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:** 9/6/2012 **PCI: 64**

Sample # 1 **Area:** 5,460 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	513 LF
RAVELING	L	1,100 SF
WEATHERING	L	5,460 SF

Sample # 3 **Area:** 5,460 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	451 LF
RAVELING	L	1,360 SF
WEATHERING	L	5,200 SF

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

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	660 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	133 LF
PATCHING	L	18 SF
RAVELING	L	820 SF
WEATHERING	L	5,460 SF

Sample # 7 **Area:** 5,250 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	420 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	70 LF
OIL SPILLAGE	N	5 SF
PATCHING	L	4 SF
RAVELING	L	1,050 SF
WEATHERING	L	5,250 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
LONGITUDINAL/TRANSVERSE CRACKING	L	4,644 LF	5.74%	22.51
LONGITUDINAL/TRANSVERSE CRACKING	M	461 LF	22.97%	10.92
OIL SPILLAGE	N	11 SF	100.00%	2.00
PATCHING	L	50 SF	0.47%	2.00
RAVELING	L	9,837 SF	1.35%	13.71
WEATHERING	L	48,549 SF	100.00%	5.95

* 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** 96.0 **% Climate/Durability** 4.0 **% 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:** 9/6/2012 **PCI: 41**

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

Distress Description	Severity	Quantity
DEPRESSION	L	70 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	410 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	80 LF
LONGITUDINAL/TRANSVERSE CRACKING	H	20 LF
PATCHING	L	10 SF
RAVELING	L	2,000 SF
WEATHERING	L	2,982 SF
WEATHERING	M	1,491 SF
WEATHERING	H	497 SF

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

Distress Description	Severity	Quantity
DEPRESSION	L	70 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	220 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	143 LF
PATCHING	L	14 SF
RAVELING	L	1,740 SF
WEATHERING	L	3,479 SF
WEATHERING	M	99 SF
WEATHERING	M	1,392 SF

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

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	402 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	50 LF
RAVELING	L	1,240 SF
WEATHERING	L	3,728 SF
WEATHERING	M	1,242 SF

Sample # 14 **Area:** 4,970 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	433 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	30 LF
RAVELING	M	1,000 SF
RAVELING	H	1,000 SF
WEATHERING	L	2,520 SF
WEATHERING	M	450 SF

Sample # 17 **Area:** 4,000 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	326 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	100 LF
RAVELING	L	4,000 SF
RAVELING	M	400 SF
RAVELING	H	300 SF
WEATHERING	L	3,070 SF
WEATHERING	M	1,655 SF

ANACONDA AIRPORT

Branch: 09A **APRON** **A-2**

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
DEPRESSION	L	478 SF	16.61%	3.82
LONGITUDINAL/TRANSVERSE CRACKING	L	6,114 LF	0.01%	19.14
LONGITUDINAL/TRANSVERSE CRACKING	M	1,376 LF	31.67%	14.19
LONGITUDINAL/TRANSVERSE CRACKING	H	68 LF	100.00%	7.50
PATCHING	L	82 SF	0.47%	2.00
RAVELING	L	30,657 SF	0.47%	17.82
RAVELING	M	4,780 SF	18.27%	16.12
RAVELING	H	4,438 SF	8.11%	42.15
WEATHERING	L	53,869 SF	0.13%	5.33
WEATHERING	M	21,607 SF	2.21%	10.34
WEATHERING	H	1,697 SF	100.00%	11.05

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

Percent of Deduct Values Based on Distress Mechanism

0.0 **% Load** 97.0 **% Climate/Durability** 3.0 **% 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:** 99 **Last Inspection Date:** 9/6/2012 **PCI: 90**

Sample # 14 **Area:** 4,875 SF

Distress Description	Severity	Quantity
ALLIGATOR CRACKING	L	3 SF
RAVELING	L	100 SF

Sample # 28 **Area:** 4,875 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	8 LF
RAVELING	L	400 SF

Sample # 42 **Area:** 4,875 SF

Distress Description	Severity	Quantity
OIL SPILLAGE	N	2 SF
RAVELING	L	125 SF

Sample # 56 **Area:** 4,875 SF

Distress Description	Severity	Quantity
OIL SPILLAGE	N	25 SF
RAVELING	L	500 SF

Sample # 70 **Area:** 4,875 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	37 LF
RAVELING	L	300 SF

