF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
DEPRESSION	LOW	0 SF	0.00%	0.30
LONGITUDINAL/TRANSVERSE CRACKING	LOW	57 LF	0.37%	3.81
LONGITUDINAL/TRANSVERSE CRACKING	MEDIUM	120 LF	0.78%	10.06
PATCHING	LOW	0 SF	0.00%	2.00
RAVELING	LOW	15,450 SF	100.00%	26.35
WEATHERING	MEDIUM	15,450 SF	100.00%	20.34

* 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

ANACONDA AIRPORT

Branch: 09T TAXIWAY

T-4

Length: 255 LF **Width:** 35 LF **Area:** 8,925 SF **Last Const:** 1985 **Family:** ACRML
From: RWY 4-22 **To:** APRON **Surface:** AC

Inspections

Samples Surveyed: 2 **Total Samples:** 2 **Last Inspection Date:** 10/9/2018 **PCI:** **62**

Sample # 1 **Area:** 4,200 SF

Distress Description	Severity	Quantity
DEPRESSION	L	66 SF
PATCHING	L	0 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	37 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	41 LF

Sample # 2 **Area:** 4,200 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	M	160 LF
ALLIGATOR	M	5 SF
DEPRESSION	L	128 SF
LONGITUDINAL/TRANSVERSE CRACKING	H	5 LF
RAVELING	H	2 SF
PATCHING	L	0 SF
DEPRESSION	M	57 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	103 LF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
ALLIGATOR	MEDIUM	5 SF	0.06%	10.00
DEPRESSION	LOW	206 SF	2.31%	12.38
DEPRESSION	MEDIUM	61 SF	0.68%	12.66
LONGITUDINAL/TRANSVERSE CRACKING	HIGH	5 LF	0.06%	7.50
LONGITUDINAL/TRANSVERSE CRACKING	LOW	149 LF	1.67%	6.53
LONGITUDINAL/TRANSVERSE CRACKING	MEDIUM	214 LF	2.39%	17.26
PATCHING	LOW	0 SF	0.00%	2.00
RAVELING	HIGH	2 SF	0.02%	6.00

* 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

13.0 % Load 53.0 % Climate/Durability 34.0 % Other

ANACONDA AIRPORT

Branch: 09T TAXIWAY

T-5

Length: 345 LF **Width:** 35 LF **Area:** 12,075 SF **Last Const:** 1993 **Family:** ACRML
From: APRON TO HANGARS **To:** **Surface:** AC

Inspections

Samples Surveyed: 3 **Total Samples:** 3 **Last Inspection Date:** 10/9/2018 **PCI:** 51

Sample # 1 **Area:** 4,025 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	74 LF
LONGITUDINAL/TRANSVERSE CRACKING	H	5 LF
WEATHERING	M	4,025 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	248 LF
PATCHING	L	0 SF
DEPRESSION	M	25 SF
DEPRESSION	L	0 SF

Sample # 2 **Area:** 4,025 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	81 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	194 LF
LONGITUDINAL/TRANSVERSE CRACKING	H	5 LF
WEATHERING	M	4,025 SF
DEPRESSION	M	12 SF
PATCHING	L	1 SF

Sample # 3 **Area:** 4,025 SF

Distress Description	Severity	Quantity
DEPRESSION	M	25 SF
LONGITUDINAL/TRANSVERSE CRACKING	H	8 LF
LONGITUDINAL/TRANSVERSE CRACKING	L	102 LF
WEATHERING	M	4,025 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	211 LF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
DEPRESSION	LOW	0 SF	0.00%	0.30
DEPRESSION	MEDIUM	62 SF	0.51%	10.74
LONGITUDINAL/TRANSVERSE CRACKING	HIGH	18 LF	0.15%	9.12
LONGITUDINAL/TRANSVERSE CRACKING	LOW	257 LF	2.13%	7.75
LONGITUDINAL/TRANSVERSE CRACKING	MEDIUM	653 LF	5.41%	26.78
PATCHING	LOW	1 SF	0.00%	2.00
WEATHERING	MEDIUM	12,075 SF	100.00%	20.34

* 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 86.0 % Climate/Durability 14.0 % Other

ANACONDA AIRPORT

Branch: 09T TAXIWAY

T-6

Length: 1024 LF **Width:** 35 LF **Area:** 35,840 SF **Last Const:** 2010 **Family:** ACRML
From: RW 34 **To:** RW 4 **Surface:** AC

Inspections

Samples Surveyed: 4 **Total Samples:** 7 **Last Inspection Date:** 10/9/2018 **PCI:** 72

