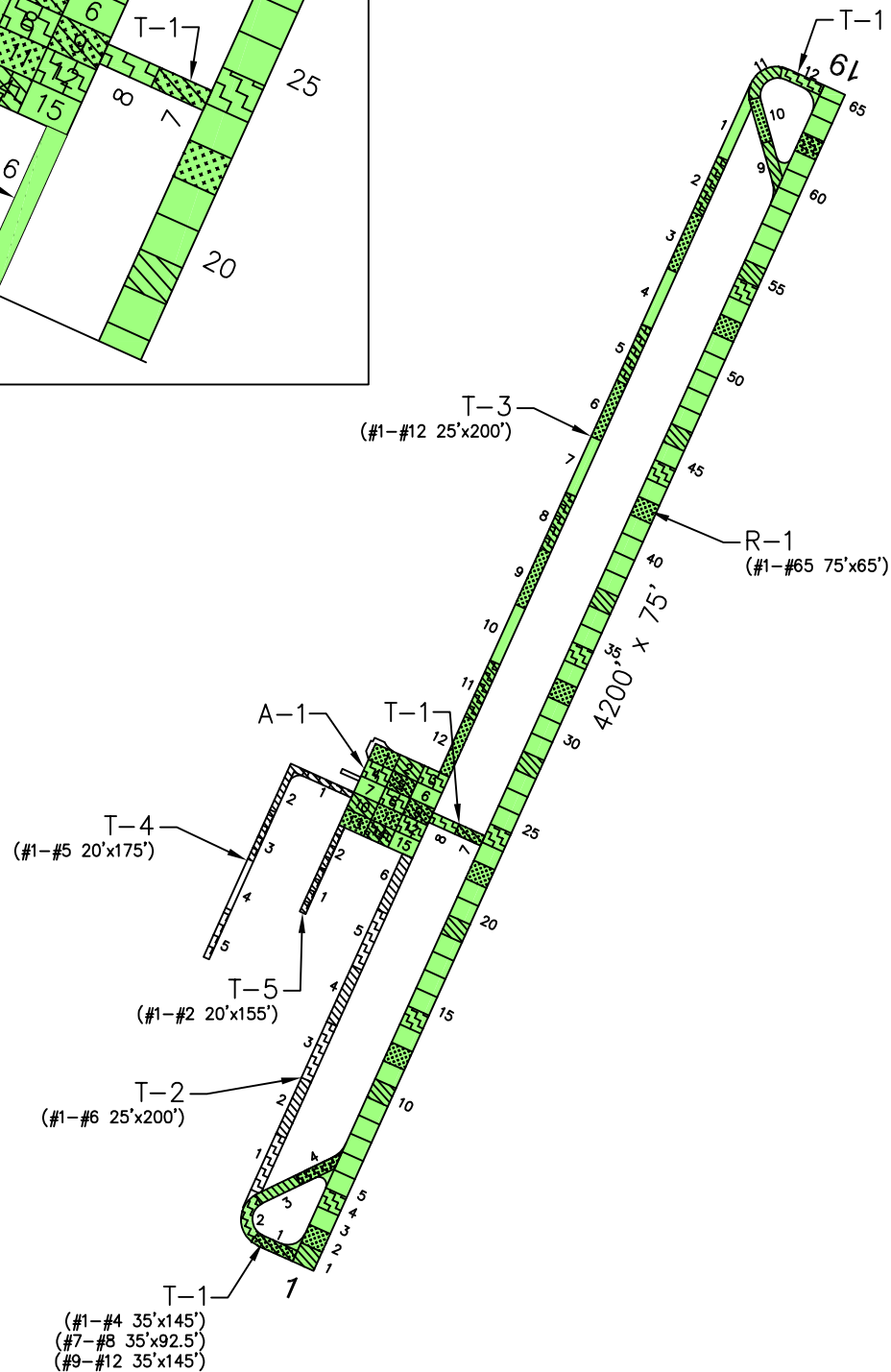
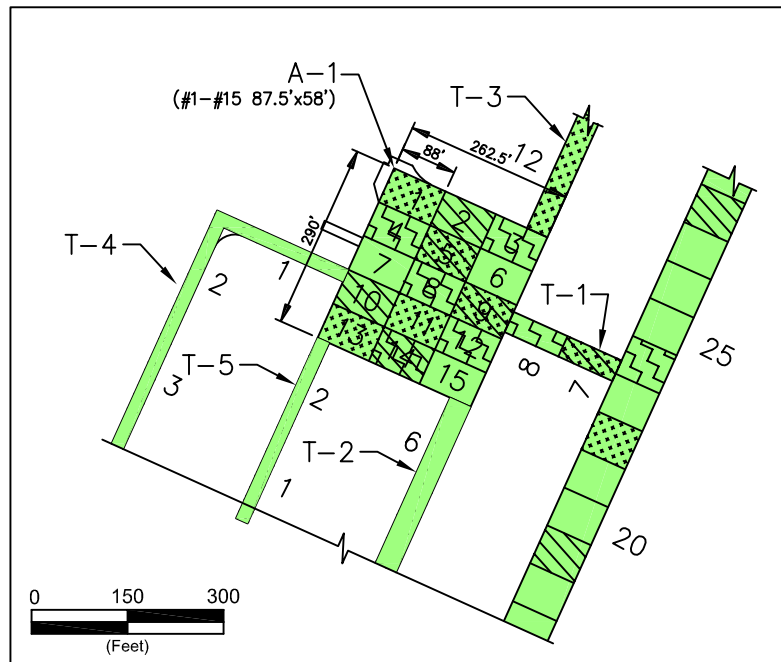