Sample # 84 **Area:** 4,875 SF

Distress Description	Severity	Quantity
RAVELING	L	60 SF

Sample # 98 **Area:** 4,875 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	19 LF
RAVELING	L	185 SF
RAVELING	M	10 SF
WEATHERING	L	375 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
ALLIGATOR CRACKING	L	40 SF	20.63%	7.00
LONGITUDINAL/TRANSVERSE CRACKING	L	844 LF	0.10%	3.02
OIL SPILLAGE	N	356 SF	0.00%	2.00
RAVELING	L	22,022 SF	1.27%	6.72
RAVELING	M	132 SF	6.73%	4.00
WEATHERING	L	4,945 SF	62.10%	0.52

* 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

30.0 % Load 61.0 % Climate/Durability 9.0 % 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:** 56 **Last Inspection Date:** 9/6/2012 **PCI: 85**

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

Distress Description	Severity	Quantity
ALLIGATOR CRACKING	L	68 LF
RAVELING	L	75 SF
WEATHERING	L	80 SF

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

Distress Description	Severity	Quantity
ALLIGATOR CRACKING	L	28 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	6 LF
RAVELING	L	20 SF

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

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	58 LF
RAVELING	L	20 SF

Sample # 30 **Area:** 4,800 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	24 LF
RAVELING	L	320 LF

Sample # 38 **Area:** 4,800 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	48 LF
OIL SPILLAGE	N	2 LF
RAVELING	L	50 LF

Sample # 46 **Area:** 4,800 SF

Distress Description	Severity	Quantity
ALLIGATOR CRACKING	L	15 LF
LONGITUDINAL/TRANSVERSE CRACKING	L	30 LF
RAVELING	L	20 LF

Sample # 54 **Area:** 4,160 SF

Distress Description	Severity	Quantity
RAVELING	L	200 LF
RAVELING	M	45 LF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
ALLIGATOR CRACKING	L	913 SF	100.00%	11.55
LONGITUDINAL/TRANSVERSE CRACKING	L	1,366 LF	8.19%	4.07
OIL SPILLAGE	N	16 SF	8.29%	2.00
RAVELING	L	5,801 SF	0.26%	4.15
RAVELING	M	370 SF	10.94%	4.25
WEATHERING	L	658 SF	0.26%	0.15

* 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

44.0 % Load 48.0 % Climate/Durability 8.0 % 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:** 9/6/2012 **PCI: 83**

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

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	15 LF
RAVELING	L	450 SF
WEATHERING	L	200 SF

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

Distress Description	Severity	Quantity
ALLIGATOR CRACKING	L	35 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	4 LF
OIL SPILLAGE	N	1 SF
RAVELING	L	375 SF

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

Distress Description	Severity	Quantity
RAVELING	L	750 SF

Sample # 16 **Area:** 4,960 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	129 LF
OIL SPILLAGE	N	15 SF
RAVELING	L	350 SF
WEATHERING	L	395 SF

Sample # 20 **Area:** 5,960 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	28 LF
RAVELING	L	260 SF
WEATHERING	L	650 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
ALLIGATOR CRACKING	L	156 SF	1.82%	7.44
LONGITUDINAL/TRANSVERSE CRACKING	L	786 LF	100.00%	4.42
OIL SPILLAGE	N	71 SF	100.00%	2.00
RAVELING	L	9,759 SF	0.04%	9.30
WEATHERING	L	5,561 SF	3.91%	1.10

* 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

31.0 % Load 61.0 % Climate/Durability 8.0 % 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:** 9/6/2012 **PCI: 60**

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

Distress Description	Severity	Quantity
ALLIGATOR CRACKING	L	23 LF
LONGITUDINAL/TRANSVERSE CRACKING	L	8 LF
OIL SPILLAGE	N	4 LF
RAVELING	L	4,050 LF
RAVELING	M	450 LF
WEATHERING	L	4,500 LF

Sample # 3 **Area:** 1,880 SF

Distress Description	Severity	Quantity
ALLIGATOR CRACKING	L	30 LF
LONGITUDINAL/TRANSVERSE CRACKING	L	45 LF
RAVELING	L	100 LF
WEATHERING	L	1,880 LF