Sample # 1 **Area:** 4,900 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	2 LF
DEPRESSION	L	6.8 SF
LONGITUDINAL/TRANSVERSE CRACKING	H	5 LF
RAVELING	H	136 SF
LONGITUDINAL/TRANSVERSE CRACKING	M	11 LF

Sample # 2 **Area:** 4,900 SF

Distress Description	Severity	Quantity
PATCHING	L	0.2 SF
LONGITUDINAL/TRANSVERSE CRACKING	H	1 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	36 LF
RAVELING	H	30 SF

Sample # 3 **Area:** 4,375 SF

Distress Description	Severity	Quantity
RAVELING	H	100 SF
PATCHING	L	0.2 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	3 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	30 LF

Sample # 7 **Area:** 3,640 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	8 LF
PATCHING	L	0.2 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
DEPRESSION	LOW	14 SF	0.04%	0.30
LONGITUDINAL/TRANSVERSE CRACKING	HIGH	12 LF	0.03%	7.50
LONGITUDINAL/TRANSVERSE CRACKING	LOW	26 LF	0.07%	2.50
LONGITUDINAL/TRANSVERSE CRACKING	MEDIUM	155 LF	0.43%	7.76
PATCHING	LOW	1 SF	0.00%	2.00
RAVELING	HIGH	535 SF	1.49%	21.95

* 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 99.0 % Climate/Durability 1.0 % Other

ANACONDA AIRPORT

Branch: 09T TAXIWAY

T-22

Length: 154 LF **Width:** 79 LF **Area:** 12,166 SF **Last Const:** 2010 **Family:** ACRML
From: RW 22 **To:** END **Surface:** AC

Inspections

Samples Surveyed: 2 **Total Samples:** 2 **Last Inspection Date:** 10/9/2018 **PCI:** **87**

Sample # 1 **Area:** 6,083 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	3 LF
DEPRESSION	L	12 SF
PATCHING	L	0.2 SF
DEPRESSION	M	24 SF

Sample # 2 **Area:** 6,083 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	M	40 LF
PATCHING	L	0.4 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
DEPRESSION	LOW	12 SF	0.10%	0.30
DEPRESSION	MEDIUM	24 SF	0.20%	6.15
LONGITUDINAL/TRANSVERSE CRACKING	LOW	3 LF	0.02%	2.50
LONGITUDINAL/TRANSVERSE CRACKING	MEDIUM	40 LF	0.33%	6.79
PATCHING	LOW	1 SF	0.00%	2.00

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

Percent of Deduct Values Based on Distress Mechanism

0.0 % Load 64.0 % Climate/Durability 36.0 % Other

ANACONDA AIRPORT (09)