# EUREKA





## 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. |         |
| <b>RUNWAYS</b>  |            |                 |                |             |                |               |                       |      |           |         |
| R-1             | CBR=22     |                 | 6" P-152       | 4" P-208    | 3" P-401       | 3"P-401,P-608 | 12,500                |      |           | 1,3,4,5 |
| <b>TAXIWAYS</b> |            |                 |                |             |                |               |                       |      |           |         |
| T-1             |            |                 | 6" P-152       | 4" P-208    | 3" P-401       | 3"P-401,P-608 | 12,500                |      |           | 1,3,4,5 |
| T-2             |            |                 | 6" P-152       | 4" P-208    | 3" P-401       | P-608         | 12,500                |      |           | 2,3,5   |
| T-3             | CBR=20     |                 | 6" P-208       | 6" P-208    | 3" P-401       | 3"P-401,P-608 | 12,500                |      |           | 3,4,5   |
| T-4             | CBR=20     |                 | 6" P-208       | 6" P-208    | 3" P-401       | P-608         | 12,500                |      |           | 3,5     |
| T-5             |            |                 | 6" P-152       | 4" P-208    | 3" P-401       | P-608         | 12,500                |      |           | 1,3,5   |
| <b>APRONS</b>   |            |                 |                |             |                |               |                       |      |           |         |
| A-1             |            |                 | 6" P-152       | 4" P-208    | 3" P-401       | 3"P-401,P-608 | 12,500                |      |           | 1,3,4,5 |

**REMARKS:**

- AIP-003-1991, ALL NEW CONSTRUCTION
- OWNER CONSTRUCTED
- AIP-004, 2002, CONSTRUCT TAXIWAYS (T-3,T-4); CRACK SEAL, FOG SEAL, AND REMARK REMAINING PAVEMENTS.
- AIP-011/012-2010, OVERLAY RUNWAY (R-1), TAXIWAYS (T-1,T-3) AND APRON (A-1).
- AIP-013-2014, CRACK SEAL, SEAL COAT, AND REMARK ALL PAVEMENTS.

|  |  |                |   |
|--|--|----------------|---|
| <b>LEGEND</b><br>■ 2006 SURVEY AREA<br>▨ 2009 SURVEY AREA<br>▩ 2012 SURVEY AREA<br>▪ 2015 SURVEY AREA<br>▫ 2018 SURVEY AREA<br>■ MAINTAIN: PCI > 60<br>▨ TRANSITION: PCI 45 TO 60<br>▩ RECONSTRUCT: PCI < 45 | DATE OF PAVEMENT STRENGTH SURVEY:              |                | <b>MONTANA AVIATION SYSTEM PLAN</b><br><b>2018 UPDATE - PAVEMENT CONDITION INDEXES</b><br><b>EUREKA AIRPORT</b><br>(88M)  |
|  | EVALUATED BY:                                  |                |   |
|  | DATE OF MOST RECENT PAVEMENT CONDITION SURVEY: | SEPT. 25, 2018 |   |
|  | EVALUATED BY:                                  | S. BROWN       |   |
| LOCATION:  | EUREKA MONTANA                                 |                | DECEMBER 2018<br><br>MONTANA DEPARTMENT OF TRANSPORTATION<br> |

EUREKA



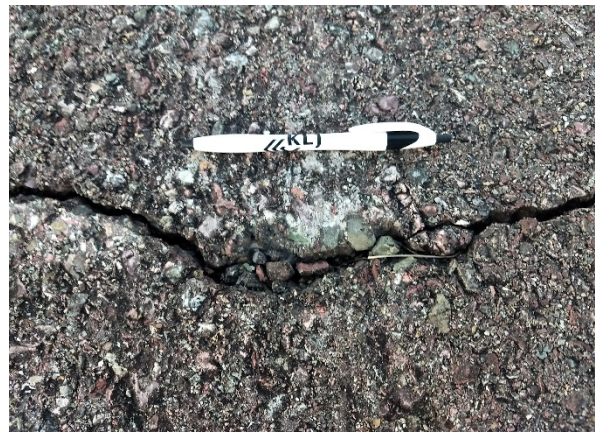
**A-1, Overview**



**A-1, Crack with Failed Sealant**



**R-1, Overview**



**R-1, Crack with FOD and Mechanical Raveling**



**T-1, Overview**



**T-1, Swell**



**T-2, Overview**



**T-2, Swell and Mechanical Raveling**

# EUREKA AIRPORT

Branch: 54A      **APRON**

**A-1**

**Length:** 290 LF      **Width:** 263 LF      **Area:** 76,125 SF      **Last Const:** 1991      **Family:** ACAM  
**From:** ENTIRE APRON      **To:**      **Surface:** AC

**Inspections**

**Samples Surveyed:** 5      **Total Samples:** 15      **Last Inspection Date:** 9/25/2018      **PCI:** **81**

**Sample # 3**      **Area:** 5,075 SF

| Distress Description             | Severity | Quantity |
|----------------------------------|----------|----------|
| PATCHING                         | L        | 0.2 SF   |
| WEATHERING                       | L        | 5075 SF  |
| LONGITUDINAL/TRANSVERSE CRACKING | L        | 39 LF    |

**Sample # 4**      **Area:** 5,075 SF

| Distress Description             | Severity | Quantity |
|----------------------------------|----------|----------|
| LONGITUDINAL/TRANSVERSE CRACKING | L        | 60 LF    |
| PATCHING                         | M        | 2.4 SF   |
| WEATHERING                       | L        | 5075 SF  |

**Sample # 8**      **Area:** 5,075 SF

| Distress Description             | Severity | Quantity |
|----------------------------------|----------|----------|
| WEATHERING                       | L        | 5075 SF  |
| LONGITUDINAL/TRANSVERSE CRACKING | H        | 4 LF     |
| LONGITUDINAL/TRANSVERSE CRACKING | L        | 154 LF   |
| LONGITUDINAL/TRANSVERSE CRACKING | M        | 37 LF    |

**Sample # 12**      **Area:** 5,075 SF

| Distress Description             | Severity | Quantity |
|----------------------------------|----------|----------|
| LONGITUDINAL/TRANSVERSE CRACKING | M        | 16 LF    |
| WEATHERING                       | L        | 5075 SF  |
| LONGITUDINAL/TRANSVERSE CRACKING | L        | 60 LF    |

**Sample # 14**      **Area:** 5,075 SF

| Distress Description             | Severity | Quantity |
|----------------------------------|----------|----------|
| LONGITUDINAL/TRANSVERSE CRACKING | M        | 30 LF    |
| LONGITUDINAL/TRANSVERSE CRACKING | L        | 74 LF    |
| PATCHING                         | M        | 3.1 SF   |
| PATCHING                         | L        | 0.8 SF   |
| WEATHERING                       | L        | 5075 SF  |