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

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	22 LF
RAVELING	L	4,050 LF
RAVELING	M	450 LF
WEATHERING	L	100 LF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
ALLIGATOR CRACKING	L	75 LF	0.23%	14.26
LONGITUDINAL/TRANSVERSE CRACKING	L	107 SF	1.00%	4.37
OIL SPILLAGE	N	6 SF	0.29%	2.00
RAVELING	L	11,644 SF	0.02%	23.75
RAVELING	M	1,278 SF	0.18%	19.01
WEATHERING	L	9,202 SF	100.00%	5.18

* 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

21.0 % Load 76.0 % Climate/Durability 3.0 % Other

ANACONDA AIRPORT

Branch: 08T 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:** 9/20/2012 **PCI: 92**

Sample # 1 **Area:** 6,082 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	16 LF
RAVELING	L	175 SF
OIL SPILLAGE	N	1 SF

Sample # 2 **Area:** 6,082 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	16 LF
RAVELING	L	200 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
RAVELING	L	375 SF	3.08%	5.16
LONGITUDINAL/TRANSVERSE CRACKING	L	26 LF	0.21%	3.2
NONE				

* 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:** 9/6/2012 **PCI: 84**

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

Distress Description	Severity	Quantity
OIL SPILLAGE	N	1 SF

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

Distress Description	Severity	Quantity
DEPRESSION	L	70 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	250 LF
WEATHERING	L	1,800 SF
WEATHERING	M	300 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
DEPRESSION	L	74 SF	2.75%	5.64
LONGITUDINAL/TRANSVERSE CRACKING	L	266 LF	0.01%	9.98
OIL SPILLAGE	N	1 SF	0.35%	2.00
WEATHERING	L	1,913 SF	1.03%	2.94
WEATHERING	M	319 SF	0.41%	2.89

* 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 67.0 % Climate/Durability 33.0 % 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:** 9/6/2012 **PCI: 70**

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

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	292 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	52 LF
WEATHERING	L	2,800 SF
WEATHERING	M	1,225 SF

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

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	267 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	35 LF
WEATHERING	L	3,018 SF
WEATHERING	L	1,007 SF

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

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	269 LF
LONGITUDINAL/TRANSVERSE CRACKING	M	79 LF
WEATHERING	L	1,007 SF
WEATHERING	L	3,018 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
LONGITUDINAL/TRANSVERSE CRACKING	L	828 LF	2.61%	18.40
LONGITUDINAL/TRANSVERSE CRACKING	M	166 LF	0.05%	13.03
WEATHERING	L	10,850 SF	0.03%	5.86
WEATHERING	M	1,225 SF	100.00%	5.48

* 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-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:** 8 **Last Inspection Date:** 9/6/2012 **PCI: 95**

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

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	12 LF
RAVELING	L	50 SF

Sample # 3 **Area:** 4,900 SF

Distress Description	Severity	Quantity
RAVELING	L	60 SF

Sample # 5 **Area:** 4,069 SF

Distress Description	Severity	Quantity
RAVELING	L	75 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	10 LF

Sample # 7 **Area:** 4,046 SF

Distress Description	Severity	Quantity
RAVELING	L	50 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
LONGITUDINAL/TRANSVERSE CRACKING	L	44.01 LF	0.12%	2.53
RAVELING	L	470.13 SF	1.31%	3.08

* 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

FIRST YEAR LOCAL: 2013 **LOCAL REPAIR COST: $118,564**

Section	Distress Description	Severity	Quantity	Work Description	Quantity	Cost	Policy
A-1	L & T CR	M	461 LF	Crack Sealing - AC	461 LF	$1,153	PREV.
A-1	OIL SPILLAGE	N	11 SF	Patching - AC Shallow	29 SF	$578	PREV.
A-2	L & T CR	H	68 LF	Crack Sealing - AC	68 LF	$171	SAFETY
A-2	RAVELING	H	4,438 SF	Patching - AC Shallow	4,438 SF	$88,762	SAFETY
R-1	OIL SPILLAGE	N	356 SF	Patching - AC Shallow	436 SF	$8,720	PREV.
R-1	DEPRESSION	H	236 SF	Patching - AC Deep	302 SF	$12,085	SAFETY
R-1	L & T CR	H	827 LF	Crack Sealing - AC	827 LF	$2,067	SAFETY
R-2	OIL SPILLAGE	N	17 SF	Patching - AC Shallow	37 SF	$736	PREV.
R-2	L & T CR	H	601 LF	Crack Sealing - AC	601 LF	$1,503	SAFETY
T-1	OIL SPILLAGE	N	72 SF	Patching - AC Shallow	110 SF	$2,190	PREV.
T-4	OIL SPILLAGE	N	1 SF	Patching - AC Shallow	9 SF	$184	PREV.
T-5	L & T CR	M	166 LF	Crack Sealing - AC	166 LF	$415	PREV.