FIFTEEN YEAR PROJECTIONS							ESTIMATED AVERAGE ANNUAL COST:		\$163,056		
Plan Year: 2019							Estimated Cost:		\$1,062,270	PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After			
A-1	Major Below Critical	\$0	\$0	\$288,010	\$0	\$288,010	36	100			
A-2	Major Below Critical	\$0	\$0	\$407,652	\$0	\$407,652	46	100			
R-1	Preventive + Global MR	\$121	\$152,999	\$0	\$0	\$153,120	90	93			
R-2	Preventive + Global MR	\$1,776	\$92,207	\$0	\$0	\$93,984	83	90			
T-1	Preventive + Global MR	\$588	\$36,992	\$0	\$0	\$37,580	85	90			
T-1A	Preventive + Global MR	\$1,412	\$5,253	\$0	\$0	\$6,665	62	66			
T-22	Preventive + Global MR	\$41	\$4,136	\$0	\$0	\$4,178	87	92			
T-4	Preventive + Global MR	\$816	\$3,034	\$0	\$0	\$3,851	62	65			
T-5	Major Below Critical	\$0	\$0	\$53,414	\$0	\$53,414	51	100			
T-6	Preventive + Global MR	\$1,631	\$12,186	\$0	\$0	\$13,817	71	82			
Plan Year: 2020							Estimated Cost:		\$3,235	PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After			
A-1	None	\$0	\$0	\$0	\$0	\$0	97	97			
A-2	None	\$0	\$0	\$0	\$0	\$0	97	97			
R-1	None	\$0	\$0	\$0	\$0	\$0	92	92			
R-2	Preventive	\$542	\$0	\$0	\$0	\$542	88	88			
T-1	Preventive	\$223	\$0	\$0	\$0	\$223	88	88			
T-1A	Preventive	\$1,183	\$0	\$0	\$0	\$1,183	65	65			
T-22	Preventive	\$1	\$0	\$0	\$0	\$1	90	90			
T-4	Preventive	\$712	\$0	\$0	\$0	\$712	64	64			
T-5	None	\$0	\$0	\$0	\$0	\$0	97	97			
T-6	Preventive	\$575	\$0	\$0	\$0	\$575	78	79			
Plan Year: 2021							Estimated Cost:		\$4,580	PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After			
R-2	Preventive	\$1,096	\$0	\$0	\$0	\$1,096	86	86			
T-1	Preventive	\$392	\$0	\$0	\$0	\$392	86	86			
T-1A	Preventive	\$1,289	\$0	\$0	\$0	\$1,289	63	63			
T-22	Preventive	\$20	\$0	\$0	\$0	\$20	88	88			
T-4	Preventive	\$761	\$0	\$0	\$0	\$761	63	63			
T-6	Preventive	\$1,022	\$0	\$0	\$0	\$1,022	75	76			
A-1	None	\$0	\$0	\$0	\$0	\$0	94	94			
A-2	None	\$0	\$0	\$0	\$0	\$0	94	94			
R-1	None	\$0	\$0	\$0	\$0	\$0	91	91			
T-5	None	\$0	\$0	\$0	\$0	\$0	94	94			
Plan Year: 2022							Estimated Cost:		\$6,034	PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After			
R-1	Preventive	\$109	\$0	\$0	\$0	\$109	90	90			
R-2	Preventive	\$1,653	\$0	\$0	\$0	\$1,653	84	84			
T-1	Preventive	\$561	\$0	\$0	\$0	\$561	85	85			
T-1A	Preventive	\$1,396	\$0	\$0	\$0	\$1,396	62	62			
T-22	Preventive	\$38	\$0	\$0	\$0	\$38	87	87			
T-4	Preventive	\$810	\$0	\$0	\$0	\$810	62	62			
T-6	Preventive	\$1,467	\$0	\$0	\$0	\$1,467	72	73			
A-1	None	\$0	\$0	\$0	\$0	\$0	91	91			
A-2	None	\$0	\$0	\$0	\$0	\$0	91	91			
T-5	None	\$0	\$0	\$0	\$0	\$0	91	91			
Plan Year: 2023							Estimated Cost:		\$8,166	PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After			
A-1	Preventive	\$98	\$0	\$0	\$0	\$98	88	88			
A-2	Preventive	\$168	\$0	\$0	\$0	\$168	88	88			
R-1	Preventive	\$581	\$0	\$0	\$0	\$581	89	89			
R-2	Preventive	\$2,205	\$0	\$0	\$0	\$2,205	82	82			
T-1	Preventive	\$729	\$0	\$0	\$0	\$729	83	83			
T-1A	Preventive	\$1,503	\$0	\$0	\$0	\$1,503	61	61			
T-22	Preventive	\$57	\$0	\$0	\$0	\$57	85	85			
T-4	Preventive	\$860	\$0	\$0	\$0	\$860	61	61			
T-5	Preventive	\$24	\$0	\$0	\$0	\$24	88	88			
T-6	Preventive	\$1,943	\$0	\$0	\$0	\$1,943	69	70			
Plan Year: 2024							Estimated Cost:		\$382,157	PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After			
A-1	Preventive	\$232	\$0	\$0	\$0	\$232	85	86			
A-2	Preventive	\$397	\$0	\$0	\$0	\$397	85	86			
R-1	Preventive + Global MR	\$1,054	\$152,999	\$0	\$0	\$154,052	88	91			
R-2	Preventive + Global MR	\$2,895	\$92,207	\$0	\$0	\$95,102	80	87			
T-1	Preventive + Global MR	\$898	\$36,992	\$0	\$0	\$37,889	82	87			
T-1A	Major Below Critical	\$0	\$0	\$48,273	\$0	\$48,273	59	100			
T-22	Preventive + Global MR	\$76	\$4,136	\$0	\$0	\$4,212	84	89			
T-4	Major Below Critical	\$0	\$0	\$27,257	\$0	\$27,257	60	100			
T-5	Preventive	\$57	\$0	\$0	\$0	\$57	85	86			
T-6	Preventive + Global MR	\$2,498	\$12,186	\$0	\$0	\$14,684	66	77			
Plan Year: 2025							Estimated Cost:		\$4,538	PCI	

ANACONDA AIRPORT (09)