**Extrapolated Distress Quantities\***

| Distress Description             | Severity | Quantity  | Density | Deduct |
|----------------------------------|----------|-----------|---------|--------|
| LONGITUDINAL/TRANSVERSE CRACKING | HIGH     | 12 LF     | 0.02%   | 7.50   |
| LONGITUDINAL/TRANSVERSE CRACKING | LOW      | 1,161 LF  | 1.53%   | 6.17   |
| LONGITUDINAL/TRANSVERSE CRACKING | MEDIUM   | 249 LF    | 0.33%   | 6.78   |
| PATCHING                         | LOW      | 3 SF      | 0.00%   | 2.00   |
| PATCHING                         | MEDIUM   | 17 SF     | 0.02%   | 6.20   |
| WEATHERING                       | LOW      | 76,125 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

# EUREKA AIRPORT

Branch: 54R RUNWAY

**R-1**

**Length:** 4,200 LF      **Width:** 75 LF      **Area:** 315,000 SF      **Last Const:** 1991      **Family:** ACRML  
**From:** STA 0+00 RWY 18/36      **To:** STA 42+00 RWY 18/36      **Surface:** AC

**Inspections**

**Samples Surveyed:** 7      **Total Samples:** 65      **Last Inspection Date:** 9/25/2018      **PCI:** 85

| Sample # | Distress Description             | Severity | Quantity | Area:    |
|----------|----------------------------------|----------|----------|----------|
| 4        | DEPRESSION                       | L        | 0.02 SF  | 4,875 SF |
|          | LONGITUDINAL/TRANSVERSE CRACKING | H        | 1 LF     |          |
|          | LONGITUDINAL/TRANSVERSE CRACKING | M        | 11 LF    |          |
|          | WEATHERING                       | L        | 4875 SF  |          |
|          | LONGITUDINAL/TRANSVERSE CRACKING | L        | 52 LF    |          |
| 14       | LONGITUDINAL/TRANSVERSE CRACKING | L        | 89 LF    | 4,875 SF |
|          | WEATHERING                       | L        | 4875 SF  |          |
| 24       | WEATHERING                       | L        | 4875 SF  | 4,875 SF |
|          | LONGITUDINAL/TRANSVERSE CRACKING | M        | 12 LF    |          |
|          | LONGITUDINAL/TRANSVERSE CRACKING | L        | 117 LF   |          |
| 34       | LONGITUDINAL/TRANSVERSE CRACKING | M        | 6 LF     | 4,875 SF |
|          | WEATHERING                       | L        | 4875 SF  |          |
|          | LONGITUDINAL/TRANSVERSE CRACKING | L        | 40 LF    |          |
| 44       | WEATHERING                       | L        | 4875 SF  | 4,875 SF |
|          | DEPRESSION                       | L        | 5.3 SF   |          |
| 54       | LONGITUDINAL/TRANSVERSE CRACKING | M        | 3 LF     | 4,875 SF |
|          | LONGITUDINAL/TRANSVERSE CRACKING | L        | 101 LF   |          |
|          | WEATHERING                       | L        | 4875 SF  |          |
| 62       | WEATHERING                       | L        | 4875 SF  | 4,875 SF |
|          | LONGITUDINAL/TRANSVERSE CRACKING | L        | 96 LF    |          |

**Extrapolated Distress Quantities\***

| Distress Description             | Severity | Quantity   | Density | Deduct |
|----------------------------------|----------|------------|---------|--------|
| DEPRESSION                       | LOW      | 49 SF      | 0.02%   | 0.30   |
| LONGITUDINAL/TRANSVERSE CRACKING | HIGH     | 9 LF       | 0.00%   | 7.50   |
| LONGITUDINAL/TRANSVERSE CRACKING | LOW      | 4,569 LF   | 1.45%   | 5.99   |
| LONGITUDINAL/TRANSVERSE CRACKING | MEDIUM   | 295 LF     | 0.09%   | 4.00   |
| WEATHERING                       | LOW      | 315,000 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      99.0 % Climate/Durability      1.0 % Other

# EUREKA AIRPORT

Branch: 54T TAXIWAY

**T-1**

**Length:** 1,620 LF      **Width:** 35 LF      **Area:** 56,700 SF      **Last Const:** 1991      **Family:** ACRML  
**From:** APRON TO RWY 18/36      **To:** AND TURNAROUNDS      **Surface:** AC

**Inspections**

**Samples Surveyed:** 4      **Total Samples:** 12      **Last Inspection Date:** 9/25/2018      **PCI:** 84

**Sample # 2**      **Area:** 5,075 SF

| Distress Description             | Severity | Quantity |
|----------------------------------|----------|----------|
| LONGITUDINAL/TRANSVERSE CRACKING | L        | 38 LF    |
| WEATHERING                       | L        | 5075 SF  |
| PATCHING                         | L        | 0.2 SF   |

**Sample # 4**      **Area:** 5,075 SF

| Distress Description             | Severity | Quantity |
|----------------------------------|----------|----------|
| SWELL                            | L        | 40 SF    |
| WEATHERING                       | L        | 5075 SF  |
| LONGITUDINAL/TRANSVERSE CRACKING | L        | 38 LF    |
| PATCHING                         | L        | 0 SF     |

**Sample # 8**      **Area:** 5,075 SF

| Distress Description             | Severity | Quantity |
|----------------------------------|----------|----------|
| LONGITUDINAL/TRANSVERSE CRACKING | L        | 57 LF    |
| WEATHERING                       | L        | 3,238 SF |
| LONGITUDINAL/TRANSVERSE CRACKING | M        | 2 LF     |
| DEPRESSION                       | L        | 20 SF    |

**Sample # 12**      **Area:** 5,075 SF

| Distress Description             | Severity | Quantity |
|----------------------------------|----------|----------|
| PATCHING                         | L        | 0 SF     |
| LONGITUDINAL/TRANSVERSE CRACKING | L        | 90 LF    |
| PATCHING                         | L        | 0 SF     |
| LONGITUDINAL/TRANSVERSE CRACKING | M        | 12 LF    |
| WEATHERING                       | L        | 5,075 SF |