FIFTEEN YEAR PROJECTIONS **ESTIMATED AVERAGE ANNUAL COST: $153,162**

Plan Year: 2013 Estimated Cost: $704,827

Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	PCI Before	PCI After
A-1	Global MR + Preventive	$5,946	$12,285	$0	$0	$18,231	63	67
A-2	Major Below Critical	$0	$0	$551,544	$0	$551,544	40	100
R-1	Preventive	$924	$0	$0	$0	$924	88	88
R-2	Global MR + Preventive	$1,834	$67,801	$0	$0	$69,635	83	90
T-1	Preventive	$939	$0	$0	$0	$939	81	82
T-1A	Major Below Critical	$0	$0	$57,574	$0	$57,574	58	100
T-22	Preventive	$0	$0	$0	$0	$0	90	90
T-4	Global MR + Preventive	$69	$2,231	$0	$0	$2,300	82	89
T-5	Global MR + Preventive	$662	$3,019	$0	$0	$3,680	70	72

Plan Year: 2014 Estimated Cost: $30,359

Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	PCI Before	PCI After
A-1	Preventive	$5,082	$0	$0	$0	$5,082	65	65
R-1	Global MR + Preventive	$2,433	$115,876	$0	$0	$118,309	85	92
R-2	Preventive	$955	$0	$0	$0	$955	87	87
T-1	Global MR + Preventive	$1,618	$28,016	$0	$0	$29,634	79	85
T-22	Preventive	$43	$0	$0	$0	$43	87	87
T-4	Preventive	$41	$0	$0	$0	$41	86	86
T-5	Preventive	$600	$0	$0	$0	$600	70	70
T-6	Preventive	$41	$0	$0	$0	$41	89	89

Plan Year: 2015 Estimated Cost: $23,592

Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	PCI Before	PCI After
A-1	Preventive	$6,199	$0	$0	$0	$6,199	63	63
R-1	Preventive	$821	$0	$0	$0	$821	88	88
R-2	Preventive	$1,860	$0	$0	$0	$1,860	84	84
T-1	Preventive	$967	$0	$0	$0	$967	82	82
T-22	Global MR + Preventive	$83	$3,227	$0	$0	$3,310	84	91
T-4	Preventive	$70	$0	$0	$0	$70	83	83
T-5	Preventive	$693	$0	$0	$0	$693	70	70
T-6	Global MR + Preventive	$167	$9,506	$0	$0	$9,672	86	93

Plan Year: 2016 Estimated Cost: $15,337

Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	PCI Before	PCI After
A-1	Preventive	$7,351	$0	$0	$0	$7,351	61	61
A-2	Preventive	$194	$0	$0	$0	$194	88	88
R-1	Preventive	$2,435	$0	$0	$0	$2,435	85	85
R-2	Preventive	$2,728	$0	$0	$0	$2,728	81	81
T-1	Preventive	$1,613	$0	$0	$0	$1,613	79	79
T-1A	Preventive	$36	$0	$0	$0	$36	88	88
T-22	Preventive	$41	$0	$0	$0	$41	87	87
T-4	Preventive	$99	$0	$0	$0	$99	80	80
T-5	Preventive	$810	$0	$0	$0	$810	69	69
T-6	Preventive	$30	$0	$0	$0	$30	89	89

Plan Year: 2017 Estimated Cost: $22,351

Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	PCI Before	PCI After
A-1	Preventive	$8,662	$0	$0	$0	$8,662	60	60
A-2	Preventive	$509	$0	$0	$0	$509	85	85
R-1	Preventive	$3,971	$0	$0	$0	$3,971	82	82
R-2	Preventive	$5,016	$0	$0	$0	$5,016	78	79
T-1	Preventive	$2,733	$0	$0	$0	$2,733	77	77
T-1A	Preventive	$92	$0	$0	$0	$92	85	85
T-22	Preventive	$85	$0	$0	$0	$85	84	84
T-4	Preventive	$195	$0	$0	$0	$195	78	78
T-5	Preventive	$923	$0	$0	$0	$923	68	68
T-6	Preventive	$165	$0	$0	$0	$165	86	86