FIFTEEN YEAR PROJECTIONS ESTIMATED AVERAGE ANNUAL COST: **\$163,056**

Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After
A-1	Preventive	\$367	\$0	\$0	\$0	\$367	83	83
A-2	Preventive	\$627	\$0	\$0	\$0	\$627	83	83
R-1	Preventive	\$54	\$0	\$0	\$0	\$54	90	90
R-2	Preventive	\$1,527	\$0	\$0	\$0	\$1,527	84	85
T-1	Preventive	\$534	\$0	\$0	\$0	\$534	85	85
T-1A	None	\$0	\$0	\$0	\$0	\$0	97	97
T-22	Preventive	\$35	\$0	\$0	\$0	\$35	87	87
T-4	None	\$0	\$0	\$0	\$0	\$0	97	97
T-5	Preventive	\$90	\$0	\$0	\$0	\$90	83	83
T-6	Preventive	\$1,305	\$0	\$0	\$0	\$1,305	73	74

Plan Year: 2026

Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	PCI	
						Estimated Cost:	Before	After
						\$6,672		
A-1	Preventive	\$529	\$0	\$0	\$0	\$529	80	80
A-2	Preventive	\$904	\$0	\$0	\$0	\$904	80	80
R-1	Preventive	\$527	\$0	\$0	\$0	\$527	89	89
R-2	Preventive	\$2,079	\$0	\$0	\$0	\$2,079	82	82
T-1	Preventive	\$701	\$0	\$0	\$0	\$701	84	84
T-1A	None	\$0	\$0	\$0	\$0	\$0	94	94
T-22	Preventive	\$54	\$0	\$0	\$0	\$54	86	86
T-4	None	\$0	\$0	\$0	\$0	\$0	94	94
T-5	Preventive	\$130	\$0	\$0	\$0	\$130	80	80
T-6	Preventive	\$1,749	\$0	\$0	\$0	\$1,749	70	71

Plan Year: 2027

Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	PCI	
						Estimated Cost:	Before	After
						\$10,020		
A-1	Preventive	\$1,066	\$0	\$0	\$0	\$1,066	77	77
A-2	Preventive	\$1,821	\$0	\$0	\$0	\$1,821	77	77
R-1	Preventive	\$999	\$0	\$0	\$0	\$999	88	88
R-2	Preventive	\$2,635	\$0	\$0	\$0	\$2,635	80	80
T-1	Preventive	\$870	\$0	\$0	\$0	\$870	82	82
T-1A	None	\$0	\$0	\$0	\$0	\$0	91	91
T-22	Preventive	\$73	\$0	\$0	\$0	\$73	84	84
T-4	None	\$0	\$0	\$0	\$0	\$0	91	91
T-5	Preventive	\$262	\$0	\$0	\$0	\$262	77	77
T-6	Preventive	\$2,294	\$0	\$0	\$0	\$2,294	67	68

Plan Year: 2028

Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	PCI	
						Estimated Cost:	Before	After
						\$14,850		
A-1	Preventive	\$1,600	\$0	\$0	\$0	\$1,600	74	75
A-2	Preventive	\$2,735	\$0	\$0	\$0	\$2,735	74	75
R-1	Preventive	\$1,472	\$0	\$0	\$0	\$1,472	87	87
R-2	Preventive	\$4,621	\$0	\$0	\$0	\$4,621	78	78
T-1	Preventive	\$1,038	\$0	\$0	\$0	\$1,038	80	81
T-1A	Preventive	\$31	\$0	\$0	\$0	\$31	88	88
T-22	Preventive	\$91	\$0	\$0	\$0	\$91	82	83
T-4	Preventive	\$18	\$0	\$0	\$0	\$18	88	88
T-5	Preventive	\$393	\$0	\$0	\$0	\$393	74	75
T-6	Preventive	\$2,851	\$0	\$0	\$0	\$2,851	64	64

Plan Year: 2029

Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	PCI	
						Estimated Cost:	Before	After
						\$631,042		
T-1A	Preventive	\$75	\$0	\$0	\$0	\$75	85	85
T-4	Preventive	\$44	\$0	\$0	\$0	\$44	85	85
A-1	Preventive + Global MR	\$2,138	\$105,651	\$0	\$0	\$107,789	72	87
A-2	Preventive + Global MR	\$3,655	\$180,600	\$0	\$0	\$184,255	72	87
R-1	Preventive + Global MR	\$1,944	\$152,999	\$0	\$0	\$154,943	86	89
R-2	Preventive + Global MR	\$6,843	\$92,207	\$0	\$0	\$99,050	76	83
T-1	Preventive + Global MR	\$1,567	\$36,992	\$0	\$0	\$38,558	79	84
T-22	Preventive + Global MR	\$110	\$4,136	\$0	\$0	\$4,246	81	86
T-5	Preventive + Global MR	\$525	\$25,961	\$0	\$0	\$26,487	72	87
T-6	Preventive + Global MR	\$3,409	\$12,186	\$0	\$0	\$15,594	61	72