**Extrapolated Distress Quantities\***

| Distress Description             | Severity | Quantity  | Density | Deduct |
|----------------------------------|----------|-----------|---------|--------|
| DEPRESSION                       | LOW      | 60 SF     | 0.11%   | 0.29   |
| LONGITUDINAL/TRANSVERSE CRACKING | LOW      | 685 LF    | 1.21%   | 5.40   |
| LONGITUDINAL/TRANSVERSE CRACKING | MEDIUM   | 43 LF     | 0.08%   | 4.00   |
| PATCHING                         | LOW      | 3 SF      | 0.00%   | 2.00   |
| SWELL                            | LOW      | 123 SF    | 0.22%   | 1.51   |
| WEATHERING                       | LOW      | 56,700 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      91.0 % Climate/Durability      9.0 % Other

# EUREKA AIRPORT

Branch: 54T

TAXIWAY

**T-2**

Length: 1,200 LF

Width: 35 LF

Area: 42,000 SF

Last Const: 1991

Family: ACRML

From: SOUTH T-1 TURNAROUND

To: APRON

Surface: AC

**Inspections**

**Samples Surveyed:** 3      **Total Samples:** 6      **Last Inspection Date:** 9/25/2018      **PCI:** 73

|                   |  |  |  |                       |
|-------------------|--|--|--|-----------------------|
| <b>Sample # 1</b> | <p><b>Distress Description</b><br/>                 LONGITUDINAL/TRANSVERSE CRACKING<br/>                 LONGITUDINAL/TRANSVERSE CRACKING<br/>                 WEATHERING<br/>                 DEPRESSION</p>   | <p><b>Severity</b><br/>                 M<br/>                 L<br/>                 L<br/>                 L</p>   | <p><b>Quantity</b><br/>                 64 LF<br/>                 58 LF<br/>                 5,000 SF<br/>                 60 SF</p>  | <b>Area:</b> 5,000 SF |
| <b>Sample # 3</b> | <p><b>Distress Description</b><br/>                 WEATHERING<br/>                 LONGITUDINAL/TRANSVERSE CRACKING<br/>                 LONGITUDINAL/TRANSVERSE CRACKING</p>   | <p><b>Severity</b><br/>                 L<br/>                 L<br/>                 M</p>  | <p><b>Quantity</b><br/>                 5,000 SF<br/>                 46 LF<br/>                 60 LF</p>   | <b>Area:</b> 5,000 SF |
| <b>Sample # 5</b> | <p><b>Distress Description</b><br/>                 LONGITUDINAL/TRANSVERSE CRACKING<br/>                 WEATHERING<br/>                 LONGITUDINAL/TRANSVERSE CRACKING<br/>                 RAVELING<br/>                 SWELL<br/>                 SWELL</p> | <p><b>Severity</b><br/>                 M<br/>                 L<br/>                 L<br/>                 L<br/>                 L<br/>                 M</p> | <p><b>Quantity</b><br/>                 73 LF<br/>                 5,000 SF<br/>                 33 LF<br/>                 7 SF<br/>                 320 SF<br/>                 7 SF</p> | <b>Area:</b> 5,000 SF |

**Extrapolated Distress Quantities\***

| Distress Description             | Severity | Quantity  | Density | Deduct |
|----------------------------------|----------|-----------|---------|--------|
| DEPRESSION                       | LOW      | 168 SF    | 0.40%   | 2.48   |
| LONGITUDINAL/TRANSVERSE CRACKING | LOW      | 384 LF    | 0.91%   | 4.77   |
| LONGITUDINAL/TRANSVERSE CRACKING | MEDIUM   | 552 LF    | 1.31%   | 12.74  |
| RAVELING                         | LOW      | 20 SF     | 0.05%   | 1.00   |
| SWELL                            | LOW      | 896 SF    | 2.13%   | 5.55   |
| SWELL                            | MEDIUM   | 20 SF     | 0.05%   | 10.00  |
| WEATHERING                       | LOW      | 42,000 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                      58.0 % Climate/Durability                      42.0 % Other

# EUREKA AIRPORT

Branch: 54T TAXIWAY

**T-3**

**Length:** 2,400 LF      **Width:** 25 LF      **Area:** 60,000 SF      **Last Const:** 2002      **Family:** ACRML  
**From:** A-1      **To:** T-1      **Surface:** AC

**Inspections**

**Samples Surveyed:** 4      **Total Samples:** 12      **Last Inspection Date:** 9/25/2018      **PCI:** 72

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

| Distress Description             | Severity | Quantity |
|----------------------------------|----------|----------|
| LONGITUDINAL/TRANSVERSE CRACKING | M        | 34 LF    |
| WEATHERING                       | L        | 5000 SF  |
| DEPRESSION                       | L        | 0.01 SF  |
| PATCHING                         | L        | 0.2 SF   |
| LONGITUDINAL/TRANSVERSE CRACKING | L        | 186 LF   |
| SWELL                            | L        | 3.1 SF   |

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

| Distress Description             | Severity | Quantity |
|----------------------------------|----------|----------|
| DEPRESSION                       | L        | 0.05 SF  |
| SWELL                            | L        | 400 SF   |
| RAVELING                         | L        | 0.7 SF   |
| LONGITUDINAL/TRANSVERSE CRACKING | L        | 189 LF   |
| LONGITUDINAL/TRANSVERSE CRACKING | M        | 26 LF    |
| WEATHERING                       | L        | 5000 SF  |

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

| Distress Description             | Severity | Quantity |
|----------------------------------|----------|----------|
| SWELL                            | L        | 400 SF   |
| LONGITUDINAL/TRANSVERSE CRACKING | M        | 2 LF     |
| LONGITUDINAL/TRANSVERSE CRACKING | L        | 222 LF   |
| WEATHERING                       | L        | 5000 SF  |
| PATCHING                         | L        | 0.2 SF   |

**Sample # 11**      **Area:** 5,000 SF

| Distress Description             | Severity | Quantity |
|----------------------------------|----------|----------|
| LONGITUDINAL/TRANSVERSE CRACKING | L        | 199 LF   |
| SWELL                            | L        | 120 SF   |
| WEATHERING                       | L        | 5000 SF  |
| LONGITUDINAL/TRANSVERSE CRACKING | M        | 2 LF     |