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Plan Year: 2018 — Estimated Cost: $129,675

Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	PCI Before	PCI After
A-1	Global MR + Preventive	$10,391	$14,242	$0	$0	$24,632	58	62
A-2	Preventive	$819	$0	$0	$0	$819	82	82
R-1	Preventive	$6,073	$0	$0	$0	$6,073	80	80
R-2	Global MR + Preventive	$7,807	$78,599	$0	$0	$86,407	76	81
T-1	Preventive	$3,768	$0	$0	$0	$3,768	75	75
T-1A	Preventive	$146	$0	$0	$0	$146	82	82
T-22	Preventive	$126	$0	$0	$0	$126	81	81
T-4	Global MR + Preventive	$283	$2,587	$0	$0	$2,870	76	80
T-5	Global MR + Preventive	$1,040	$3,500	$0	$0	$4,540	68	69
T-6	Preventive	$294	$0	$0	$0	$294	83	83

Plan Year: 2019 — Estimated Cost: $200,236

Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	PCI Before	PCI After
A-1	Preventive	$9,013	$0	$0	$0	$9,013	60	60
A-2	Preventive	$1,500	$0	$0	$0	$1,500	79	79
R-1	Global MR + Preventive	$11,112	$134,332	$0	$0	$145,444	77	83
R-2	Preventive	$5,039	$0	$0	$0	$5,039	79	79
T-1	Global MR + Preventive	$4,718	$32,478	$0	$0	$37,196	73	77
T-1A	Preventive	$236	$0	$0	$0	$236	79	79
T-22	Preventive	$225	$0	$0	$0	$225	79	79
T-4	Preventive	$198	$0	$0	$0	$198	78	78
T-5	Preventive	$969	$0	$0	$0	$969	68	68
T-6	Preventive	$416	$0	$0	$0	$416	80	80

Plan Year: 2020 — Estimated Cost: $0

Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	PCI Before	PCI After
A-1	Preventive	$10,852	$0	$0	$0	$10,852	58	58
A-2	Preventive	$2,640	$0	$0	$0	$2,640	76	76
R-1	Preventive	$5,954	$0	$0	$0	$5,954	80	80
R-2	Preventive	$8,032	$0	$0	$0	$8,032	76	77
T-1	Preventive	$3,912	$0	$0	$0	$3,912	75	75
T-1A	Preventive	$412	$0	$0	$0	$412	77	77
T-22	Global MR + Preventive	$360	$3,741	$0	$0	$4,100	76	81
T-4	Preventive	$293	$0	$0	$0	$293	76	76
T-5	Preventive	$1,093	$0	$0	$0	$1,093	68	68
T-6	Global MR + Preventive	$806	$11,020	$0	$0	$11,825	78	83

Plan Year: 2021 — Estimated Cost: $1,661

Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	PCI Before	PCI After
A-1	Preventive	$12,774	$0	$0	$0	$12,774	56	56
A-2	Preventive	$3,766	$0	$0	$0	$3,766	74	74
R-1	Preventive	$11,333	$0	$0	$0	$11,333	78	78
R-2	Preventive	$10,788	$0	$0	$0	$10,788	75	75
T-1	Preventive	$4,928	$0	$0	$0	$4,928	74	74
T-1A	Preventive	$574	$0	$0	$0	$574	75	75
T-22	Preventive	$225	$0	$0	$0	$225	79	79
T-4	Preventive	$380	$0	$0	$0	$380	74	74
T-5	Preventive	$1,230	$0	$0	$0	$1,230	67	67
T-6	Preventive	$431	$0	$0	$0	$431	81	81