Plan Year: 2030

Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	PCI	
						Estimated Cost:	Before	After
						\$7,529		
A-1	Preventive	\$300	\$0	\$0	\$0	\$300	84	84
A-2	Preventive	\$513	\$0	\$0	\$0	\$513	84	84
R-1	Preventive	\$949	\$0	\$0	\$0	\$949	88	88
R-2	Preventive	\$2,504	\$0	\$0	\$0	\$2,504	81	81
T-1	Preventive	\$842	\$0	\$0	\$0	\$842	82	82
T-1A	Preventive	\$119	\$0	\$0	\$0	\$119	82	82
T-22	Preventive	\$70	\$0	\$0	\$0	\$70	84	84
T-4	Preventive	\$69	\$0	\$0	\$0	\$69	82	82
T-5	Preventive	\$74	\$0	\$0	\$0	\$74	84	84
T-6	Preventive	\$2,089	\$0	\$0	\$0	\$2,089	68	69

Plan Year: 2031

						Estimated Cost:	PCI	
						\$10,861		

ANACONDA AIRPORT (09)

FIFTEEN YEAR PROJECTIONS **ESTIMATED AVERAGE ANNUAL COST: \$163,056**

Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After
A-1	Preventive	\$433	\$0	\$0	\$0	\$433	81	81
A-2	Preventive	\$741	\$0	\$0	\$0	\$741	81	81
R-1	Preventive	\$1,421	\$0	\$0	\$0	\$1,421	87	87
R-2	Preventive	\$4,112	\$0	\$0	\$0	\$4,112	79	79
T-1	Preventive	\$1,010	\$0	\$0	\$0	\$1,010	81	81
T-1A	Preventive	\$190	\$0	\$0	\$0	\$190	79	80
T-22	Preventive	\$88	\$0	\$0	\$0	\$88	83	83
T-4	Preventive	\$113	\$0	\$0	\$0	\$113	79	79
T-5	Preventive	\$106	\$0	\$0	\$0	\$106	81	81
T-6	Preventive	\$2,647	\$0	\$0	\$0	\$2,647	65	66

Plan Year: 2032 Estimated Cost: \$15,911 **PCI**

Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After
A-1	Preventive	\$796	\$0	\$0	\$0	\$796	78	79
A-2	Preventive	\$1,360	\$0	\$0	\$0	\$1,360	78	79
R-1	Preventive	\$1,890	\$0	\$0	\$0	\$1,890	86	86
R-2	Preventive	\$6,324	\$0	\$0	\$0	\$6,324	77	77
T-1	Preventive	\$1,454	\$0	\$0	\$0	\$1,454	79	79
T-1A	Preventive	\$367	\$0	\$0	\$0	\$367	77	77
T-22	Preventive	\$107	\$0	\$0	\$0	\$107	81	81
T-4	Preventive	\$216	\$0	\$0	\$0	\$216	76	77
T-5	Preventive	\$196	\$0	\$0	\$0	\$196	78	79
T-6	Preventive	\$3,202	\$0	\$0	\$0	\$3,202	62	63

Plan Year: 2033 Estimated Cost: \$130,829 **PCI**

Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After
A-1	Preventive	\$1,334	\$0	\$0	\$0	\$1,334	76	76
A-2	Preventive	\$2,281	\$0	\$0	\$0	\$2,281	76	76
R-1	Preventive	\$2,366	\$0	\$0	\$0	\$2,366	85	85
R-2	Preventive	\$8,549	\$0	\$0	\$0	\$8,549	75	75
T-1	Preventive	\$2,128	\$0	\$0	\$0	\$2,128	78	78
T-1A	Preventive	\$544	\$0	\$0	\$0	\$544	74	74
T-22	Preventive	\$138	\$0	\$0	\$0	\$138	80	80
T-4	Preventive	\$319	\$0	\$0	\$0	\$319	74	74
T-5	Preventive	\$328	\$0	\$0	\$0	\$328	76	76
T-6	Major Below Critical	\$0	\$0	\$112,842	\$0	\$112,842	59	100