**Extrapolated Distress Quantities\***

| Distress Description             | Severity | Quantity  | Density | Deduct |
|----------------------------------|----------|-----------|---------|--------|
| DEPRESSION                       | LOW      | 0 SF      | 0.00%   | 0.30   |
| LONGITUDINAL/TRANSVERSE CRACKING | LOW      | 2,388 LF  | 3.98%   | 12.47  |
| LONGITUDINAL/TRANSVERSE CRACKING | MEDIUM   | 192 LF    | 0.32%   | 6.70   |
| PATCHING                         | LOW      | 1 SF      | 0.00%   | 2.00   |
| RAVELING                         | LOW      | 2 SF      | 0.00%   | 1.00   |
| SWELL                            | LOW      | 2,769 SF  | 4.62%   | 10.07  |
| WEATHERING                       | LOW      | 60,000 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      73.0 % Climate/Durability      27.0 % Other



# EUREKA AIRPORT

Branch: 54T TAXIWAY

**T-4**

**Length:** 875 LF      **Width:** 20 LF      **Area:** 17,500 SF      **Last Const:** 2002      **Family:** ACRML  
**From:** A-1      **To:** HANGARS      **Surface:** AC

**Inspections**

**Samples Surveyed:** 3      **Total Samples:** 5      **Last Inspection Date:** 9/25/2018      **PCI:** 70

**Sample # 1**      **Area:** 3,500 SF

| Distress Description             | Severity | Quantity |
|----------------------------------|----------|----------|
| WEATHERING                       | L        | 3500 SF  |
| LONGITUDINAL/TRANSVERSE CRACKING | L        | 91 LF    |
| DEPRESSION                       | L        | 0.04 SF  |
| LONGITUDINAL/TRANSVERSE CRACKING | M        | 44 LF    |

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

| Distress Description             | Severity | Quantity |
|----------------------------------|----------|----------|
| WEATHERING                       | L        | 3500 SF  |
| PATCHING                         | L        | 0.1 SF   |
| LONGITUDINAL/TRANSVERSE CRACKING | L        | 40 LF    |
| LONGITUDINAL/TRANSVERSE CRACKING | M        | 52 LF    |

**Sample # 5**      **Area:** 3,500 SF

| Distress Description             | Severity | Quantity |
|----------------------------------|----------|----------|
| SWELL                            | L        | 320 SF   |
| RAVELING                         | L        | 0.2 SF   |
| LONGITUDINAL/TRANSVERSE CRACKING | L        | 80 LF    |
| WEATHERING                       | L        | 3500 SF  |
| DEPRESSION                       | L        | 240 SF   |
| LONGITUDINAL/TRANSVERSE CRACKING | M        | 5 LF     |

**Extrapolated Distress Quantities\***

| Distress Description             | Severity | Quantity  | Density | Deduct |
|----------------------------------|----------|-----------|---------|--------|
| DEPRESSION                       | LOW      | 400 SF    | 2.29%   | 12.29  |
| LONGITUDINAL/TRANSVERSE CRACKING | LOW      | 352 LF    | 2.01%   | 7.44   |
| LONGITUDINAL/TRANSVERSE CRACKING | MEDIUM   | 168 LF    | 0.96%   | 11.04  |
| PATCHING                         | LOW      | 0 SF      | 0.00%   | 2.00   |
| RAVELING                         | LOW      | 0 SF      | 0.00%   | 1.00   |
| SWELL                            | LOW      | 533 SF    | 3.05%   | 7.39   |
| WEATHERING                       | LOW      | 17,500 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      58.0 % Climate/Durability      42.0 % Other

# EUREKA AIRPORT

Branch: 54T TAXIWAY

**T-5**

**Length:** 310 LF      **Width:** 20 LF      **Area:** 6,200 SF      **Last Const:** 1991      **Family:** ACRML  
**From:** A-1      **To:** HANGARS      **Surface:** AC

**Inspections**

**Samples Surveyed:** 2      **Total Samples:** 2      **Last Inspection Date:** 9/25/2018      **PCI:** 76

**Sample # 1**      **Area:** 3,100 SF

| Distress Description             | Severity | Quantity |
|----------------------------------|----------|----------|
| LONGITUDINAL/TRANSVERSE CRACKING | L        | 106 LF   |
| LONGITUDINAL/TRANSVERSE CRACKING | M        | 22 LF    |
| WEATHERING                       | L        | 3100 SF  |
| DEPRESSION                       | L        | 40 SF    |
| RAVELING                         | L        | 1.5 SF   |

**Sample # 2**      **Area:** 3,100 SF

| Distress Description             | Severity | Quantity |
|----------------------------------|----------|----------|
| LONGITUDINAL/TRANSVERSE CRACKING | M        | 16 LF    |
| WEATHERING                       | L        | 3100 SF  |
| LONGITUDINAL/TRANSVERSE CRACKING | L        | 96 LF    |
| RAVELING                         | L        | 0.3 SF   |

**Extrapolated Distress Quantities\***

| Distress Description             | Severity | Quantity | Density | Deduct |
|----------------------------------|----------|----------|---------|--------|
| DEPRESSION                       | LOW      | 40 SF    | 0.65%   | 4.38   |
| LONGITUDINAL/TRANSVERSE CRACKING | LOW      | 202 LF   | 3.26%   | 10.70  |
| LONGITUDINAL/TRANSVERSE CRACKING | MEDIUM   | 38 LF    | 0.61%   | 9.07   |
| RAVELING                         | LOW      | 2 SF     | 0.03%   | 1.00   |
| WEATHERING                       | LOW      | 6,200 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      86.0 % Climate/Durability      14.0 % Other