Plan Year: 2022 — Estimated Cost: $58,913

Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	PCI Before	PCI After
A-1	Preventive	$14,811	$0	$0	$0	$14,811	55	55
A-2	Preventive	$4,889	$0	$0	$0	$4,889	71	71
R-1	Preventive	$16,299	$0	$0	$0	$16,299	76	76
R-2	Preventive	$13,304	$0	$0	$0	$13,304	73	73
T-1	Preventive	$5,854	$0	$0	$0	$5,854	72	72
T-1A	Preventive	$723	$0	$0	$0	$723	74	74
T-22	Preventive	$369	$0	$0	$0	$369	77	77
T-4	Preventive	$459	$0	$0	$0	$459	73	73
T-5	Preventive	$1,390	$0	$0	$0	$1,390	66	66
T-6	Preventive	$815	$0	$0	$0	$815	78	78

Plan Year: 2023 — Estimated Cost: $186,126

Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	PCI Before	PCI After
A-1	Global MR + Preventive	$16,989	$16,510	$0	$0	$33,499	53	57
A-2	Preventive	$6,570	$0	$0	$0	$6,570	69	69
R-1	Preventive	$20,878	$0	$0	$0	$20,878	74	74
R-2	Global MR + Preventive	$15,586	$91,118	$0	$0	$106,704	72	75
T-1	Preventive	$6,702	$0	$0	$0	$6,702	71	71
T-1A	Preventive	$858	$0	$0	$0	$858	72	72
T-22	Preventive	$502	$0	$0	$0	$502	75	75
T-4	Global MR + Preventive	$532	$2,999	$0	$0	$3,530	71	74
T-5	Global MR + Preventive	$1,589	$4,057	$0	$0	$5,646	65	67
T-6	Preventive	$1,237	$0	$0	$0	$1,237	76	76

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Plan Year: 2024				Estimated Cost: $269,671			PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After
A-1	Preventive	$15,519	$0	$0	$0	$15,519	55	55
A-2	Preventive	$9,151	$0	$0	$0	$9,151	67	67
R-1	Global MR + Preventive	$25,063	$155,728	$0	$0	$180,791	72	76
R-2	Preventive	$13,919	$0	$0	$0	$13,919	73	73
T-1	Global MR + Preventive	$7,476	$37,651	$0	$0	$45,127	70	72
T-1A	Preventive	$981	$0	$0	$0	$981	71	71
T-22	Preventive	$623	$0	$0	$0	$623	73	73
T-4	Preventive	$481	$0	$0	$0	$481	73	73
T-5	Preventive	$1,454	$0	$0	$0	$1,454	66	66
T-6	Preventive	$1,625	$0	$0	$0	$1,625	74	74

Plan Year: 2025				Estimated Cost: $97,931			PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After
A-1	Preventive	$17,813	$0	$0	$0	$17,813	53	53
A-2	Preventive	$11,761	$0	$0	$0	$11,761	65	65
R-1	Preventive	$21,792	$0	$0	$0	$21,792	74	74
R-2	Preventive	$16,381	$0	$0	$0	$16,381	72	72
T-1	Preventive	$7,049	$0	$0	$0	$7,049	71	71
T-1A	Preventive	$1,094	$0	$0	$0	$1,094	70	70
T-22	Global MR + Preventive	$733	$4,336	$0	$0	$5,070	72	75
T-4	Preventive	$559	$0	$0	$0	$559	72	72
T-5	Preventive	$1,658	$0	$0	$0	$1,658	65	65
T-6	Global MR + Preventive	$1,979	$12,775	$0	$0	$14,754	73	76

Plan Year: 2026				Estimated Cost: $93,607			PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After
A-1	Preventive	$20,285	$0	$0	$0	$20,285	51	51
A-2	Preventive	$14,408	$0	$0	$0	$14,408	63	63
R-1	Preventive	$26,246	$0	$0	$0	$26,246	73	73
R-2	Preventive	$18,607	$0	$0	$0	$18,607	71	71
T-1	Preventive	$7,873	$0	$0	$0	$7,873	70	70
T-1A	Preventive	$1,295	$0	$0	$0	$1,295	69	69
T-22	Preventive	$651	$0	$0	$0	$651	73	73
T-4	Preventive	$630	$0	$0	$0	$630	70	71
T-5	Preventive	$1,919	$0	$0	$0	$1,919	64	64
T-6	Preventive	$1,693	$0	$0	$0	$1,693	74	75

Plan Year: 2027				Estimated Cost: $463,139			PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After
A-1	Major Below Critical	$0	$0	$378,222	$0	$378,222	49	100
A-2	Preventive	$17,128	$0	$0	$0	$17,128	62	62
R-1	Preventive	$30,328	$0	$0	$0	$30,328	71	71
R-2	Preventive	$20,881	$0	$0	$0	$20,881	70	70
T-1	Preventive	$9,265	$0	$0	$0	$9,265	69	69
T-1A	Preventive	$1,496	$0	$0	$0	$1,496	69	69
T-22	Preventive	$769	$0	$0	$0	$769	72	72
T-4	Preventive	$725	$0	$0	$0	$725	70	70
T-5	Preventive	$2,254	$0	$0	$0	$2,254	63	63
T-6	Preventive	$2,071	$0	$0	$0	$2,071	73	73

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9/19/2012

A-2 & A-1, Overview

A-2, Overview with crack and raveling

A-2, Surface detail with raveling

R-1, Overview

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R-1, Surface detail with crack

R-1, Surface detail with cracking

R-2, Overview

R-2, Surface detail with depression

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R-2, Turnaround overview

T-1, Overview

T-4, Overview

T-4, Surface detail with crack and patch

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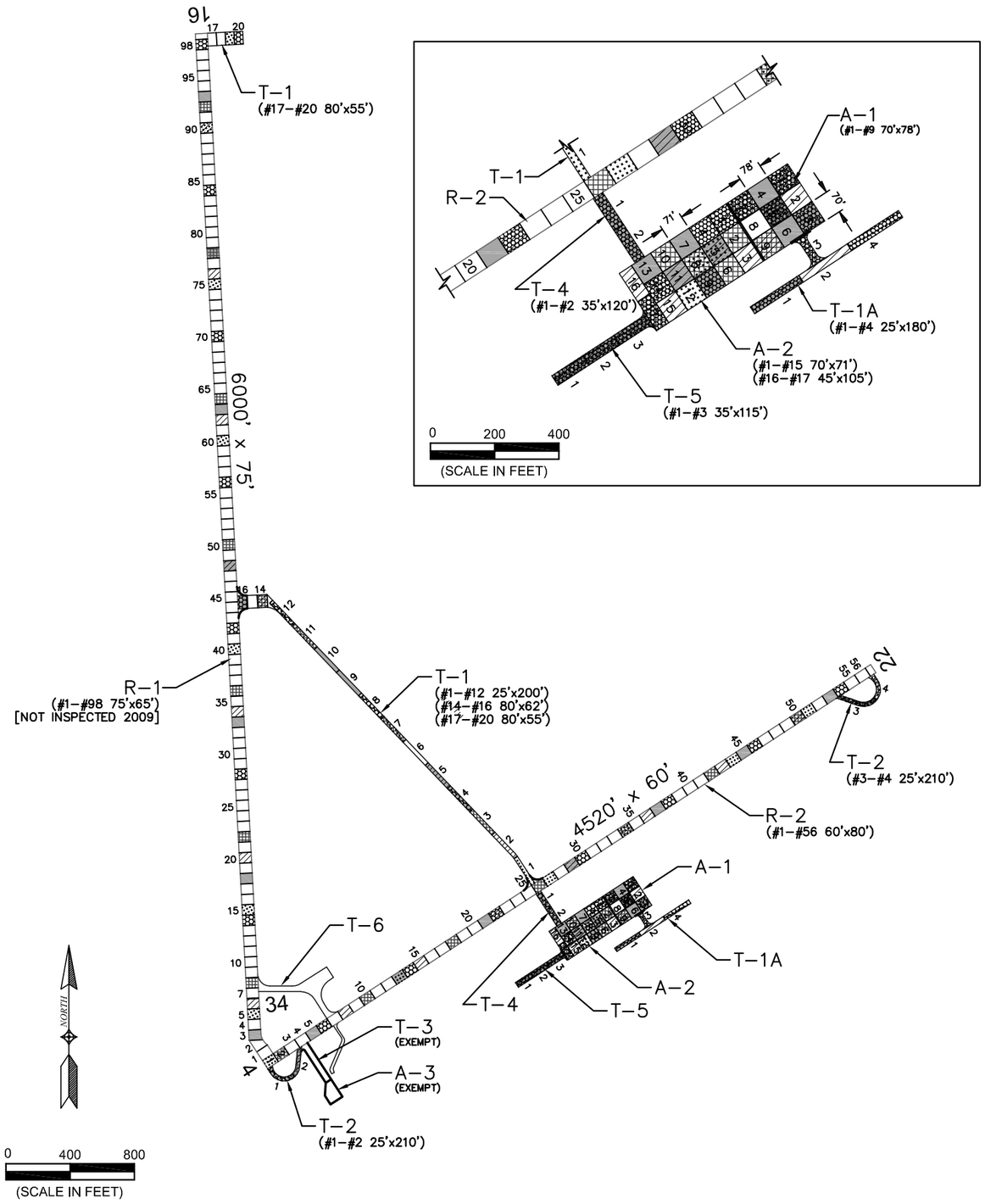
T-5, Overview