**EUREKA AIRPORT (54)**

| FIFTEEN YEAR PROJECTIONS |                        |         |           |            |            |           | ESTIMATED AVERAGE ANNUAL COST: |           | \$66,562 |  |
|--------------------------|------------------------|---------|-----------|------------|------------|-----------|--------------------------------|-----------|----------|--|
| Plan Year: 2019          |                        |         |           |            |            |           | Estimated Cost:                | \$203,338 | PCI      |  |
| Section                  | Maintenance            | Local   | Global    | Major<Crit | Major>Crit | Total     | Before                         | After     |          |  |
| A-1                      | Preventive + Global MR | \$736   | \$25,882  | \$0        | \$0        | \$26,619  | 80                             | 88        |          |  |
| R-1                      | Preventive + Global MR | \$1,741 | \$107,099 | \$0        | \$0        | \$108,840 | 84                             | 90        |          |  |
| T-1                      | Preventive + Global MR | \$372   | \$19,278  | \$0        | \$0        | \$19,650  | 83                             | 89        |          |  |
| T-2                      | Preventive + Global MR | \$1,645 | \$14,280  | \$0        | \$0        | \$15,925  | 73                             | 76        |          |  |
| T-3                      | Preventive + Global MR | \$2,758 | \$20,400  | \$0        | \$0        | \$23,157  | 71                             | 82        |          |  |
| T-4                      | Preventive + Global MR | \$922   | \$5,950   | \$0        | \$0        | \$6,872   | 69                             | 75        |          |  |
| T-5                      | Preventive + Global MR | \$168   | \$2,108   | \$0        | \$0        | \$2,276   | 76                             | 78        |          |  |
| Plan Year: 2020          |                        |         |           |            |            |           | Estimated Cost:                | \$4,175   | PCI      |  |
| Section                  | Maintenance            | Local   | Global    | Major<Crit | Major>Crit | Total     | Before                         | After     |          |  |
| A-1                      | Preventive             | \$368   | \$0       | \$0        | \$0        | \$368     | 85                             | 85        |          |  |
| R-1                      | Preventive             | \$550   | \$0       | \$0        | \$0        | \$550     | 88                             | 88        |          |  |
| T-1                      | Preventive             | \$145   | \$0       | \$0        | \$0        | \$145     | 87                             | 88        |          |  |
| T-2                      | Preventive             | \$1,304 | \$0       | \$0        | \$0        | \$1,304   | 75                             | 75        |          |  |
| T-3                      | Preventive             | \$1,041 | \$0       | \$0        | \$0        | \$1,041   | 78                             | 78        |          |  |
| T-4                      | Preventive             | \$645   | \$0       | \$0        | \$0        | \$645     | 73                             | 73        |          |  |
| T-5                      | Preventive             | \$123   | \$0       | \$0        | \$0        | \$123     | 78                             | 78        |          |  |
| Plan Year: 2021          |                        |         |           |            |            |           | Estimated Cost:                | \$6,038   | PCI      |  |
| Section                  | Maintenance            | Local   | Global    | Major<Crit | Major>Crit | Total     | Before                         | After     |          |  |
| A-1                      | Preventive             | \$532   | \$0       | \$0        | \$0        | \$532     | 83                             | 83        |          |  |
| R-1                      | Preventive             | \$1,097 | \$0       | \$0        | \$0        | \$1,097   | 87                             | 87        |          |  |
| T-1                      | Preventive             | \$249   | \$0       | \$0        | \$0        | \$249     | 86                             | 86        |          |  |
| T-2                      | Preventive             | \$1,467 | \$0       | \$0        | \$0        | \$1,467   | 74                             | 74        |          |  |
| T-3                      | Preventive             | \$1,781 | \$0       | \$0        | \$0        | \$1,781   | 75                             | 75        |          |  |
| T-4                      | Preventive             | \$768   | \$0       | \$0        | \$0        | \$768     | 72                             | 72        |          |  |
| T-5                      | Preventive             | \$144   | \$0       | \$0        | \$0        | \$144     | 77                             | 77        |          |  |
| Plan Year: 2022          |                        |         |           |            |            |           | Estimated Cost:                | \$7,896   | PCI      |  |
| Section                  | Maintenance            | Local   | Global    | Major<Crit | Major>Crit | Total     | Before                         | After     |          |  |
| A-1                      | Preventive             | \$695   | \$0       | \$0        | \$0        | \$695     | 81                             | 81        |          |  |
| R-1                      | Preventive             | \$1,645 | \$0       | \$0        | \$0        | \$1,645   | 85                             | 85        |          |  |
| T-1                      | Preventive             | \$353   | \$0       | \$0        | \$0        | \$353     | 84                             | 84        |          |  |
| T-2                      | Preventive             | \$1,628 | \$0       | \$0        | \$0        | \$1,628   | 73                             | 73        |          |  |
| T-3                      | Preventive             | \$2,515 | \$0       | \$0        | \$0        | \$2,515   | 72                             | 72        |          |  |
| T-4                      | Preventive             | \$894   | \$0       | \$0        | \$0        | \$894     | 70                             | 70        |          |  |
| T-5                      | Preventive             | \$166   | \$0       | \$0        | \$0        | \$166     | 76                             | 76        |          |  |
| Plan Year: 2023          |                        |         |           |            |            |           | Estimated Cost:                | \$10,137  | PCI      |  |
| Section                  | Maintenance            | Local   | Global    | Major<Crit | Major>Crit | Total     | Before                         | After     |          |  |
| A-1                      | Preventive             | \$1,154 | \$0       | \$0        | \$0        | \$1,154   | 79                             | 79        |          |  |
| R-1                      | Preventive             | \$2,189 | \$0       | \$0        | \$0        | \$2,189   | 83                             | 83        |          |  |
| T-1                      | Preventive             | \$456   | \$0       | \$0        | \$0        | \$456     | 82                             | 82        |          |  |
| T-2                      | Preventive             | \$1,791 | \$0       | \$0        | \$0        | \$1,791   | 72                             | 72        |          |  |
| T-3                      | Preventive             | \$3,312 | \$0       | \$0        | \$0        | \$3,312   | 69                             | 69        |          |  |
| T-4                      | Preventive             | \$1,047 | \$0       | \$0        | \$0        | \$1,047   | 68                             | 68        |          |  |
| T-5                      | Preventive             | \$187   | \$0       | \$0        | \$0        | \$187     | 75                             | 75        |          |  |
| Plan Year: 2024          |                        |         |           |            |            |           | Estimated Cost:                | \$207,694 | PCI      |  |
| Section                  | Maintenance            | Local   | Global    | Major<Crit | Major>Crit | Total     | Before                         | After     |          |  |
| A-1                      | Preventive + Global MR | \$1,808 | \$25,882  | \$0        | \$0        | \$27,691  | 77                             | 84        |          |  |
| R-1                      | Preventive + Global MR | \$2,736 | \$107,099 | \$0        | \$0        | \$109,835 | 81                             | 87        |          |  |
| T-1                      | Preventive + Global MR | \$559   | \$19,278  | \$0        | \$0        | \$19,837  | 80                             | 86        |          |  |
| T-2                      | Preventive + Global MR | \$1,954 | \$14,280  | \$0        | \$0        | \$16,234  | 71                             | 74        |          |  |
| T-3                      | Preventive + Global MR | \$4,230 | \$20,400  | \$0        | \$0        | \$24,630  | 66                             | 76        |          |  |
| T-4                      | Preventive + Global MR | \$1,200 | \$5,950   | \$0        | \$0        | \$7,150   | 66                             | 72        |          |  |
| T-5                      | Preventive + Global MR | \$209   | \$2,108   | \$0        | \$0        | \$2,317   | 74                             | 77        |          |  |
| Plan Year: 2025          |                        |         |           |            |            |           | Estimated Cost:                | \$7,454   | PCI      |  |
| Section                  | Maintenance            | Local   | Global    | Major<Crit | Major>Crit | Total     | Before                         | After     |          |  |
| A-1                      | Preventive             | \$655   | \$0       | \$0        | \$0        | \$655     | 81                             | 82        |          |  |
| R-1                      | Preventive             | \$1,545 | \$0       | \$0        | \$0        | \$1,545   | 85                             | 85        |          |  |
| T-1                      | Preventive             | \$333   | \$0       | \$0        | \$0        | \$333     | 84                             | 84        |          |  |
| T-2                      | Preventive             | \$1,611 | \$0       | \$0        | \$0        | \$1,611   | 73                             | 73        |          |  |
| T-3                      | Preventive             | \$2,278 | \$0       | \$0        | \$0        | \$2,278   | 73                             | 73        |          |  |
| T-4                      | Preventive             | \$868   | \$0       | \$0        | \$0        | \$868     | 70                             | 70        |          |  |
| T-5                      | Preventive             | \$164   | \$0       | \$0        | \$0        | \$164     | 76                             | 76        |          |  |

**EUREKA AIRPORT (54)**

| FIFTEEN YEAR PROJECTIONS |                        |         |           |            |            |           | ESTIMATED AVERAGE ANNUAL COST: |       | \$66,562 |  |
|--------------------------|------------------------|---------|-----------|------------|------------|-----------|--------------------------------|-------|----------|--|
| Plan Year: 2026          |                        |         |           |            |            |           | Estimated Cost: \$9,513        |       | PCI      |  |
| Section                  | Maintenance            | Local   | Global    | Major<Crit | Major>Crit | Total     | Before                         | After |          |  |
| A-1                      | Preventive             | \$993   | \$0       | \$0        | \$0        | \$993     | 79                             | 79    |          |  |
| R-1                      | Preventive             | \$2,089 | \$0       | \$0        | \$0        | \$2,089   | 83                             | 83    |          |  |
| T-1                      | Preventive             | \$436   | \$0       | \$0        | \$0        | \$436     | 82                             | 82    |          |  |
| T-2                      | Preventive             | \$1,774 | \$0       | \$0        | \$0        | \$1,774   | 72                             | 72    |          |  |
| T-3                      | Preventive             | \$3,015 | \$0       | \$0        | \$0        | \$3,015   | 70                             | 70    |          |  |
| T-4                      | Preventive             | \$1,019 | \$0       | \$0        | \$0        | \$1,019   | 68                             | 68    |          |  |
| T-5                      | Preventive             | \$185   | \$0       | \$0        | \$0        | \$185     | 75                             | 75    |          |  |
| Plan Year: 2027          |                        |         |           |            |            |           | Estimated Cost: \$12,073       |       | PCI      |  |
| Section                  | Maintenance            | Local   | Global    | Major<Crit | Major>Crit | Total     | Before                         | After |          |  |
| A-1                      | Preventive             | \$1,647 | \$0       | \$0        | \$0        | \$1,647   | 77                             | 77    |          |  |
| R-1                      | Preventive             | \$2,637 | \$0       | \$0        | \$0        | \$2,637   | 82                             | 82    |          |  |
| T-1                      | Preventive             | \$539   | \$0       | \$0        | \$0        | \$539     | 80                             | 81    |          |  |
| T-2                      | Preventive             | \$1,937 | \$0       | \$0        | \$0        | \$1,937   | 71                             | 71    |          |  |
| T-3                      | Preventive             | \$3,933 | \$0       | \$0        | \$0        | \$3,933   | 67                             | 67    |          |  |
| T-4                      | Preventive             | \$1,173 | \$0       | \$0        | \$0        | \$1,173   | 67                             | 67    |          |  |
| T-5                      | Preventive             | \$207   | \$0       | \$0        | \$0        | \$207     | 74                             | 74    |          |  |
| Plan Year: 2028          |                        |         |           |            |            |           | Estimated Cost: \$14,962       |       | PCI      |  |
| Section                  | Maintenance            | Local   | Global    | Major<Crit | Major>Crit | Total     | Before                         | After |          |  |
| A-1                      | Preventive             | \$2,302 | \$0       | \$0        | \$0        | \$2,302   | 75                             | 75    |          |  |
| R-1                      | Preventive             | \$3,286 | \$0       | \$0        | \$0        | \$3,286   | 80                             | 80    |          |  |
| T-1                      | Preventive             | \$871   | \$0       | \$0        | \$0        | \$871     | 79                             | 79    |          |  |
| T-2                      | Preventive             | \$2,098 | \$0       | \$0        | \$0        | \$2,098   | 70                             | 70    |          |  |
| T-3                      | Preventive             | \$4,851 | \$0       | \$0        | \$0        | \$4,851   | 64                             | 64    |          |  |
| T-4                      | Preventive             | \$1,326 | \$0       | \$0        | \$0        | \$1,326   | 65                             | 65    |          |  |
| T-5                      | Preventive             | \$228   | \$0       | \$0        | \$0        | \$228     | 73                             | 73    |          |  |
| Plan Year: 2029          |                        |         |           |            |            |           | Estimated Cost: \$214,511      |       | PCI      |  |
| Section                  | Maintenance            | Local   | Global    | Major<Crit | Major>Crit | Total     | Before                         | After |          |  |
| A-1                      | Preventive + Global MR | \$2,960 | \$25,882  | \$0        | \$0        | \$28,842  | 73                             | 80    |          |  |
| R-1                      | Preventive + Global MR | \$5,467 | \$107,099 | \$0        | \$0        | \$112,566 | 78                             | 84    |          |  |
| T-1                      | Preventive + Global MR | \$1,286 | \$19,278  | \$0        | \$0        | \$20,564  | 77                             | 83    |          |  |
| T-2                      | Preventive + Global MR | \$2,301 | \$14,280  | \$0        | \$0        | \$16,581  | 69                             | 72    |          |  |
| T-3                      | Preventive + Global MR | \$5,772 | \$20,400  | \$0        | \$0        | \$26,172  | 61                             | 71    |          |  |
| T-4                      | Preventive + Global MR | \$1,479 | \$5,950   | \$0        | \$0        | \$7,429   | 63                             | 69    |          |  |