T-5, Surface detail with raveling

ANACONDA



PAVEMENT STRENGTH SURVEY/PAVEMENT CONDITION SURVEY

PAVE. IDENT.	SOIL CLASS	SUB GRADE CLASS	SUBBASE COURSE	BASE COURSE	SURFACE COURSE	OVERLAY	PAVEMENT STRENGTH MAX. GROSS LOAD (LBS) SINGLE	DUAL	DUAL TAN.	REMARKS
RUNWAYS										
R-1		CBR=3.5		9" P-208	3" P-401	2.75" P-401	16,000			2 4 6 7
R-2				9.7" P-208	4" P-401	P-609	12,500			3 4 6
TAXIWAYS										
T-1		CBR=3.5		9" P-208	3" P-401	2.75" P-401	16,000			2 4 6 7
T-1A				9" P-208	3" P-401	P-609	12,500			2 4 6
T-2				9.7" P-208	4" P-401	P-609	12,500			3 4 6
T-3						P-609				A
T-4	E-1	F1		6" P-208	2" P-401	P-609	30,000			1 4 6
T-5				9.7" P-208	4" P-401	P-609	12,500			3 4 6
T-6				9" P-208	4" P-401		12,500			8
APRONS										
A-1				9" P-208	3" P-401	P-609	12,500			2 4 6
A-2				9.7" P-208	4" P-401	P-609	12,500			3 4 6

REMARKS:

A> UNKNOWN-CONSTRUCTED NON-FED, NO INFORMATION AVAILABLE, STRENGTHS ASSUMED.

1> AIP-001, 1985, REHABILITATE RUNWAY 4-22, TURNAROUNDS, APRON, AND CONNECTING TAXIWAY.

2> AIP-002, 1992, CONSTRUCT RUNWAY 16-34, CONNECTING AND ACCESS TAXIWAYS; APRON EXPANSION.

3> AIP-003, 1993, REHABILITATE RUNWAY (R-2) AND APRON, CONSTRUCT TAXIWAY (T-5).

4> AIP-004, 2001, CRACK SEAL, FOG SEAL, AND REMARK ALL PAVEMENTS.

5> AIP-008, 2006, CRACK SEAL, FOG SEAL, AND REMARK ALL PAVEMENTS [NO PROJECT].

6> AIP-009, 2007, CRACK SEAL, FOG SEAL, AND REMARK ALL PAVEMENTS [RE-BID OF AIP-008-2006].

7> AIP-010/011-2009, OVERLAY RUNWAY 16-34 (R-1) AND TAXIWAY (T-1).

8> AIP-014, 2011, REHABILITATE RUNWAY 4-22 (R-2), CONSTRUCT RUNWAY B (T-6).

LEGEND

- 1997 SURVEY AREA
- 2000 SURVEY AREA (NOT SURVEYED)
- 2003 SURVEY AREA
- 2006 SURVEY AREA
- 2009 SURVEY AREA
- 2012 SURVEY AREA

DATE OF PAVEMENT STRENGTH SURVEY:	
EVALUATED BY:	
DATE OF MOST RECENT PAVEMENT CONDITION SURVEY:	SEPT. 20, 2012
EVALUATED BY:	J. WALLA

MONTANA AVIATION SYSTEM PLAN
2012 UPDATE - PAVEMENT CONDITION INDEXES

BOWMAN FIELD

PREPARED FOR: MONTANA AERONAUTICS DIVISION

ANACONDA MONTANA

DATE: JAN. 2013

PREPARED BY: SE Engineering Planning Consulting

ANACONDA