| T-5                      | Preventive + Global MR | \$250   | \$2,108   | \$0        | \$0        | \$2,358   | 72                             | 75    |          |  |
| Plan Year: 2030          |                        |         |           |            |            |           | Estimated Cost: \$11,441       |       | PCI      |  |
| Section                  | Maintenance            | Local   | Global    | Major<Crit | Major>Crit | Total     | Before                         | After |          |  |
| A-1                      | Preventive             | \$1,482 | \$0       | \$0        | \$0        | \$1,482   | 78                             | 78    |          |  |
| R-1                      | Preventive             | \$2,537 | \$0       | \$0        | \$0        | \$2,537   | 82                             | 82    |          |  |
| T-1                      | Preventive             | \$519   | \$0       | \$0        | \$0        | \$519     | 81                             | 81    |          |  |
| T-2                      | Preventive             | \$1,920 | \$0       | \$0        | \$0        | \$1,920   | 71                             | 71    |          |  |
| T-3                      | Preventive             | \$3,633 | \$0       | \$0        | \$0        | \$3,633   | 68                             | 68    |          |  |
| T-4                      | Preventive             | \$1,145 | \$0       | \$0        | \$0        | \$1,145   | 67                             | 67    |          |  |
| T-5                      | Preventive             | \$205   | \$0       | \$0        | \$0        | \$205     | 74                             | 74    |          |  |
| Plan Year: 2031          |                        |         |           |            |            |           | Estimated Cost: \$14,169       |       | PCI      |  |
| Section                  | Maintenance            | Local   | Global    | Major<Crit | Major>Crit | Total     | Before                         | After |          |  |
| A-1                      | Preventive             | \$2,137 | \$0       | \$0        | \$0        | \$2,137   | 75                             | 76    |          |  |
| R-1                      | Preventive             | \$3,082 | \$0       | \$0        | \$0        | \$3,082   | 80                             | 80    |          |  |
| T-1                      | Preventive             | \$792   | \$0       | \$0        | \$0        | \$792     | 79                             | 79    |          |  |
| T-2                      | Preventive             | \$2,083 | \$0       | \$0        | \$0        | \$2,083   | 70                             | 70    |          |  |
| T-3                      | Preventive             | \$4,551 | \$0       | \$0        | \$0        | \$4,551   | 65                             | 65    |          |  |
| T-4                      | Preventive             | \$1,298 | \$0       | \$0        | \$0        | \$1,298   | 65                             | 65    |          |  |
| T-5                      | Preventive             | \$227   | \$0       | \$0        | \$0        | \$227     | 73                             | 73    |          |  |
| Plan Year: 2032          |                        |         |           |            |            |           | Estimated Cost: \$18,522       |       | PCI      |  |
| Section                  | Maintenance            | Local   | Global    | Major<Crit | Major>Crit | Total     | Before                         | After |          |  |
| A-1                      | Preventive             | \$2,792 | \$0       | \$0        | \$0        | \$2,792   | 73                             | 74    |          |  |
| R-1                      | Preventive             | \$5,077 | \$0       | \$0        | \$0        | \$5,077   | 78                             | 79    |          |  |
| T-1                      | Preventive             | \$1,204 | \$0       | \$0        | \$0        | \$1,204   | 77                             | 77    |          |  |
| T-2                      | Preventive             | \$2,281 | \$0       | \$0        | \$0        | \$2,281   | 69                             | 69    |          |  |
| T-3                      | Preventive             | \$5,469 | \$0       | \$0        | \$0        | \$5,469   | 62                             | 62    |          |  |
| T-4                      | Preventive             | \$1,451 | \$0       | \$0        | \$0        | \$1,451   | 63                             | 64    |          |  |
| T-5                      | Preventive             | \$248   | \$0       | \$0        | \$0        | \$248     | 73                             | 73    |          |  |

**EUREKA AIRPORT (54)**

**FIFTEEN YEAR PROJECTIONS** **ESTIMATED AVERAGE ANNUAL COST: \$66,562**

| Plan Year: 2033 |                      | Estimated Cost: \$208,474 |        |            |            |           | PCI    |       |
|-----------------|----------------------|---------------------------|--------|------------|------------|-----------|--------|-------|
| Section         | Maintenance          | Local                     | Global | Major<Crit | Major>Crit | Total     | Before | After |
| A-1             | Preventive           | \$3,450                   | \$0    | \$0        | \$0        | \$3,450   | 71     | 71    |
| R-1             | Preventive           | \$7,258                   | \$0    | \$0        | \$0        | \$7,258   | 77     | 77    |
| T-1             | Preventive           | \$1,619                   | \$0    | \$0        | \$0        | \$1,619   | 75     | 75    |
| T-2             | Preventive           | \$2,484                   | \$0    | \$0        | \$0        | \$2,484   | 68     | 68    |
| T-3             | Major Below Critical | \$0                       | \$0    | \$191,790  | \$0        | \$191,790 | 59     | 100   |
| T-4             | Preventive           | \$1,604                   | \$0    | \$0        | \$0        | \$1,604   | 62     | 62    |
| T-5             | Preventive           | \$270                     | \$0    | \$0        | \$0        | \$270     | 72     | 72    |